

Nott Street Safety Improvements

PROJECT LOCATION(S): Town of Niskayuna on Nott Street (CR 6) between Clifton Park Road and Balltown Road (NY 146)

SPONSOR(S): Schenectady County

FACILITY OWNER(S): Schenectady County and NYSDOT

DETAILED DESCRIPTION: Reconfigure Nott Street between Balltown Road and Clifton Park Road including intersection improvements at Balltown Road, upgrading and installing new pedestrian accommodations including sidewalks, crosswalks and rectangular rapid flashing beacons and reducing the number of curb cuts onto Nott Street.

PROPOSED TIP DESCRIPTION: Nott Street/Balltown Road intersection redesign with new turn lane. Includes mill and fill of Nott Street from Balltown Road to Clifton Park Road.

HSIP REQUESTED (INCLUDES MATCH AND INFLATION): \$1.303 M

TOTAL PROJECT COST (INCLUDES OVER MATCH AND INFLATION): \$1.453 M - additional match from Schenectady Metroplex

DESIGN LIFE OF PROPOSED PROJECT (YEARS): 20

PAVEMENT CONDITION: 7 (2015)

NHS AND FUNCTIONAL CLASS: NHS: No, FC: 16 Urban Minor Arterial

TRAFFIC OR OTHER VOLUME DATA: NYSDOT RIS: 8,365 AADT (2015) – Nott, 13,920 AADT (2015) NY 146

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|---|-------------|
| PROJECT TOTAL SCORE (UP TO 100 POINTS) | 21.3 |
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| MERIT CATEGORY SCORE SCALED * | 19.5 |
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| SAFETY B/C RATIO FROM SPONSOR (MAX. 50)** | 1.8 |
|---|-----|

*See page 2 for individual merit category scores.

**B/C ratio cost does not include inflation.

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| BENEFIT/COST RATIO (CALCULATED WITH USER BENEFITS) | 2.3 |
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| Total Benefits (\$1,000's/Year) | 291 |
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| Safety User Cost | 182 |
| | 109 |

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|----------------------------------|-----|
| Annualized Cost (\$1,000's/Year) | 127 |
|----------------------------------|-----|

HSIP ELIGIBILITY: NYSDOT has confirmed this project as being HSIP eligible. The project intends to reduce left turn crashes at the Balltown Road/Nott Street intersection through the addition of a protected left turn lane. Crash Rate is 1.84 crashes/million entering vehicles (MEV) which is above the state average of 0.24 crashes/MEV (signal with left turn, 5+ lanes). Analysis is for reportable crashes only. Project would also eliminate the practice of parked vehicles backing out of spaces onto Nott Street and improve pedestrian safety.

OTHER CONSIDERATIONS: Project will reduce crossing lengths at the midblock crosswalk by narrowing Nott Street and will add a second midblock crosswalk with Rectangular Rapid Flashing Beacons at both midblock locations. All pedestrian facilities will be ADA compliant. A protected left turn signal will be added to the Balltown Road/Nott Street intersection. Existing street light standards will be removed and replaced with current NYSDOT light standards. Traffic calming will be implemented by shifting Nott Street south and reducing the shoulder width. No bicycle facilities will be part of the project. Project will relocate a CDTA bus stop. No Additional Right of Way is required.

Project is consistent with the Town of Niskayuna Comprehensive Plan and has written support from the Town and Schenectady Metroplex. Schenectady Metroplex is contributing \$150,000 in additional cash match toward the federal aid portion of the project (included in the Total Project Cost). County will pay for the left turn arrow at the signal and NYSDOT will change the signal timing. NYSDOT is supportive of the improvements at the Balltown Road/Nott Street intersection. An additional \$100,000 is being committed to new sidewalks on the north side of Nott Street by Schenectady Metroplex (outside of this proposal).

PROPOSED SCHEDULE: Complete Engineer Solicitation February 2017, Award Design Contract by April 2017, Complete PS&E January 2018, Complete Construction November 2018.

| MERIT CATEGORIES | | NUMERIC VALUES | | | SCORE |
|--|----------|----------------|----|-----|-------|
| REGIONAL BENEFIT (5 POINTS POSSIBLE) | | | | | |
| Benefit beyond project to transportation system or quality region | SCORE | -2 | to | +5 | 1 |
| | SUBTOTAL | -2 | to | +5 | 1 |
| COMMUNITY QUALITY OF LIFE & EQUITY (10 POINTS POSSIBLE) | | | | | |
| Land Use Compatibility | SCORE | -1 | to | +3 | 3 |
| Smart Growth | SCORE | -1 | to | +3 | 3 |
| Environmental Justice | SCORE | -1 | to | +2 | -1 |
| Accessibility / ADA / Universal Design/Human Services Transport | SCORE | -1 | to | +2 | 1 |
| | SUBTOTAL | -4 | to | +10 | 6 |
| APPROPRIATE INFRASTRUCTURE (10 POINTS POSSIBLE) | | | | | |
| Preservation/Renewal of Existing | SCORE | -2 | to | +5 | 2 |
| Complete Streets | SCORE | -2 | to | +5 | 3 |
| | SUBTOTAL | -4 | to | +10 | 5 |
| MULTI-MODALISM (10 POINTS POSSIBLE) | | | | | |
| Transit | SCORE | -2 | to | +5 | 3 |
| Pedestrian | SCORE | -1 | to | +3 | 3 |
| Bicycle | SCORE | -1 | to | +2 | 2 |
| | SUBTOTAL | -4 | to | +10 | 8 |
| ENVIRONMENT & HEALTH (8 POINTS POSSIBLE) | | | | | |
| Sensitive Area Preservation/Mitigation | SCORE | -1 | to | +2 | 0 |
| Greenhouse Gas Emissions Reduction | SCORE | -1 | to | +2 | 0 |
| Alternative Fuels Support | SCORE | -1 | to | +2 | 0 |
| Other Health Benefit | SCORE | -1 | to | +2 | 1 |
| | SUBTOTAL | -4 | to | +8 | 1 |
| ECONOMIC DEVELOPMENT (5 POINTS POSSIBLE) | | | | | |
| Economic Impact | SCORE | -2 | to | +5 | 2 |
| | SUBTOTAL | -2 | to | +5 | 2 |
| SAFETY & SECURITY (5 POINTS POSSIBLE) | | | | | |
| Additional Safety Benefit Beyond Crash History | SCORE | -1 | to | +3 | 3 |
| Security and Resiliency to Natural Hazards and Human Caused Events | SCORE | -1 | to | +2 | 0 |
| | SUBTOTAL | -2 | to | +5 | 3 |
| OPERATIONS & TECHNOLOGY (5 POINTS POSSIBLE) | | | | | |
| Traffic Operations & Reliability Improvements | SCORE | -1 | to | +3 | 2 |
| Use of Beneficent Advanced Technologies | SCORE | -1 | to | +2 | 1 |
| | SUBTOTAL | -2 | to | +5 | 3 |
| FREIGHT (5 POINTS POSSIBLE) | | | | | |
| Freight and Goods Movement | SCORE | -2 | to | +5 | 1 |
| | SUBTOTAL | -2 | to | +5 | 1 |
| INNOVATION (2 POINTS POSSIBLE) | | | | | |
| Innovative Solutions | SCORE | 0 | to | +2 | 0 |
| | SUBTOTAL | 0 | to | +2 | 0 |
| PROJECT DELIVERY (2 POINTS POSSIBLE) | | | | | |
| On Schedule/On Budget | SCORE | -2 | to | +2 | -1 |
| | SUBTOTAL | -2 | to | +2 | -1 |
| PROJECT MERIT CATEGORY SUB TOTAL | SUBTOTAL | -28 | to | +67 | 26 |