

# Warren County Public Works Committee Meeting

## CAREY ROAD INDUSTRIAL PARK EXISTING TRAFFIC ANALYSIS AND BUILD-OUT ASSESSMENT



May 24, 2022

# Agenda

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- Technical Presentation
  - Study Area and Objectives
  - Project Process
  - Existing Conditions
  - Forecasts
  - Evaluations
  - Recommendations
  - Costs & Funding
- Questions and Answers



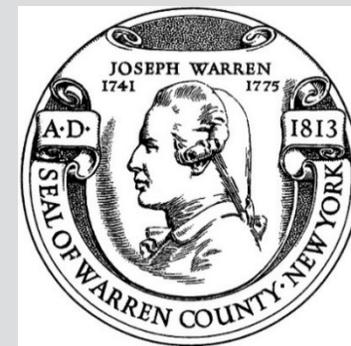
# Study Area and Project Objective

- The purpose of this study is to evaluate existing and future transportation needs in the area, and identify operational improvements and costs to maintain safe and efficient access in the project area.



# Study Process

- The study was guided by an Advisory Committee that included representation from:
  - Adirondack/Glens Falls Transportation Council
  - Town of Queensbury
  - Warren County Department of Public Works
  - West Glens Falls Fire Company

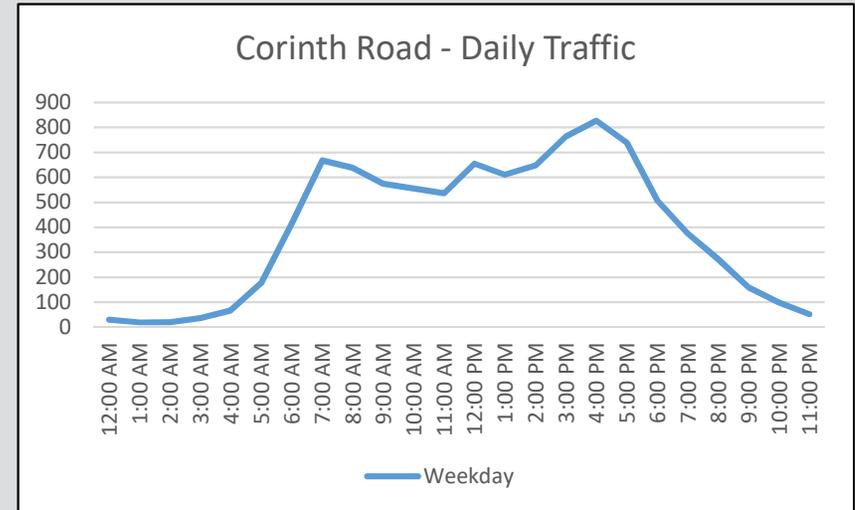


# Existing Conditions - Segments

- Observed vehicle, pedestrian, and bicycle activity in November 2021:

## Corinth Road

- Classified as an urban minor arterial
- Serves approximately 9,440 vpd
- Experiences typical commuter peaks
- Sidewalks in various locations
- Posted speed limit transitions from 35-mph to 45-mph east of the McDonald's Driveway

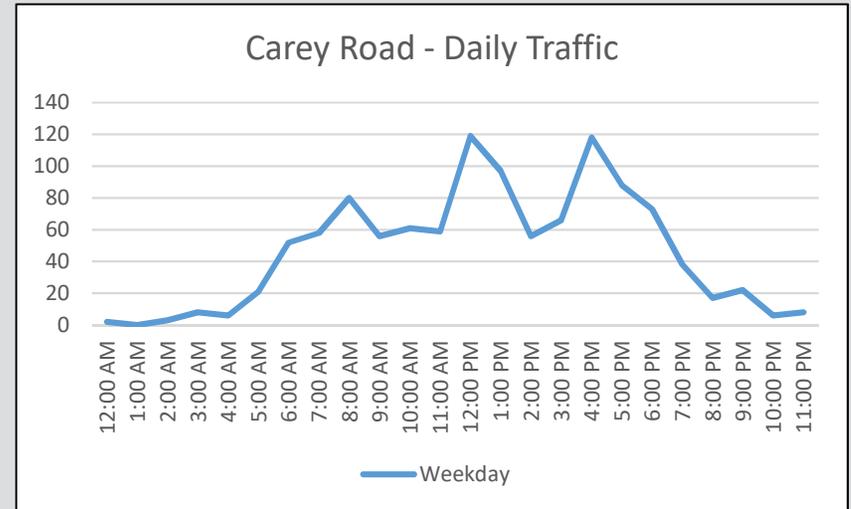


# Existing Conditions - Segments

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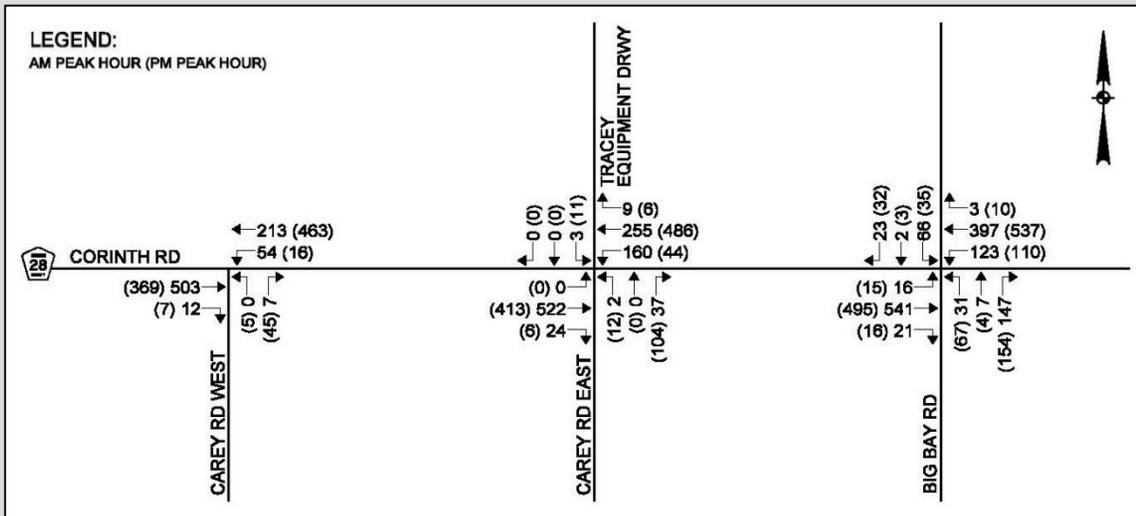
## Carey Road

- Classified as an urban local road
- Serves approximately 1,450 vpd
- Experiences typical commuter peaks
- No sidewalks
- Posted speed limit is 30-mph



# Existing Conditions - Intersections

- Corinth Road/Big Bay Road
- Corinth Road/Carey Road East
- Corinth Road/Carey Road West



# Existing Conditions

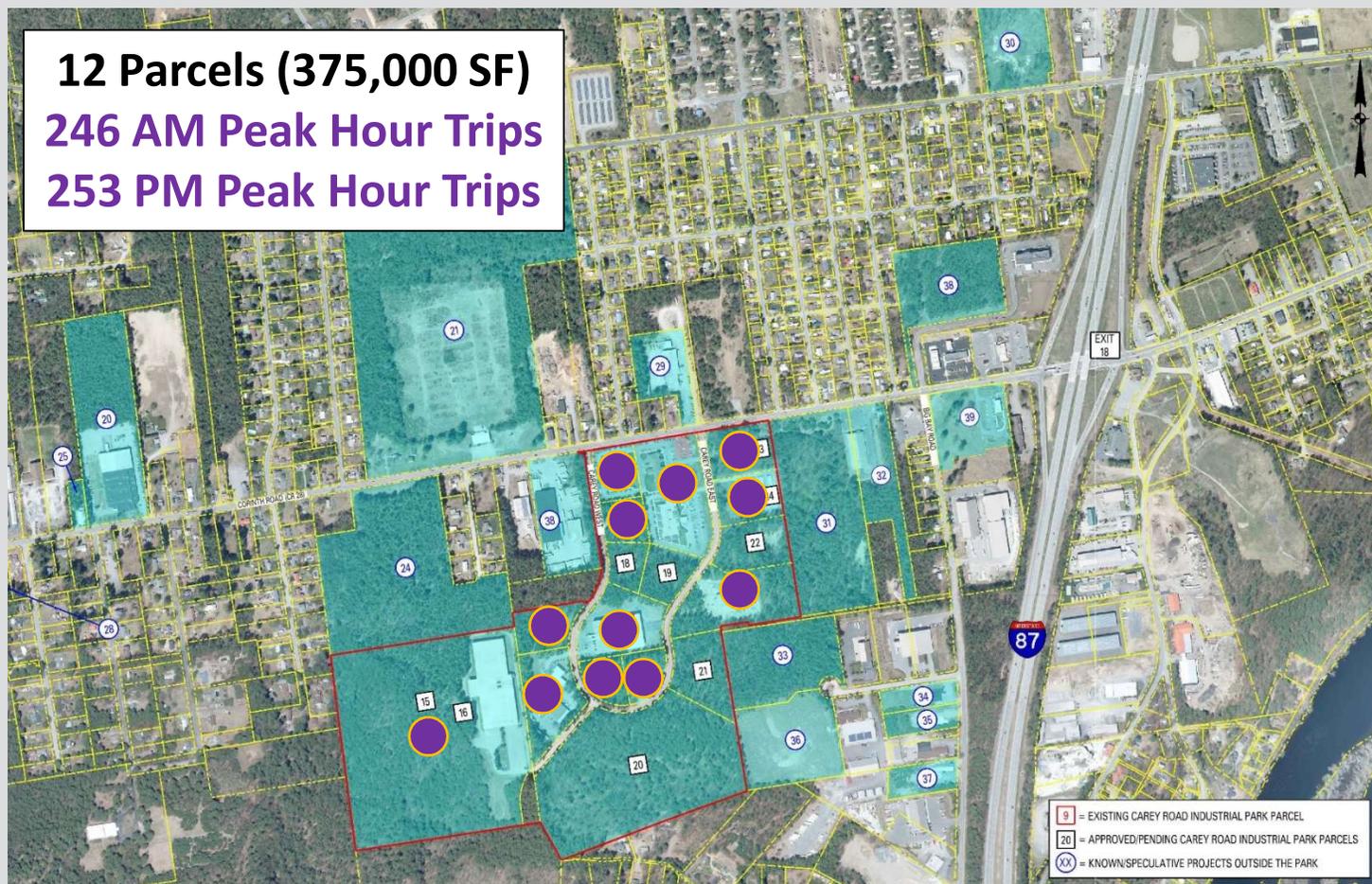
- Intersection Operations
- Transit
- Pedestrians and Bicyclists
- Crash Evaluation
- Lighting



Crash Location	Crash Rate	
	Calculated	NYSDOT Average
<b>Roadway Segment (ACC/MVM)</b>		
Corinth Road – Big Bay Road to Carey Road West	1.69	2.23
<b>Study Area Intersections (ACC/MEV)</b>		
Corinth Rd/Big Bay Rd	1.12	0.52
Corinth Rd/Carey Rd East	0.46	0.29
Corinth Rd/Carey Rd West	0.09	0.18

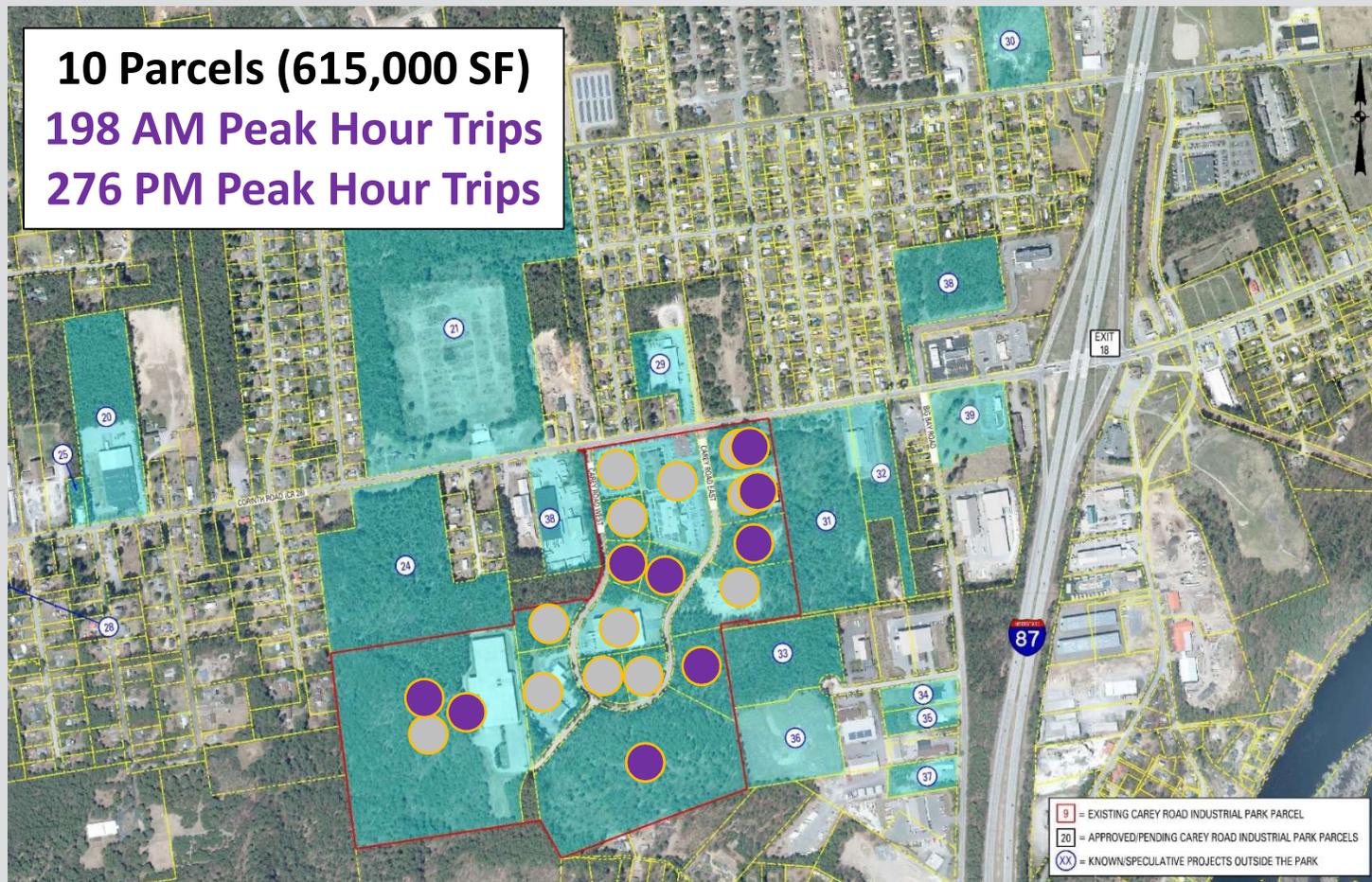
# Forecasts – Land Use and Trip Generation

- Existing Carey Road Industrial Park



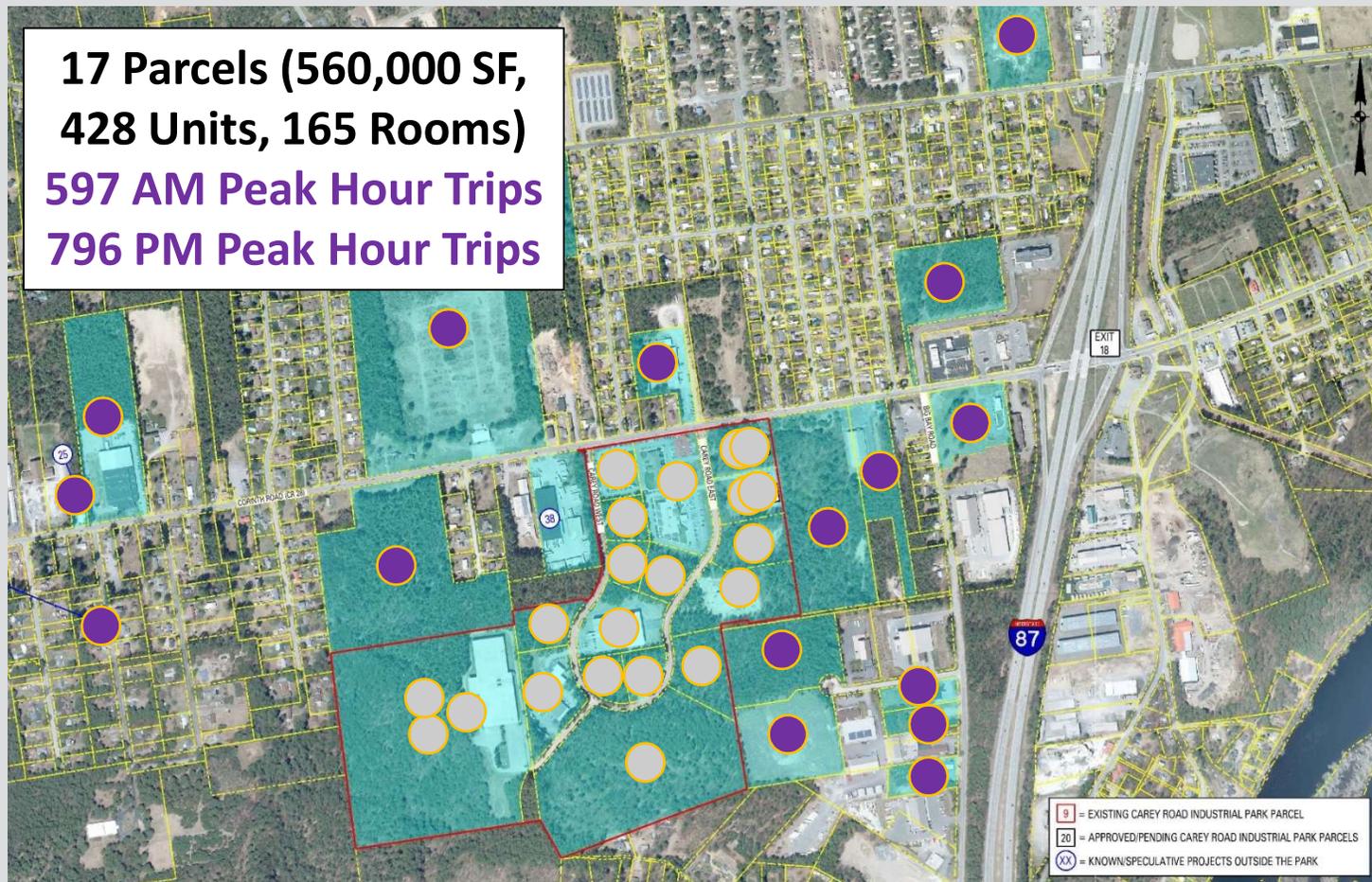
# Forecasts – Land Use and Trip Generation

- Carey Road Industrial Park – Full Build-Out



# Forecasts – Land Use and Trip Generation

- Full Project Area Build-Out



# Intersection and Corridor Evaluation

- Level-of-service assessment
- Pedestrian connections
- Left-Turn lane warrants
- Crash review
- Signal warrants

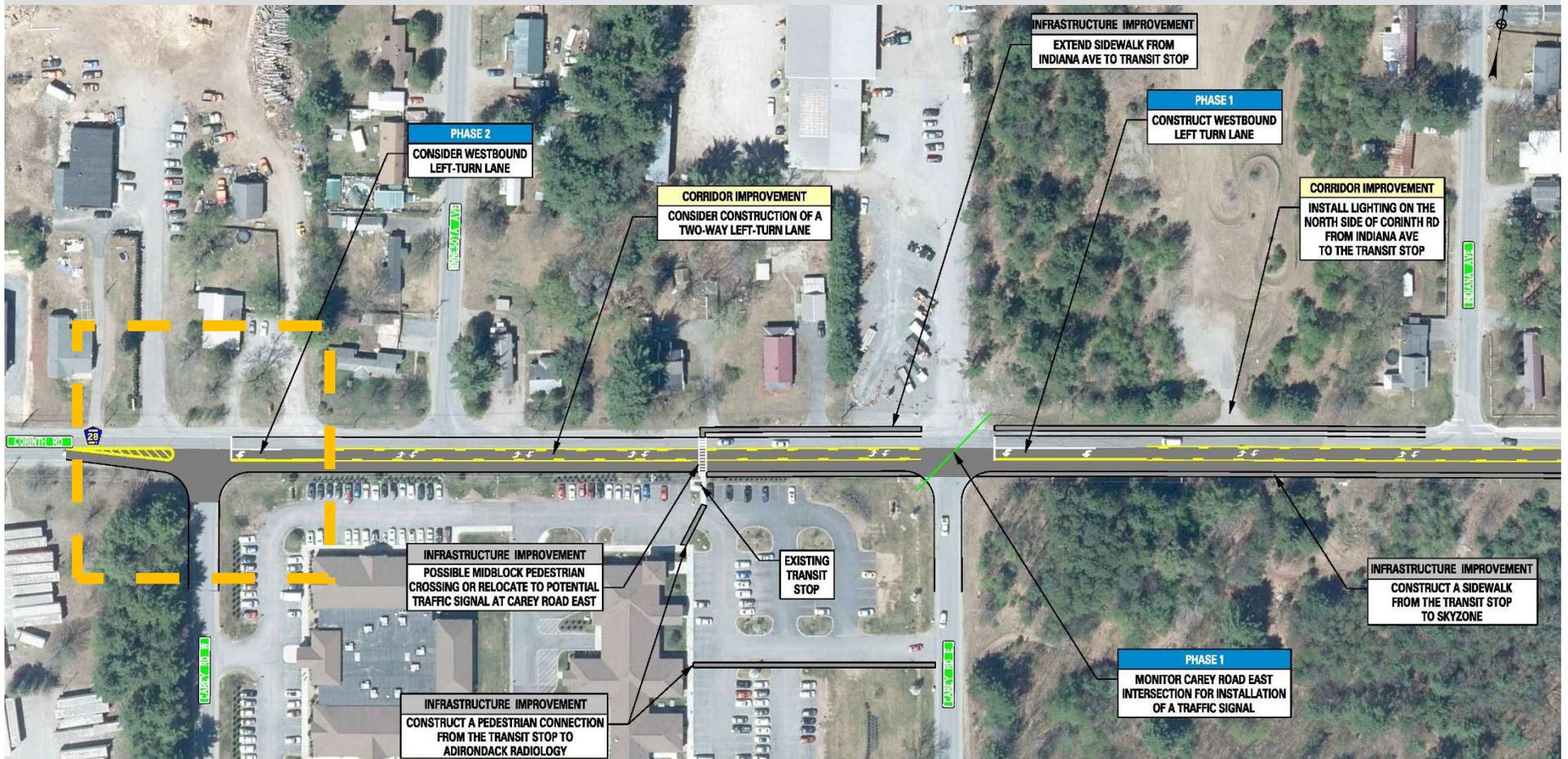


# Assessment and Recommendations



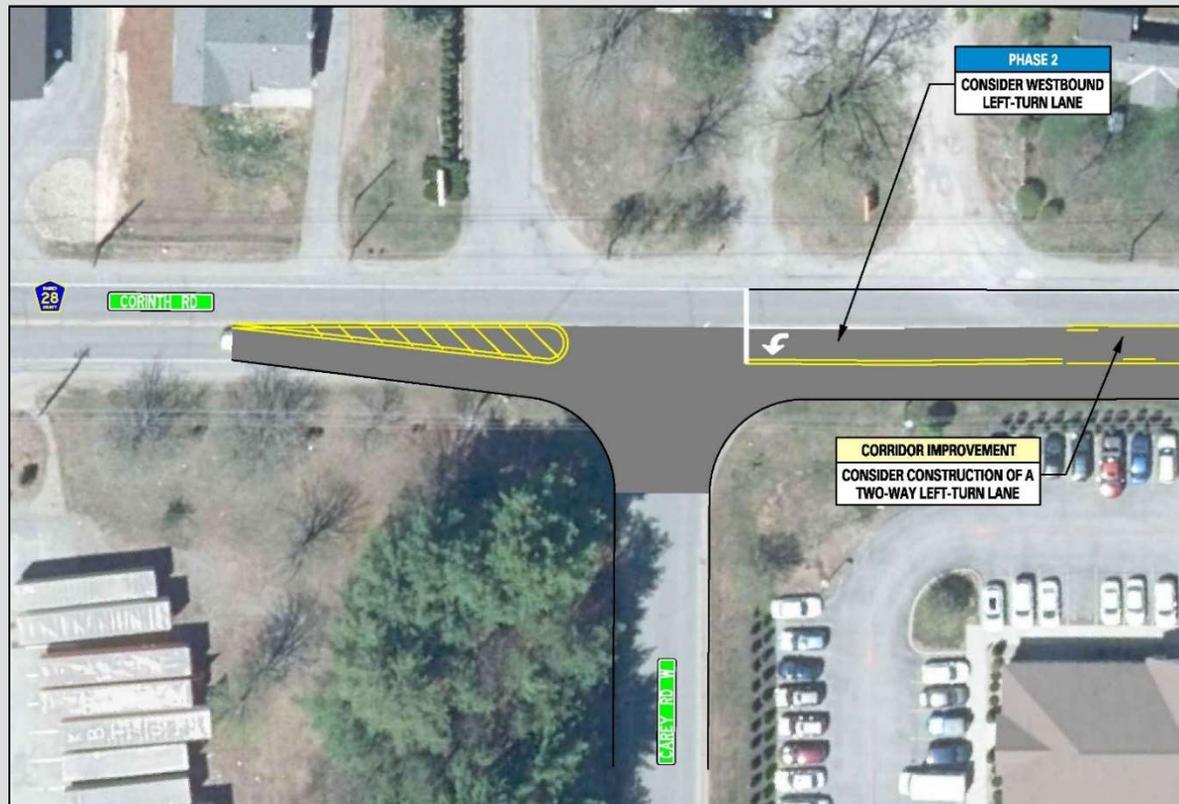
# Assessment and Recommendations

- Corinth Road/Carey Road West



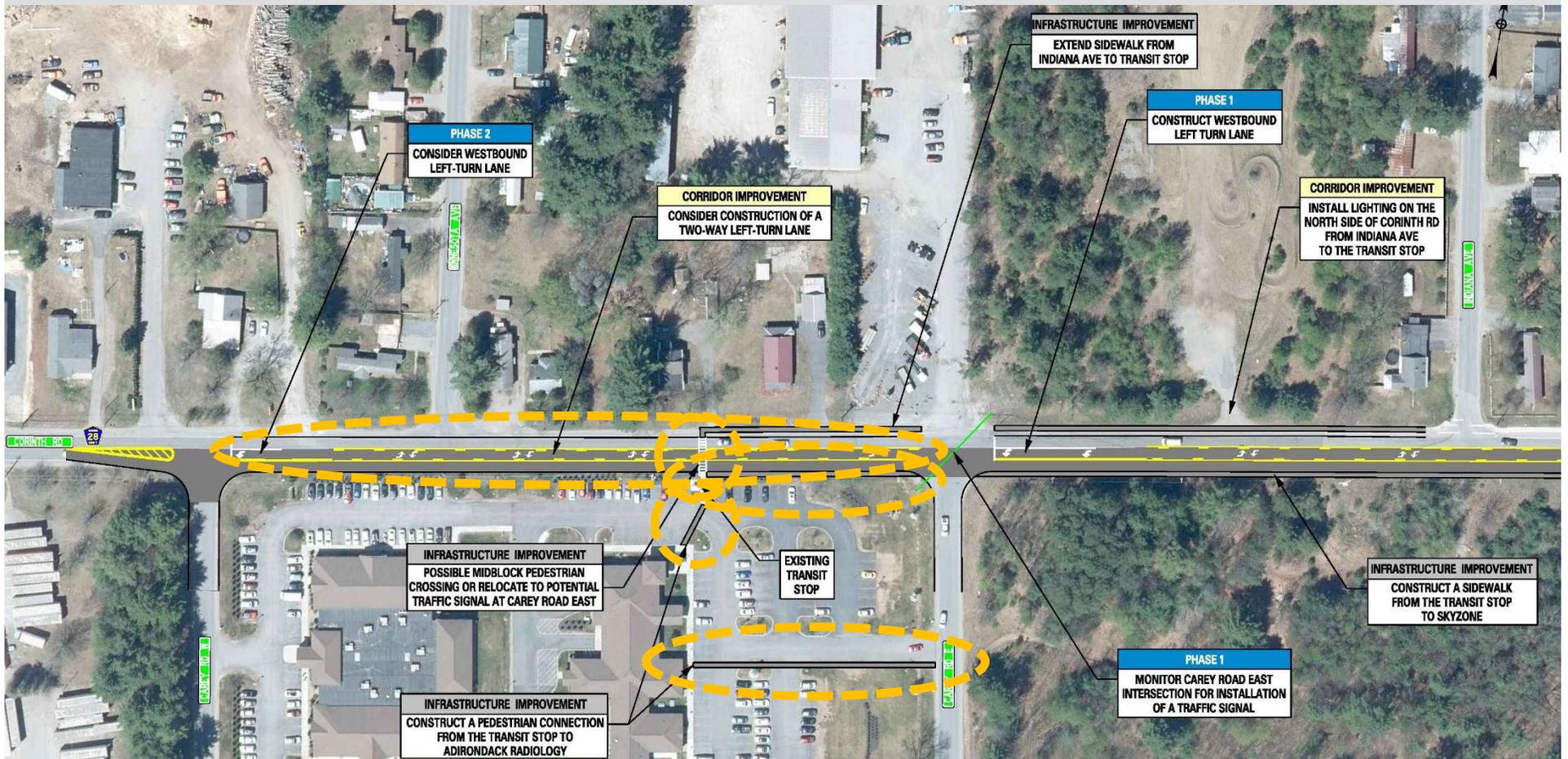
# Assessment and Recommendations

- Corinth Road/Carey Road West
  - Consider WB Left-Turn Lane



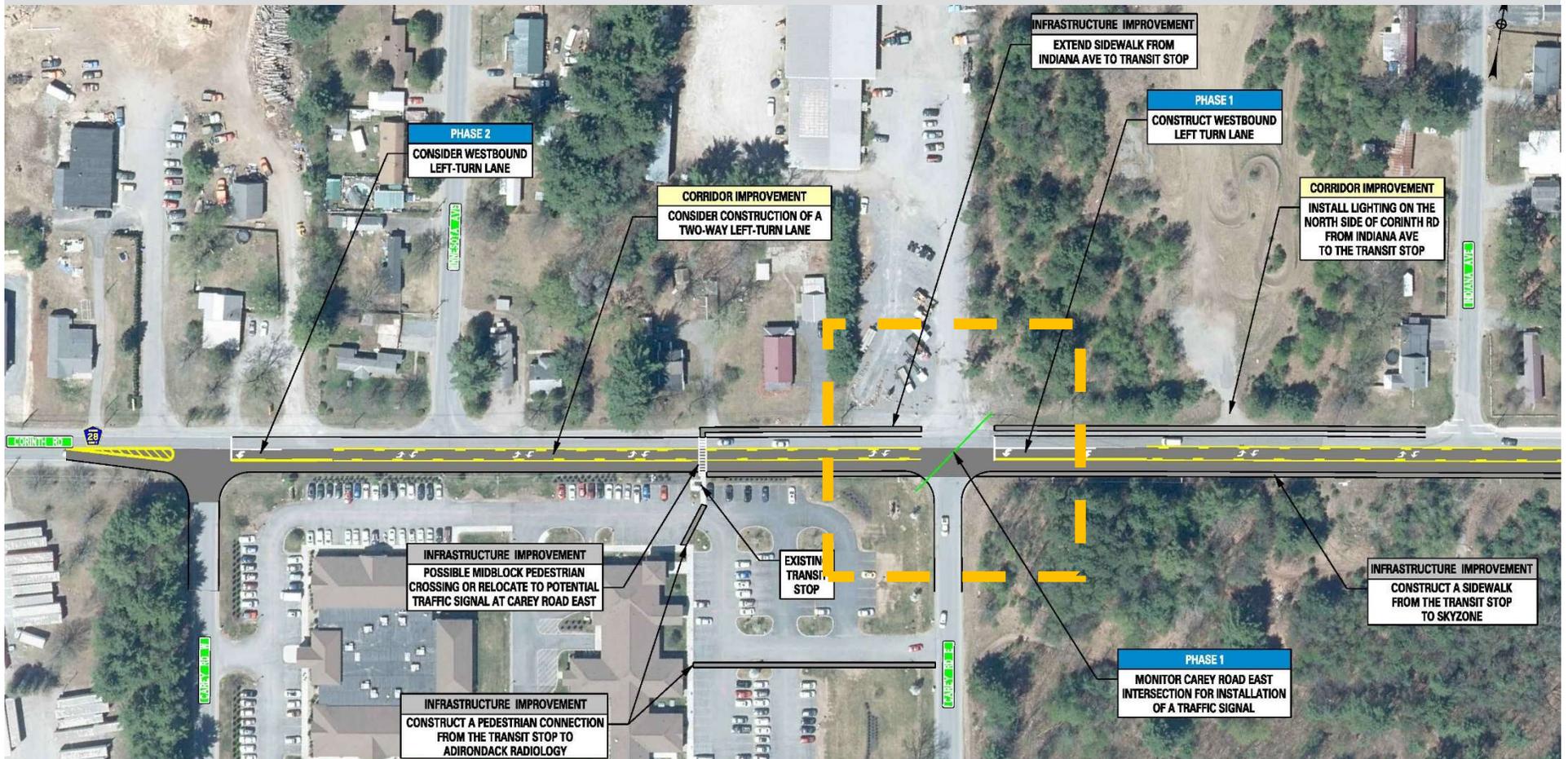
# Assessment and Recommendations

- Consider two-way left-turn lane between Carey Roads
- Possible mid-block crossing
- Pedestrian connection from transit stop to the east



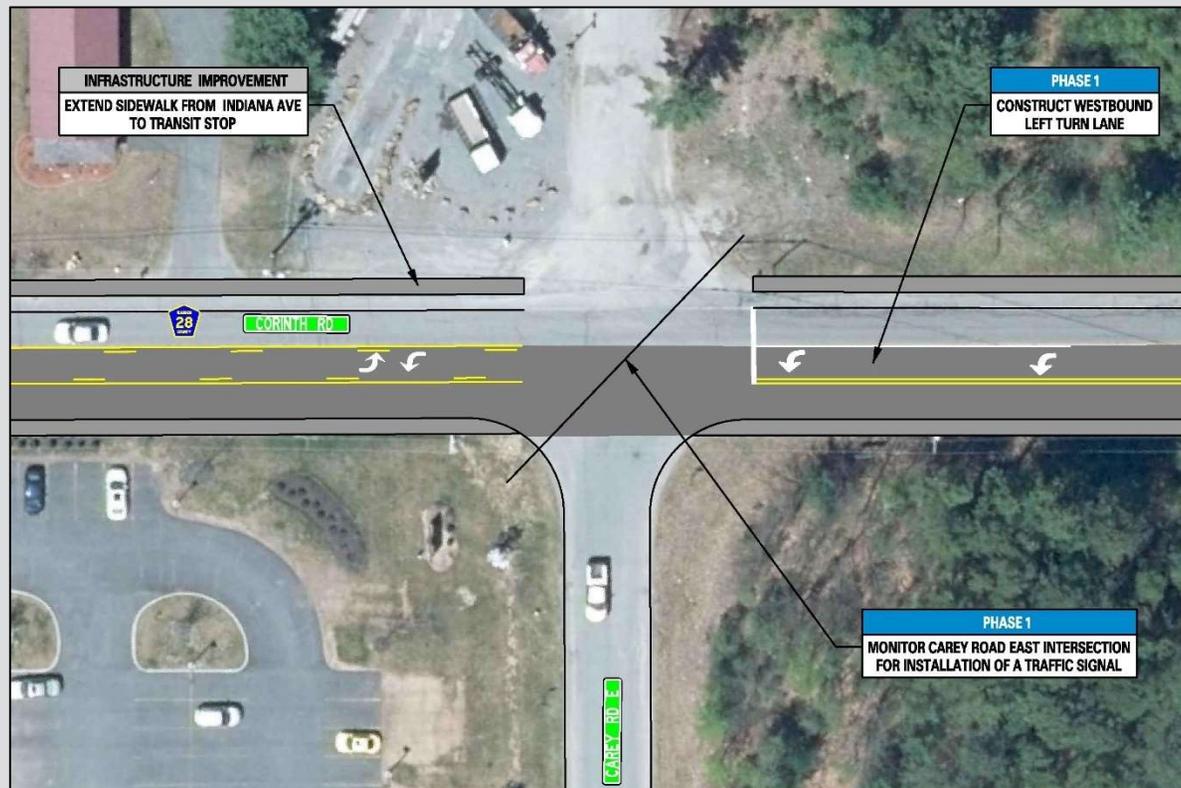
# Assessment and Recommendations

- Corinth Road/Carey Road East



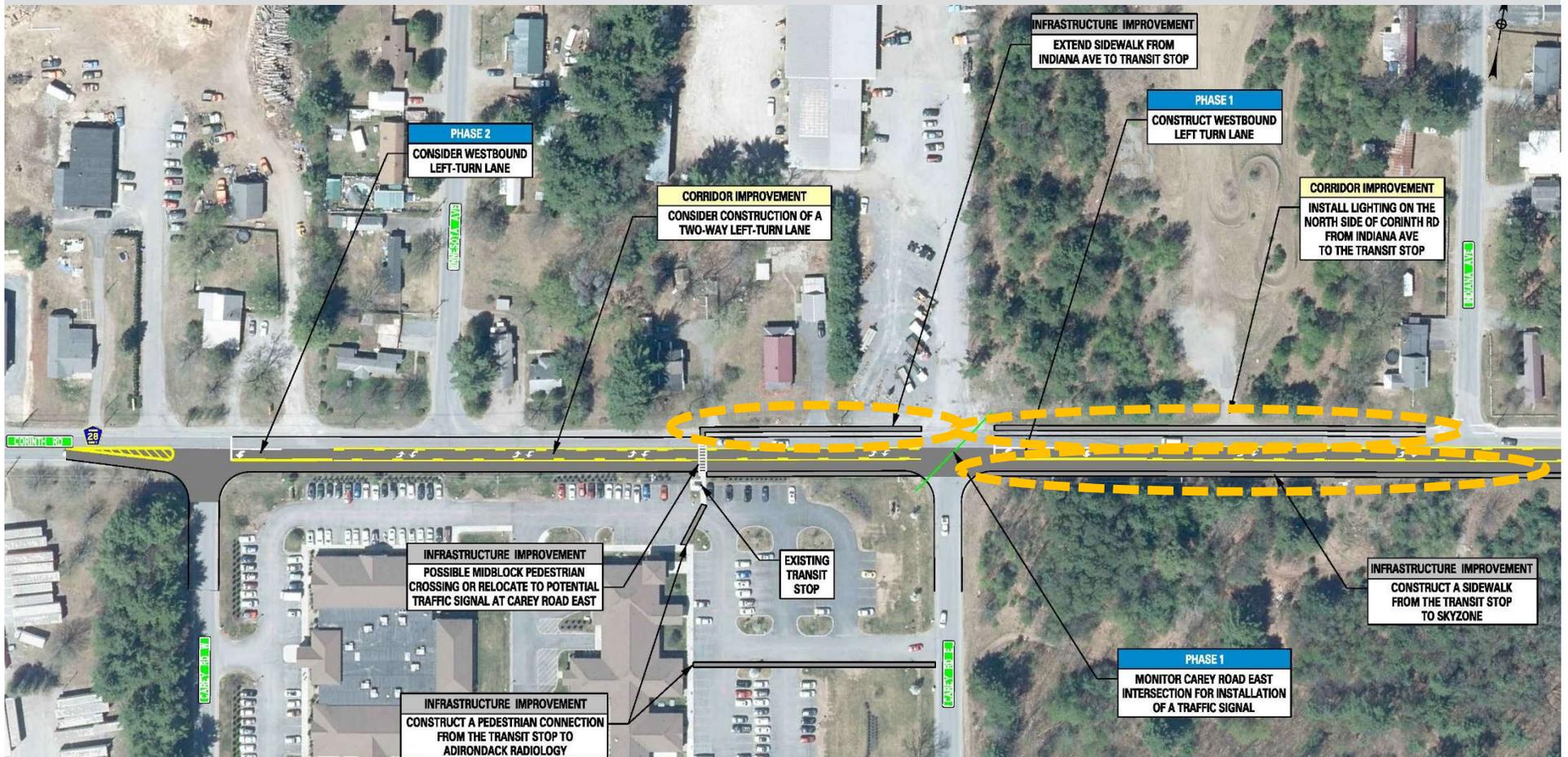
# Assessment and Recommendations

- Corinth Road/Carey Road East
  - Construct WB Left-Turn Lane
  - Monitor for Traffic Signal



# Assessment and Recommendations

- Extend sidewalk from the transit stop to Indiana Avenue
- Provide a sidewalk on the south side of Corinth Road

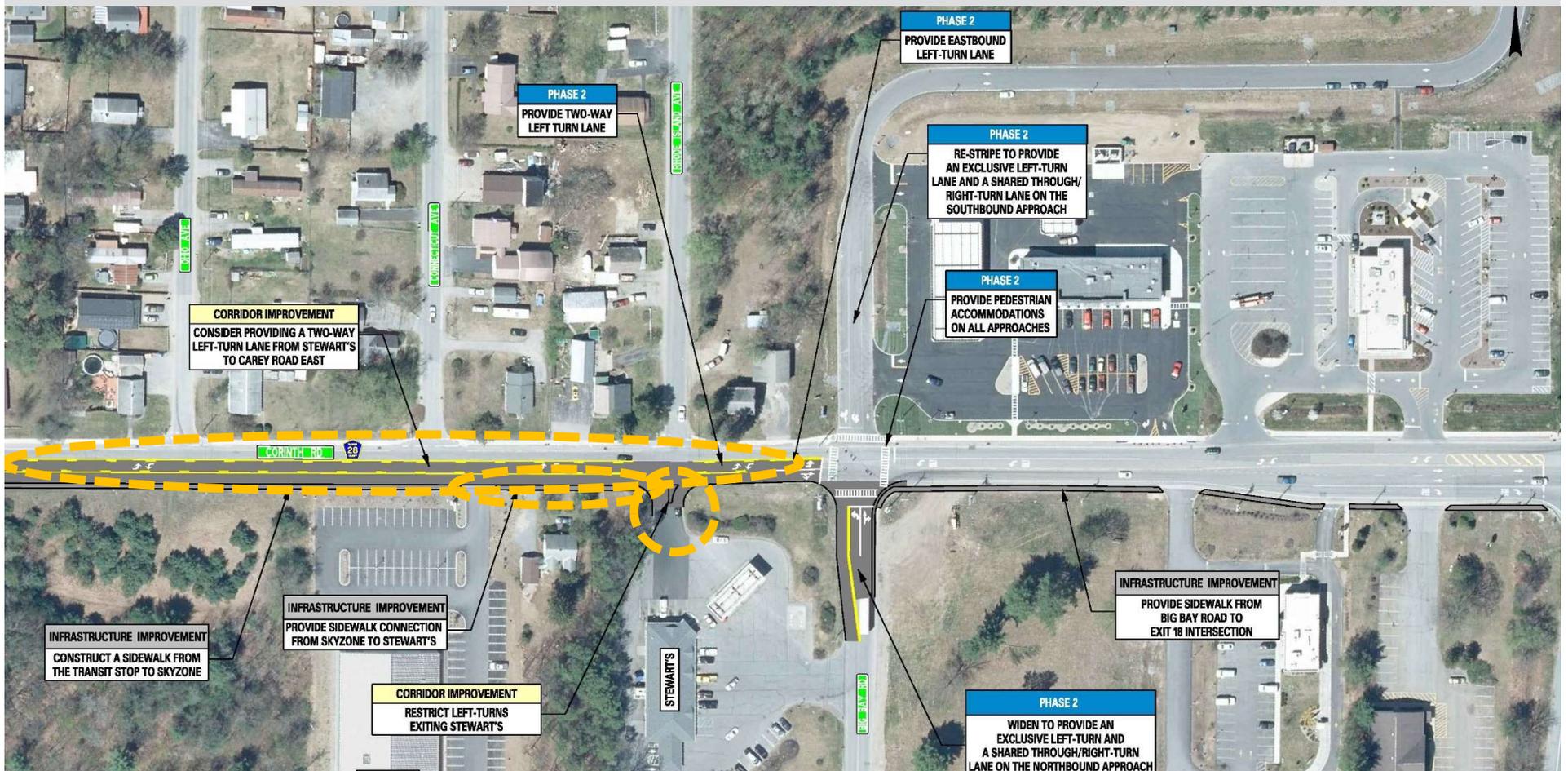


# Assessment and Recommendations



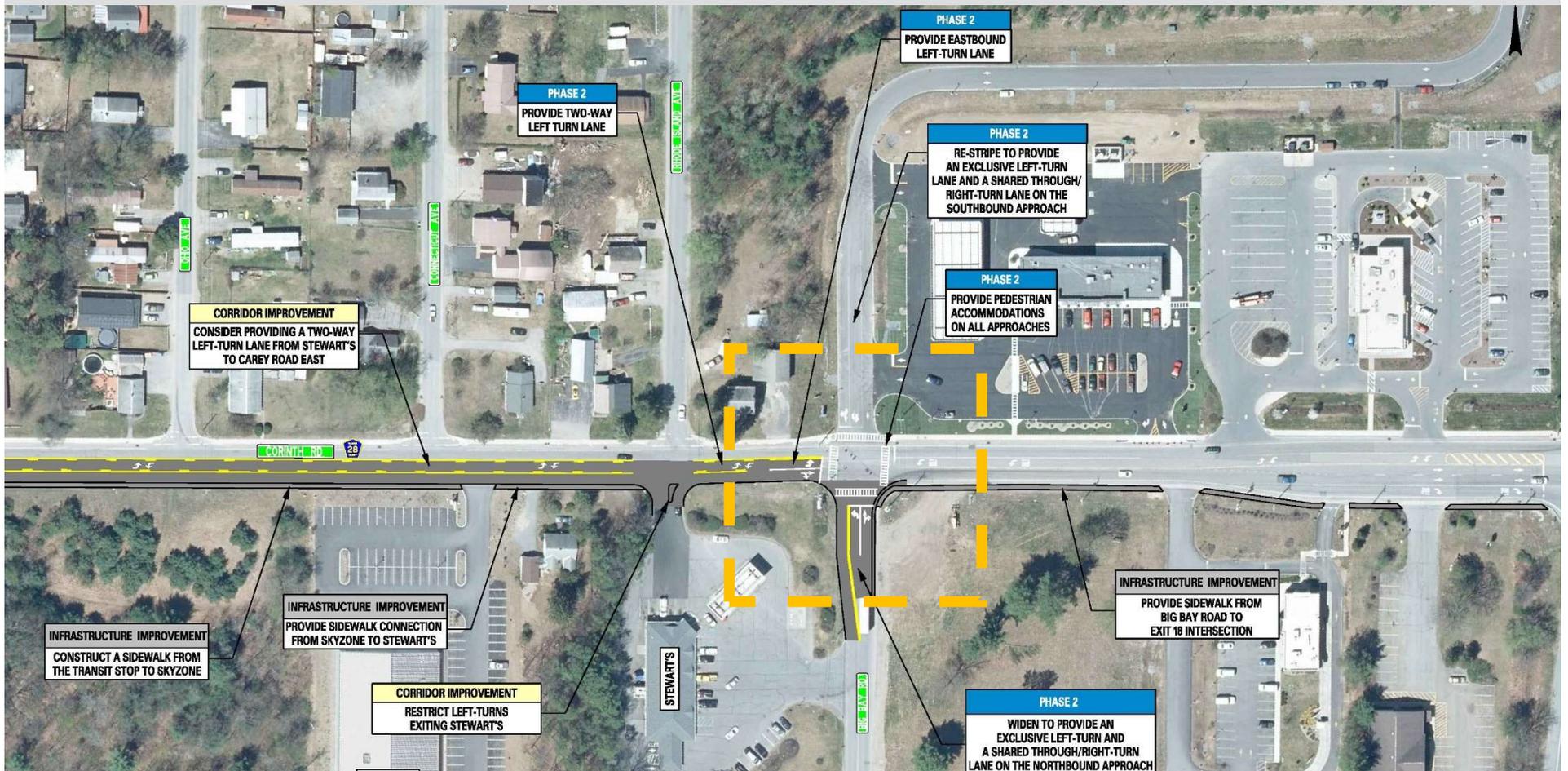
# Assessment and Recommendations

- Consider two-way left-turn lane
- Pedestrian connection from Skyzone to Stewarts
- Restrict northbound left-turns from Stewarts Driveway



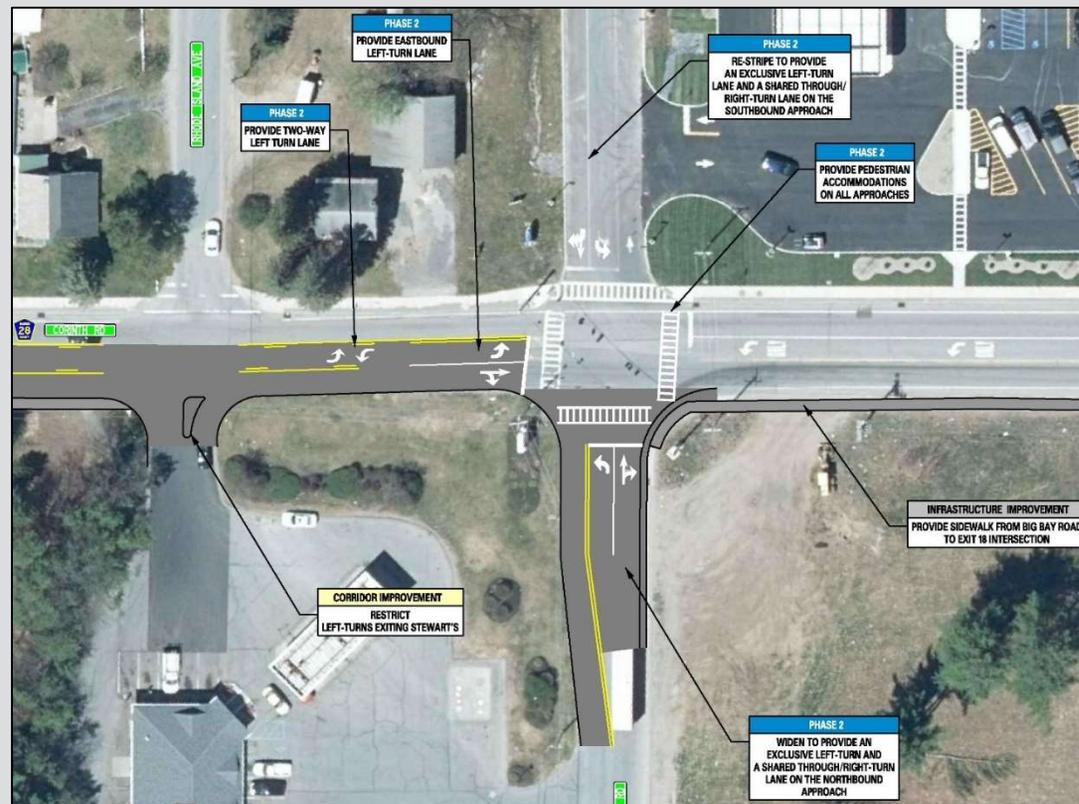
# Assessment and Recommendations

- Corinth Road/Big Bay Road



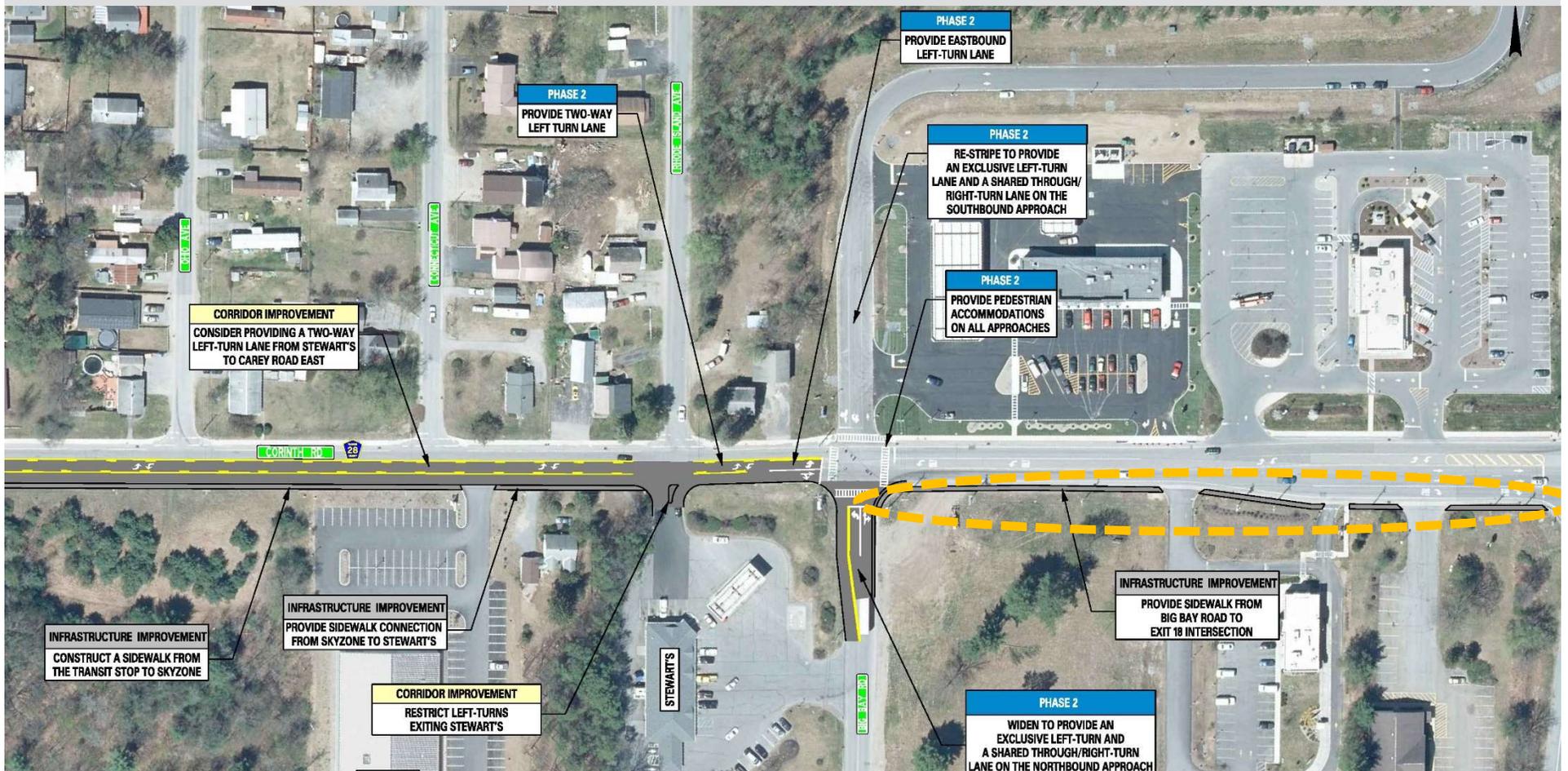
# Assessment and Recommendations

- Corinth Road/Big Bay Road
  - Construct EB Left-Turn Lane
  - Widen Southern Leg and Revise Geometry
  - Sidewalks and Pedestrian Accommodations



# Assessment and Recommendations

- Consider sidewalk from Big Bay Road to Interchange



# Costs

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- Economy of Scale
  - \$7.5M if built as individual projects
  - \$3.5M if combined into one project
  - Available funding and combining into logical projects will be key

# Project Cost Estimate Summary

		Item Description	TOTAL
Intersection Improvements	Phase 1	Carey Road East – WB Left-Turn Lane	\$840,000
		Carey Road East – Traffic Signal	\$245,000
	Phase 2	Carey Rd West – WB Left-Turn Lane	\$860,000
		Big Bay Road – EB Left-Turn Lane	\$515,000
		Big Bay Road – South Leg Widening	\$135,000
		Big Bay Road – Pedestrian Accommodations	\$85,000
Infrastructure Improvements	Sidewalk North Side from Transit Stop to Indiana Ave		\$75,000
	Sidewalk South Side from Transit Stop to Skyzone		\$150,000
	Pedestrian Accommodations from Transit Stop to Adirondack Radiology		\$30,000
	Mid-Block Pedestrian Crossing		\$15,000
Corridor Improvements	Two-Way Left-Turn Lane between Carey Road Intersections		\$1,150,000
	Two-Way Left-Turn Lane from Carey Road East to Big Bay Road		\$1,550,000
	Lighting on North Side of Corinth Road		\$120,000
	Restrict NB Left Turns at Stewarts Driveway		\$15,000
<b>Construction Costs Sub-Total</b>			<b>\$5,785,000</b>
<b>Soft Costs</b>	<b>Design and Construction/Inspection</b>		<b>\$1,735,000</b>
<b>Improvement Cost Total</b>			<b>\$7,520,000</b>

# Costs and Funding Options

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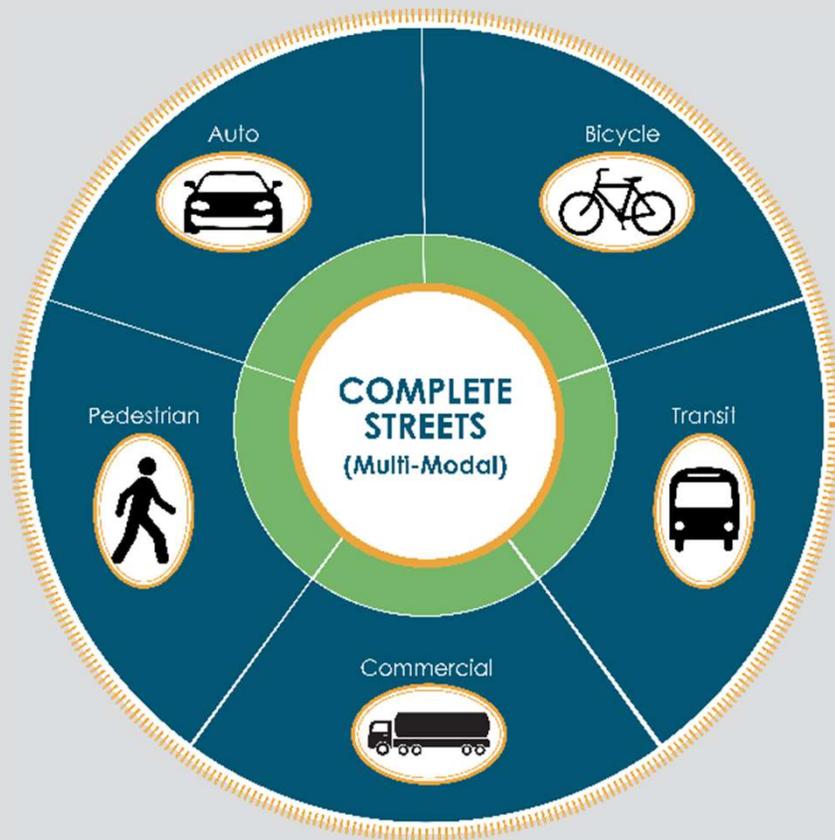
## Federal (Cover 80% of the Costs)

- HSIP – Highway Safety Improvement Program
- NHPP/STBG – National Highway Performance Program and Surface Transportation Block Grants
- TAP – Transportation Alternatives Program funding
- The Make the Connection Program – An A/GFTC administered funding set-aside intended for bicycling- and pedestrian-specific improvements at targeted locations.

## State

- CHIPS – The Consolidated Local Street and Highway Improvement Program

# Questions? / Contact Information



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