



D262883 F.A. Project - Route 28, Old Forge to Hamilton County Line, Herkimer County

Project Location: New York, NY

Project Score: 14%

No Award
Level

Project ID: 2499

Project Stage: Unregistered

Created: 01/22/2018

Project Team: Oluwatobi Oluwalaiye

Project Contact:

ENV SP: Oluwatobi Oluwalaiye
otoluwa@colostate.edu

Project Description:

This project is a 9.3 mile Pavement Rehabilitation project which begins in the Hamlet of Old Forge and terminates at the Hamilton County Line. It involves 9.3 miles of asphalt concrete resurfacing on Route 28, Old Forge to Eagle Bay, in the Town of Webb. The proposed work for this project is a pavement rehabilitation project with various pavement treatments throughout. The project treatments consist of Mill and Fill, and Cold-in-Place Recycle (CIPR) with two course overlay. Other work to be included in the project will be guide rail replacement, replacement of handicap ramps in the Hamlet of Old Forge, and two snowmobile crossings will be replaced. Driveway work and Intersection work will also be included in contract.

Who	Step	Agree	Level	Comments	Files
QUALITY OF LIFE					
QL1.1 - Improve Community Quality of Life					
ENV SP	Initial Submittal		Improved (2/25)	On this project, no public meetings were planned however, local officials in areas affected by the construction were contacted to advise them on project scope and schedule. Inputs on work zone traffic control concerns were obtained from the local officials. or Federal-Aid contracts, giving privilege to minority group members (Page 89 - Proposal 2) * Establish and maintain a current list of minority and female recruitment sources, provide written notification to minority and female recruitment sources and to community organizations when the Contractor or its unions have employment opportunities available, and maintain a record of the organizations' responses. * Value Engineering Change Proposal (VECP) - associated benefits and impacts (progress schedule, environmental, maintenance & protection of traffic, quality, etc.) Please review the rating. Page 6 - 7 of supplemental information. 46 of supp info	
QL1.2 - Stimulate Sustainable Growth and Development					
ENV SP	Initial Submittal		Improved (1/16)	This rehabilitation project provides equal opportunity employments throughout the duration of construction. A focus is however placed on reaching minorities and women in the area of work.	
QL1.3 - Develop Local Skills and Capabilities					
ENV SP	Initial Submittal		Improved (1/15)	Under the "required contract provisions for federal aid contracts", the recruitment process requires that advertisement circulates largely among minorities and women. The project contractor must also qualify and increase the skills of this group of employees. The contractor also provides training programs - apprenticeship, on-the-job training programs for the geographical area of contract performance.	
QL2.1 - Enhance Public Health and Safety					
ENV SP	Initial Submittal		Improved (2/16)	Project does not apply new materials or new technologies and methodologies.	
QL2.2 - Minimize Noise and Vibration					
ENV SP	Initial Submittal		No Level (0/11)		
QL2.3 - Minimize Light Pollution					
ENV SP	Initial Submittal		Improved (1/11)	Contractor is required to submit a lighting plan for Nighttime operations to the DOT's Engineer. This plan includes a determination of the wattage and quantity of lights to be provides, amount of illumination provided by existing lights as well as a glare control plan.	
QL2.4 - Improve Community Mobility and Access					
ENV SP	Initial Submittal		Enhanced (4/14)		
QL2.5 - Encourage Alternative Modes of Transportation					
ENV SP	Initial Submittal		No Level (0/15)	Project does not provide public transit, does not enable reduced automobile dependency and does not improve bicycle and pedestrian facilities.	
QL2.6 - Improve Site Accessibility, Safety and Wayfinding					
ENV SP	Initial Submittal		Superior (6/15)	Work shall consist of maintaining public access to intersecting roads, residences, business establishments, adjacent property, bus stops and transportation facilities for vehicles, pedestrians, and bicyclists. * Temporary traffic signs, arrows, business signs were provided. The Contractor shall use every precaution necessary to prevent damage, injury, pollution or destruction; shall protect all trees and other woody plants which are to remain; and shall take special care to protect the natural vegetation and surroundings including all natural drainageways, waterways, wetlands, woods and fields.	
QL3.1 - Preserve Historic and Cultural Resources					
ENV SP	Initial Submittal		NA (0/0)	This credit does not apply to the project as shown in the Smart Growth Screening Tool.	
QL3.2 - Preserve Views and Local Character					
ENV SP	Initial Submittal		NA (0/0)	This credit does not apply to the project as shown in the Smart Growth Screening Tool.	
QL3.3 - Enhance Public Space					
ENV SP	Initial Submittal		NA (0/0)	This credit does not apply to the project as shown in the Smart Growth Screening Tool.	
QL0.0 - Innovate or Exceed Credit Requirements					
ENV SP	Initial Submittal		(0/8)		

LEADERSHIP

LD1.1 - Provide Effective Leadership and Commitment

ENV SP	Initial Submittal	Conserving (17/17)
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LD1.2 - Establish a Sustainability Management System

ENV SP	Initial Submittal	Conserving (14/14)
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LD1.3 - Foster Collaboration and Teamwork

ENV SP	Initial Submittal	Enhanced (4/15)
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LD1.4 - Provide for Stakeholder Involvement

ENV SP	Initial Submittal	Improved (1/14)
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LD2.1 - Pursue Byproduct Synergy Opportunities

ENV SP	Initial Submittal	No Level (0/15)
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LD2.2 - Improve Infrastructure Integration

ENV SP	Initial Submittal	No Level (0/16)
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LD3.1 - Plan for Long-term Monitoring and Maintenance

ENV SP	Initial Submittal	No Level (0/10)
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LD3.2 - Address Conflicting Regulations and Policies

ENV SP	Initial Submittal	NA (0/0)
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LD3.3 - Extend Useful Life

ENV SP	Initial Submittal	Improved (1/12)
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LD0.0 - Innovate or Exceed Credit Requirements

ENV SP	Initial Submittal	(0/6)
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RESOURCE ALLOCATION

RA1.1 - Reduce Net Embodied Energy

ENV SP	Initial Submittal	No Level (0/18)
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RA1.2 - Support Sustainable Procurement Practices

ENV SP	Initial Submittal	Improved (2/9)	page 166 - Page 103 of 161 - Section 106. Page 136 of PDF- Supplemental Information.
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RA1.3 - Use Recycled Materials

ENV SP	Initial Submittal	Improved (2/14)	106-05 RECYCLED MATERIALS. To promote sustainable management practices that protect our natural resources and reduce energy and resource consumption, the Contractor should provide reused or recycled materials to the maximum extent practicable.
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RA1.4 - Use Regional Materials

ENV SP	Initial Submittal	No Level (0/10)	Amount of locally sourced material as well as their distances not specified. Materials such as steel must be purchased from suppliers and manufacturers within the United States.
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RA1.5 - Divert Waste From Landfills

ENV SP	Initial Submittal	No Level (0/11)
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RA1.6 - Reduce Excavated Materials Taken Off Site

ENV SP	Initial Submittal	Enhanced (4/6)	Topsoil – Reuse On-Site Materials. Topsoil stripping shall be completed prior to starting the general excavation in an area. The Contractor shall take reasonable care that the topsoil is not contaminated during the stripping and other handling operations. Topsoil identified for reuse that has a known, established population of invasive species shall be treated to eliminate the presence of invasive species per §610-3.11 Weed Removal. The invasive species material shall be disposed appropriately and then the resulting topsoil may be used within the limits. Treatment and disposal of invasive species will be paid for separately.
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RA1.7 - Provide for Deconstruction and Recycling

ENV SP	Initial Submittal	No Level (0/12)
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RA2.1 - Reduce Energy Consumption

ENV SP	Initial Submittal	No Level (0/18)
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RA2.2 - Use Renewable Energy

ENV SP	Initial Submittal	No Level (0/20)
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RA2.3 - Commission and Monitor Energy Systems

ENV SP	Initial Submittal	No Level (0/11)
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RA3.1 - Protect Fresh Water Availability

ENV SP	Initial Submittal	No Level (0/21)
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RA3.2 - Reduce Potable Water Consumption

ENV SP	Initial Submittal	No Level (0/21)
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RA3.3 - Monitor Water Systems

ENV SP	Initial Submittal	No Level (0/11)
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RA0.0 - Innovate or exceed credit requirements

ENV SP	Initial Submittal	No Level (0/8)
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NATURAL WORLD

NW1.1 - Preserve Prime Habitat

ENV SP	Initial Submittal	Conserving (14/18)	Terrestrial Habitat. This work shall consist of the protection, preservation, restoration and management of terrestrial habitat. Aquatic Habitat. This work shall consist of the protection, preservation, restoration and management of aquatic habitat.
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NW1.2 - Protect Wetlands and Surface Water

ENV SP	Initial Submittal	Improved (1/18)	Wetlands. This work shall consist of the protection, preservation, restoration and management of wetlands.
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NW1.3 - Preserve Prime Farmland

ENV SP	Initial Submittal	NA (0/0)
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NW1.4 - Avoid Adverse Geology

ENV SP	Initial Submittal	NA (0/0)
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NW1.5 - Preserve Floodplain Functions

ENV SP	Initial Submittal	No Level (0/14)
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NW1.6 - Avoid Unsuitable Development on Steep Slopes

ENV SP	Initial Submittal	NA (0/0)
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NW1.7 - Preserve Greenfields

ENV SP	Initial Submittal	Conserving (15/23)	The project involves work being carried out on an already developed site. No disturbance of previously undeveloped land or site.
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NW2.1 - Manage Stormwater

ENV SP	Initial Submittal	No Level (0/21)	Closed Drainage System. A closed drainage system is a collection system for stormwater runoff that carries water to a discharge point. A closed drainage system consists of enclosed channel(s) closed at either one or both ends by a drainage structure, and may include intermediate drainage structures at junction points
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NW2.2 - Reduce Pesticide and Fertilizer Impacts

ENV SP	Initial Submittal	Improved (1/9)	713-13 PESTICIDESCOPE. This specification covers the material requirements for pesticides used to manage vegetation, insects, rodents and/or other target pests. MATERIAL REQUIREMENTS. Pesticides shall be approved commercially available products that are currently registered by the US Environmental Protection Agency and the NYS Department of Environmental Conservation. Pesticides shall also have all required labels indicating that they are approved for the intended use. Pesticides shall be mixed and used in strict conformance with the instructions on the label or supplemental labels.PACKAGING. Pesticides shall be delivered and securely stored until used in the manufacturer's standard containers that have legible labels affixed. Pesticides that do not meet these packaging requirements will be rejected. Pesticide containers shall be sealed. Containers with breaks, damage; or altered, obliterated, illegible, or missing labels will not be accepted.BASIS OF ACCEPTANCE. Pesticides will be accepted on the basis of the original, sealed, and properly labeled pesticide containers; and two copies of sample labels and supplemental labels that include instructions for the intended use of the pesticide. Pesticides that have become wet, caked or otherwise unfit for use will be rejected.
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NW2.3 - Prevent Surface and Groundwater Contamination

ENV SP	Initial Submittal	No Level (0/18)
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NW3.1 - Preserve Species Biodiversity

ENV SP	Initial Submittal	No Level (0/16)
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NW3.2 - Control Invasive Species

ENV SP	Initial Submittal	Superior (5/11)	All species and their cultivars or varieties must be disease and insect resistant, not considered noxious or invasive, guaranteed hardy and adapted for the locality, and among the top 25% of commercially-available seed types as rated by NTEP (National Turfgrass Evaluation Program).
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NW3.3 - Restore Disturbed Soils

ENV SP	Initial Submittal	No Level (0/10)
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NW3.4 - Maintain Wetland and Surface Water Functions

ENV SP	Initial Submittal	No Level (0/19)
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CLIMATE AND RISK

CR1.1 - Reduce Greenhouse Gas Emissions

ENV SP	Initial Submittal	No Level (0/25)
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CR1.2 - Reduce Air Pollutant Emissions

ENV SP	Initial Submittal	NA (0/0)
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CR2.1 - Assess Climate Threat

ENV SP	Initial Submittal	No Level (0/15)
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CR2.2 - Avoid Traps and Vulnerabilities

ENV SP	Initial Submittal	No Level (0/20)
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CR2.3 - Prepare for Long-Term Adaptability

ENV SP	Initial Submittal	No Level (0/20)
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CR2.4 - Prepare for Short-Term Hazards

ENV SP	Initial Submittal	No Level (0/21)
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CR2.5 - Manage Heat Island Effects

ENV SP	Initial Submittal	NA (0/0)
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CR0.0 - Innovate or Exceed Credit Requirements

ENV SP	Initial Submittal	(0/5)
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Submitted Score Information				Verified Score Information		
Credit Category	Applicable	Submitted	Percentage	Applicable	Verified	Percentage
QUALITY OF LIFE	138	17	12%	181	0	0%
LEADERSHIP	113	37	33%	121	0	0%
RESOURCE ALLOCATION	182	8	4%	182	0	0%
NATURAL WORLD	177	36	20%	203	0	0%
CLIMATE AND RISK	101	0	0%	122	0	0%
Total Points / %	711	98	14%	809	0	0%



D263387 F.A. PROJECT - I390, I490 and Lyell Avenue Interchange Improvements.

Project Location: Rochester, AB

Project Score: 23%

Project ID: 2621

Project Stage: Unregistered

Created: 03/05/2018

Project Team: Oluwatobi Oluwalaiye



Bronze

Project Contact:

ENV SP: Oluwatobi Oluwalaiye
otoluwa@colostate.edu

Project Description:

I390, I490, & Lyell Avenue Interchange Improvements, City of Rochester, Town of Gates. This project is the second stage of a four stage project for I-390 Interchange Improvements at I-490 in the Town of Gates, Monroe County. It will make improvements to this heavily traveled area with 390 northbound ramp re-alignments and northbound through traffic diversion.

Who	Step	Agree	Level	Comments	Files
QUALITY OF LIFE					
QL1.1 - Improve Community Quality of Life					
ENV SP	Initial Submittal		Superior (10/25)	Community groups were involved in all four phases of the project.	
QL1.2 - Stimulate Sustainable Growth and Development					
ENV SP	Initial Submittal		Improved (1/16)	This project provides equal opportunity employments throughout the duration of construction. A focus is however placed on reaching minorities and women in the area of work.	
QL1.3 - Develop Local Skills and Capabilities					
ENV SP	Initial Submittal		Improved (1/15)	the recruitment process requires that advertisement circulates largely among minorities and women. The project contractor must also qualify and increase the skills of this group of employees. The contractor also provides training programs - apprenticeship, on-the-job training programs for the geographical area of contract performance.	
QL2.1 - Enhance Public Health and Safety					
ENV SP	Initial Submittal		Improved (2/16)	Prepare/Submit Safety & Health Plan: Minimum 1 Work Day: M00001: SS Contractor" Page 444, Proposal 3	
QL2.2 - Minimize Noise and Vibration					
ENV SP	Initial Submittal		Improved (1/11)	The project incorporates the construction of a noise wall to help minimize noise and vibration that may occur from the operation of the project	
QL2.3 - Minimize Light Pollution					
ENV SP	Initial Submittal		Improved (1/11)	Use of LED street lights with cut-off.	
QL2.4 - Improve Community Mobility and Access					
ENV SP	Initial Submittal		No Level (0/14)		
QL2.5 - Encourage Alternative Modes of Transportation					
ENV SP	Initial Submittal		Enhanced (3/15)	Design of new sidewalks and bike lanes along Lyell Avenue. Upgrade of pedestrian signals.	
QL2.6 - Improve Site Accessibility, Safety and Wayfinding					
ENV SP	Initial Submittal		No Level (0/15)		
QL3.1 - Preserve Historic and Cultural Resources					
ENV SP	Initial Submittal		NA (0/0)		
QL3.2 - Preserve Views and Local Character					
ENV SP	Initial Submittal		Improved (1/14)	Noise wall focus panels to reflect local culture and history.	
QL3.3 - Enhance Public Space					
ENV SP	Initial Submittal		NA (0/0)		
QL0.0 - Innovate or Exceed Credit Requirements					
ENV SP	Initial Submittal		(0/8)		

LEADERSHIP

LD1.1 - Provide Effective Leadership and Commitment

ENV SP	Initial Submittal	Conserving (17/17)	The NYSDOT of transportation is an organization that prioritizes sustainability and incorporates it in its works.
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LD1.2 - Establish a Sustainability Management System

ENV SP	Initial Submittal	Conserving (14/14)
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LD1.3 - Foster Collaboration and Teamwork

ENV SP	Initial Submittal	Enhanced (4/15)
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LD1.4 - Provide for Stakeholder Involvement

ENV SP	Initial Submittal	Superior (9/14)	Community Involvement Groups utilized during all phases of project.
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LD2.1 - Pursue Byproduct Synergy Opportunities

ENV SP	Initial Submittal	Superior (6/15)	The Contractor has the option of using the following: • Manufactured Waste (MW) RAS may be used in shim, base, binder, and top courses (excluding 6.3 HMA Top Course, Waterproofing Bridge Deck Overlay, and Ice Retardant mixtures). • Post Consumer Waste (PCW) RAS and may be used in shim, base and binder courses. The RAS must be stockpiled at the plant facility and shall be subject to the approval of the Regional Materials Engineer (RME) prior to its use. RAS shall meet the following requirements: • Shall be from a source that has obtained a beneficial use determination (BUD) from the NYS Department of Environmental Conservation (DEC) as specified in 6 NYCRR 360- 1.15.
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LD2.2 - Improve Infrastructure Integration

ENV SP	Initial Submittal	Superior (7/16)	Project takes into consideration related infrastructure and how they will work in harmony.
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LD3.1 - Plan for Long-term Monitoring and Maintenance

ENV SP	Initial Submittal	Enhanced (3/10)	Project Indicates the provision of documents that facilitate long-term operations and maintenance
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LD3.2 - Address Conflicting Regulations and Policies

ENV SP	Initial Submittal	NA (0/0)
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LD3.3 - Extend Useful Life

ENV SP	Initial Submittal	Improved (1/12)
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LD0.0 - Innovate or Exceed Credit Requirements

ENV SP	Initial Submittal	(0/6)
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RESOURCE ALLOCATION

RA1.1 - Reduce Net Embodied Energy

ENV SP	Initial Submittal	No Level (0/18)
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RA1.2 - Support Sustainable Procurement Practices

ENV SP	Initial Submittal	No Level (0/9)
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RA1.3 - Use Recycled Materials

ENV SP	Initial Submittal	Enhanced (5/14)	The project allows for the use of Reclaimed Asphalt Shingles (RAS) in the production of asphalt mixtures used in the construction of the works. However, the maximum RAS allowed in the mixture is 2% by weight of the total mixture. 75% or more of topsoil removed for grading is reused on site.
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RA1.4 - Use Regional Materials

ENV SP	Initial Submittal	No Level (0/10)
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RA1.5 - Divert Waste From Landfills

ENV SP	Initial Submittal	Superior (8/11)	75% or more of topsoil removed for grading is reused on site.
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RA1.6 - Reduce Excavated Materials Taken Off Site

ENV SP	Initial Submittal	Enhanced (4/6)	75% or more of topsoil removed for grading is reused on site.
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RA1.7 - Provide for Deconstruction and Recycling

ENV SP	Initial Submittal	No Level (0/12)
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RA2.1 - Reduce Energy Consumption

ENV SP	Initial Submittal	Enhanced (7/18)	Use of LED Street lights
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RA2.2 - Use Renewable Energy

ENV SP	Initial Submittal	Enhanced (6/20)	Lighting systems are powered by a solar-powered assembly.
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RA2.3 - Commission and Monitor Energy Systems

ENV SP	Initial Submittal	No Level (0/11)
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RA3.1 - Protect Fresh Water Availability

ENV SP	Initial Submittal	Enhanced (4/21)	General Provisions - Page 613, Proposal 3
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RA3.2 - Reduce Potable Water Consumption

ENV SP	Initial Submittal	No Level (0/21)
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RA3.3 - Monitor Water Systems

ENV SP	Initial Submittal	No Level (0/11)
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RA0.0 - Innovate or exceed credit requirements

ENV SP	Initial Submittal	No Level (0/8)
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NATURAL WORLD			
NW1.1 - Preserve Prime Habitat			
ENV SP	Initial Submittal	No Level (0/18)	Partial Mitigation of Habitat Fragmentation through techniques such as over-sizing culverts to accomodate aquatic and non-aquatic species passage.
NW1.2 - Protect Wetlands and Surface Water			
ENV SP	Initial Submittal	Enhanced (4/18)	The Contractor's attention is directed to the wetland boundaries shown on the plans. No construction, grading, excavation, cleaning, stockpiling, storing, staging, or other related activities shall be permitted within the waterbody or wetland boundary except as described in these plans and authorized in the permit documents. Any work in the waterbody or wetland area not shown on the plans shall not be done without first contacting the Regional Construction Environmental Coordinator. All dewatering involving turbid water shall be accomplished by pumping to a vegetated upland area outside the wetland buffer zone as approved by Engineer or to a Geotextile Fabric Sediment Collection Bag, ITEM 209.110001. No settlement basins shall be allowed. Dewatering operations shall not discharge, either directly or indirectly, to any water bodies unless the discharge water is at least as free and clear of sediment as the adjacent waterbody.
NW1.3 - Preserve Prime Farmland			
ENV SP	Initial Submittal	NA (0/0)	
NW1.4 - Avoid Adverse Geology			
ENV SP	Initial Submittal	NA (0/0)	
NW1.5 - Preserve Floodplain Functions			
ENV SP	Initial Submittal	Improved (2/14)	
NW1.6 - Avoid Unsuitable Development on Steep Slopes			
ENV SP	Initial Submittal	NA (0/0)	
NW1.7 - Preserve Greenfields			
ENV SP	Initial Submittal	Conserving (15/23)	Project involves work on sites that have previously been used constructed upon. No new sites will be disturbed.
NW2.1 - Manage Stormwater			
ENV SP	Initial Submittal	Superior (9/21)	Installation of a stormwater pond that improves water quality and/or nearby habitats through the use of stormwater retrofitting, stormwater crediting strategies, stream restoration, additional wetland protection, and the inclusion of permanent stormwater management practices.
NW2.2 - Reduce Pesticide and Fertilizer Impacts			
ENV SP	Initial Submittal	No Level (0/9)	
NW2.3 - Prevent Surface and Groundwater Contamination			
ENV SP	Initial Submittal	Improved (1/18)	Spillage of Oil and Hazardous Substances. Spillage of oil and hazardous substances is especially prohibited by Section 311 of the Clean Water Act of 1977. Measures including proper maintenance of construction equipment, designating fuel/hazardous substances handling areas to allow spills to be contained before reaching the waterway, instructing personnel not to dispose of oil and other such materials into drains or into the waterway directly, and other necessary procedures should be implemented to prevent spillage. If, in spite of such planning, oil/hazardous substances are spilled into a watercourse, immediate notification shall be given to the NYS Department of Environmental Conservation at (518) 457-7362, the National Response Center at (800) 424-8802 and the NYS Canal Corporation. A supply of hay, straw, or other absorbent must be retained on site so that it may be rapidly deployed to soak up any possible spillage, pending DEC and/or Coast Guard arrival on the scene. The use of chemical dispersing agents and emulsifiers is not authorized without prior, specific, Federal or State approval.
NW3.1 - Preserve Species Biodiversity			
ENV SP	Initial Submittal	Improved (2/16)	Pages 291-294 Proposal document 2
NW3.2 - Control Invasive Species			
ENV SP	Initial Submittal	Restorative (11/11)	Pages 427 - 430 proposal
NW3.3 - Restore Disturbed Soils			
ENV SP	Initial Submittal	Conserving (8/10)	Planting soil used in the initial planting shall be reused for replacement plants and shall be supplemented with topsoil at no additional cost if additional material is needed to meet grade and surface finish.
NW3.4 - Maintain Wetland and Surface Water Functions			

ENV SP	Initial Submittal	Improved (3/19)	Stream T1A relocated and improved with flood plain areas.
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NW0.0 - Innovate or Exceed Credit Requirements

ENV SP	Initial Submittal	(0/9)
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CLIMATE AND RISK

CR1.1 - Reduce Greenhouse Gas Emissions

ENV SP	Initial Submittal	No Level (0/25)
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CR1.2 - Reduce Air Pollutant Emissions

ENV SP	Initial Submittal	NA (0/0)
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CR2.1 - Assess Climate Threat

ENV SP	Initial Submittal	No Level (0/15)
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CR2.2 - Avoid Traps and Vulnerabilities

ENV SP	Initial Submittal	No Level (0/20)
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CR2.3 - Prepare for Long-Term Adaptability

ENV SP	Initial Submittal	No Level (0/20)
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CR2.4 - Prepare for Short-Term Hazards

ENV SP	Initial Submittal	No Level (0/21)
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CR2.5 - Manage Heat Island Effects

ENV SP	Initial Submittal	NA (0/0)
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CR0.0 - Innovate or Exceed Credit Requirements

ENV SP	Initial Submittal	(0/5)
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Submitted Score Information				Verified Score Information		
Credit Category	Applicable	Submitted	Percentage	Applicable	Verified	Percentage
QUALITY OF LIFE	152	20	13%	181	0	0%
LEADERSHIP	113	61	54%	121	0	0%
RESOURCE ALLOCATION	182	34	19%	182	0	0%
NATURAL WORLD	177	55	31%	203	0	0%
CLIMATE AND RISK	101	0	0%	122	0	0%
Total Points / %	725	170	23%	809	0	0%



D263411 F. A. Project; Route 146 Safety Improvements, Town of Rotterdam.

Project Location: Schenectady County, NY

Project Score: 13%

No Award
Level

Project ID: 2670

Project Stage: Unregistered

Created: 03/24/2018

Project Team: Oluwatobi Oluwalaiye

Project Contact:

ENV SP: Oluwatobi Oluwalaiye
otoluwa@colostate.edu

Project Description:

Route 146 (Hamburg Street) Safety Improvements (1.5 miles, roundabout, newwaterline and sewer system). This project reconstructs Hamburg Street from Curry Road to the bridge over Chrisler Avenue. The project includes safety improvements such as access management, shared turn lanes, pedestrian and ADA facility upgrades and stormwater system improvements. In addition, the Town of Rotterdam will partner with DOT to install a municipal sewer line within the project limits to service the business and residential needs of this neighborhood . The project is located in the Town of Rotterdam, Schenectady County.

Who	Step	Agree	Level	Comments	Files
QUALITY OF LIFE					
QL1.1 - Improve Community Quality of Life					
ENV SP	Initial Submittal		Improved (2/25)	The project includes safety improvements such as access management, shared turn lanes, pedestrian and ADA facility upgrades and stormwater system improvements. a municipal sewer line is also installed within the project limits to service the business and residential needs of this neighborhood . However, stakeholders are not very involved in the decision making process.	
QL1.2 - Stimulate Sustainable Growth and Development					
ENV SP	Initial Submittal		Improved (1/16)	This project provides equal opportunity employments throughout the duration of construction. A focus is however placed on reaching minorities and women in the area of work.	
QL1.3 - Develop Local Skills and Capabilities					
ENV SP	Initial Submittal		Improved (1/15)	The recruitment process requires that advertisement circulates largely among minorities and women. The project contractor must also qualify and increase the skills of this group of employees. The contractor also provides training programs - apprenticeship, on-the-job training programs for the geographical area of contract performance.	
QL2.1 - Enhance Public Health and Safety					
ENV SP	Initial Submittal		Improved (2/16)		
QL2.2 - Minimize Noise and Vibration					
ENV SP	Initial Submittal		No Level (0/11)		
QL2.3 - Minimize Light Pollution					
ENV SP	Initial Submittal		No Level (0/11)		
QL2.4 - Improve Community Mobility and Access					
ENV SP	Initial Submittal		No Level (0/14)		
QL2.5 - Encourage Alternative Modes of Transportation					
ENV SP	Initial Submittal		Improved (1/15)	An image of the project location shows that the project is located within walking distance of pedestrian-accessible multimodal transportation.	
QL2.6 - Improve Site Accessibility, Safety and Wayfinding					
ENV SP	Initial Submittal		Enhanced (3/15)	Project contains placing and maintenance of all flares, cones, lights, signs, barricades, traffic control custodial work, traffic directors. Also contains basic work zone traffic control. Proposal 3 page 151, 171.	
QL3.1 - Preserve Historic and Cultural Resources					
ENV SP	Initial Submittal		NA (0/0)		
QL3.2 - Preserve Views and Local Character					
ENV SP	Initial Submittal		NA (0/0)		
QL3.3 - Enhance Public Space					
ENV SP	Initial Submittal		NA (0/0)		
QL0.0 - Innovate or Exceed Credit Requirements					
ENV SP	Initial Submittal		(0/8)		

LEADERSHIP

LD1.1 - Provide Effective Leadership and Commitment

ENV SP	Initial Submittal	Conserving (17/17)
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LD1.2 - Establish a Sustainability Management System

ENV SP	Initial Submittal	Conserving (14/14)
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LD1.3 - Foster Collaboration and Teamwork

ENV SP	Initial Submittal	Enhanced (4/15)	project not carried out using integrated delivery method
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LD1.4 - Provide for Stakeholder Involvement

ENV SP	Initial Submittal	Enhanced (5/14)	town hall meeting.
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LD2.1 - Pursue Byproduct Synergy Opportunities

ENV SP	Initial Submittal	Superior (6/15)	USE OF RECLAIMED ASPHALT SHINGLES (RAS) IN THE PRODUCTION OF ASPHALT MIXTURES. The provisions below cover the use of Reclaimed Asphalt Shingles (RAS) in the production of asphalt mixtures. Sections 401 and 402 of the NYS Standard Specifications apply except as modified herein. The Contractor has the option of using the following: • Manufactured Waste (MW) RAS may be used in shim, base, binder, and top courses (excluding 6.3 HMA Top Course, Waterproofing Bridge Deck Overlay, and Ice Retardant mixtures). • Post Consumer Waste (PCW) RAS and may be used in shim, base and binder courses. The RAS must be stockpiled at the plant facility and shall be subject to the approval of the Regional Materials Engineer (RME) prior to its use. RAS shall meet the following requirements: • Shall be from a source that has obtained a beneficial use determination (BUD) from the NYS Department of Environmental Conservation (DEC) as specified in 6 NYCRR 360- 1.15.
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LD2.2 - Improve Infrastructure Integration

ENV SP	Initial Submittal	No Level (0/16)
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LD3.1 - Plan for Long-term Monitoring and Maintenance

ENV SP	Initial Submittal	Improved (1/10)	There are maintenance plans available for some of the construction work being carried out. MAINTENANCE a. Provide to Owner a proposal as an alternate to the base bid, a separate maintenance contract for the service and maintenance of transfer switches for two years from date of Substantial Completion; Include a complete description of preventive maintenance, systematic examination, adjustment, inspection, and testing, with a detailed schedule. Proposal 2 page 203.
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LD3.2 - Address Conflicting Regulations and Policies

ENV SP	Initial Submittal	NA (0/0)
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LD3.3 - Extend Useful Life

ENV SP	Initial Submittal	Enhanced (3/12)	Project includes new water line, gas line, overhead utilities installation and widening of dome parts of the road to include a shared lane, two-way left turn lane. This new incorporation and improvements contribute to extending the useful life of this project.
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LD0.0 - Innovate or Exceed Credit Requirements

ENV SP	Initial Submittal	(0/6)
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RESOURCE ALLOCATION

RA1.1 - Reduce Net Embodied Energy

ENV SP	Initial Submittal	No Level (0/18)
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RA1.2 - Support Sustainable Procurement Practices

ENV SP	Initial Submittal	No Level (0/9)
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RA1.3 - Use Recycled Materials

ENV SP	Initial Submittal	No Level (0/14)	Reclaimed asphalt is used in this project however, not more than 2% in weight is utilized. The maximum RAS allowed in the mixture is 2% by weight of the total mixture. Page 32 of proposal 2
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RA1.4 - Use Regional Materials

ENV SP	Initial Submittal	No Level (0/10)
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RA1.5 - Divert Waste From Landfills

ENV SP	Initial Submittal	No Level (0/11)
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RA1.6 - Reduce Excavated Materials Taken Off Site

ENV SP	Initial Submittal	No Level (0/6)
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RA1.7 - Provide for Deconstruction and Recycling

ENV SP	Initial Submittal	No Level (0/12)
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RA2.1 - Reduce Energy Consumption

ENV SP	Initial Submittal	No Level (0/18)
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RA2.2 - Use Renewable Energy

ENV SP	Initial Submittal	No Level (0/20)
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RA2.3 - Commission and Monitor Energy Systems

ENV SP	Initial Submittal	No Level (0/11)
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RA3.1 - Protect Fresh Water Availability

ENV SP	Initial Submittal	No Level (0/21)
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RA3.2 - Reduce Potable Water Consumption

ENV SP	Initial Submittal	No Level (0/21)
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RA3.3 - Monitor Water Systems

ENV SP	Initial Submittal	No Level (0/11)
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RA0.0 - Innovate or exceed credit requirements

ENV SP	Initial Submittal	No Level (0/8)
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NATURAL WORLD

NW1.1 - Preserve Prime Habitat

ENV SP	Initial Submittal	NA (0/0)
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NW1.2 - Protect Wetlands and Surface Water

ENV SP	Initial Submittal	NA (0/0)
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NW1.3 - Preserve Prime Farmland

ENV SP	Initial Submittal	NA (0/0)
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NW1.4 - Avoid Adverse Geology

ENV SP	Initial Submittal	NA (0/0)
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NW1.5 - Preserve Floodplain Functions

ENV SP	Initial Submittal	NA (0/0)
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NW1.6 - Avoid Unsuitable Development on Steep Slopes

ENV SP	Initial Submittal	NA (0/0)
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NW1.7 - Preserve Greenfields

ENV SP	Initial Submittal	Superior (10/23)	Project located on previously developed land. Expansion of roads will occur on some routes but most of the project consist of previously developed lands.
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NW2.1 - Manage Stormwater

ENV SP	Initial Submittal	No Level (0/21)
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NW2.2 - Reduce Pesticide and Fertilizer Impacts

ENV SP	Initial Submittal	No Level (0/9)
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NW2.3 - Prevent Surface and Groundwater Contamination

ENV SP	Initial Submittal	NA (0/0)
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NW3.1 - Preserve Species Biodiversity

ENV SP	Initial Submittal	NA (0/0)
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NW3.2 - Control Invasive Species

ENV SP	Initial Submittal	NA (0/0)
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NW3.3 - Restore Disturbed Soils

ENV SP	Initial Submittal	Conserving (8/10)	Unpaved surfaces disturbed during the installation of duct or direct burial cable shall be restored to the original elevation and condition. Sod or topsoil shall be preserved carefully and replaced after the backfilling is completed.? All holes resulting from this work shall be backfilled with suitable material and if so specified the disturbed areas restored to match the adjacent surface as approved by the Engineer.
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NW3.4 - Maintain Wetland and Surface Water Functions

ENV SP	Initial Submittal	NA (0/0)
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NW0.0 - Innovate or Exceed Credit Requirements

ENV SP	Initial Submittal	(0/9)
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CLIMATE AND RISK		
CR1.1 - Reduce Greenhouse Gas Emissions		
ENV SP	Initial Submittal	No Level (0/25)
CR1.2 - Reduce Air Pollutant Emissions		
ENV SP	Initial Submittal	NA (0/0)
CR2.1 - Assess Climate Threat		
ENV SP	Initial Submittal	No Level (0/15)
CR2.2 - Avoid Traps and Vulnerabilities		
ENV SP	Initial Submittal	No Level (0/20)
CR2.3 - Prepare for Long-Term Adaptability		
ENV SP	Initial Submittal	No Level (0/20)
CR2.4 - Prepare for Short-Term Hazards		
ENV SP	Initial Submittal	No Level (0/21)
CR2.5 - Manage Heat Island Effects		
ENV SP	Initial Submittal	NA (0/0)
CR0.0 - Innovate or Exceed Credit Requirements		

Submitted Score Information				Verified Score Information		
Credit Category	Applicable	Submitted	Percentage	Applicable	Verified	Percentage
QUALITY OF LIFE	138	10	7%	181	0	0%
LEADERSHIP	113	50	44%	121	0	0%
RESOURCE ALLOCATION	182	0	0%	182	0	0%
NATURAL WORLD	63	18	29%	203	0	0%
CLIMATE AND RISK	101	0	0%	122	0	0%
Total Points / %	597	78	13%	809	0	0%



D263477 F. A. Project; NYS Rte 231 Safety Improvements at Northern State Parkway Interchange

Project Location: Suffolk County, NY

Project Score: 20%

Project ID: 2812

Project Stage: Unregistered

Created: 06/09/2018

Project Team: Oluwatobi Oluwalaiye



Bronze

Project Contact:

ENV SP: Oluwatobi Oluwalaiye
otoluwa@colostate.edu

Project Description:

This project proposes to provide safety improvements on NY Route 231 at the Northern State Parkway interchange in the Town of Huntington, Suffolk County. The project would improve traffic flow, reduce accidents, reduce delays and improve overall safety and traffic operations of NY Route 231 at the interchange. New parkway ramps will be constructed and/or improved within existing parkway property right-of-way. It would improve access for the pedestrians.

Who	Step	Agree	Level	Comments	Files
QUALITY OF LIFE					
QL1.1 - Improve Community Quality of Life					
ENV SP	Initial Submittal		Conserving (20/25)	The project would improve traffic flow, reduce accidents, reduce delays and improve overall safety and traffic operations of NY Route 231 at the interchange. New parkway ramps will be constructed and/or improved within existing parkway property right-of-way. It would improve access for the pedestrians. Open house and Pre-bid meetings were held with members of the community to discuss designs and construction plans, compare with community plans and adjust designs and construction plans based on comments raised during meetings. Project is compliant with sections of Town Of Huntington Comprehensive plan (Horizons 2020) calling for additional pedestrian facilities and transit connections	
QL1.2 - Stimulate Sustainable Growth and Development					
ENV SP	Initial Submittal		Superior (5/16)	The project would improve traffic flow, reduce accidents, reduce delays and improve overall safety and traffic operations of NY Route 231 at the interchange. New parkway ramps will be constructed and/or improved within existing parkway property right-of-way. It would improve access for the pedestrians.	
QL1.3 - Develop Local Skills and Capabilities					
ENV SP	Initial Submittal		Improved (1/15)	Recruitment: When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minorities and women in the area from which the project work force would normally be derived.	
QL2.1 - Enhance Public Health and Safety					
ENV SP	Initial Submittal		Improved (2/16)	In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract. If the contractor chooses to use a WMA technology, the provisions of §401 and §402 shall apply including the following: Use an approved technology appearing on the Approved List for Technologies for Warm Mix Asphalt. Design a mixture using a WMA Technology in accordance with MM 5.16, Superpave Hot Mix Asphalt Mixture Design and Mixture Verification Procedure. No new technologies applied	
QL2.2 - Minimize Noise and Vibration					
ENV SP	Initial Submittal		No Level (0/11)	no information provided on this.	
QL2.3 - Minimize Light Pollution					
ENV SP	Initial Submittal		No Level (0/11)	no information provided on this.	
QL2.4 - Improve Community Mobility and Access					
ENV SP	Initial Submittal		Enhanced (4/14)	The Contractor shall provide for the maintenance and protection of traffic, including pedestrian mobility, by keeping all access roads and sidewalks clear of materials, debris, snow and ice and providing appropriate signs, flag persons or other traffic control devices as directed by the Engineer in accordance with Section 619 at no cost to the State.	
QL2.5 - Encourage Alternative Modes of Transportation					
ENV SP	Initial Submittal		Improved (1/15)	New sidewalk along east side of NY Route 231 connects with existing transit stop at NY Route 231 and Deforest Rd.	
QL2.6 - Improve Site Accessibility, Safety and Wayfinding					
ENV SP	Initial Submittal		Enhanced (3/15)	The Contractor shall provide for the maintenance and protection of traffic, including pedestrian mobility, by keeping all access roads and sidewalks clear of materials, debris, snow and ice and providing appropriate signs, flag persons or other traffic control devices as directed by the Engineer in accordance with Section 619 at no cost to the State. In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.	
QL3.1 - Preserve Historic and Cultural Resources					
ENV SP	Initial Submittal		NA (0/0)	no information provided on cultural and historic resources	
QL3.2 - Preserve Views and Local Character					
ENV SP	Initial Submittal		No Level (0/14)	No information provided on the preservation of local character	

QL3.3 - Enhance Public Space

ENV SP	Initial Submittal	NA (0/0)
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QL0.0 - Innovate or Exceed Credit Requirements

ENV SP	Initial Submittal	(0/8)
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LEADERSHIP

LD1.1 - Provide Effective Leadership and Commitment

ENV SP	Initial Submittal	Conserving (17/17)	Scored based on the NYSDOT sustainability values.
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LD1.2 - Establish a Sustainability Management System

ENV SP	Initial Submittal	Conserving (14/14)	Scored based on the NYSDOT sustainability values
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LD1.3 - Foster Collaboration and Teamwork

ENV SP	Initial Submittal	Enhanced (4/15)	
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LD1.4 - Provide for Stakeholder Involvement

ENV SP	Initial Submittal	Superior (9/14)	Community meetings/project websites.
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LD2.1 - Pursue Byproduct Synergy Opportunities

ENV SP	Initial Submittal	Superior (6/15)	USE OF RECLAIMED ASPHALT SHINGLES (RAS) IN THE PRODUCTION OF ASPHALT MIXTURES. The provisions below cover the use of Reclaimed Asphalt Shingles (RAS) in the production of asphalt mixtures. Sections 401 and 402 of the NYS Standard Specifications apply except as modified herein. The Contractor has the option of using the following: • Manufactured Waste (MW) RAS may be used in shim, base, binder, and top courses (excluding 6.3 HMA Top Course, Waterproofing Bridge Deck Overlay, and Ice Retardant mixtures). • Post Consumer Waste (PCW) RAS and may be used in shim, base and binder courses. The RAS must be stockpiled at the plant facility and shall be subject to the approval of the Regional Materials Engineer (RME) prior to its use. RAS shall meet the following requirements: • Shall be from a source that has obtained a beneficial use determination (BUD) from the NYS Department of Environmental Conservation (DEC) as specified in 6 NYCRR 360- 1.15. page 30; proposal 2
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LD2.2 - Improve Infrastructure Integration

ENV SP	Initial Submittal	Enhanced (3/16)	
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LD3.1 - Plan for Long-term Monitoring and Maintenance

ENV SP	Initial Submittal	Enhanced (3/10)	Monitoring and maintenance available for electrical items and some roadway items such as reflectorized pavement markers. Contractor responsible for carrying out maintenance work.
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LD3.2 - Address Conflicting Regulations and Policies

ENV SP	Initial Submittal	NA (0/0)	
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LD3.3 - Extend Useful Life

ENV SP	Initial Submittal	Improved (1/12)	
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LD0.0 - Innovate or Exceed Credit Requirements

ENV SP	Initial Submittal	(0/6)	
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RESOURCE ALLOCATION

RA1.1 - Reduce Net Embodied Energy

ENV SP	Initial Submittal	No Level (0/18)
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RA1.2 - Support Sustainable Procurement Practices

ENV SP	Initial Submittal	No Level (0/9)
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RA1.3 - Use Recycled Materials

ENV SP	Initial Submittal	Enhanced (5/14)	The contractor is instructed to use as much of the existing topsoil as possible The contractor shall, remove the overlaying vegetation, excavate the top 6" to 8", strip, screen and stockpile the topsoil; and reuse it on-site before importing additional topsoil into the project area. The screening and stockpiling should be done in accordance with Section 713-01 of the Standard Specifications, and all topsoil shall be able to pass a 50mm sieve. The stockpiled topsoil shall be kept in a separate pile and free of contamination by other objects or materials until ready to be reused. In the event that the volume of stripped topsoil exceeds the minimum volume of topsoil required to be placed by the Contract Plans, the excess volume of topsoil shall be placed at an increased thickness than what is called for in the plans; used to flatten embankment slopes or placed within the Right-Of-Way as approved by the Engineer; delivered to the NYSDOT Maintenance Residency stated below; or removed from the site, as ordered by the Engineer. Planting soil used in the initial planting shall be reused for replacement plants and shall be supplemented with topsoil at no additional cost if additional material is needed to meet grade and surface finish. When greater than 10% of Recycled asphalt pavement (RAP) is utilized in the production of hot mix asphalt (HMA) Top course, only 75% of the AC content of the RAP will be utilized in the final mix design calculation for the optimum asphalt content. This rating is based on the percentage given from RAP and an assumed percentage for topsoil.
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RA1.4 - Use Regional Materials

ENV SP	Initial Submittal	No Level (0/10)	No information provided on this.
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RA1.5 - Divert Waste From Landfills

ENV SP	Initial Submittal	Enhanced (6/11)	See comments under RA 1.3
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RA1.6 - Reduce Excavated Materials Taken Off Site

ENV SP	Initial Submittal	Enhanced (4/6)	See RA 1.3. The contractor is instructed to use as much of the existing topsoil as possible The contractor shall, remove the overlaying vegetation, excavate the top 6" to 8", strip, screen and stockpile the topsoil; and reuse it on-site before importing additional topsoil into the project area. The screening and stockpiling should be done in accordance with Section 713-01 of the Standard Specifications, and all topsoil shall be able to pass a 50mm sieve. The stockpiled topsoil shall be kept in a separate pile and free of contamination by other objects or materials until ready to be reused. In the event that the volume of stripped topsoil exceeds the minimum volume of topsoil required to be placed by the Contract Plans, the excess volume of topsoil shall be placed at an increased thickness than what is called for in the plans; used to flatten embankment slopes or placed within the Right-Of-Way as approved by the Engineer; delivered to the NYSDOT Maintenance Residency stated below; or removed from the site, as ordered by the Engineer.
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RA1.7 - Provide for Deconstruction and Recycling

ENV SP	Initial Submittal	No Level (0/12)
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RA2.1 - Reduce Energy Consumption

ENV SP	Initial Submittal	No Level (0/18)	No information provided on this.
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RA2.2 - Use Renewable Energy

ENV SP	Initial Submittal	No Level (0/20)	No information provided on this.
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RA2.3 - Commission and Monitor Energy Systems

ENV SP	Initial Submittal	No Level (0/11)	No information provided on this.
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RA3.1 - Protect Fresh Water Availability

ENV SP	Initial Submittal	No Level (0/21)	No information provided on this.
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RA3.2 - Reduce Potable Water Consumption

ENV SP	Initial Submittal	No Level (0/21)	No information provided on this.
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RA3.3 - Monitor Water Systems

ENV SP	Initial Submittal	No Level (0/11)	No information provided on this.
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ENV SP	Initial Submittal	No Level (0/8)
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NATURAL WORLD

NW1.1 - Preserve Prime Habitat

ENV SP	Initial Submittal	No Level (0/18)	<p>TREE CUTTING WINDOW FOR PROTECTION OF THE NORTHERN LONG-EARED BAT, <i>Myotis septentrionalis</i> The Northern Long-eared Bat (NLEB), <i>Myotis septentrionalis</i> is designated as a "threatened" species on the federal List of Endangered Species. It is possible that a portion of the project area may contain suitable summer roosting habitat for this species. Pursuant to current procedures agreed to between the US Fish & Wildlife Service and FHWA, the Contractor shall schedule all removals of trees (greater than 3" diameter) between November 1st and March 31st of each year to minimize the potential direct impact to the NLEB. In addition the Contractor shall attach flags to each tree (> 3" dia.) or place orange fence at clearing limit and have the marked tree removals/limits confirmed by the Regional Environmental Contact prior to performing the removal. Proposal 2 page 55</p>
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NW1.2 - Protect Wetlands and Surface Water

ENV SP	Initial Submittal	Enhanced (4/18)	<p>Wetland and Buffer Zones - Special concerns and impact mitigation measures must be addressed when proposing a Construction Staging area within 100 ft of a fresh water wetland and 300 ft of a tidal wetland in accordance with the applicable laws and regulations at no cost to the State.</p>
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NW1.3 - Preserve Prime Farmland

ENV SP	Initial Submittal	NA (0/0)
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NW1.4 - Avoid Adverse Geology

ENV SP	Initial Submittal	NA (0/0)
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NW1.5 - Preserve Floodplain Functions

ENV SP	Initial Submittal	NA (0/0)
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NW1.6 - Avoid Unsuitable Development on Steep Slopes

ENV SP	Initial Submittal	NA (0/0)
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NW1.7 - Preserve Greenfields

ENV SP	Initial Submittal	Superior (10/23)	Project involves construction on greyfield.
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NW2.1 - Manage Stormwater

ENV SP	Initial Submittal	No Level (0/21)
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NW2.2 - Reduce Pesticide and Fertilizer Impacts

ENV SP	Initial Submittal	No Level (0/9)
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NW2.3 - Prevent Surface and Groundwater Contamination

ENV SP	Initial Submittal	No Level (0/18)
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NW3.1 - Preserve Species Biodiversity

ENV SP	Initial Submittal	Improved (2/16)	Page 55, proposal 2
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NW3.2 - Control Invasive Species

ENV SP	Initial Submittal	Conserving (9/11)	Page 36, proposal 2
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NW3.3 - Restore Disturbed Soils

ENV SP	Initial Submittal	Conserving (8/10)	<p>Excavation and restoration of disturbed areas shall be performed in accordance with the details shown on the plans and as ordered by the Engineer. The work shall include demolition, saw cutting, excavation, disposal, fill, subbase material, compaction, construction of the new Curb Ramps, landings and associated curbing. Also included are detectable warning units (supplied and installed where required), repairs to affected asphalt (as necessary), topsoil, establishing turf (to disturbed areas), and finish work. Replacement plants shall be planted, maintained and accepted per Standard Specification Section 611-3.01. Planting soil used in the initial planting shall be reused for replacement plants and shall be supplemented with topsoil at no additional cost if additional material is needed to meet grade and surface finish.</p>
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NW3.4 - Maintain Wetland and Surface Water Functions

ENV SP	Initial Submittal	No Level (0/19)
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NW0.0 - Innovate or Exceed Credit Requirements

CLIMATE AND RISK

CR1.1 - Reduce Greenhouse Gas Emissions

ENV SP	Initial Submittal	No Level (0/25)
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CR1.2 - Reduce Air Pollutant Emissions

ENV SP	Initial Submittal	NA (0/0)
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CR2.1 - Assess Climate Threat

ENV SP	Initial Submittal	No Level (0/15)
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CR2.2 - Avoid Traps and Vulnerabilities

ENV SP	Initial Submittal	No Level (0/20)
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CR2.3 - Prepare for Long-Term Adaptability

ENV SP	Initial Submittal	No Level (0/20)
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CR2.4 - Prepare for Short-Term Hazards

ENV SP	Initial Submittal	No Level (0/21)
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CR2.5 - Manage Heat Island Effects

ENV SP	Initial Submittal	NA (0/0)
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CR0.0 - Innovate or Exceed Credit Requirements

ENV SP	Initial Submittal	(0/5)
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Submitted Score Information				Verified Score Information		
Credit Category	Applicable	Submitted	Percentage	Applicable	Verified	Percentage
QUALITY OF LIFE	152	36	24%	181	0	0%
LEADERSHIP	113	57	50%	121	0	0%
RESOURCE ALLOCATION	182	15	8%	182	0	0%
NATURAL WORLD	163	33	20%	203	0	0%
CLIMATE AND RISK	101	0	0%	122	0	0%
Total Points / %	711	141	20%	809	0	0%



D263572 F.A. Project Highway Reconstruction on Route 5S (1 mile).

Project Location: Utica, Oneida County, NY

Project Score: 34%

Project ID: 2817

Project Stage: Unregistered

Created: 06/18/2018

Project Team: Oluwatobi Oluwalaiye



Silver

Project Contact:

ENV SP: Oluwatobi Oluwalaiye
otoluwa@colostate.edu

Project Description:

This project will involve a highway reconstruction on route 5S (1 Mile) in the city of Utica, Oneida County. The proposed transportation project under consideration will address safety concerns along NYS Route 5S. The project begins on the west end at the intersection of 5S and Cornelia Street and proceeds approximately 4,400 feet east to the intersection of 5S and Broad Street. The work consists of reconfiguration and reconstruction of significant portions of 5S, construction of a roundabout at the intersection with John Street, significant improvements to pedestrian and bicycle accommodations and the addition of substantial landscaping to improve the aesthetic of the project corridor. In addition, separation of combined sewer systems will occur for the majority of the project area. Overall impervious area will be reduced by 15% (1.8 acres) within the project area and a hydrodynamic stormwater treatment practice will be installed near the intersection of NYS Route 5S and Second Street. Construction of the project is anticipated to occur during two seasons.

Who	Step	Agree	Level	Comments	Files
QUALITY OF LIFE					
QL1.1 - Improve Community Quality of Life					
ENV SP	Initial Submittal		Conserving (20/25)	At the community forum, DOT staff went over changes being made to the road, such as adding bike lanes and a roundabout. Brian Hoffmann, DOT Regional Design Engineer, says multiple community meetings have been held to get input from the public about the new road. "We've had over 30 different meetings with various members of the public, various stakeholder groups, with the city of Utica, and different community groups all across the city, Hoffmann said. "And we've held three different public information meetings as well, at different stages of the project development, and we did receive a lot of input and it certainly shaped the project that is under construction now."	
QL1.2 - Stimulate Sustainable Growth and Development					
ENV SP	Initial Submittal		Superior (5/16)	The project will foster revitalization by controlling access, reducing pavement area, traffic calming, improving pedestrian and bicycle facilities and improving the aesthetics. All these will increase local productivity.	
QL1.3 - Develop Local Skills and Capabilities					
ENV SP	Initial Submittal		Improved (1/15)	The Contractor shall follow the requirements of §102-11 Equal Employment Opportunity Requirements. The goals for minority and female participation, expressed in percentage terms for the Contractor's aggregate workforce in each trade on all construction work in the covered area, which is the county or counties in which the work is located, must be followed. The goal for the participation of women is 6.9%.	
QL2.1 - Enhance Public Health and Safety					
ENV SP	Initial Submittal		Improved (2/16)	The contractor is required to prepare and submit a safety and health plan as well as receive approval of the plan.	
QL2.2 - Minimize Noise and Vibration					
ENV SP	Initial Submittal		No Level (0/11)		
QL2.3 - Minimize Light Pollution					
ENV SP	Initial Submittal		No Level (0/11)		
QL2.4 - Improve Community Mobility and Access					
ENV SP	Initial Submittal		Enhanced (4/14)	Since the reconstruction will have an impact many property owners, residents, tenants, businesses, etc., the Contractor shall notify each impacted entity 48 hours prior to any disruptions to driveways or any other property entrances or access affected by the work to be done. The Contractor must attempt to notify each property owner and tenant either in person or by providing a written notification to be posted at each property. The Contractor's attention is directed to the fact that other contracts/work may be ongoing within the limits of this project. The Contractor shall coordinate work in this contract accordingly through the E.I.C. to avoid conflicts. Modifications to the Work Zone Traffic Control (WZTC) plans may be necessary	
QL2.5 - Encourage Alternative Modes of Transportation					
ENV SP	Initial Submittal		Superior (6/15)	The project consists for bike lanes as well as pedestrian sidewalks thus providing for nonmotorized transportation. There are also bike racks installed in the park area.	
QL2.6 - Improve Site Accessibility, Safety and Wayfinding					
ENV SP	Initial Submittal		Conserving (12/15)	In the performance of this contract the contractor shall comply with all applicable Federal, State, and local laws governing safety, health, and sanitation (23 CFR 635). The contractor shall provide all safeguards, safety devices and protective equipment and take any other needed actions as it determines, or as the contracting officer may determine, to be reasonably necessary to protect the life and health of employees on the job and the safety of the public and to protect property in connection with the performance of the work covered by the contract.	
QL3.1 - Preserve Historic and Cultural Resources					
ENV SP	Initial Submittal		Restorative (16/16)	RESTORING NEW YORK STATE TRADITIONAL HISTORIC MARKER – AS SPECIFIED The Historic Sign being restored shall be reinstalled as per Special Specification 645.45040124- Restore New York State Historic Marker. The marker and existing granite foundation shall be relocated to the location shown on drawing no. LAP-04 and installed per the detail on drawing no. LAD-02. The sign shall be cleaned and repainted to match. All associated costs to complete the work are to be included in the bid price for Item 645.45040124. Page 145 - 149	
QL3.2 - Preserve Views and Local Character					
ENV SP	Initial Submittal		Conserving (11/14)	This project will refurbish a unique flag structure that is important to the community.	
QL3.3 - Enhance Public Space					
ENV SP	Initial Submittal		Superior (6/13)	The existing park will be enhanced.	

LEADERSHIP

LD1.1 - Provide Effective Leadership and Commitment

ENV SP	Initial Submittal	Conserving (17/17)	Based on the NYSDOT and their sustainability value.
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LD1.2 - Establish a Sustainability Management System

ENV SP	Initial Submittal	Conserving (14/14)	Based on the NYSDOT and their sustainability value.
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LD1.3 - Foster Collaboration and Teamwork

ENV SP	Initial Submittal	Enhanced (4/15)	
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LD1.4 - Provide for Stakeholder Involvement

ENV SP	Initial Submittal	Superior (9/14)	Multiple community meetings were held at different stages of the project so as to get public/community input on the project. Direct outreach to several businesses and community groups was also carried out. A project specific web page was also created.
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LD2.1 - Pursue Byproduct Synergy Opportunities

ENV SP	Initial Submittal	Superior (6/15)	USE OF RECLAIMED ASPHALT SHINGLES (RAS) IN THE PRODUCTION OF ASPHALT MIXTURES DESCRIPTION. The provisions below cover the use of Reclaimed Asphalt Shingles (RAS) in the production of asphalt mixtures. Sections 401 and 402 of the NYS Standard Specifications apply except as modified herein. MATERIAL REQUIREMENTS The Contractor has the option of using the following: • Manufactured Waste (MW) RAS may be used in shim, base, binder, and top courses (excluding 6.3 HMA Top Course, Waterproofing Bridge Deck Overlay, and Ice Retardant mixtures). • Post Consumer Waste (PCW) RAS and may be used in shim, base and binder courses. The RAS must be stockpiled at the plant facility and shall be subject to the approval of the Regional Materials Engineer (RME) prior to its use. RAS shall meet the following requirements: • Shall be from a source that has obtained a beneficial use determination (BUD) from the NYS Department of Environmental Conservation (DEC) as specified in 6 NYCRR 360- 1.15.
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LD2.2 - Improve Infrastructure Integration

ENV SP	Initial Submittal	Superior (7/16)	The project will improve the lane configurations, intersections configurations and the control of access.
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LD3.1 - Plan for Long-term Monitoring and Maintenance

ENV SP	Initial Submittal	Enhanced (3/10)	The contractor shall be responsible for cleaning the storm water treatment system when needed, maintaining performance / efficiency, and keeping a record of maintenance inspections for the duration of the contract. If the system is not functioning as outlined in the Operation and Maintenance Manual for the system, then the contractor, with the Engineer's approval, shall take the necessary steps to diagnose and correct problems at no additional cost to the State. Final approval of the installation will be made by the Engineer verifying that the system has been installed, field tested and functioning as outlined in the Operation & Maintenance Manual for the system.
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LD3.2 - Address Conflicting Regulations and Policies

ENV SP	Initial Submittal	NA (0/0)	
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LD3.3 - Extend Useful Life

ENV SP	Initial Submittal	Enhanced (3/12)	
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LD0.0 - Innovate or Exceed Credit Requirements

ENV SP	Initial Submittal	(0/6)	
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RESOURCE ALLOCATION

RA1.1 - Reduce Net Embodied Energy

ENV SP	Initial Submittal	No Level (0/18)
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RA1.2 - Support Sustainable Procurement Practices

ENV SP	Initial Submittal	No Level (0/9)
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RA1.3 - Use Recycled Materials

ENV SP	Initial Submittal	Improved (2/14)	The maximum RAS allowed in the mixture is 2% by weight of the total mixture. A Control Plan for using shingles in HMA shall be developed and submitted to the Regional Materials Engineer detailing the control and testing of the stockpiles. RAS shall be uniformly blended with RAP to reduce clumping and must be stockpiled separate from other stockpiles. Other methods of reducing RAS clumping can be utilized with the approval of the RME. RAS - reclaimed asphalt shingles; RAP - Recycled asphalt pavement; RME - regional material engineer. When recycled asphalt pavement (RAP) greater than or equal to 10% is utilized in the production of hot mix asphalt (HMA) Top Course for this contract, the following minimum asphalt content will be utilized in the final mixture design calculation for optimum asphalt content: HMA Mixture Minimum Asphalt Content (%) 6.3 HMA 6.2 9.5 HMA 6.0 12.5 HMA 5.4 The mixture design will be formulated such that all the volumetric properties are within the criteria specified in the latest Material Method 5.16. The total targeted asphalt content of virgin binder and the accepted RAP asphalt contribution shall not be less than the minimum asphalt content of the mix design during production indicated in the above table.
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RA1.4 - Use Regional Materials

ENV SP	Initial Submittal	No Level (0/10)
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RA1.5 - Divert Waste From Landfills

ENV SP	Initial Submittal	Enhanced (6/11)	The city of Utica arranged for the reuse of excess excavated material, asphalt pavement millings, demolished concrete by another municipality or state agency. Drainage grates and manholes shall also be reused.
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RA1.6 - Reduce Excavated Materials Taken Off Site

ENV SP	Initial Submittal	Enhanced (4/6)	The city of Utica arranged for the reuse of excess excavated material, asphalt pavement millings, demolished concrete by another municipality or state agency.
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RA1.7 - Provide for Deconstruction and Recycling

ENV SP	Initial Submittal	Improved (1/12)
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RA2.1 - Reduce Energy Consumption

ENV SP	Initial Submittal	No Level (0/18)
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RA2.2 - Use Renewable Energy

ENV SP	Initial Submittal	No Level (0/20)
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RA2.3 - Commission and Monitor Energy Systems

ENV SP	Initial Submittal	No Level (0/11)
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RA3.1 - Protect Fresh Water Availability

ENV SP	Initial Submittal	Improved (2/21)	The project will protect water quality with drainage improvements.
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RA3.2 - Reduce Potable Water Consumption

ENV SP	Initial Submittal	No Level (0/21)
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RA3.3 - Monitor Water Systems

ENV SP	Initial Submittal	No Level (0/11)
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RA0.0 - Innovate or exceed credit requirements

ENV SP	Initial Submittal	No Level (0/8)
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NATURAL WORLD			
NW1.1 - Preserve Prime Habitat			
ENV SP	Initial Submittal	Superior (9/18)	
NW1.2 - Protect Wetlands and Surface Water			
ENV SP	Initial Submittal	NA (0/0)	No indication of wetland on site
NW1.3 - Preserve Prime Farmland			
ENV SP	Initial Submittal	NA (0/0)	No indication of farmland around site
NW1.4 - Avoid Adverse Geology			
ENV SP	Initial Submittal	NA (0/0)	
NW1.5 - Preserve Floodplain Functions			
ENV SP	Initial Submittal	NA (0/0)	
NW1.6 - Avoid Unsuitable Development on Steep Slopes			
ENV SP	Initial Submittal	NA (0/0)	
NW1.7 - Preserve Greenfields			
ENV SP	Initial Submittal	Superior (10/23)	Project constructed on a greyfield.
NW2.1 - Manage Stormwater			
ENV SP	Initial Submittal	Conserving (17/21)	
NW2.2 - Reduce Pesticide and Fertilizer Impacts			
ENV SP	Initial Submittal	NA (0/0)	
NW2.3 - Prevent Surface and Groundwater Contamination			
ENV SP	Initial Submittal	No Level (0/18)	
NW3.1 - Preserve Species Biodiversity			
ENV SP	Initial Submittal	Improved (2/16)	TREE REMOVAL WITHIN BAT HABITAT This note is to advise the contractor of tree cutting restrictions to protect rare species of bats that potentially occur in the vicinity of this project. Trees three inches or greater in diameter at breast height (DBH), including snags/dead trees, are considered potential summer habitat for the federally- and State-listed threatened northern long-eared bat (<i>Myotis septentrionalis</i>). The contractor shall notify the EIC immediately if a need is identified to remove standing trees, that were not originally specified for removal by the NYSDOT; that are live or dead, three inches DBH or greater. Tree cutting (other than originally specified removals) shall not commence until authorized by the EIC. Tree cutting restrictions are imposed by Federal and state regulatory agencies pursuant to the permits and approvals already coordinated by the NYSDOT. The contractor shall be aware that all proposed tree cutting three inches DBH or greater will require review by the NYSDOT Environmental staff to determine if suitable habitat exists on site
NW3.2 - Control Invasive Species			
ENV SP	Initial Submittal	NA (0/0)	
NW3.3 - Restore Disturbed Soils			
ENV SP	Initial Submittal	Conserving (8/10)	Any pavement courses, subcourses, curbs, sidewalks, lawns, etc., removed and/or disturbed due to the work of abandoning Company manholes shall be replaced and/or restored in kind as detailed in the contract documents or as directed by the Engineer. This restoration work shall be included in the unit price bid for this item.
NW3.4 - Maintain Wetland and Surface Water Functions			
ENV SP	Initial Submittal	NA (0/0)	
NW0.0 - Innovate or Exceed Credit Requirements			
ENV SP	Initial Submittal	(0/9)	

CLIMATE AND RISK

CR1.1 - Reduce Greenhouse Gas Emissions

ENV SP	Initial Submittal	Enhanced (7/25)	There were documented analysis proving that the project design reduces either the department's or the local community's carbon footprint. Documents were sent to the NYSDOT. The project will improve accessibility for handicapped, bicyclists, pedestrians and vehicles. Turn movements, signals, timing and lane configurations will help traffic move through the area quicker, cutting down on greenhouse gas emissions.
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CR1.2 - Reduce Air Pollutant Emissions

ENV SP	Initial Submittal	NA (0/0)
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CR2.1 - Assess Climate Threat

ENV SP	Initial Submittal	No Level (0/15)
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CR2.2 - Avoid Traps and Vulnerabilities

ENV SP	Initial Submittal	No Level (0/20)
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CR2.3 - Prepare for Long-Term Adaptability

ENV SP	Initial Submittal	Conserving (16/20)	Warm mix asphalt was used throughout the reconstruction. This type of pavement is known to extend the paving season.
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CR2.4 - Prepare for Short-Term Hazards

ENV SP	Initial Submittal	No Level (0/21)
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CR2.5 - Manage Heat Island Effects

ENV SP	Initial Submittal	NA (0/0)
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CR0.0 - Innovate or Exceed Credit Requirements

ENV SP	Initial Submittal	(0/5)
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Submitted Score Information				Verified Score Information		
Credit Category	Applicable	Submitted	Percentage	Applicable	Verified	Percentage
QUALITY OF LIFE	181	83	46%	181	0	0%
LEADERSHIP	113	63	56%	121	0	0%
RESOURCE ALLOCATION	182	15	8%	182	0	0%
NATURAL WORLD	106	46	43%	203	0	0%
CLIMATE AND RISK	101	23	23%	122	0	0%
Total Points / %	683	230	34%	809	0	0%



D262883 F.A. Project - Route 28, Old Forge to Hamilton County Line, Herkimer County - Jul 13, 2018

Module: Project Development

Scorecard: Rural Basic

Points: 32

Achievement Level: Not Rated

Rural Basic Scorecard

Criteria

Points

PD-02 Lifecycle Cost Analyses

0/3

Reduce life-cycle costs and resource consumption through the informed use of life-cycle cost analyses of key project features during the decision-making process for the project.

PD-02.1a Was an LCCA performed for all pavement structure alternatives in accordance with the method described in the FHWA's Technical Bulletin for Life-Cycle Cost Analysis?

No (0 points)

PD-02.1b Was an LCCA performed for all stormwater infrastructure alternatives considered?

No (0 points)

PD-02.1c Was an LCCA performed for the project's major feature (bridges, tunnels, retaining walls, or other items not listed in the preceding options) for each of the alternatives considered?

No (0 points)

Scoring Notes

No record of LCCA provided in the supporting documents

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-03 Context Sensitive Project Development

3/10

Deliver projects that harmonize transportation requirements and community values through effective decision-making and thoughtful design.

PD-03.1 Did the project development process generally follow the six-step CSS framework described in NCHRP report 480 and NCHRP report 642, or an equivalent process?

No (0 points)

PD-03.2 Did the project development process feature a "cradle-to-grave" project team that included planners, traffic engineers, public involvement specialists, design engineers, environmental experts, safety specialists, landscape architects, right-of-way staff, freight experts, construction engineers, and others to work on projects who worked together to achieve the desired CSS-based vision for the project?

Yes (1 point)

PD-03.3 As a result of CSS-influenced project development process, were external "champions" for the project created in the affected community who were engaged and proactive in supporting it?

No (0 points)

PD-03.4 Was acceptance achieved among project stakeholders on the problems, opportunities, and needs that the project should address and the resulting vision or goals for addressing them?

No (0 points)

PD-03.5 Do project features consider the appropriate scale of the project?

Yes (1 point)

PD-03.6 Did the project remove objectionable or distracting views?

No (0 points)

PD-03.7 Did the project integrate context sensitive aesthetic treatments?

Yes (1 point)

PD-03.8 Were aesthetics for structural items incorporated into the design of the project?

No (0 points)

Scoring Notes

Sufficient information not provided in supporting documents

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-04 Highway and Traffic Safety

1/10

Safeguard human health by incorporating science-based quantitative safety analysis processes within project development that will reduce serious injuries and fatalities within the project footprint.

PD-04.1 Were human factors considerations incorporated?

The project relied solely on published design and operational performance standards during the project development process.
(0 points)

PD-04.2 Was awareness built among the public regarding contributing factors to crashes?

Yes (1 point)

PD-04.3 Does the agency conduct explicit consideration of safety using quantitative, scientifically proven methods?

No (0 points)

PD-04.4 Was a statistically reliable, science-based method used to evaluate the safety effectiveness of the implemented project?

No (0 points)

Scoring Notes

Information not provided about this in supporting documents.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-05 Educational Outreach

0/2

Increase public, agency, and stakeholder awareness of the integration of the principles of sustainability into roadway planning, design, and construction.

PD-05.1 Did this project incorporate public educational outreach that promotes and educates the public about sustainability by installing or performing a minimum of two different elements from Table PD-05.1.A?

No (0 points)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-06 Tracking Environmental Commitments

0/5

Ensure that environmental commitments made by the project are completed and documented in accordance with all applicable laws, regulations, and issued permits.

PD-06.1a Was a comprehensive environmental compliance tracking system used for the project and related facilities?

No (0 points)

PD-06.2 Has the principal project constructor assigned an independent environmental compliance monitor who will provide quality assurance services and report directly to and make recommendations to the regulatory and Lead Agencies?

No (0 points)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-07 Habitat Restoration

5/7

Avoid, minimize, rectify, reduce, and compensate the loss and alteration of natural (stream and terrestrial) habitat caused by project construction and/or restore, preserve, and protect natural habitat beyond regulatory requirements.

PD-07.1 Was project-specific mitigation or mitigation banking used on this project? Use Table PD-07.1.A to determine the points earned.

3 Points (3 points)

PD-07.2 Were high quality aquatic resources (HQAR) avoided or were the impacts minimized on this project? Use Table PD-07.2.A to determine the points earned.

2 Points (2 points)

PD-07.3 Were high quality environmental resources avoided or were the impacts minimized on this project? Use Table PD-07.3.A to determine the points earned.

None (0 points)

Scoring Notes

Terrestrial Habitat. This work shall consist of the protection, preservation, restoration and management of terrestrial habitat.
Aquatic Habitat. This work shall consist of the protection, preservation, restoration and management of aquatic habitat.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-08 Stormwater Quality and Flow Control

0/6

Improve stormwater quality from the impacts of the project and control flow to minimize their erosive effects on receiving water bodies and related water resources, using management methods and practices that reduce the impacts associated with development and redevelopment.

PD-08.1 Did the project treat at least 80% of the total runoff volume? Use Tables PD-08.1.A and PD-08.1.B to determine points.

No (0 points)

PD-08.2 Did the project manage the flow from at least 80 percent of the total runoff volume, and is flow control based on controlling peak flows or durations from the project site? Use Tables PD-08.2.A and PD-08.1.B to determine points.

No (0 points)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-09 Ecological Connectivity

1/4

Avoid, minimize, or enhance wildlife, amphibian, and aquatic species passage access, and mobility, and reduce vehicle-wildlife collisions and related accidents.

PD-09.1P Was a site-specific ecological assessment of the roadway project using GIS data or regional expertise conducted?

Yes (0 points)

PD-09.1 Were methods used to minimize impacts to ecological connectivity? Use Table PD-09.1.A to determine points.

1 (1 point)

PD-09.2 Did the project team engage natural resource and regulatory agencies throughout the planning process and ensure consistency with broader planning goals and objectives?

No (0 points)

Scoring Notes

Use of Restricted Highway. With the award of a contract the Commissioner will, unless otherwise specified, designate the section of highway under contract a "Restricted Highway" pursuant to Section 104A of the Highway Law and Section 1625 of the Vehicle and Traffic Law. Pursuant to these legal sections, the Commissioner has the authority to (1) establish maximum and minimum speed limits at which vehicles may proceed along any such Restricted Highway; (2) establish weight and dimension limits of vehicles; (3) regulate the use of such Restricted Highway by pedestrians, equestrians, and animals; (4) regulate parking, standing, stopping, and backing of vehicles; (5) control persons and equipment engaged in work on such highway

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-15 Historic, Archaeological, and Cultural Preservation

0/3

Preserve, protect, or enhance cultural and historic assets, and/or feature National Scenic Byways Program (NSBP) historic, archaeological, or cultural intrinsic qualities in a roadway.

PD-15.1P Is any part of the project or resource listed in the NRHP or been determined eligible for the NHRP by a State, Local, or Tribal Historic Preservation Officer?

No (0 points)

PD-15.2P Is a portion of the project along one of Americas Byways, a State Scenic Byway, an Indian Tribe Scenic Byway, or other route designated or officially recognized as significantly historical, cultural, or archaeological?

Yes (0 points)

PD-15.1 Has An Effort Been Made To Minimize Impacts, Avoid Impacts, Or Enhance Features?

No (0 points)

Scoring Notes

Scenic Roads: The project area is located on the NYS Scenic byway: The Central Adirondack Trail.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-16 Scenic, Natural, or Recreational Qualities

0/3

Preserve, protect, and/or enhance routes designated with significant scenic, natural, and/or recreational qualities in order to enhance the public enjoyment of facilities.

PD-16.1P Is any portion of the project along one of America's Byways®, a State Scenic Byway, an Indian Tribe Scenic Byway, or other route that was designated or officially recognized as such?

Yes (0 points)

PD-16.2P Was existing access to scenic, natural, or recreational qualities not removed (i.e., maintained) as a part of this project unless it was specifically removed to protect the scenic, natural, and/or recreational qualities themselves?

Yes (0 points)

PD-16.1 Were efforts made to avoid or minimize impacts, or enhance features, of the scenic, natural, and/or recreational qualities?**Scoring Notes**

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-17 Energy Efficiency

0/8

Reduce energy consumption of lighting systems through the installation of efficient fixtures and the creation and use of renewable energy.

PD-17.1 Were energy needs evaluated for the project?

No (0 points)

PD-17.2 Was the energy consumption on the project reduced through the installation of energy efficient lighting and signal fixtures and through the installation of autonomous, on-site, renewable power sources?

No (0 points)

PD-17.3 Was a plan established for auditing energy use after project completion as part of operations and maintenance?

No (0 points)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-18 Site Vegetation, Maintenance and Irrigation

4/6

Promote sustainable site vegetation within the project footprint by selecting plants and maintenance methods that benefit the ecosystem.

PD-18.1P Does all site vegetation use non-invasive species only, use non-noxious species only, use seeding that does not require consistent mowing for a viable stand of grass, and minimize disturbance of native species?

Yes (0 points)

PD-18.1 Based on Table PD-18.1.A, how many points did the project earn? Points for features are additive, however this criterion shall not exceed a total of 3 points.

3 Points (3 points)

PD-18.2 Based on Table PD-18.2.A, how many points did the project earn for vegetative maintenance? Points for features are cumulative, however this scoring requirement shall not exceed a total of 3 points.

1 Point (1 point)

Scoring Notes

All species and their cultivars or varieties must be disease and insect resistant, not considered noxious or invasive, guaranteed hardy and adapted for the locality, and among the top 25% of commercially-available seed types as rated by NTEP (National Turfgrass Evaluation Program).

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-19 Reduce, Reuse and Repurpose Materials

6/12

Reduce lifecycle impacts from extraction and production of virgin materials by recycling materials.

PD-19 Points for different methods are cumulative; however, this criterion shall not exceed a total of twelve points. Points exceeding twelve will not contribute to overall score.

I understand. (0 points)

PD-19.1 Was remaining service life increased through pavement preservation activities? Points are awarded per Table PD-19.1.A.

3 (3 points)

PD-19.2 Was the amount of new pavement materials needed reduced? Points are awarded per Table PD-19.2.A.

No (0 points)

PD-19.3 Was remaining service life increased through bridge preservation activities? Points are awarded per Table PD-19.3.A.

No (0 points)

PD-19.4 Was remaining service life increased through retrofitting existing bridge structures? Points are awarded per Table PD-19.3.A.

No (0 points)

PD-19.5 Were existing pavements, structures, or structural elements reused for a new use? Points are awarded per Table PD-19.5.A.

2 (2 points)

PD-19.6a Were foundry sand or other industrial by-products used in pipe bedding and backfill?

No (0 points)

PD-19.7 Was a project-specific plan for the recycling and reuse plan developed as described?

Yes (1 point)

Scoring Notes

RECYCLED MATERIALS. To promote sustainable management practices that protect our natural resources and reduce energy and resource consumption, the Contractor should provide reused or recycled materials to the maximum extent practicable.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-20 Recycle Materials

5/10

Reduce lifecycle impacts from extraction, production, and transportation of virgin materials by recycling materials.

PD-20 Points for different methods are cumulative; however, this criterion shall not exceed a total of ten points. Points exceeding ten will not contribute to overall score.

I understand. (0 points)

PD-20.1 Was RAP or RCA used in new pavement lifts, granular base course, or embankments? Points are awarded per Tables PD-20.1.A or PD-20.1.B.

1 (1 point)

PD-20.2 Were pavement materials recycled in place using cold-in-place recycling, hot-in-place recycling, and full depth reclamation methods? Points are awarded per Table PD-20.2.A.

3 points (3 points)

PD-20.3 Did the project reuse subbase granular material as subgrade embankment or as part of the new subbase? Points are awarded per Table PD-20.3.A.

1 (1 point)

PD-20.4 Did the project relocate and reuse at least 90 percent of the minor structural elements, including existing luminaires, signal poles, and sign structures that are required to be removed and/or relocated onsite?

No (0 points)

PD-20.5 Did the project salvage or relocate existing buildings?

No (0 points)

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

Scoring Notes

Material consisting of recycled Portland Cement Concrete Aggregate (RCA). Type D backfill consists of at least 95%, by weight, of RCA and is free from organic and other deleterious material. Material may contain up to 5% by weight asphalt and/or brick. Gradation for Type D backfill conforms to §703-02 Coarse Aggregate, Size Designation 2. Assumed a pavement treatment of between 50% - 75%.

PD-22 Long-Life Pavement

0/7

Minimize life-cycle costs by designing long-lasting pavement structures.

PD-22 Points for different methods are cumulative; however, this criterion shall not exceed a total of seven points. Points exceeding seven will not contribute to overall score.

I understand. (0 points)

PD-22.1 Which of the following describes how long-life pavement was used on this project?

No long-life pavement was used or it was and did not meet the minimum requirements of the options below. (0 points)

PD-22.2 Was the asphalt density of 100 percent of the total new or reconstructed pavement increased to a minimum of 94 percent?

No (0 points)

PD-22.3 Was a performance-based pay incentive for pavement smoothness used on this project?

No (0 points)

Scoring Notes

Information not provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-23 Reduced Energy and Emissions in Pavement Materials

3/3

Reduce energy use in the production of pavement materials.

PD-23 Points for different methods are cumulative; however, this criterion shall not exceed a total of three points. Points exceeding three will not contribute to overall score.

I understand. (0 points)

PD-23.1 Was at least 50 percent of the total project pavement material (by weight) a low-energy material from asphalt production?

PD-23.1a Yes, it was warm mix asphalt. (0 points)

PD-23.1a Was the warm mix asphalt mixing temperature reduced by one of the following:

A minimum of 50 degrees from that recommended by the binder supplier. (3 points)

PD-23.2 Was at least 50 percent of the total project pavement material (by weight) a low-energy material from cement production?

PD-23.2b Yes, cement production using fuel saving technologies was used. (3 points)

PD-23.3 Was at least 50 percent of the total project pavement material (by weight) a low-energy material from concrete production?

No, or it did not meet the minimum requirements in the options above. (0 points)

Scoring Notes

* Ultra Low Sulfur Diesel (ULSD) fuel to operate all diesel engines used to complete the work that will operate for 10 hours or more on the contract site.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-24 Permeable Pavement

0/2

Improve flow control and quality of stormwater runoff through use of permeable pavement technologies.

PD-24.1and2P Does the project include a maintenance plan for permeable pavements and are permeable pavements placed in areas where no sand will be used for snow and ice control or pavement sealing?

No (0 points)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-25 Construction Environmental Training

1/1

Provide construction personnel with the knowledge to identify environmental issues and best practice methods to minimize impacts to the human and natural environment.

PD-25.1 Did the owner require the Contractor to plan and implement a formal environmental awareness training program during construction to ensure the project stay in compliance with environmental laws, regulations, and

policies?

Yes (1 point)

Scoring Notes

The Contractor shall provide workers Hazard Communication Training (29 CFR 1926.59), Safety Training (29 CFR 1926.21), and other training as required by 29 CFR 1926.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-26 Construction Equipment Emission Reduction

0/2

Reduce air emissions from non-road construction equipment.

PD-26.1 Were one or more methods implemented to reduce non-road emissions? Points are awarded per Table PD-26.1.A.

No (0 points)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-28 Construction Quality Control Plan

0/5

Improve quality by requiring the contractor to have a formal Quality Control Plan (QCP).

PD-28.1 Is the Contractor required to plan and implement quality control measures throughout construction with care and for materials above and beyond what is typically required by specifications and regulations?

No (0 points)

PD-28.2 Does the contract leverage the use of Quality Price Adjustment Clauses to link payment and performance of the constructed products?

No (0 points)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-29 Construction Waste Management

1/4

Utilize a management plan for road construction waste materials to minimize the amount of construction-related waste destined for landfill.

PD-29.1 Is the contractor required to establish, implement, and maintain a formal Construction and Demolition Waste Management Plan (CWMP) during roadway construction, or its functional equivalent?

Yes (1 point)

PD-29.2 Can the owner demonstrate that a percentage of the construction waste has been diverted from landfills?

No, or diverted less than 50 percent of the construction waste from landfills (0 points)

PD-29.3 Were excess materials hauled directly to other project sites for recycling on those projects?

No (0 points)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-30 Low Impact Development

0/3

Use low impact development stormwater management methods that reduce the impacts associated with development and redevelopment and that mimic natural hydrology.

PD-30.1 Did the project use effective BMPs or stormwater management techniques that mimic natural hydrology to treat pollutants? Use Tables PD-30.1.A and PD-30.1.B and PD-30.1.C to determine points.

No (0 points)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-32 Light Pollution

2/3

To safely illuminate roadways while minimizing unnecessary and potentially harmful illumination of the surrounding sky, communities, and habitat.

PD-32.1 Were the uplighting ratings met on this project per Table PD-32.1.A?

Yes (1 point)

PD-32.2 Were the backlighting ratings met on this project per Table PD-32.2.A?

No (0 points)

PD-32.3 Were the glare ratings met on this project per Table PD-32.3.A?

Yes (1 point)

Scoring Notes

Contractor is required to submit a lighting plan for Nighttime operations to the DOT's Engineer. This plan includes a determination of the wattage and quantity of lights to be provided, amount of illumination provided by existing lights as well as a glare control plan.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."



D263387 F.A. PROJECT - I390, I490 and Lyell Avenue Interchange Improvements. - Jul 11, 2018

Module: Project Development

Scorecard: Urban Basic

Points: 41

Achievement Level: Bronze

Urban Basic Scorecard

Criteria

Points

PD-02 Lifecycle Cost Analyses

0/3

Reduce life-cycle costs and resource consumption through the informed use of life-cycle cost analyses of key project features during the decision-making process for the project.

PD-02.1a Was an LCCA performed for all pavement structure alternatives in accordance with the method described in the FHWA's Technical Bulletin for Life-Cycle Cost Analysis?

No (0 points)

PD-02.1b Was an LCCA performed for all stormwater infrastructure alternatives considered?

No (0 points)

PD-02.1c Was an LCCA performed for the project's major feature (bridges, tunnels, retaining walls, or other items not listed in the preceding options) for each of the alternatives considered?

No (0 points)

Scoring Notes

No information provided on this.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-03 Context Sensitive Project Development

2/10

Deliver projects that harmonize transportation requirements and community values through effective decision-making and thoughtful design.

PD-03.1 Did the project development process generally follow the six-step CSS framework described in NCHRP report 480 and NCHRP report 642, or an equivalent process?

No (0 points)

PD-03.2 Did the project development process feature a "cradle-to-grave" project team that included planners, traffic engineers, public involvement specialists, design engineers, environmental experts, safety specialists, landscape architects, right-of-way staff, freight experts, construction engineers, and others to work on projects who worked together to achieve the desired CSS-based vision for the project?

No (0 points)

PD-03.3 As a result of CSS-influenced project development process, were external "champions" for the project created in the affected community who were engaged and proactive in supporting it?

No (0 points)

PD-03.4 Was acceptance achieved among project stakeholders on the problems, opportunities, and needs that the project should address and the resulting vision or goals for addressing them?

Yes (1 point)

PD-03.5 Do project features consider the appropriate scale of the project?

Yes (1 point)

PD-03.6 Did the project remove objectionable or distracting views?

No (0 points)

PD-03.7 Did the project integrate context sensitive aesthetic treatments?

No (0 points)

PD-03.8 Were aesthetics for structural items incorporated into the design of the project?

No (0 points)

Scoring Notes

No information provided on the questions answered as no. No aesthetic improvements. Objectionable views were not screened or removed.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-04 Highway and Traffic Safety

0/10

Safeguard human health by incorporating science-based quantitative safety analysis processes within project development that will reduce serious injuries and fatalities within the project footprint.

PD-04.1 Were human factors considerations incorporated?

The project relied solely on published design and operational performance standards during the project development process.
(0 points)

PD-04.2 Was awareness built among the public regarding contributing factors to crashes?

No (0 points)

PD-04.3 Does the agency conduct explicit consideration of safety using quantitative, scientifically proven methods?

No (0 points)

PD-04.4 Was a statistically reliable, science-based method used to evaluate the safety effectiveness of the implemented project?

No (0 points)

Scoring Notes

Information not provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-05 Educational Outreach

2/2

Increase public, agency, and stakeholder awareness of the integration of the principles of sustainability into roadway planning, design, and construction.

PD-05.1 Did this project incorporate public educational outreach that promotes and educates the public about sustainability by installing or performing a minimum of two different elements from Table PD-05.1.A?

Yes (2 points)

Scoring Notes

Public involvement and project specific website.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-06 Tracking Environmental Commitments

0/5

Ensure that environmental commitments made by the project are completed and documented in accordance with all applicable laws, regulations, and issued permits.

PD-06.1a Was a comprehensive environmental compliance tracking system used for the project and related facilities?

No (0 points)

PD-06.2 Has the principal project constructor assigned an independent environmental compliance monitor who will provide quality assurance services and report directly to and make recommendations to the regulatory and Lead Agencies?

No (0 points)

Scoring Notes

No information provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-07 Habitat Restoration

3/7

Avoid, minimize, rectify, reduce, and compensate the loss and alteration of natural (stream and terrestrial) habitat caused by project construction and/or restore, preserve, and protect natural habitat beyond regulatory requirements.

PD-07.1 Was project-specific mitigation or mitigation banking used on this project? Use Table PD-07.1.A to determine the points earned.

1 Point (1 point)

PD-07.2 Were high quality aquatic resources (HQAR) avoided or were the impacts minimized on this project? Use Table PD-07.2.A to determine the points earned.

1 Point (1 point)

PD-07.3 Were high quality environmental resources avoided or were the impacts minimized on this project? Use Table PD-07.3.A to determine the points earned.

1 Point (1 point)

Scoring Notes

Partial mitigation of habitat fragmentation through techniques such as over-sizing culverts to accommodate aquatic and non-aquatic species passage.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-08 Stormwater Quality and Flow Control

4/6

Improve stormwater quality from the impacts of the project and control flow to minimize their erosive effects on receiving water bodies and related water resources, using management methods and practices that reduce the impacts associated with development and redevelopment.

PD-08.1 Did the project treat at least 80% of the total runoff volume? Use Tables PD-08.1.A and PD-08.1.B to determine points.

2 Points (2 points)

PD-08.2 Did the project manage the flow from at least 80 percent of the total runoff volume, and is flow control based on controlling peak flows or durations from the project site? Use Tables PD-08.2.A and PD-08.1.B to determine points.

2 Points (2 points)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-10 Pedestrian Facilities

3/3

Provide safe, comfortable, convenient, and connected pedestrian facilities for people of all ages and abilities within the project footprint.

PD-10.1P Were all facilities upgraded to meet ADA standards and do responses below exclude any projects to upgrade facilities to ADA standards?

Yes (0 points)

PD-10.1 Were missing pedestrian connections installed per master plan or other relevant documents?

Yes (1 point)

PD-10.2 Were pedestrian features installed that are safe, comfortable, convenient and connected?

PD-10.2b Yes, new pedestrian facilities were developed. (2 points)

Scoring Notes

New pedestrian facilities were constructed.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-11 Bicycle Facilities

3/3

Provide safe, comfortable, convenient, and connected bicycling facilities within the project footprint.

PD-11.1 Were missing bicycle connections installed per master plan or other relevant documents?

Yes (1 point)

PD-11.2 Were bicycle features installed that are safe, comfortable, convenient and connected?

PD-11.2b Yes, new bicycle facilities were developed. (2 points)

Scoring Notes

Separate bike lanes were designed.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-12 Transit and HOV Facilities

0/5

Promote the use of public transit and carpools in communities by dedicating existing facilities to those uses, upgrading existing lanes, or providing new transit and high occupancy vehicle (HOV) facilities.

PD-12.1 Were Transit and HOV facilities installed on this project that are consistent with the need, purpose, and appropriateness for transit and HOV access within the project footprint? Use Table PD-12.1.A to determine points.

No (0 points)

Scoring Notes

No information provided on transit or hov

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-14 ITS for System Operations

4/5

Improve the efficiency of transportation systems through deployment of technology and without adding infrastructure capacity in order to reduce emissions and energy use, and improve economic and social needs.

PD-14.1 Were one or more allowable ITS applications installed? Use Table PD-14.1.A to determine points.

At least 1 application in 4 separate categories (4 points)

Scoring Notes

2, 11, 9, 14

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-15 Historic, Archaeological, and Cultural Preservation

0/3

Preserve, protect, or enhance cultural and historic assets, and/or feature National Scenic Byways Program (NSBP) historic, archaeological, or cultural intrinsic qualities in a roadway.

PD-15.1P Is any part of the project or resource listed in the NRHP or been determined eligible for the NHRP by a State, Local, or Tribal Historic Preservation Officer?

No (0 points)

PD-15.2P Is a portion of the project along one of Americas Byways, a State Scenic Byway, an Indian Tribe Scenic Byway, or other route designated or officially recognized as significantly historical, cultural, or archaeological?

No (0 points)

PD-15.3P Is any part of the project or resource recognized by the community as having historic, cultural, and/or archeological significance to the community?

No (0 points)

Scoring Notes

No historic, scenic or archeological resource around site.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-17 Energy Efficiency

1/8

Reduce energy consumption of lighting systems through the installation of efficient fixtures and the creation and use of renewable energy.

PD-17.1 Were energy needs evaluated for the project?

No (0 points)

PD-17.2 Was the energy consumption on the project reduced through the installation of energy efficient lighting and signal fixtures and through the installation of autonomous, on-site, renewable power sources?

Yes (0 points)

PD-17.2 Points are awarded based on the percentage of reduced power use. Based on Table PD-17.2.A, how many points did the project earn?

1 Point (1 point)

PD-17.3 Was a plan established for auditing energy use after project completion as part of operations and maintenance?

No (0 points)

Scoring Notes

Energy efficient lighting installed.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-18 Site Vegetation, Maintenance and Irrigation

3/6

Promote sustainable site vegetation within the project footprint by selecting plants and maintenance methods that benefit the ecosystem.

PD-18.1P Does all site vegetation use non-invasive species only, use non-noxious species only, use seeding that does not require consistent mowing for a viable stand of grass, and minimize disturbance of native species?

Yes (0 points)

PD-18.1 Based on Table PD-18.1.A, how many points did the project earn? Points for features are additive, however this criterion shall not exceed a total of 3 points.

2 Points (2 points)

PD-18.2 Based on Table PD-18.2.A, how many points did the project earn for vegetative maintenance? Points for features are cumulative, however this scoring requirement shall not exceed a total of 3 points.

1 Point (1 point)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-19 Reduce, Reuse and Repurpose Materials

0/12

Reduce lifecycle impacts from extraction and production of virgin materials by recycling materials.

PD-19 Points for different methods are cumulative; however, this criterion shall not exceed a total of twelve points. Points exceeding twelve will not contribute to overall score.

I understand. (0 points)

PD-19.1 Was remaining service life increased through pavement preservation activities? Points are awarded per Table PD-19.1.A.

No (0 points)

PD-19.2 Was the amount of new pavement materials needed reduced? Points are awarded per Table PD-19.2.A.

No (0 points)

PD-19.3 Was remaining service life increased through bridge preservation activities? Points are awarded per Table PD-19.3.A.

No (0 points)

PD-19.4 Was remaining service life increased through retrofitting existing bridge structures? Points are awarded per Table PD-19.3.A.

No (0 points)

PD-19.5 Were existing pavements, structures, or structural elements reused for a new use? Points are awarded per Table PD-19.5.A.

No (0 points)

PD-19.6a Were foundry sand or other industrial by-products used in pipe bedding and backfill?

No (0 points)

PD-19.7 Was a project-specific plan for the recycling and reuse plan developed as described?

No (0 points)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-20 Recycle Materials

1/10

Reduce lifecycle impacts from extraction, production, and transportation of virgin materials by recycling materials.

PD-20 Points for different methods are cumulative; however, this criterion shall not exceed a total of ten points. Points exceeding ten will not contribute to overall score.

I understand. (0 points)

PD-20.1 Was RAP or RCA used in new pavement lifts, granular base course, or embankments? Points are awarded per Tables PD-20.1.A or PD-20.1.B.

1 (1 point)

PD-20.2 Were pavement materials recycled in place using cold-in-place recycling, hot-in-place recycling, and full depth reclamation methods? Points are awarded per Table PD-20.2.A.

No (0 points)

PD-20.3 Did the project reuse subbase granular material as subgrade embankment or as part of the new subbase? Points are awarded per Table PD-20.3.A.

No (0 points)

PD-20.4 Did the project relocate and reuse at least 90 percent of the minor structural elements, including existing luminaires, signal poles, and sign structures that are required to be removed and/or relocated onsite?

No (0 points)

PD-20.5 Did the project salvage or relocate existing buildings?

No (0 points)

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

PD-22 Long-Life Pavement

5/7

Minimize life-cycle costs by designing long-lasting pavement structures.

PD-22 Points for different methods are cumulative; however, this criterion shall not exceed a total of seven points. Points exceeding seven will not contribute to overall score.

I understand. (0 points)

PD-22.1 Which of the following describes how long-life pavement was used on this project?

Long-life pavement was used for at least 75 percent of the surface area of regularly trafficked lanes. (5 points)

PD-22.2 Was the asphalt density of 100 percent of the total new or reconstructed pavement increased to a minimum of 94 percent?

No (0 points)

PD-22.3 Was a performance-based pay incentive for pavement smoothness used on this project?

No (0 points)

Scoring Notes

Information not provided for questions answered as no.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-23 Reduced Energy and Emissions in Pavement Materials

3/3

Reduce energy use in the production of pavement materials.

PD-23 Points for different methods are cumulative; however, this criterion shall not exceed a total of three points. Points exceeding three will not contribute to overall score.

I understand. (0 points)

PD-23.1 Was at least 50 percent of the total project pavement material (by weight) a low-energy material from asphalt production?

PD-23.1a Yes, it was warm mix asphalt. (0 points)

PD-23.1a Was the warm mix asphalt mixing temperature reduced by one of the following:

A minimum of 50 degrees from that recommended by the binder supplier. (3 points)

PD-23.2 Was at least 50 percent of the total project pavement material (by weight) a low-energy material from cement production?

PD-23.2b Yes, cement production using fuel saving technologies was used. (3 points)

PD-23.3 Was at least 50 percent of the total project pavement material (by weight) a low-energy material from concrete production?

No, or it did not meet the minimum requirements in the options above. (0 points)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-24 Permeable Pavement

0/2

Improve flow control and quality of stormwater runoff through use of permeable pavement technologies.

PD-24.1and2P Does the project include a maintenance plan for permeable pavements and are permeable pavements placed in areas where no sand will be used for snow and ice control or pavement sealing?

No (0 points)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-25 Construction Environmental Training

1/1

Provide construction personnel with the knowledge to identify environmental issues and best practice methods to minimize impacts to the human and natural environment.

PD-25.1 Did the owner require the Contractor to plan and implement a formal environmental awareness training program during construction to ensure the project stay in compliance with environmental laws, regulations, and policies?

Yes (1 point)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-26 Construction Equipment Emission Reduction

1/2

Reduce air emissions from non-road construction equipment.

PD-26.1 Were one or more methods implemented to reduce non-road emissions? Points are awarded per Table PD-26.1.A.

1 (1 point)

Scoring Notes

In order to reduce diesel emissions, the Contractor shall use Ultra Low Sulfur Diesel (ULSD) fuel to operate all diesel engines used to complete the work that will operate for 10 hours or more on the contract site. ULSD fuel requirements shall apply to:

- All diesel engines/equipment.
- Stationary and mobile equipment.
- Owned, leased and rented equipment.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-27 Construction Noise Mitigation

0/2

Reduce annoyance or disturbance to surrounding neighborhoods and environments from road construction noise.

PD-27.1 Is the contractor required to establish, implement, and maintain a formal Noise Mitigation Plan (NMP) during roadway construction?

No (0 points)

PD-27.2 Has the contractor monitored noise and the effectiveness of mitigation measures at the receptors throughout construction to ensure compliance with the NMP?

No (0 points)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-28 Construction Quality Control Plan

0/5

Improve quality by requiring the contractor to have a formal Quality Control Plan (QCP).

PD-28.1 Is the Contractor required to plan and implement quality control measures throughout construction with care and for materials above and beyond what is typically required by specifications and regulations?

No (0 points)

PD-28.2 Does the contract leverage the use of Quality Price Adjustment Clauses to link payment and performance of the constructed products?

No (0 points)

Scoring Notes

No information provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-29 Construction Waste Management

2/4

Utilize a management plan for road construction waste materials to minimize the amount of construction-related waste destined for landfill.

PD-29.1 Is the contractor required to establish, implement, and maintain a formal Construction and Demolition Waste Management Plan (CWMP) during roadway construction, or its functional equivalent?

No (0 points)

PD-29.2 Can the owner demonstrate that a percentage of the construction waste has been diverted from landfills?

Diverted at least 75 percent of the construction waste from landfills (2 points)

PD-29.3 Were excess materials hauled directly to other project sites for recycling on those projects?

No (0 points)

Scoring Notes

75% or more of topsoil removed for grading is reused on site.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-30 Low Impact Development

3/3

Use low impact development stormwater management methods that reduce the impacts associated with development and redevelopment and that mimic natural hydrology.

PD-30.1 Did the project use effective BMPs or stormwater management techniques that mimic natural hydrology to treat pollutants? Use Tables PD-30.1.A and PD-30.1.B and PD-30.1.C to determine points.

3 Points (3 points)

Scoring Notes

Use of dry swales - a bioretention cell.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-32 Light Pollution

0/3

To safely illuminate roadways while minimizing unnecessary and potentially harmful illumination of the surrounding sky, communities, and habitat.

PD-32.1 Were the uplighting ratings met on this project per Table PD-32.1.A?

No (0 points)

PD-32.2 Were the backlighting ratings met on this project per Table PD-32.2.A?

No (0 points)

PD-32.3 Were the glare ratings met on this project per Table PD-32.3.A?

No (0 points)

Scoring Notes

lighting detail not provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-33 Noise Abatement

0/5

Reduce traffic noise impacts to surrounding communities and environments.

PD-33 Points for different noise abatement methods are cumulative; however, this criterion shall not exceed a total of five points. Points exceeding five will not contribute to overall score.

I understand. (0 points)

PD-33.1 Was a specialized noise barrier used on this project?

No (0 points)

PD-33.2 Were traffic system management techniques used to reduce existing noise levels?

No (0 points)

PD-33.3 Were buffer zones provided for adjacent noise sensitive receptors?

No (0 points)

PD-33.4 Were quiet pavements used on the project? Use Table PD-33.4.A to determine the points earned.

No (0 points)

PD-33.5 Were plantings used as a sight screen to separate noise receptors from the project?

No (0 points)

Scoring Notes

A new noise barrier is constructed but it doesn't state that it is made with recycled materials.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."



D263411 F. A. Project; Route 146 Safety Improvements, Town of Rotterdam. - Jul 11, 2018

Module: Project Development

Scorecard: Urban Basic

Points: 19

Achievement Level: Not Rated

Urban Basic Scorecard

Criteria

Points

PD-02 Lifecycle Cost Analyses

0/3

Reduce life-cycle costs and resource consumption through the informed use of life-cycle cost analyses of key project features during the decision-making process for the project.

PD-02.1a Was an LCCA performed for all pavement structure alternatives in accordance with the method described in the FHWA's Technical Bulletin for Life-Cycle Cost Analysis?

No (0 points)

PD-02.1b Was an LCCA performed for all stormwater infrastructure alternatives considered?

No (0 points)

PD-02.1c Was an LCCA performed for the project's major feature (bridges, tunnels, retaining walls, or other items not listed in the preceding options) for each of the alternatives considered?

No (0 points)

Scoring Notes

No information on LCCA provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-03 Context Sensitive Project Development

2/10

Deliver projects that harmonize transportation requirements and community values through effective decision-making and thoughtful design.

PD-03.1 Did the project development process generally follow the six-step CSS framework described in NCHRP report 480 and NCHRP report 642, or an equivalent process?

No (0 points)

PD-03.2 Did the project development process feature a "cradle-to-grave" project team that included planners, traffic engineers, public involvement specialists, design engineers, environmental experts, safety specialists, landscape architects, right-of-way staff, freight experts, construction engineers, and others to work on projects who worked together to achieve the desired CSS-based vision for the project?

No (0 points)

PD-03.3 As a result of CSS-influenced project development process, were external "champions" for the project created in the affected community who were engaged and proactive in supporting it?

No (0 points)

PD-03.4 Was acceptance achieved among project stakeholders on the problems, opportunities, and needs that the project should address and the resulting vision or goals for addressing them?

Yes (1 point)

PD-03.5 Do project features consider the appropriate scale of the project?

Yes (1 point)

PD-03.6 Did the project remove objectionable or distracting views?

No (0 points)

PD-03.7 Did the project integrate context sensitive aesthetic treatments?

No (0 points)

PD-03.8 Were aesthetics for structural items incorporated into the design of the project?

No (0 points)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-04 Highway and Traffic Safety

0/10

Safeguard human health by incorporating science-based quantitative safety analysis processes within project development that will reduce serious injuries and fatalities within the project footprint.

PD-04.1 Were human factors considerations incorporated?

The project relied solely on published design and operational performance standards during the project development process.
(0 points)

PD-04.2 Was awareness built among the public regarding contributing factors to crashes?

No (0 points)

PD-04.3 Does the agency conduct explicit consideration of safety using quantitative, scientifically proven methods?

No (0 points)

PD-04.4 Was a statistically reliable, science-based method used to evaluate the safety effectiveness of the implemented project?

No (0 points)

Scoring Notes

No information to support questions provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-05 Educational Outreach

0/2

Increase public, agency, and stakeholder awareness of the integration of the principles of sustainability into roadway planning, design, and construction.

PD-05.1 Did this project incorporate public educational outreach that promotes and educates the public about sustainability by installing or performing a minimum of two different elements from Table PD-05.1.A?

No (0 points)

Scoring Notes

The project only incorporates a project website.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-06 Tracking Environmental Commitments

0/5

Ensure that environmental commitments made by the project are completed and documented in accordance with all applicable laws, regulations, and issued permits.

PD-06.1a Was a comprehensive environmental compliance tracking system used for the project and related facilities?

No (0 points)

PD-06.2 Has the principal project constructor assigned an independent environmental compliance monitor who will provide quality assurance services and report directly to and make recommendations to the regulatory and Lead Agencies?

No (0 points)

Scoring Notes

Information not provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-07 Habitat Restoration

0/7

Avoid, minimize, rectify, reduce, and compensate the loss and alteration of natural (stream and terrestrial) habitat caused by project construction and/or restore, preserve, and protect natural habitat beyond regulatory requirements.

PD-07.1 Was project-specific mitigation or mitigation banking used on this project? Use Table PD-07.1.A to determine the points earned.

None (0 points)

PD-07.2 Were high quality aquatic resources (HQAR) avoided or were the impacts minimized on this project? Use Table PD-07.2.A to determine the points earned.

None (0 points)

PD-07.3 Were high quality environmental resources avoided or were the impacts minimized on this project? Use Table PD-07.3.A to determine the points earned.

None (0 points)

Scoring Notes

no habitat or aquatic resource or high quality environmental resources around site.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-08 Stormwater Quality and Flow Control

0/6

Improve stormwater quality from the impacts of the project and control flow to minimize their erosive effects on receiving water bodies and related water resources, using management methods and practices that reduce the impacts associated with development and redevelopment.

PD-08.1 Did the project treat at least 80% of the total runoff volume? Use Tables PD-08.1.A and PD-08.1.B to determine points.

No (0 points)

PD-08.2 Did the project manage the flow from at least 80 percent of the total runoff volume, and is flow control based on controlling peak flows or durations from the project site? Use Tables PD-08.2.A and PD-08.1.B to determine points.

No (0 points)

Scoring Notes

No information provided on this.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-10 Pedestrian Facilities

3/3

Provide safe, comfortable, convenient, and connected pedestrian facilities for people of all ages and abilities within the project footprint.

PD-10.1P Were all facilities upgraded to meet ADA standards and do responses below exclude any projects to upgrade facilities to ADA standards?

Yes (0 points)

PD-10.1 Were missing pedestrian connections installed per master plan or other relevant documents?

Yes (1 point)

PD-10.2 Were pedestrian features installed that are safe, comfortable, convenient and connected?

PD-10.2b Yes, new pedestrian facilities were developed. (2 points)

Scoring Notes

Extended sidewalks, new and upgraded pedestrian signals, new crosswalk, new curbs.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-11 Bicycle Facilities

2/3

Provide safe, comfortable, convenient, and connected bicycling facilities within the project footprint.

PD-11.1 Were missing bicycle connections installed per master plan or other relevant documents?

Yes (1 point)

PD-11.2 Were bicycle features installed that are safe, comfortable, convenient and connected?

PD-11.2a Yes, existing bicycle features were enhanced. (1 point)

Scoring Notes

Installation of bikeway signals.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-12 Transit and HOV Facilities

0/5

Promote the use of public transit and carpools in communities by dedicating existing facilities to those uses, upgrading existing lanes, or providing new transit and high occupancy vehicle (HOV) facilities.

PD-12.1 Were Transit and HOV facilities installed on this project that are consistent with the need, purpose, and appropriateness for transit and HOV access within the project footprint? Use Table PD-12.1.A to determine points.

No (0 points)

Scoring Notes

Project doesn't involve transit and HOV facilities.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-14 ITS for System Operations

3/5

Improve the efficiency of transportation systems through deployment of technology and without adding infrastructure capacity in order to reduce emissions and energy use, and improve economic and social needs.

PD-14.1 Were one or more allowable ITS applications installed? Use Table PD-14.1.A to determine points.

At least 1 application in 3 separate categories (3 points)

Scoring Notes

2, 11, 14

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-15 Historic, Archaeological, and Cultural Preservation

0/3

Preserve, protect, or enhance cultural and historic assets, and/or feature National Scenic Byways Program (NSBP) historic, archaeological, or cultural intrinsic qualities in a roadway.

PD-15.1P Is any part of the project or resource listed in the NRHP or been determined eligible for the NHRP by a State, Local, or Tribal Historic Preservation Officer?

No (0 points)

PD-15.2P Is a portion of the project along one of Americas Byways, a State Scenic Byway, an Indian Tribe Scenic Byway, or other route designated or officially recognized as significantly historical, cultural, or archaeological?

No (0 points)

PD-15.3P Is any part of the project or resource recognized by the community as having historic, cultural, and/or archeological significance to the community?

No (0 points)

Scoring Notes

No historic, scenic or cultural resource around site.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-17 Energy Efficiency

0/8

Reduce energy consumption of lighting systems through the installation of efficient fixtures and the creation and use of renewable energy.

PD-17.1 Were energy needs evaluated for the project?

No (0 points)

PD-17.2 Was the energy consumption on the project reduced through the installation of energy efficient lighting and signal fixtures and through the installation of autonomous, on-site, renewable power sources?

No (0 points)

PD-17.3 Was a plan established for auditing energy use after project completion as part of operations and maintenance?

No (0 points)

Scoring Notes

No information provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-18 Site Vegetation, Maintenance and Irrigation

0/6

Promote sustainable site vegetation within the project footprint by selecting plants and maintenance methods that benefit the ecosystem.

PD-18.1P Does all site vegetation use non-invasive species only, use non-noxious species only, use seeding that does not require consistent mowing for a viable stand of grass, and minimize disturbance of native species?

No (0 points)

Scoring Notes

No information provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-19 Reduce, Reuse and Repurpose Materials

0/12

Reduce lifecycle impacts from extraction and production of virgin materials by recycling materials.

PD-19 Points for different methods are cumulative; however, this criterion shall not exceed a total of twelve points. Points exceeding twelve will not contribute to overall score.

I understand. (0 points)

PD-19.1 Was remaining service life increased through pavement preservation activities? Points are awarded per Table PD-19.1.A.

No (0 points)

PD-19.2 Was the amount of new pavement materials needed reduced? Points are awarded per Table PD-19.2.A.

No (0 points)

PD-19.3 Was remaining service life increased through bridge preservation activities? Points are awarded per Table PD-19.3.A.

No (0 points)

PD-19.4 Was remaining service life increased through retrofitting existing bridge structures? Points are awarded per Table PD-19.3.A.

No (0 points)

PD-19.5 Were existing pavements, structures, or structural elements reused for a new use? Points are awarded per Table PD-19.5.A.

No (0 points)

PD-19.6a Were foundry sand or other industrial by-products used in pipe bedding and backfill?

No (0 points)

PD-19.7 Was a project-specific plan for the recycling and reuse plan developed as described?

No (0 points)

Scoring Notes

Information not provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-20 Recycle Materials

4/10

Reduce lifecycle impacts from extraction, production, and transportation of virgin materials by recycling materials.

PD-20 Points for different methods are cumulative; however, this criterion shall not exceed a total of ten points. Points exceeding ten will not contribute to overall score.

I understand. (0 points)

PD-20.1 Was RAP or RCA used in new pavement lifts, granular base course, or embankments? Points are awarded per Tables PD-20.1.A or PD-20.1.B.

1 (1 point)

PD-20.2 Were pavement materials recycled in place using cold-in-place recycling, hot-in-place recycling, and full depth reclamation methods? Points are awarded per Table PD-20.2.A.

No (0 points)

PD-20.3 Did the project reuse subbase granular material as subgrade embankment or as part of the new subbase? Points are awarded per Table PD-20.3.A.

No (0 points)

PD-20.4 Did the project relocate and reuse at least 90 percent of the minor structural elements, including existing luminaires, signal poles, and sign structures that are required to be removed and/or relocated onsite?

Yes (1 point)

PD-20.5 Did the project salvage or relocate existing buildings?

Yes (2 points)

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

Scoring Notes

This work shall consist of relocating, removing, storing and/or disposing, refurbishing, or replacing of elements of a pedestrian traffic signal system in accordance with the plans, specifications or as directed by the Engineer. Pedestrian poles are to be removed in their entirety to permit reuse by the owner.

PD-22 Long-Life Pavement

0/7

Minimize life-cycle costs by designing long-lasting pavement structures.

PD-22 Points for different methods are cumulative; however, this criterion shall not exceed a total of seven points. Points exceeding seven will not contribute to overall score.

I understand. (0 points)

PD-22.1 Which of the following describes how long-life pavement was used on this project?

No long-life pavement was used or it was and did not meet the minimum requirements of the options below. (0 points)

PD-22.2 Was the asphalt density of 100 percent of the total new or reconstructed pavement increased to a minimum of 94 percent?

No (0 points)

PD-22.3 Was a performance-based pay incentive for pavement smoothness used on this project?

No (0 points)

Scoring Notes

Information to answer questions not provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-23 Reduced Energy and Emissions in Pavement Materials

3/3

Reduce energy use in the production of pavement materials.

PD-23 Points for different methods are cumulative; however, this criterion shall not exceed a total of three points. Points exceeding three will not contribute to overall score.

I understand. (0 points)

PD-23.1 Was at least 50 percent of the total project pavement material (by weight) a low-energy material from asphalt production?

PD-23.1a Yes, it was warm mix asphalt. (0 points)

PD-23.1a Was the warm mix asphalt mixing temperature reduced by one of the following:

A minimum of 50 degrees from that recommended by the binder supplier. (3 points)

PD-23.2 Was at least 50 percent of the total project pavement material (by weight) a low-energy material from cement production?

PD-23.2b Yes, cement production using fuel saving technologies was used. (3 points)

PD-23.3 Was at least 50 percent of the total project pavement material (by weight) a low-energy material from concrete production?

No, or it did not meet the minimum requirements in the options above. (0 points)

Scoring Notes

See other assumption.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-24 Permeable Pavement

0/2

Improve flow control and quality of stormwater runoff through use of permeable pavement technologies.

PD-24.1and2P Does the project include a maintenance plan for permeable pavements and are permeable pavements placed in areas where no sand will be used for snow and ice control or pavement sealing?

No (0 points)

Scoring Notes

No record or information provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-25 Construction Environmental Training

1/1

Provide construction personnel with the knowledge to identify environmental issues and best practice methods to minimize impacts to the human and natural environment.

PD-25.1 Did the owner require the Contractor to plan and implement a formal environmental awareness training program during construction to ensure the project stay in compliance with environmental laws, regulations, and policies?

Yes (1 point)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-26 Construction Equipment Emission Reduction

1/2

Reduce air emissions from non-road construction equipment.

PD-26.1 Were one or more methods implemented to reduce non-road emissions? Points are awarded per Table PD-26.1.A.

1 (1 point)

Scoring Notes

In order to reduce diesel emissions, the Contractor shall use Ultra Low Sulfur Diesel (ULSD) fuel to operate all diesel engines used to complete the work that will operate for 10 hours or more on the contract site

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-27 Construction Noise Mitigation

0/2

Reduce annoyance or disturbance to surrounding neighborhoods and environments from road construction noise.

PD-27.1 Is the contractor required to establish, implement, and maintain a formal Noise Mitigation Plan (NMP) during roadway construction?

No (0 points)

PD-27.2 Has the contractor monitored noise and the effectiveness of mitigation measures at the receptors throughout construction to ensure compliance with the NMP?

No (0 points)

Scoring Notes

No noise mitigation implemented on project.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-28 Construction Quality Control Plan

0/5

Improve quality by requiring the contractor to have a formal Quality Control Plan (QCP).

PD-28.1 Is the Contractor required to plan and implement quality control measures throughout construction with care and for materials above and beyond what is typically required by specifications and regulations?

No (0 points)

PD-28.2 Does the contract leverage the use of Quality Price Adjustment Clauses to link payment and performance of the constructed products?

No (0 points)

Scoring Notes

No information provided on the above questions.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-29 Construction Waste Management

0/4

Utilize a management plan for road construction waste materials to minimize the amount of construction-related waste destined for landfill.

PD-29.1 Is the contractor required to establish, implement, and maintain a formal Construction and Demolition Waste Management Plan (CWMP) during roadway construction, or its functional equivalent?

No (0 points)

PD-29.2 Can the owner demonstrate that a percentage of the construction waste has been diverted from landfills?

No, or diverted less than 50 percent of the construction waste from landfills (0 points)

PD-29.3 Were excess materials hauled directly to other project sites for recycling on those projects?

No (0 points)

Scoring Notes

No information provided on percentage of waste recycled or reused.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-30 Low Impact Development

0/3

Use low impact development stormwater management methods that reduce the impacts associated with development and redevelopment and that mimic natural hydrology.

PD-30.1 Did the project use effective BMPs or stormwater management techniques that mimic natural hydrology to treat pollutants? Use Tables PD-30.1.A and PD-30.1.B and PD-30.1.C to determine points.

No (0 points)

Scoring Notes

No information provided on stormwater management.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-32 Light Pollution

0/3

To safely illuminate roadways while minimizing unnecessary and potentially harmful illumination of the surrounding sky, communities, and habitat.

PD-32.1 Were the uplighting ratings met on this project per Table PD-32.1.A?

No (0 points)

PD-32.2 Were the backlighting ratings met on this project per Table PD-32.2.A?

No (0 points)

PD-32.3 Were the glare ratings met on this project per Table PD-32.3.A?

No (0 points)

Scoring Notes

Information not provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-33 Noise Abatement

0/5

Reduce traffic noise impacts to surrounding communities and environments.

PD-33 Points for different noise abatement methods are cumulative; however, this criterion shall not exceed a total of five points. Points exceeding five will not contribute to overall score.

I understand. (0 points)

PD-33.1 Was a specialized noise barrier used on this project?

No (0 points)

PD-33.2 Were traffic system management techniques used to reduce existing noise levels?

No (0 points)

PD-33.3 Were buffer zones provided for adjacent noise sensitive receptors?

No (0 points)

PD-33.4 Were quiet pavements used on the project? Use Table PD-33.4.A to determine the points earned.

No (0 points)

PD-33.5 Were plantings used as a sight screen to separate noise receptors from the project?

No (0 points)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."



D263477 F. A. Project; NYS Rte 231 Safety Improvements at Northern State Parkway Interchange - Jul 11, 2018

Module: Project Development

Scorecard: Urban Basic

Points: 31

Achievement Level: Not Rated

Urban Basic Scorecard

Criteria

Points

PD-02 Lifecycle Cost Analyses

0/3

Reduce life-cycle costs and resource consumption through the informed use of life-cycle cost analyses of key project features during the decision-making process for the project.

PD-02.1a Was an LCCA performed for all pavement structure alternatives in accordance with the method described in the FHWA's Technical Bulletin for Life-Cycle Cost Analysis?

No (0 points)

PD-02.1b Was an LCCA performed for all stormwater infrastructure alternatives considered?

No (0 points)

PD-02.1c Was an LCCA performed for the project's major feature (bridges, tunnels, retaining walls, or other items not listed in the preceding options) for each of the alternatives considered?

No (0 points)

Scoring Notes

Information not provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-03 Context Sensitive Project Development

4/10

Deliver projects that harmonize transportation requirements and community values through effective decision-making and thoughtful design.

PD-03.1 Did the project development process generally follow the six-step CSS framework described in NCHRP report 480 and NCHRP report 642, or an equivalent process?

No (0 points)

PD-03.2 Did the project development process feature a "cradle-to-grave" project team that included planners, traffic engineers, public involvement specialists, design engineers, environmental experts, safety specialists, landscape architects, right-of-way staff, freight experts, construction engineers, and others to work on projects who worked together to achieve the desired CSS-based vision for the project?

No (0 points)

PD-03.3 As a result of CSS-influenced project development process, were external "champions" for the project created in the affected community who were engaged and proactive in supporting it?

No (0 points)

PD-03.4 Was acceptance achieved among project stakeholders on the problems, opportunities, and needs that the project should address and the resulting vision or goals for addressing them?

Yes (1 point)

PD-03.5 Do project features consider the appropriate scale of the project?

Yes (1 point)

PD-03.6 Did the project remove objectionable or distracting views?

Yes, permanently (2 points)

PD-03.7 Did the project integrate context sensitive aesthetic treatments?

No (0 points)

PD-03.8 Were aesthetics for structural items incorporated into the design of the project?

No (0 points)

Scoring Notes

No information provided on questions answered as no. New pavement areas will be screened as much as possible. Planting will be provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-04 Highway and Traffic Safety

0/10

Safeguard human health by incorporating science-based quantitative safety analysis processes within project development that will reduce serious injuries and fatalities within the project footprint.

PD-04.1 Were human factors considerations incorporated?

The project relied solely on published design and operational performance standards during the project development process. (0 points)

PD-04.2 Was awareness built among the public regarding contributing factors to crashes?

No (0 points)

PD-04.3 Does the agency conduct explicit consideration of safety using quantitative, scientifically proven methods?

No (0 points)

PD-04.4 Was a statistically reliable, science-based method used to evaluate the safety effectiveness of the implemented project?

No (0 points)

Scoring Notes

Information not provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-05 Educational Outreach

2/2

Increase public, agency, and stakeholder awareness of the integration of the principles of sustainability into roadway planning, design, and construction.

PD-05.1 Did this project incorporate public educational outreach that promotes and educates the public about sustainability by installing or performing a minimum of two different elements from Table PD-05.1.A?

Yes (2 points)

Scoring Notes

Public information center was held and flyers were published in the newspaper.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-06 Tracking Environmental Commitments

0/5

Ensure that environmental commitments made by the project are completed and documented in accordance with all applicable laws, regulations, and issued permits.

PD-06.1a Was a comprehensive environmental compliance tracking system used for the project and related facilities?

No (0 points)

PD-06.2 Has the principal project constructor assigned an independent environmental compliance monitor who will provide quality assurance services and report directly to and make recommendations to the regulatory and Lead Agencies?

No (0 points)

Scoring Notes

No information provided on environmental compliance tracking system.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-07 Habitat Restoration

1/7

Avoid, minimize, rectify, reduce, and compensate the loss and alteration of natural (stream and terrestrial) habitat caused by project construction and/or restore, preserve, and protect natural habitat beyond regulatory requirements.

PD-07.1 Was project-specific mitigation or mitigation banking used on this project? Use Table PD-07.1.A to determine the points earned.

1 Point (1 point)

PD-07.2 Were high quality aquatic resources (HQAR) avoided or were the impacts minimized on this project? Use Table PD-07.2.A to determine the points earned.

None (0 points)

PD-07.3 Were high quality environmental resources avoided or were the impacts minimized on this project? Use Table PD-07.3.A to determine the points earned.

None (0 points)

Scoring Notes

The Northern Long-eared Bat (NLEB), *Myotis septentrionalis* is designated as a "threatened" species on the federal List of Endangered Species. It is possible that a portion of the project area may contain suitable summer roosting habitat for this species. Pursuant to current procedures agreed to between the US Fish & Wildlife Service and FHWA, the Contractor shall schedule all removals of trees (greater than 3" diameter) between November 1st and March 31st of each year to minimize the potential direct impact to the NLEB. No record of aquatic or environmental resources around project.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-08 Stormwater Quality and Flow Control

0/6

Improve stormwater quality from the impacts of the project and control flow to minimize their erosive effects on receiving water bodies and related water resources, using management methods and practices that reduce the

impacts associated with development and redevelopment.

PD-08.1 Did the project treat at least 80% of the total runoff volume? Use Tables PD-08.1.A and PD-08.1.B to determine points.

No (0 points)

PD-08.2 Did the project manage the flow from at least 80 percent of the total runoff volume, and is flow control based on controlling peak flows or durations from the project site? Use Tables PD-08.2.A and PD-08.1.B to determine points.

No (0 points)

Scoring Notes

Information not provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-10 Pedestrian Facilities

3/3

Provide safe, comfortable, convenient, and connected pedestrian facilities for people of all ages and abilities within the project footprint.

PD-10.1P Were all facilities upgraded to meet ADA standards and do responses below exclude any projects to upgrade facilities to ADA standards?

Yes (0 points)

PD-10.1 Were missing pedestrian connections installed per master plan or other relevant documents?

Yes (1 point)

PD-10.2 Were pedestrian features installed that are safe, comfortable, convenient and connected?

PD-10.2b Yes, new pedestrian facilities were developed. (2 points)

Scoring Notes

Project is compliant with sections of town of Huntington comprehensive plan (Horizons 2020) calling for additional pedestrian and transit facilities. New sidewalk will be installed. Increased connectivity to existing bussops with new sidewalk.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-11 Bicycle Facilities

0/3

Provide safe, comfortable, convenient, and connected bicycling facilities within the project footprint.

PD-11.1 Were missing bicycle connections installed per master plan or other relevant documents?

No (0 points)

PD-11.2 Were bicycle features installed that are safe, comfortable, convenient and connected?

No (0 points)

Scoring Notes

No bikeway enhancement or improvement carried out.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-12 Transit and HOV Facilities

1/5

Promote the use of public transit and carpools in communities by dedicating existing facilities to those uses, upgrading existing lanes, or providing new transit and high occupancy vehicle (HOV) facilities.

PD-12.1 Were Transit and HOV facilities installed on this project that are consistent with the need, purpose, and appropriateness for transit and HOV access within the project footprint? Use Table PD-12.1.A to determine points.

1 Point (1 point)

Scoring Notes

Increased connectivity to existing bus stops with new sidewalk.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-14 ITS for System Operations

3/5

Improve the efficiency of transportation systems through deployment of technology and without adding infrastructure capacity in order to reduce emissions and energy use, and improve economic and social needs.

PD-14.1 Were one or more allowable ITS applications installed? Use Table PD-14.1.A to determine points.

At least 1 application in 3 separate categories (3 points)

Scoring Notes

Work zone management and traffic control as well as hazardous materials management

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-15 Historic, Archaeological, and Cultural Preservation

0/3

Preserve, protect, or enhance cultural and historic assets, and/or feature National Scenic Byways Program (NSBP) historic, archaeological, or cultural intrinsic qualities in a roadway.

PD-15.1P Is any part of the project or resource listed in the NRHP or been determined eligible for the NHRP by a State, Local, or Tribal Historic Preservation Officer?

No (0 points)

PD-15.2P Is a portion of the project along one of Americas Byways, a State Scenic Byway, an Indian Tribe Scenic Byway, or other route designated or officially recognized as significantly historical, cultural, or archaeological?

No (0 points)

PD-15.3P Is any part of the project or resource recognized by the community as having historic, cultural, and/or archeological significance to the community?

No (0 points)

Scoring Notes

No historical, scenic or archeological resource close to site

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-17 Energy Efficiency

1/8

Reduce energy consumption of lighting systems through the installation of efficient fixtures and the creation and use of renewable energy.

PD-17.1 Were energy needs evaluated for the project?

No (0 points)

PD-17.2 Was the energy consumption on the project reduced through the installation of energy efficient lighting and signal fixtures and through the installation of autonomous, on-site, renewable power sources?

Yes (0 points)

PD-17.2 Points are awarded based on the percentage of reduced power use. Based on Table PD-17.2.A, how many points did the project earn?

1 Point (1 point)

PD-17.3 Was a plan established for auditing energy use after project completion as part of operations and maintenance?

No (0 points)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-18 Site Vegetation, Maintenance and Irrigation

0/6

Promote sustainable site vegetation within the project footprint by selecting plants and maintenance methods that benefit the ecosystem.

PD-18.1P Does all site vegetation use non-invasive species only, use non-noxious species only, use seeding that does not require consistent mowing for a viable stand of grass, and minimize disturbance of native species?

No (0 points)

Scoring Notes

Information on species used for site vegetation not provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-19 Reduce, Reuse and Repurpose Materials

0/12

Reduce lifecycle impacts from extraction and production of virgin materials by recycling materials.

PD-19 Points for different methods are cumulative; however, this criterion shall not exceed a total of twelve points. Points exceeding twelve will not contribute to overall score.

I understand. (0 points)

PD-19.1 Was remaining service life increased through pavement preservation activities? Points are awarded per Table PD-19.1.A.

No (0 points)

PD-19.2 Was the amount of new pavement materials needed reduced? Points are awarded per Table PD-19.2.A.

No (0 points)

PD-19.3 Was remaining service life increased through bridge preservation activities? Points are awarded per Table PD-19.3.A.

No (0 points)

PD-19.4 Was remaining service life increased through retrofitting existing bridge structures? Points are awarded per Table PD-19.3.A.

No (0 points)

PD-19.5 Were existing pavements, structures, or structural elements reused for a new use? Points are awarded per Table PD-19.5.A.

No (0 points)

PD-19.6a Were foundry sand or other industrial by-products used in pipe bedding and backfill?

No (0 points)

PD-19.7 Was a project-specific plan for the recycling and reuse plan developed as described?

No (0 points)

Scoring Notes

Some of the criteria don't apply to the project. Information needed to rate 2 and 7 not provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-20 Recycle Materials

4/10

Reduce lifecycle impacts from extraction, production, and transportation of virgin materials by recycling materials.

PD-20 Points for different methods are cumulative; however, this criterion shall not exceed a total of ten points. Points exceeding ten will not contribute to overall score.

I understand. (0 points)

PD-20.1 Was RAP or RCA used in new pavement lifts, granular base course, or embankments? Points are awarded per Tables PD-20.1.A or PD-20.1.B.

1 (1 point)

PD-20.2 Were pavement materials recycled in place using cold-in-place recycling, hot-in-place recycling, and full depth reclamation methods? Points are awarded per Table PD-20.2.A.

No (0 points)

PD-20.3 Did the project reuse subbase granular material as subgrade embankment or as part of the new subbase? Points are awarded per Table PD-20.3.A.

No (0 points)

PD-20.4 Did the project relocate and reuse at least 90 percent of the minor structural elements, including existing luminaires, signal poles, and sign structures that are required to be removed and/or relocated onsite?

Yes (1 point)

PD-20.5 Did the project salvage or relocate existing buildings?

Yes (2 points)

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

Scoring Notes

All parkway lighting materials including, but not limited to, poles, transformer bases, luminaires, cabinets, conduit, splice kits, lamps, cable, controllers and pullboxes used to maintain proper operation shall be of the same type presently in operation on the parkway and meet the applicable requirements of Subsection 670-2, Materials. The Engineer will determine what parts and materials are damaged. All damaged parts and materials shall be replaced with new parts and materials. Parts and materials, as determined by the Engineer to be undamaged, may be reused. When the existing traffic signal equipment system is to be modified, the existing material shall be reused in the revised system. Horizontal alignment established so as to minimize disturbance to adjacent private property.

PD-22 Long-Life Pavement

0/7

Minimize life-cycle costs by designing long-lasting pavement structures.

PD-22 Points for different methods are cumulative; however, this criterion shall not exceed a total of seven points. Points exceeding seven will not contribute to overall score.

I understand. (0 points)

PD-22.1 Which of the following describes how long-life pavement was used on this project?

No long-life pavement was used or it was and did not meet the minimum requirements of the options below. (0 points)

PD-22.2 Was the asphalt density of 100 percent of the total new or reconstructed pavement increased to a minimum of 94 percent?

No (0 points)

PD-22.3 Was a performance-based pay incentive for pavement smoothness used on this project?

No (0 points)

Scoring Notes

Information not provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-23 Reduced Energy and Emissions in Pavement Materials

3/3

Reduce energy use in the production of pavement materials.

PD-23 Points for different methods are cumulative; however, this criterion shall not exceed a total of three points. Points exceeding three will not contribute to overall score.

I understand. (0 points)

PD-23.1 Was at least 50 percent of the total project pavement material (by weight) a low-energy material from asphalt production?

PD-23.1a Yes, it was warm mix asphalt. (0 points)

PD-23.1a Was the warm mix asphalt mixing temperature reduced by one of the following:

A minimum of 50 degrees from that recommended by the binder supplier. (3 points)

PD-23.2 Was at least 50 percent of the total project pavement material (by weight) a low-energy material from cement production?

PD-23.2b Yes, cement production using fuel saving technologies was used. (3 points)

PD-23.3 Was at least 50 percent of the total project pavement material (by weight) a low-energy material from concrete production?

No, or it did not meet the minimum requirements in the options above. (0 points)

Scoring Notes

See other assumption.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-24 Permeable Pavement

0/2

Improve flow control and quality of stormwater runoff through use of permeable pavement technologies.

PD-24.1and2P Does the project include a maintenance plan for permeable pavements and are permeable pavements placed in areas where no sand will be used for snow and ice control or pavement sealing?

No (0 points)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-25 Construction Environmental Training

1/1

Provide construction personnel with the knowledge to identify environmental issues and best practice methods to minimize impacts to the human and natural environment.

PD-25.1 Did the owner require the Contractor to plan and implement a formal environmental awareness training program during construction to ensure the project stay in compliance with environmental laws, regulations, and policies?

Yes (1 point)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-26 Construction Equipment Emission Reduction

1/2

Reduce air emissions from non-road construction equipment.

PD-26.1 Were one or more methods implemented to reduce non-road emissions? Points are awarded per Table PD-26.1.A.

1 (1 point)

Scoring Notes

In order to reduce diesel emissions, the Contractor shall use Ultra Low Sulfur Diesel (ULSD) fuel to operate all diesel engines used to complete the work that will operate for 10 hours or more on the contract site.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-27 Construction Noise Mitigation

1/2

Reduce annoyance or disturbance to surrounding neighborhoods and environments from road construction noise.

PD-27.1 Is the contractor required to establish, implement, and maintain a formal Noise Mitigation Plan (NMP) during roadway construction?

No (0 points)

PD-27.2 Has the contractor monitored noise and the effectiveness of mitigation measures at the receptors throughout construction to ensure compliance with the NMP?

Yes (1 point)

Scoring Notes

Contractor has monitored and taken efforts to ensure effectiveness of mitigation measures.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-28 Construction Quality Control Plan

0/5

Improve quality by requiring the contractor to have a formal Quality Control Plan (QCP).

PD-28.1 Is the Contractor required to plan and implement quality control measures throughout construction with care and for materials above and beyond what is typically required by specifications and regulations?

No (0 points)

PD-28.2 Does the contract leverage the use of Quality Price Adjustment Clauses to link payment and performance of the constructed products?

No (0 points)

Scoring Notes

Information on this not provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-29 Construction Waste Management

1/4

Utilize a management plan for road construction waste materials to minimize the amount of construction-related waste destined for landfill.

PD-29.1 Is the contractor required to establish, implement, and maintain a formal Construction and Demolition Waste Management Plan (CWMP) during roadway construction, or its functional equivalent?

No (0 points)

PD-29.2 Can the owner demonstrate that a percentage of the construction waste has been diverted from landfills?

Diverted at least 50 percent of the construction waste from landfills (1 point)

PD-29.3 Were excess materials hauled directly to other project sites for recycling on those projects?

No (0 points)

Scoring Notes

some materials, like scrap metals, have been made available for recycling or reuse. The contractor is instructed to use as much of the existing topsoil as possible. The contractor shall, remove the overlaying vegetation, excavate the top 6" to 8", strip, screen and stockpile the topsoil; and reuse it on-site before importing additional topsoil into the project area. The screening and stockpiling should be done in accordance with Section 713-01 of the Standard Specifications, and all topsoil shall be able to pass a 50mm sieve. The stockpiled topsoil shall be kept in a separate pile and free of contamination by other objects or materials until ready to be reused. In the event that the volume of stripped topsoil exceeds the minimum volume of topsoil required to be placed by the Contract Plans, the excess volume of topsoil shall be placed at an increased thickness than what is called for in the plans; used to flatten embankment slopes or placed within the Right-Of-Way as approved by the Engineer; delivered to the NYSDOT Maintenance Residency stated below; or removed from the site, as ordered by the Engineer.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-30 Low Impact Development

0/3

Use low impact development stormwater management methods that reduce the impacts associated with development and redevelopment and that mimic natural hydrology.

PD-30.1 Did the project use effective BMPs or stormwater management techniques that mimic natural hydrology to treat pollutants? Use Tables PD-30.1.A and PD-30.1.B and PD-30.1.C to determine points.

No (0 points)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."



D263572 F.A. Project Highway Reconstruction on Route 5S (1 mile). - Jul 11, 2018

Module: Project Development

Scorecard: Urban Extended

Points: 64

Achievement Level: Bronze

Urban Extended Scorecard

Criteria

Points

PD-01 Economic Analyses

2/5

Using the principles of benefit-cost analysis (BCA) or economic impact analysis (EIA), provide evidence that the benefits, including environmental, economic, and social benefits, justify the full life-cycle costs.

PD-01.1a Was a benefit-cost analysis (BCA) for the project completed using minimum acceptable industry practices?

Yes (2 points)

PD-01.1b Was an Economic Impact Analysis (EIA) completed that meets all the listed requirements?

No (0 points)

Scoring Notes

Benefit - cost analysis carried out. Page 715 of final report.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-02 Lifecycle Cost Analyses

2/3

Reduce life-cycle costs and resource consumption through the informed use of life-cycle cost analyses of key project features during the decision-making process for the project.

PD-02.1a Was an LCCA performed for all pavement structure alternatives in accordance with the method described in the FHWA's Technical Bulletin for Life-Cycle Cost Analysis?

Yes (1 point)

PD-02.1b Was an LCCA performed for all stormwater infrastructure alternatives considered?

No (0 points)

PD-02.1c Was an LCCA performed for the project's major feature (bridges, tunnels, retaining walls, or other items not listed in the preceding options) for each of the alternatives considered?

Yes (1 point)

Scoring Notes

See final design report

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-03 Context Sensitive Project Development

7/10

Deliver projects that harmonize transportation requirements and community values through effective decision-making and thoughtful design.

PD-03.1 Did the project development process generally follow the six-step CSS framework described in NCHRP report 480 and NCHRP report 642, or an equivalent process?

Yes (2 points)

PD-03.2 Did the project development process feature a "cradle-to-grave" project team that included planners, traffic engineers, public involvement specialists, design engineers, environmental experts, safety specialists, landscape architects, right-of-way staff, freight experts, construction engineers, and others to work on projects who worked together to achieve the desired CSS-based vision for the project?

No (0 points)

PD-03.3 As a result of CSS-influenced project development process, were external "champions" for the project created in the affected community who were engaged and proactive in supporting it?

No (0 points)

PD-03.4 Was acceptance achieved among project stakeholders on the problems, opportunities, and needs that the project should address and the resulting vision or goals for addressing them?

Yes (1 point)

PD-03.5 Do project features consider the appropriate scale of the project?

Yes (1 point)

PD-03.6 Did the project remove objectionable or distracting views?

Yes, permanently (2 points)

PD-03.7 Did the project integrate context sensitive aesthetic treatments?

Yes (1 point)

PD-03.8 Were aesthetics for structural items incorporated into the design of the project?

No (0 points)

Scoring Notes

No information provided on the questions answered as no. This project will refurbish a unique flag structure that is important to the community. Several public meetings were held encouraging public input along with direct outreach to several businesses and community groups and a project specific web page <https://www.dot.ny.gov/route5ssafetyproject> The project proposes visual enhancements including over 15 planting beds, buried utilities and 125 tree plantings.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-04 Highway and Traffic Safety

10/10

Safeguard human health by incorporating science-based quantitative safety analysis processes within project development that will reduce serious injuries and fatalities within the project footprint.

PD-04.1 Were human factors considerations incorporated?

Interactions between road users and the roadway using fundamentals captured in Chapter 2 of the Highway Safety Manual and the Human Factors Guideline for Road Systems (NCHRP Report 600 series) were evaluated, documented, and incorporated. (2 points)

PD-04.2 Was awareness built among the public regarding contributing factors to crashes?

Yes (1 point)

PD-04.3 Does the agency conduct explicit consideration of safety using quantitative, scientifically proven

methods?

Yes (0 points)

PD-04.3a Was the project type established during scoping of project alternatives through a quantitative and statistically reliable process?

Yes (1 point)

PD-04.3b Were project design and/or operational alternatives developed and evaluated using explicit consideration of substantive safety through quantitative, statistically reliable methods?

Yes (2 points)

PD-04.3c Were quantitative and statistically reliable methods and knowledge used to assess substantive safety performance in the development of preliminary and final design details?

Yes (3 points)

PD-04.4 Was a statistically reliable, science-based method used to evaluate the safety effectiveness of the implemented project?

Yes (1 point)

Scoring Notes

see final design report.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-05 Educational Outreach

2/2

Increase public, agency, and stakeholder awareness of the integration of the principles of sustainability into roadway planning, design, and construction.

PD-05.1 Did this project incorporate public educational outreach that promotes and educates the public about sustainability by installing or performing a minimum of two different elements from Table PD-05.1.A?

Yes (2 points)

Scoring Notes

Track your scoring notes here. For example, "Based on May 2, 2012 Technical Report (attached)."

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-06 Tracking Environmental Commitments

0/5

Ensure that environmental commitments made by the project are completed and documented in accordance with all applicable laws, regulations, and issued permits.

PD-06.1a Was a comprehensive environmental compliance tracking system used for the project and related facilities?

No (0 points)

PD-06.2 Has the principal project constructor assigned an independent environmental compliance monitor who will provide quality assurance services and report directly to and make recommendations to the regulatory and Lead Agencies?

No (0 points)

Scoring Notes

No information provided on this criteria.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-07 Habitat Restoration

1/7

Avoid, minimize, rectify, reduce, and compensate the loss and alteration of natural (stream and terrestrial) habitat caused by project construction and/or restore, preserve, and protect natural habitat beyond regulatory requirements.

PD-07.1 Was project-specific mitigation or mitigation banking used on this project? Use Table PD-07.1.A to determine the points earned.

1 Point (1 point)

PD-07.2 Were high quality aquatic resources (HQAR) avoided or were the impacts minimized on this project? Use Table PD-07.2.A to determine the points earned.

None (0 points)

PD-07.3 Were high quality environmental resources avoided or were the impacts minimized on this project? Use Table PD-07.3.A to determine the points earned.

None (0 points)

Scoring Notes

No streams or rivers around site. No record of high quality environmental resources around site.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-08 Stormwater Quality and Flow Control

4/6

Improve stormwater quality from the impacts of the project and control flow to minimize their erosive effects on receiving water bodies and related water resources, using management methods and practices that reduce the impacts associated with development and redevelopment.

PD-08.1 Did the project treat at least 80% of the total runoff volume? Use Tables PD-08.1.A and PD-08.1.B to determine points.

2 Points (2 points)

PD-08.2 Did the project manage the flow from at least 80 percent of the total runoff volume, and is flow control based on controlling peak flows or durations from the project site? Use Tables PD-08.2.A and PD-08.1.B to determine points.

2 Points (2 points)

Scoring Notes

Rating based on information from SWPPP.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-09 Ecological Connectivity

0/4

Avoid, minimize, or enhance wildlife, amphibian, and aquatic species passage access, and mobility, and reduce vehicle-wildlife collisions and related accidents.

PD-09.1P Was a site-specific ecological assessment of the roadway project using GIS data or regional expertise conducted?

No (0 points)

Scoring Notes

No information provided on this

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-10 Pedestrian Facilities

3/3

Provide safe, comfortable, convenient, and connected pedestrian facilities for people of all ages and abilities within the project footprint.

PD-10.1P Were all facilities upgraded to meet ADA standards and do responses below exclude any projects to upgrade facilities to ADA standards?

Yes (0 points)

PD-10.1 Were missing pedestrian connections installed per master plan or other relevant documents?

Yes (1 point)

PD-10.2 Were pedestrian features installed that are safe, comfortable, convenient and connected?

PD-10.2b Yes, new pedestrian facilities were developed. (2 points)

Scoring Notes

Sidewalks provide connectivity throughout the corridor and implement current ADA standards, in areas where did not previously exist. Construct Portland cement concrete sidewalks as shown on the contract documents according to §608 of the Standard Specifications, using colored and/or imprinted concrete, including color matching joint material, when specified. Installation of new pedestrian signals and upgrading of pedestrian signals - inclusion of pedestrian buttons and addition of audible signal, countdown timers. New cross walks, new raised median/pedestrian refuge island. New curbing to better define the edge of a roadway and to provide vertical separation of pedestrian facilities.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-11 Bicycle Facilities

3/3

Provide safe, comfortable, convenient, and connected bicycling facilities within the project footprint.

PD-11.1 Were missing bicycle connections installed per master plan or other relevant documents?

Yes (1 point)

PD-11.2 Were bicycle features installed that are safe, comfortable, convenient and connected?

PD-11.2b Yes, new bicycle facilities were developed. (2 points)

Scoring Notes

Separate bike lanes at through and at intersection colored green. New separated bike path or shoulder widening to provide for on-road bike. Parallel bike paths created, with involvement of local community, where state roads are not suitable for less experienced cyclists.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-12 Transit and HOV Facilities

0/5

Promote the use of public transit and carpools in communities by dedicating existing facilities to those uses, upgrading existing lanes, or providing new transit and high occupancy vehicle (HOV) facilities.

PD-12.1 Were Transit and HOV facilities installed on this project that are consistent with the need, purpose, and appropriateness for transit and HOV access within the project footprint? Use Table PD-12.1.A to determine points.

No (0 points)

Scoring Notes

No information provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-13 Freight Mobility

0/7

Enhance mobility of freight movements, decrease fuel consumption and emissions impacts, and reduce freight-related noise.

PD-13.1 Were freight facilities installed on this project consistent with the need, purpose, and appropriateness for freight mobility within the project footprint? Use Table PD-13.1.A to determine points.

No (0 points)

Scoring Notes

No information provided on this.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-14 ITS for System Operations

3/5

Improve the efficiency of transportation systems through deployment of technology and without adding infrastructure capacity in order to reduce emissions and energy use, and improve economic and social needs.

PD-14.1 Were one or more allowable ITS applications installed? Use Table PD-14.1.A to determine points.

At least 1 application in 3 separate categories (3 points)

Scoring Notes

Work zone management and traffic control as well as hazardous material management.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-15 Historic, Archaeological, and Cultural Preservation

3/3

Preserve, protect, or enhance cultural and historic assets, and/or feature National Scenic Byways Program (NSBP) historic, archaeological, or cultural intrinsic qualities in a roadway.

PD-15.1P Is any part of the project or resource listed in the NRHP or been determined eligible for the NHRP by a State, Local, or Tribal Historic Preservation Officer?

No (0 points)

PD-15.2P Is a portion of the project along one of Americas Byways, a State Scenic Byway, an Indian Tribe Scenic Byway, or other route designated or officially recognized as significantly historical, cultural, or archaeological?

Yes (0 points)

PD-15.1 Has An Effort Been Made To Minimize Impacts, Avoid Impacts, Or Enhance Features?

PD-15.1c Actions have been taken to enhance features through the protection, preservation, and/or enhancement of historic, archaeological, or cultural resources. (3 points)

Scoring Notes

A unique flag of importance to the community will be refurbished. The project protects, preserves and/or enhances historic and/or archeological resources.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-16 Scenic, Natural, or Recreational Qualities

3/3

Preserve, protect, and/or enhance routes designated with significant scenic, natural, and/or recreational qualities in order to enhance the public enjoyment of facilities.

PD-16.1P Is any portion of the project along one of America's Byways®, a State Scenic Byway, an Indian Tribe Scenic Byway, or other route that was designated or officially recognized as such?

Yes (0 points)

PD-16.2P Was existing access to scenic, natural, or recreational qualities not removed (i.e., maintained) as a part of this project unless it was specifically removed to protect the scenic, natural, and/or recreational qualities themselves?

Yes (0 points)

PD-16.1 Were efforts made to avoid or minimize impacts, or enhance features, of the scenic, natural, and/or recreational qualities?

PD-16.1d Efforts were made to protect, preserve, or enhance scenic, natural, or recreational qualities along the roadway. (3 points)

Scoring Notes

the project protects, preserves and/or enhances scenic areas.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-17 Energy Efficiency

0/8

Reduce energy consumption of lighting systems through the installation of efficient fixtures and the creation and use of renewable energy.

PD-17.1 Were energy needs evaluated for the project?

No (0 points)

PD-17.2 Was the energy consumption on the project reduced through the installation of energy efficient lighting and signal fixtures and through the installation of autonomous, on-site, renewable power sources?

Yes (0 points)

PD-17.2 Points are awarded based on the percentage of reduced power use. Based on Table PD-17.2.A, how many points did the project earn?

None (0 points)

PD-17.3 Was a plan established for auditing energy use after project completion as part of operations and maintenance?

No (0 points)

Scoring Notes

Information not provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-18 Site Vegetation, Maintenance and Irrigation

0/6

Promote sustainable site vegetation within the project footprint by selecting plants and maintenance methods that benefit the ecosystem.

PD-18.1P Does all site vegetation use non-invasive species only, use non-noxious species only, use seeding that does not require consistent mowing for a viable stand of grass, and minimize disturbance of native species?

No (0 points)

Scoring Notes

No info provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-19 Reduce, Reuse and Repurpose Materials

0/12

Reduce lifecycle impacts from extraction and production of virgin materials by recycling materials.

PD-19 Points for different methods are cumulative; however, this criterion shall not exceed a total of twelve points. Points exceeding twelve will not contribute to overall score.

I understand. (0 points)

PD-19.1 Was remaining service life increased through pavement preservation activities? Points are awarded per Table PD-19.1.A.

No (0 points)

PD-19.2 Was the amount of new pavement materials needed reduced? Points are awarded per Table PD-19.2.A.

No (0 points)

PD-19.3 Was remaining service life increased through bridge preservation activities? Points are awarded per Table PD-19.3.A.

No (0 points)

PD-19.4 Was remaining service life increased through retrofitting existing bridge structures? Points are awarded per Table PD-19.3.A.

No (0 points)

PD-19.5 Were existing pavements, structures, or structural elements reused for a new use? Points are awarded per Table PD-19.5.A.

No (0 points)

PD-19.6a Were foundry sand or other industrial by-products used in pipe bedding and backfill?

No (0 points)

PD-19.7 Was a project-specific plan for the recycling and reuse plan developed as described?

No (0 points)

Scoring Notes

No information provided. Some of the above criteria are not applicable.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-20 Recycle Materials

4/10

Reduce lifecycle impacts from extraction, production, and transportation of virgin materials by recycling materials.

PD-20 Points for different methods are cumulative; however, this criterion shall not exceed a total of ten points. Points exceeding ten will not contribute to overall score.

I understand. (0 points)

PD-20.1 Was RAP or RCA used in new pavement lifts, granular base course, or embankments? Points are awarded per Tables PD-20.1.A or PD-20.1.B.

1 (1 point)

PD-20.2 Were pavement materials recycled in place using cold-in-place recycling, hot-in-place recycling, and full depth reclamation methods? Points are awarded per Table PD-20.2.A.

No (0 points)

PD-20.3 Did the project reuse subbase granular material as subgrade embankment or as part of the new subbase? Points are awarded per Table PD-20.3.A.

No (0 points)

PD-20.4 Did the project relocate and reuse at least 90 percent of the minor structural elements, including existing luminaires, signal poles, and sign structures that are required to be removed and/or relocated onsite?

Yes (1 point)

PD-20.5 Did the project salvage or relocate existing buildings?

Yes (2 points)

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

Scoring Notes

No building around the project. Sufficient information not provided. Existing pullboxes and conduit, to be reused as part of this contract, shall be cleaned and prepared, as ordered by the Engineer. Payment shall be made under Item 680.51100010 and Item 680.83010005. Fence posts shall be cleaned for reuse; all remnants of existing concrete shall be removed sufficiently for posts to be reset in the new footing. Manhole Frames and covers to be reused shall be removed, cleaned, and reset at the required elevations. Existing pull box frames and covers shall be reused. Buildings close to site were salvaged.

PD-21 Earthwork Balance

0/5

Reduce the need for transport of earthen materials by balancing cut and fill quantities.

PD-21.1a Are the design cut and fill volumes or the actual construction cut and fill volumes balanced to within 10%?

No (0 points)

PD-21.1b Are the design cut and fill volumes or the actual construction cut and fill volumes balanced to within 10% if construction banking is used?

No (0 points)

PD-21.2 Has an earthwork management plan been established, implemented and actively managed on this project?

No (0 points)

PD-21.3 Has topsoil been preserved or reused on this project?

No (0 points)

Scoring Notes

Information not provided

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-22 Long-Life Pavement

7/7

Minimize life-cycle costs by designing long-lasting pavement structures.

PD-22 Points for different methods are cumulative; however, this criterion shall not exceed a total of seven points. Points exceeding seven will not contribute to overall score.

I understand. (0 points)

PD-22.1 Which of the following describes how long-life pavement was used on this project?

Long-life pavement was used for at least 75 percent of the surface area of regularly trafficked lanes. (5 points)

PD-22.2 Was the asphalt density of 100 percent of the total new or reconstructed pavement increased to a minimum of 94 percent?

Yes (5 points)

PD-22.3 Was a performance-based pay incentive for pavement smoothness used on this project?

No (0 points)

Scoring Notes

Warm mix asphalt used throughout the reconstruction.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-23 Reduced Energy and Emissions in Pavement Materials

3/3

Reduce energy use in the production of pavement materials.

PD-23 Points for different methods are cumulative; however, this criterion shall not exceed a total of three points. Points exceeding three will not contribute to overall score.

I understand. (0 points)

PD-23.1 Was at least 50 percent of the total project pavement material (by weight) a low-energy material from asphalt production?

PD-23.1a Yes, it was warm mix asphalt. (0 points)

PD-23.1a Was the warm mix asphalt mixing temperature reduced by one of the following:

A minimum of 50 degrees from that recommended by the binder supplier. (3 points)

PD-23.2 Was at least 50 percent of the total project pavement material (by weight) a low-energy material from cement production?

PD-23.2b Yes, cement production using fuel saving technologies was used. (3 points)

PD-23.3 Was at least 50 percent of the total project pavement material (by weight) a low-energy material from concrete production?

No, or it did not meet the minimum requirements in the options above. (0 points)

Scoring Notes

The normal temperature range for HMA is 275 - 300 degrees. The temperature requirement for this project is 230. I used the higher range. No information given on this (concrete).

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-24 Permeable Pavement

0/2

Improve flow control and quality of stormwater runoff through use of permeable pavement technologies.

PD-24.1and2P Does the project include a maintenance plan for permeable pavements and are permeable pavements placed in areas where no sand will be used for snow and ice control or pavement sealing?

No (0 points)

Scoring Notes

Information not provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-25 Construction Environmental Training

0/1

Provide construction personnel with the knowledge to identify environmental issues and best practice methods to minimize impacts to the human and natural environment.

PD-25.1 Did the owner require the Contractor to plan and implement a formal environmental awareness training program during construction to ensure the project stay in compliance with environmental laws, regulations, and policies?

No (0 points)

Scoring Notes

Trainings will occur but the objective of these training requirements is to provide training opportunities to minorities, women and disadvantaged persons for the following reasons: 1. To address the current under-representation of minorities and women in skilled trades, and; 2. To maintain a pool of qualified minorities, women and disadvantaged persons to compete for those journeyworker positions which are created as others leave the workforce.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-26 Construction Equipment Emission Reduction

0/2

Reduce air emissions from non-road construction equipment.

PD-26.1 Were one or more methods implemented to reduce non-road emissions? Points are awarded per Table PD-26.1.A.

No (0 points)

Scoring Notes

Green construction methods were implemented however, none conforms with the requirements stated.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-27 Construction Noise Mitigation

0/2

Reduce annoyance or disturbance to surrounding neighborhoods and environments from road construction noise.

PD-27.1 Is the contractor required to establish, implement, and maintain a formal Noise Mitigation Plan (NMP) during roadway construction?

No (0 points)

PD-27.2 Has the contractor monitored noise and the effectiveness of mitigation measures at the receptors throughout construction to ensure compliance with the NMP?

No (0 points)

Scoring Notes

No noise mitigation tools implemented on this project.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-28 Construction Quality Control Plan

0/5

Improve quality by requiring the contractor to have a formal Quality Control Plan (QCP).

PD-28.1 Is the Contractor required to plan and implement quality control measures throughout construction with care and for materials above and beyond what is typically required by specifications and regulations?

No (0 points)

PD-28.2 Does the contract leverage the use of Quality Price Adjustment Clauses to link payment and performance of the constructed products?

No (0 points)

Scoring Notes

Information not provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-29 Construction Waste Management

1/4

Utilize a management plan for road construction waste materials to minimize the amount of construction-related waste destined for landfill.

PD-29.1 Is the contractor required to establish, implement, and maintain a formal Construction and Demolition Waste Management Plan (CWMP) during roadway construction, or its functional equivalent?

No (0 points)

PD-29.2 Can the owner demonstrate that a percentage of the construction waste has been diverted from landfills?

Diverted at least 50 percent of the construction waste from landfills (1 point)

PD-29.3 Were excess materials hauled directly to other project sites for recycling on those projects?

No (0 points)

Scoring Notes

The city of Utica arranged for the reuse of excess excavated material, asphalt pavement millings, demolished concrete by another municipality or state agency. Drainage grates and manholes shall also be reused. Information not provided on questions answered as no.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-30 Low Impact Development

2/3

Use low impact development stormwater management methods that reduce the impacts associated with development and redevelopment and that mimic natural hydrology.

PD-30.1 Did the project use effective BMPs or stormwater management techniques that mimic natural hydrology to treat pollutants? Use Tables PD-30.1.A and PD-30.1.B and PD-30.1.C to determine points.

2 Points (2 points)

Scoring Notes

Grass channels included.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-31 Infrastructure Resiliency Planning and Design

4/12

Respond to vulnerabilities and risks associated with current and future hazards (including those associated with climate change) to ensure transportation system reliability and resiliency.

PD-31.1 Did the project incorporate consideration of climate change at a project-specific level in project development and environmental reviews?

No (0 points)

PD-31.2 Did the project incorporate future consideration of climate change effects in the design process?

No (0 points)

PD-31.3 Did the project mitigate the effects of GHG emissions through design efforts above and beyond requirements and regulations?

Yes (4 points)

Scoring Notes

On questions answered as no, information not provided.

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-32 Light Pollution

0/3

To safely illuminate roadways while minimizing unnecessary and potentially harmful illumination of the surrounding sky, communities, and habitat.

PD-32.1 Were the uplighting ratings met on this project per Table PD-32.1.A?

No (0 points)

PD-32.2 Were the backlighting ratings met on this project per Table PD-32.2.A?

No (0 points)

PD-32.3 Were the glare ratings met on this project per Table PD-32.3.A?

No (0 points)

Scoring Notes

No information provided on the reduction of light pollution

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

PD-33 Noise Abatement

0/5

Reduce traffic noise impacts to surrounding communities and environments.

PD-33 Points for different noise abatement methods are cumulative; however, this criterion shall not exceed a total of five points. Points exceeding five will not contribute to overall score.

I understand. (0 points)

PD-33.1 Was a specialized noise barrier used on this project?

No (0 points)

PD-33.2 Were traffic system management techniques used to reduce existing noise levels?

No (0 points)

PD-33.3 Were buffer zones provided for adjacent noise sensitive receptors?

No (0 points)

PD-33.4 Were quiet pavements used on the project? Use Table PD-33.4.A to determine the points earned.

No (0 points)

PD-33.5 Were plantings used as a sight screen to separate noise receptors from the project?

No (0 points)

Scoring Notes

No noise abatement technique applied on this project

Next Actions

Record future actions here. For example, "Coordinate with HQ and ensure specifications meet requirements."

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					Available	Scored	PIN: 2118.03		Type: 3 - Reconstruction and New Construction	Element Specific?	No
							Contact Name: Chris Mosher		Ph #: 315 793-2434		
CATEGORY		ID	DESCRIPTION				INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)		
Sustainable Sites (S)	S-1 Alignment Selection	S-1a	Avoidance of previously undeveloped lands (open spaces or “greenfields”).		2	0					
		S-1b	Selecting an alignment that establishes a minimum 100-foot buffer zone between the edge of pavement and a natural watercourse or significantly sized natural wetland to serve the purpose of stormwater filtration.		2	0					
		S-1c	Alignments which minimize overall construction “footprint.” Examples: use of retaining walls, selecting design option with minimal footprint.		2	0					
		S-1d	Design vertical alignments which minimize total earthwork. (Applicable only for projects modifying existing vertical alignments.)		1	0					
		S-1e	Adjust alignment to avoid or minimize impacts to social/environmental resources (avoidance of parklands, wetlands, historic sites, farmlands, residential and commercial buildings, etc.).		1	0					
		S-1f	Alignments that optimize benefits among competing constraints. (The goal is not always the minimum-length alignment, but the one with the best benefit overall.)		1	0					
		S-1g	Micro-adjustments that do not compromise safety or operation but make the difference in providing sufficient clear area for tree planting.		1	0					
		S-1h	Clear zones seeded with seed mixtures that help to reduce maintenance needs and increase carbon sequestration.		1	0					
		S-1i	Provide a depressed roadway alignment.		1	0					
		S-1j	Use of launched soil nails as a more cost effective option to stabilize a slope rather than, for example, closing a road to construct a retaining wall which may negatively affect traffic flow and neighboring properties.		1	0					
	S-2 Context Sensitive Solutions	S-2a	Adjust or incorporate highway features to respond to the unique character or sense of place (both natural and built) of the area (“Unique character” means whatever identifiable elements make a place distinctive, memorable, important to the community, etc. - landmarks, views, historic bridges & buildings, parkways, characteristic use of materials, a notable stand of trees, etc.).		2	0					
		S-2b	Incorporate local or natural materials for substantial visual elements (e.g., bridge fascia, retaining walls).		2	0					
		S-2c	Visual enhancements (screening objectionable views, strategic placement of vegetation, enhancing scenic views, burying utilities, etc.).		2	0					
		S-2d	Period street furniture/lighting/appurtenances.		1	0					
		S-2e	Inclusion of visually-contrasting (colored and/or textured) pedestrian crosswalk treatments.		1	0					
		S-2g	Incorporates guidance from <i>Section 23 - Aesthetics</i> of the NYS Bridge Manual.		1	0					
		S-2h	Site materials selection & detailing to reduce overall urban “heat island” effect.		1	0					
		S-2i	Permanently protect viewsheds via environmental or conservation easements.		1	0					
		S-2j	Color anodizing of aluminum elements (ITS cabinets, non-decorative light poles, etc.).		1	0					

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CATEGORY		ID	DESCRIPTION				INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)			
Sustainable Sites (S)		S-2k	Decorative bridge fencing (in lieu of standard chain link).	1	0						
		S-2l	Use of concrete form liners (for bridge approach barriers, parapet walls, retaining walls, noise walls, bridge piers & abutments, etc.)	1	0						
		S-2m	Imprinted concrete/asphalt mow strips, gores and/or snow storage areas.	1	0						
	S-3 Land Use/ Community Planning	S-3a	Use of more engaging public participation techniques (e.g. charette, task force).	2	0						
		S-3b	Enhanced outreach efforts (e.g. newsletters, project-specific Web page, communications issued in multiple languages).	2	0						
		S-3c	Projects better enabling use of public transit (e.g. bus shelters, 'Park & Ride').	2	0						
		S-3d	Projects applying “Walkable Communities” and/or “Complete Streets” concepts.	2	0						
		S-3e	Projects that increase transportation efficiencies for moving freight through features such as dedicated rail or intermodal facilities or the use of unit trains to remove trucks from highways and conserve fuel.	2	0						
		S-3f	Project-specific formal agreement with public or private entities enabling environmental betterment, technological advancement, or financial assistance or relief to the Department.	2	0						
		S-3g	Project is consistent with local and regional plans beyond those generated by the MPO; (e.g., waterfront revitalization plans, greenway plans, the Scenic Byway program, and other statewide non-transportation plans with regional components) and/or local Smart Growth-based master/comprehensive plans.	2	0						
		S-3h	Project reports and community outreach materials available online other than the standard project specific web page.	1	0						
		S-3j	Establishment of a new recreational access facility (trailhead parking, car top boat launch, info/map kiosk).	2	0						
		S-3k	Establishment of a new recreational facility (pocket park, roadside overlook, roadside picnic rest area, etc.).	2	0						
	S-3l	Enhancement of an existing recreational facility or enhancement of an existing recreational facility access.	1	0							
	S-4 Protect, Enhance or Restore Wildlife Habitat	S-4a	Mitigation of habitat fragmentation through use of significant techniques such as consolidated stream, wetland or ecological mitigation areas, or creation of dedicated “eco viaducts.” (Raised roadways that serve to avoid impacts to ecologically important areas such as rare plant communities, diminishing habitats and wildlife migration corridors.).	3	0						
S-4b		Providing for enhancements to existing wildlife habitat (e.g. bird & bat houses, nesting boxes, osprey poles, turtle nesting areas, avoiding piping plover habitat).	2	0							
S-4c		Partial mitigation of habitat fragmentation through techniques (United States Army Corp of Engineers (USACE) regional conditions) such as over-sizing culverts to accommodate aquatic and non-aquatic species passage.	2	0							
S-4d		Use of natural-bottomed culverts.	2	0							

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CATEGORY		ID	DESCRIPTION					INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)	
Sustainable Sites (S)		S-4e	Wildlife crossings that are structures that allow for the safe passage of wildlife across highways without their crossing directly on the roadway. Examples include wildlife overpass/underpass and amphibian tunnels.			2	0				
		S-4f	Wetland restoration, enhancement, or establishment that is above and beyond what is required to obtain a wetland-related permit.			2	0				
		S-4g	Minimize use of lands that are part of a significant contiguous wildlife habitat.			1	0				
		S-4h	Use of wildlife mortality reduction measures such as right-of -way fence, moose signs, etc.			1	0				
		S-4k	Stream restoration/enhancement.			1	0				
		S-4l	Installation of mowing markers to protect natural areas and wetlands.			1	0				
		S-4m	Inclusion of scheduling and logistic requirements to avoid disrupting wildlife nesting or breeding activities.			1	0				
		S-4n	Permanently protects the new or expanded habitat through an environmental or conservation easement.			1	0				
	S-5 Protect, Plant or Mitigate for Removal of Trees & Plant Communities	S-5a	Avoidance/protection of significant contiguous stands of established, desirable trees/veg communities, especially those showing signs of self-regeneration.			2	0				
		S-5b	Designs which demonstrate, through a combination of preservation and new planting, an anticipated ultimate (new trees at projected maturity) net increase in tree canopy cover within the project limits.			2	0				
		S-5c	Re-establishment or expansion of native vegetation into reclaimed work areas or abandoned roadway alignments. (e.g. native seed mixes, “re-forestation” approach w/ multiple seedlings rather than traditional large nursery stock, etc.).			2	0				
		S-5d	Use of trees, large shrubs or other suitable vegetation (beach rose, honeysuckle & shrub willows) as living snow fences.			2	0				
		S-5e	Use of native species for seed mixes and other plantings.			1	0				
		S-5f	Avoidance/protection of individual significant trees and localized areas of established desirable vegetation.			1	0				
		S-5g	Designs which demonstrate, through a combination of preservation and new planting, no ultimate (new trees at projected maturity) net loss of tree canopy within the project limits (minimum one-to-one replacement of trees lost) or, if overall available planting area has been reduced, mitigation with trees to the extent possible (either on or off-site) for trees lost.			1	0				
S-5h	Planting trees, shrubs and/or plant material in lieu of traditional turf grass.			1	0						
S-5i	Removal of undesirable plant species, in particular removal/burial of invasive species, to preserve desirable overall species diversity.			1	0						
S-5j	Preserving, replacing, or enhancing vegetation associated with historic properties or districts, or which maintain the character of unique areas.			1	0						

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CATEGORY		ID	DESCRIPTION				INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)		
Water Quality (W)	W-1 Stormwater Management (Volume & Quality)	W-1a	Improve water quality and/or nearby habitat through the use of stormwater retrofitting, stormwater crediting strategies, stream restoration, additional wetland protection, and inclusion of permanent stormwater mgt practices.		2	0					
		W-1b	Detecting and eliminating any non-stormwater discharges from unpermitted sanitary or other residential, commercial or industrial sources that enter the Right-Of-Way or flows that ultimately discharge to the ROW.		2	0					
		W-1c	Demonstrate, through the use of models, a reduction of pollutant loadings to adjacent water resources by the use of Best Management Practices (BMPs).		2	0					
		W-1d	Reduction in overall impervious area (post-project impervious surface area to be less than existing).		2	0					
		W-1f	Requirements for staged construction so that less than five acres of bare soil are exposed at any given time and site runoff is controlled.		1	0					
		W-1g	Detecting and documenting non-stormwater discharges from unpermitted sanitary or other residential, commercial or industrial sources that enter the right-of-way or flows that ultimately discharge to the right-of-way but which cannot be eliminated for reasons beyond our control.		1	0					
Water Quality (W)	W-2 Best Management Practices (BMPs)	W-2a	Design features that make use of highly permeable soils to remove surface pollutants from runoff through infiltration trenches or basins, bioretention cells or rain gardens, grass buffers and stormwater wetlands that treat water quality and water quantity requirements in accordance with NYSDOT Highway Design Manual Chapter 8, Appendix B, subsections 2.3.2 and 2.3.3.		2	0					
		W-2b	Use of other structural BMPs including wet or dry swales, sand filters, filter bags, stormwater treatment sys (e.g., oil/grit separators and hydrodynamic devices), underground detention systems or catch basin inserts.		2	0					
		W-2c	Inclusion of “permeable pavement” such as grid pavers where practical.		2	0					
		W-2d	Minimize the project's overall impervious surface area increase.		1	0					
		W-2e	Include grass channels, where appropriate.		1	0					
		W-2f	Designate qualified environmental construction monitor to provide construction oversight in sensitive environmental areas.		2	0					
	M-1 Reuse of Materials	M-1a	Specify that 75% or more of topsoil removed for grading is reused on site.		2	0					
		M-1b	Design the project so that “cut-and-fills” are balanced to within 10 percent.		2	0					
		M-1c	Reuse of excess fill (“spoil”) within the project corridor to minimize project site material in and material out.		2	0					
		M-1d	Specify rubblizing or crack and seating of Portland Cement Concrete pavement.		2	0					
		M-1e	Reuse of previous pavement as subbase during full-depth reconstruction projects.		2	0					
		M-1f	Arranging for the reuse of excess excavated material, asphalt pavement millings, or demolished concrete by another municipality or state agency.		2	0					

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CATEGORY		ID	DESCRIPTION				INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)			
Materials & Resources (M)		M-1g	Specify the processing of demolished concrete to reclaim scrap metals and to create a usable aggregate material.	2	0						
		M-1h	Salvaging removed trees for lumber or similar uses other than standard wood-chipping (e.g. - milling valuable heartwood from ash trees whose outer wood was infected by ash borers, necessitating removal).	2	0						
		M-1i	Use surplus excavated material on nearby state highways for slope flattening to eliminate guide rail or as fill in areas designated by Park officials as acceptable for spoil disposal.	2	0						
		M-1j	Use surplus excavated material, demolished concrete, or millings at nearby abandoned quarries to help fulfill an approved DEC reclamation plan.	2	0						
		M-1k	Specify that 50% or more of topsoil removed for grading is reused on site.	1	0						
		M-1l	Design the project so that cut and fills are balanced to within 25 percent.	1	0						
		M-1m	Reuse (i.e., remove and reset versus remove and replace) of granite curbing.	1	0						
		M-1n	Reuse of elements of the previous structure (stone veneer, decorative railing, etc.).	1	0						
		M-1o	Designing an on-site location for chipped wood waste disposal from clearing and grubbing operations.	1	0						
		M-1p	Specifying the recycling of chipped untreated wood waste for use as mulch and/or ground cover. (Pressure/preservative-treated or painted/coated wood cannot be used as mulch and must be disposed properly).	1	0						
		M-1q	Project documents make scrap metals available for reuse or recycling.	1	0						
		M-1r	Identify approved, environmentally acceptable and permitted sites in the contract documents for the disposal of surplus excavated material.	1	0						
		M-1s	Obtain and implement a project specific DEC Beneficial Use Determination for the innovative re-use of otherwise waste material from a location within NYS.	1	0						
		M-1t	Specify the salvage/moving of houses rather than demo for disposal in landfills.	1	0						
		M-1u	Reuse of major structural elements such as bridge piers, bridge structure, etc. if warranted and appropriate and does not compromise the feature life cycle.	2	0						
	M-2 Recycled Content	M-2a	Use tire shreds in embankments.	2	0						
		M-2b	Use recycled plastic extruded lumber or recycled tire rubber (e.g. for noise barriers).	2	0						
		M-2c	Specify hot-in-place or cold-in-place recycling of hot mix asphalt pavements.	2	2						
M-2d		Specify use of recycled glass in pavements and embankments, as drainage material or filter media where adequate local sources can be obtained.	2	0							
M-2e		Specify asphalt pavement mixes containing Recycled Asphalt Pavement (RAP).	2	0							
M-2f		Specify PCC pavement mixes containing Recycled Concrete Aggregate (RCA).	2	0							

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CATEGORY		ID	DESCRIPTION				INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)			
Materials & Resources (M)		M-2g	Use crumb rubber or recycled plastic for noise barrier material.	2	0						
		M-2h	Use of porous pavement systems in light duty situations (e.g. sidewalks, truck turnarounds, rest stops, parking lots, police turnarounds).	2	0						
	M-3 Local Materials	M-3a	Specify locally available natural light weight fill. Contact Geotechnical staff to help in locating these materials.	2	0						
		M-3b	Specify local seed stock and plants.	2	0						
	M-4 Bio- engineering Techniques	M-4a	Project designs that utilize soil bioengineering treatments (the reliance on plant material for slope protection, rebuilding, stabilization, and erosion control) along water bodies/wetlands.	2	0						
		M-4b	Project designs utilizing soil biotechnical engineering treatments (combination of plant materials and structural elements to achieve slope protection, rebuilding, stabilization, and erosion control) along water bodies/wetlands. Examples are: vegetated crib wall, vegetated gabion, and vegetated mats.	2	0						
		M-4c	Projects using targeted biological control methods to reduce invasive species, such as the release of specific types of beetles to control purple loosestrife.	2	0						
		M-4d	Project designs utilizing soil biotechnical engineering treatments (combination of plant materials and structural elements to achieve slope protection, rebuilding, stabilization, and erosion control) NOT along water bodies or wetlands. Examples include vegetated: crib walls, gabions, Geosynthetic Reinforced Earth Systems (GRES), geocells, and mats.	1	0						
		M-4e	Project designs that utilize soil bioengineering treatments or soil biotechnical engineering treatments in upland areas.	1	0						
	M-5 Hazardous Material Minimization	M-5a	Project design substantially minimizes the need to use hazardous materials (e.g. steel or conc RR ties instead of treated wood), or increases the interval before reconstruction must be performed using hazardous or toxic materials, or improves durability of components containing hazardous substances.	2	0						
		M-5b	Project design specifies less hazardous materials or avoids generating contaminated wastes by reducing the volatile organic compounds (VOCs) or hazardous air pollutants (HAPs) emitted during project construction (e.g., use of non-solvent traffic or bridge paints, lower VOC/nonhazardous air pollutant bridge deck sealers) and by eliminating or reducing toxic metals/components.	2	0						
		M-5c	Removing and disposing of contaminated soils beyond what is necessary for project construction.	2	0						
	E-1 Improved Traffic Flow	E-1a	Special use lane (HOV/Reversible/Bus Express).	3	0						
		E-1b	Innovative interchange design and/or elimination of freeway bottlenecks (diverging diamond, single point urban).	3	0						
		E-1c	Specify new roundabout(s).	3	0						
		E-1d	Implementation of a robust Traffic Management Center / Traveler Information System operation (e.g., TMC, CCTV, VMS freeway detection, ramp metering, road weather info system and/or weigh in motion devices, travel time signs).	3	0						

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CATEGORY		ID	DESCRIPTION				INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)		
Energy & Atmosphere (E)		E-1e	Installation of a closed-loop coordinated signal system.		2	0					
		E-1f	Installation of a transit express system (queue jumper, pre-emptive signals, etc)		2	0					
		E-1g	Expansion of a Traffic Management Center / Traveler Information System operation; for example increasing system coverage significantly (installation of new CCTV, VMS, freeway detection, ramp metering, road weather information system and/or weigh in motion devices, travel time signs, etc.).		2	0					
		E-1h	Implementation of a corridor-wide access management plan.		2	0					
		E-1i	Limiting/consolidating access points along highway.		1	0					
		E-1j	Improving a coordinated signal system and other signal timing and detection systems.		1	0					
		E-1k	Adding bus turnouts.		1	0					
		E-1l	Installing higher capacity controllers (model 2070s) with features to improve flow and reduce delay at intersections.		1	0					
		E-1m	Infill and/or preparation for Traffic Management/Traveler Information System operation (installation of VMS, CCTV, etc.) with existing system coverage to increase or improve density of devices, installation of conduit in anticipation of future Traffic Management/Traveler Information System need, etc.		1	0					
		E-1n	Inclusion of an integrated traffic/incident management/traveler information systems or strategies to manage traffic during construction (queue or speed warning, VMS with real time construction information, tow/HELP vehicles on site/standby, CCTV monitoring of construction zone, etc.).		1	0					
		E-1o	Installation of isolated systems to provide for spot warning (queue warning, truck rollover, low bridge, no trucks allowed, etc.).		1	0					
		E-1p	Road Diet (reduction of travel lanes to incorporate a single bidirectional center turn lane and wider right-hand lanes to accommodate bicycles).		2	0					
	E-2 Reduce Electrical Consumption	E-2a	Solar/battery powered street lighting or warning signs.		2	0					
		E-2b	Replace overhead sign lighting with higher type retro-reflective sign panels.		2	0					
		E-2c	Use of LED street lighting.		2	0					
		E-2d	Solar bus stops.		2	0					
		E-2e	Use of LED warning signs/flashing beacons		1	0					
		E-2e	Retrofit existing street/sign lighting with high efficiency types.		1	0					
	E-3 Reduce	E-3a	Provide new Park & Ride lots.		3	0					

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0					POINTS		Project: D262883 - Rte 28 Old Forge Hamlet to Hamilton Co. Line				
					Available	Scored	PIN: 2118.03		Type: 3 - Reconstruction and New Construction	Element Specific?	No
							Contact Name: Chris Mosher		Ph #: 315 793-2434		
CATEGORY	ID	DESCRIPTION					INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)			
Energy & Atmosphere (E)	Petroleum Consumption	E-3b	Provide new intermodal connections.	3	0						
		E-3c	Increase bicycle amenities at Park & Rides and transit stations (bike lockers/shelters, Web-based reservations system for lockers, providing showers or partnering with health clubs for these services).	2	0						
		E-3e	Operational improvements of an existing Park & Ride lot.	1	0						
		E-3f	Improve an existing intermodal connection (e.g. add BRT station, kiosks, etc.).	1	0						
		E-3g	Reduce mowing areas outside of the clear zone, reestablishing natural ground cover and/or seeding with low maintenance seed species. Example: Incorporation of Conservation Alternative Mowing Practices (CAMPS) techniques/guidance into design plans.	1	0						
		E-3h	Use of warm mix asphalt.	1	0						
		E-3i	Documented analysis proving the project design reduces either the Department's or the local community's carbon footprint (Send analysis to the GreenLITES Program Manager for determination of eligibility).	1	0						
		E-3j	Documented analysis proving the Work Zone Traffic Control scheme chosen is the alternative that overall requires the least amount of petroleum (Send analysis to the GreenLITES Program Manager for determination of eligibility).	1	0						
		E-3k	Improved shading through vegetation at Park & Ride lots to cut down on heat island effect and the use of automotive air conditioning by waiting motorists.	1	0						
	E-4 Improve Bicycle & Pedestrian Facilities	E-4a	New grade-separated (bridge or underpass) bike/pedestrian crossing structure (this item is not for replacements or rehabs).	3	0						
		E-4b	Separate bike lane at intersection.	2	0						
		E-4c	New separated bike path or shoulder widening to provide for on-road bike lane.	2	0						
		E-4d	Create new or extend existing sidewalks.	2	0						
		E-4e	New pedestrian signals.	2	0						
		E-4f	Align roadway and other highway features/structures within ROW as to enable future development of separated multi-use paths or other bike/ped facilities.	2	0						
E-4g		Work with local communities to create parallel bike routes where state roads are not suitable for less experienced cyclists.	2	0							
E-4h		Sidewalk or bikeway rehabilitation, widening, realignment or repair.	1	1							
E-4i		Upgrading pedestrian signals - inclusion of pedestrian buttons and/or addition of audible signal, countdown timers.	1	0							
E-4j		Installation of bikeway signs, "Share the Road" signs, and/or Sharrow (shared lane) pavement markings.	1	0							
	E-4k	Shoulder restoration for bicycling.	1	0							

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CATEGORY		ID	DESCRIPTION			INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)			
Energy & Atmosphere (E)		E-4l	Inclusion of five-rail bridge rail system for bicyclists.	1	0						
		E-4m	Installation of permanent bicycle racks.	1	0						
		E-4n	New crosswalks.	1	0						
		E-4o	New curb bulb-outs.	1	0						
		E-4p	New raised medians/pedestrian refuge islands.	1	0						
		E-4q	New speed hump/speed table/raised intersection.	1	0						
		E-4r	New curbing (where none previously existed), to better define the edge of a roadway and to provide vertical separation of pedestrian facilities; does not include flush, mountable or bridge curbing.	1	0						
		E-4s	New or relocated highway barrier or repeating vertical elements (trees, lampposts, bollards, rural mailboxes, etc) between roadway & walk/bikeway to better separate/delineate motorized and non-motorized travel ways.	1	0						
		E-4t	Installation of bicycle detectors (quadrupoles) at signalized intersections.	1	0						
		E-4u	"All Stop" phase programmed into a traffic signal and/or button actuated "No Turn on Red" LED sign.	1	0						
		E-4v	Permanent digital "Your Speed is XX" radar speed reader signs.	1	0						
		E-4w	Overhead flashing beacon, lighted "Crosswalk" sign, half signal, or pedestrian hybrid ('hawk') signal at pedestrian crossing.	1	0						
		E-4x	Advanced warning of crosswalk with signs and yield pavement markings (white triangles).	1	0						
		E-4y	In street plastic pylon "State law - Yield to Pedestrians within Crosswalk" signs and/or pedestrian self service crosswalk flags.	1	0						
		E-4z	Use of durable cast iron detectible warning units embedded in concrete (rather than surface applied polyurethane, stamped concrete, concrete brick, etc.).	1	0						
		E-4aa	Add/replace crosswalks with high visibility, reduced wear, staggered ladder bar crosswalks (a modified Type L which avoids wheel paths, and is sometimes referred to as a 'piano key' type crosswalk).	1	1						
Atmosphere (E)	E-5 Noise Abatement	E-5a	Construction of a new noise barrier.	2	0						
		E-5b	Incorporate traffic system management techniques to reduce prior noise levels (e.g. use of truck routes, progressive traffic signals, lowering speeds).	2	0						
		E-5c	Provide a buffer zone for adjacent receptors.	2	0						
		E-5d	Provide sound insulation to public schools.	2	0						
		E-5e	Diamond grinding of existing Portland Cement Concrete (PCC) pavement.	1	0						

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CATEGORY		ID	DESCRIPTION			INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)	
Energy & Air Quality		E-5f	Rehabilitation of an existing noise wall.	1	0				
		E-5g	Berms designed to reduce noise.	1	0				
		E-5h	Provide planting to improve perceived noise impacts.	1	0				
	E-6 Stray Light Reduction	E-6a	Retrofit existing light heads with full cut-offs.	2	0				
		E-6c	Use cut-offs on new light heads.	1	0				
Innovation/Unlisted (I)	Incorporation of <i>new or improved</i> ways to provide a more environmentally, economically and/or socially sustainable transportation system (subject to review by GreenLITES Review Team). <i>Up to 4 pts total.</i>								
	I-1 Innovation	I-1a		4	0				
	Incorporation of items/methods into the project which might contribute to sustainability <i>but are not specifically listed above</i> (subject to review by GreenLITES Review Team). <i>Up to 2 pts each, no total limit.</i>								
	I-2 Unlisted	I-2a		2	0				
	Incorporation of items from the <u>NYCDOT Street Design Manual</u> <i>which are not specifically covered under items listed above</i> (list Page & Section #'s in the description). <i>Up to 3 pts total.</i>								
	I-3 NYCDOT Street Design Manual	I-3a		1	0				
Total points scored:					4	Rating: 'Non-Certified'			

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0					POINTS		Project: 390/490 Interchange Improvements - Phase 2				
					Available	Scored	PIN: 4390.3		Type: 3 - Reconstruction and New Construction	Element Specific?	No
							Contact Name: Eric J. Thompson		Ph #: 585-272-3491		
CATEGORY		ID	DESCRIPTION				INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)		
Sustainable Sites (S)	S-1 Alignment Selection	S-1a	Avoidance of previously undeveloped lands (open spaces or “greenfields”).		2	0					
		S-1b	Selecting an alignment that establishes a minimum 100-foot buffer zone between the edge of pavement and a natural watercourse or significantly sized natural wetland to serve the purpose of stormwater filtration.		2	0					
		S-1c	Alignments which minimize overall construction “footprint.” Examples: use of retaining walls, selecting design option with minimal footprint.		2	0					
		S-1d	Design vertical alignments which minimize total earthwork. (Applicable only for projects modifying existing vertical alignments.)		1	0					
		S-1e	Adjust alignment to avoid or minimize impacts to social/environmental resources (avoidance of parklands, wetlands, historic sites, farmlands, residential and commercial buildings, etc.).		1	0					
		S-1f	Alignments that optimize benefits among competing constraints. (The goal is not always the minimum-length alignment, but the one with the best benefit overall.)		1	0					
		S-1g	Micro-adjustments that do not compromise safety or operation but make the difference in providing sufficient clear area for tree planting.		1	0					
		S-1h	Clear zones seeded with seed mixtures that help to reduce maintenance needs and increase carbon sequestration.		1	0					
		S-1i	Provide a depressed roadway alignment.		1	0					
		S-1j	Use of launched soil nails as a more cost effective option to stabilize a slope rather than, for example, closing a road to construct a retaining wall which may negatively affect traffic flow and neighboring properties.		1	1		Soil nails inlieu of slope layback.			
	S-2 Context Sensitive Solutions	S-2a	Adjust or incorporate highway features to respond to the unique character or sense of place (both natural and built) of the area (“Unique character” means whatever identifiable elements make a place distinctive, memorable, important to the community, etc. - landmarks, views, historic bridges & buildings, parkways, characteristic use of materials, a notable stand of trees, etc.).		2	2		Noise wall focus panels to reflect local culture and history.			
		S-2b	Incorporate local or natural materials for substantial visual elements (e.g., bridge fascia, retaining walls).		2	0					
		S-2c	Visual enhancements (screening objectionable views, strategic placement of vegetation, enhancing scenic views, burying utilities, etc.).		2	0					
		S-2d	Period street furniture/lighting/appurtenances.		1	0					
S-2e		Inclusion of visually-contrasting (colored and/or textured) pedestrian crosswalk treatments.		1	0						
S-2g		Incorporates guidance from <i>Section 23 - Aesthetics</i> of the NYS Bridge Manual.		1	0						
S-2h	Site materials selection & detailing to reduce overall urban “heat island” effect.		1	0							
S-2i	Permanently protect viewsheds via environmental or conservation easements.		1	0							
S-2j	Color anodizing of aluminum elements (ITS cabinets, non-decorative light poles, etc.).		1	0							

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							Contact Name: Eric J. Thompson		Ph #: 585-272-3491		
CATEGORY		ID	DESCRIPTION					INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)	
Sustainable Sites (S)		S-2k	Decorative bridge fencing (in lieu of standard chain link).			1	0				
		S-2l	Use of concrete form liners (for bridge approach barriers, parapet walls, retaining walls, noise walls, bridge piers & abutments, etc.)			1	1			Noise wall focus panels to reflect local culture and history.	
		S-2m	Imprinted concrete/asphalt mow strips, gores and/or snow storage areas.			1	0				
	S-3 Land Use/ Community Planning	S-3a	Use of more engaging public participation techniques (e.g. charette, task force).			2	2			Community Involvement Groups utilized during Phase 1 thru 4.	
		S-3b	Enhanced outreach efforts (e.g. newsletters, project-specific Web page, communications issued in multiple languages).			2	2				
		S-3c	Projects better enabling use of public transit (e.g. bus shelters, 'Park & Ride').			2	0				
		S-3d	Projects applying “Walkable Communities” and/or “Complete Streets” concepts.			2	0				
		S-3e	Projects that increase transportation efficiencies for moving freight through features such as dedicated rail or intermodal facilities or the use of unit trains to remove trucks from highways and conserve fuel.			2	0				
		S-3f	Project-specific formal agreement with public or private entities enabling environmental betterment, technological advancement, or financial assistance or relief to the Department.			2	0				
		S-3g	Project is consistent with local and regional plans beyond those generated by the MPO; (e.g., waterfront revitalization plans, greenway plans, the Scenic Byway program, and other statewide non-transportation plans with regional components) and/or local Smart Growth-based master/comprehensive plans.			2	0				
		S-3h	Project reports and community outreach materials available online other than the standard project specific web page.			1	1				
		S-3j	Establishment of a new recreational access facility (trailhead parking, car top boat launch, info/map kiosk).			2	0				
		S-3k	Establishment of a new recreational facility (pocket park, roadside overlook, roadside picnic rest area, etc.).			2	0				
	S-3l	Enhancement of an existing recreational facility or enhancement of an existing recreational facility access.			1	0					
	S-4 Protect, Enhance or Restore Wildlife Habitat	S-4a	Mitigation of habitat fragmentation through use of significant techniques such as consolidated stream, wetland or ecological mitigation areas, or creation of dedicated “eco viaducts.” (Raised roadways that serve to avoid impacts to ecologically important areas such as rare plant communities, diminishing habitats and wildlife migration corridors.).			3	0				
S-4b		Providing for enhancements to existing wildlife habitat (e.g. bird & bat houses, nesting boxes, osprey poles, turtle nesting areas, avoiding piping plover habitat).			2	0					
S-4c		Partial mitigation of habitat fragmentation through techniques (United States Army Corp of Engineers (USACE) regional conditions) such as over-sizing culverts to accommodate aquatic and non-aquatic species passage.			2	2			Oversized replacement culverts		
S-4d		Use of natural-bottomed culverts.			2	2			Oversized replacement culverts with natural bottom.		

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CATEGORY	ID	DESCRIPTION					INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)				
Sustainable Sites (S)		S-4e	Wildlife crossings that are structures that allow for the safe passage of wildlife across highways without their crossing directly on the roadway. Examples include wildlife overpass/underpass and amphibian tunnels.			2	0					
		S-4f	Wetland restoration, enhancement, or establishment that is above and beyond what is required to obtain a wetland-related permit.			2	0					
		S-4g	Minimize use of lands that are part of a significant contiguous wildlife habitat.			1	0					
		S-4h	Use of wildlife mortality reduction measures such as right-of -way fence, moose signs, etc.			1	0					
		S-4k	Stream restoration/enhancement.			1	1		Stream T1A relocated and improved with flood plain areas.			
		S-4l	Installation of mowing markers to protect natural areas and wetlands.			1	0					
		S-4m	Inclusion of scheduling and logistic requirements to avoid disrupting wildlife nesting or breeding activities.			1	1					
		S-4n	Permanently protects the new or expanded habitat through an environmental or conservation easement.			1	0					
	S-5 Protect, Plant or Mitigate for Removal of Trees & Plant Communities	S-5a	Avoidance/protection of significant contiguous stands of established, desirable trees/veg communities, especially those showing signs of self-regeneration.			2	0					
		S-5b	Designs which demonstrate, through a combination of preservation and new planting, an anticipated ultimate (new trees at projected maturity) net increase in tree canopy cover within the project limits.			2	0					
		S-5c	Re-establishment or expansion of native vegetation into reclaimed work areas or abandoned roadway alignments. (e.g. native seed mixes, “re-forestation” approach w/ multiple seedlings rather than traditional large nursery stock, etc.).			2	0					
		S-5d	Use of trees, large shrubs or other suitable vegetation (beach rose, honeysuckle & shrub willows) as living snow fences.			2	0					
		S-5e	Use of native species for seed mixes and other plantings.			1	1					
		S-5f	Avoidance/protection of individual significant trees and localized areas of established desirable vegetation.			1	0					
		S-5g	Designs which demonstrate, through a combination of preservation and new planting, no ultimate (new trees at projected maturity) net loss of tree canopy within the project limits (minimum one-to-one replacement of trees lost) or, if overall available planting area has been reduced, mitigation with trees to the extent possible (either on or off-site) for trees lost.			1	0					
		S-5h	Planting trees, shrubs and/or plant material in lieu of traditional turf grass.			1	0					
		S-5i	Removal of undesirable plant species, in particular removal/burial of invasive species, to preserve desirable overall species diversity.			1	1		Removing Norway Maples			
		S-5j	Preserving, replacing, or enhancing vegetation associated with historic properties or districts, or which maintain the character of unique areas.			1	0					

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CATEGORY		ID	DESCRIPTION				INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)		
Water Quality (W)	W-1 Stormwater Management (Volume & Quality)	W-1a	Improve water quality and/or nearby habitat through the use of stormwater retrofitting, stormwater crediting strategies, stream restoration, additional wetland protection, and inclusion of permanent stormwater mgt practices.		2	2		Install stormwater pond			
		W-1b	Detecting and eliminating any non-stormwater discharges from unpermitted sanitary or other residential, commercial or industrial sources that enter the Right-Of-Way or flows that ultimately discharge to the ROW.		2	0					
		W-1c	Demonstrate, through the use of models, a reduction of pollutant loadings to adjacent water resources by the use of Best Management Practices (BMPs).		2	0					
		W-1d	Reduction in overall impervious area (post-project impervious surface area to be less than existing).		2	0					
		W-1f	Requirements for staged construction so that less than five acres of bare soil are exposed at any given time and site runoff is controlled.		1	0					
		W-1g	Detecting and documenting non-stormwater discharges from unpermitted sanitary or other residential, commercial or industrial sources that enter the right-of-way or flows that ultimately discharge to the right-of-way but which cannot be eliminated for reasons beyond our control.		1	0					
Water Quality (W)	W-2 Best Management Practices (BMPs)	W-2a	Design features that make use of highly permeable soils to remove surface pollutants from runoff through infiltration trenches or basins, bioretention cells or rain gardens, grass buffers and stormwater wetlands that treat water quality and water quantity requirements in accordance with NYSDOT Highway Design Manual Chapter 8, Appendix B, subsections 2.3.2 and 2.3.3.		2	0					
		W-2b	Use of other structural BMPs including wet or dry swales, sand filters, filter bags, stormwater treatment sys (e.g., oil/grit separators and hydrodynamic devices), underground detention systems or catch basin inserts.		2	2		Dry swales			
		W-2c	Inclusion of “permeable pavement” such as grid pavers where practical.		2	0					
		W-2d	Minimize the project's overall impervious surface area increase.		1	0					
		W-2e	Include grass channels, where appropriate.		1	1					
		W-2f	Designate qualified environmental construction monitor to provide construction oversight in sensitive environmental areas.		2	0					
	M-1 Reuse of Materials	M-1a	Specify that 75% or more of topsoil removed for grading is reused on site.		2	2					
		M-1b	Design the project so that “cut-and-fills” are balanced to within 10 percent.		2	0					
		M-1c	Reuse of excess fill (“spoil”) within the project corridor to minimize project site material in and material out.		2	0					
		M-1d	Specify rubblizing or crack and seating of Portland Cement Concrete pavement.		2	0					
		M-1e	Reuse of previous pavement as subbase during full-depth reconstruction projects.		2	0					
		M-1f	Arranging for the reuse of excess excavated material, asphalt pavement millings, or demolished concrete by another municipality or state agency.		2	0					

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CATEGORY		ID	DESCRIPTION					INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)	
Materials & Resources (M)		M-1g	Specify the processing of demolished concrete to reclaim scrap metals and to create a usable aggregate material.			2	0				
		M-1h	Salvaging removed trees for lumber or similar uses other than standard wood-chipping (e.g. - milling valuable heartwood from ash trees whose outer wood was infected by ash borers, necessitating removal).			2	0				
		M-1i	Use surplus excavated material on nearby state highways for slope flattening to eliminate guide rail or as fill in areas designated by Park officials as acceptable for spoil disposal.			2	0				
		M-1j	Use surplus excavated material, demolished concrete, or millings at nearby abandoned quarries to help fulfill an approved DEC reclamation plan.			2	0				
		M-1k	Specify that 50% or more of topsoil removed for grading is reused on site.			1	0				
		M-1l	Design the project so that cut and fills are balanced to within 25 percent.			1	0				
		M-1m	Reuse (i.e., remove and reset versus remove and replace) of granite curbing.			1	0				
		M-1n	Reuse of elements of the previous structure (stone veneer, decorative railing, etc.).			1	0				
		M-1o	Designing an on-site location for chipped wood waste disposal from clearing and grubbing operations.			1	0				
		M-1p	Specifying the recycling of chipped untreated wood waste for use as mulch and/or ground cover. (Pressure/preservative-treated or painted/coated wood cannot be used as mulch and must be disposed properly).			1	0				
		M-1q	Project documents make scrap metals available for reuse or recycling.			1	0				
		M-1r	Identify approved, environmentally acceptable and permitted sites in the contract documents for the disposal of surplus excavated material.			1	0				
		M-1s	Obtain and implement a project specific DEC Beneficial Use Determination for the innovative re-use of otherwise waste material from a location within NYS.			1	0				
		M-1t	Specify the salvage/moving of houses rather than demo for disposal in landfills.			1	0				
		M-1u	Reuse of major structural elements such as bridge piers, bridge structure, etc. if warranted and appropriate and does not compromise the feature life cycle.			2	0				
	M-2 Recycled Content	M-2a	Use tire shreds in embankments.			2	0				
		M-2b	Use recycled plastic extruded lumber or recycled tire rubber (e.g. for noise barriers).			2	0				
		M-2c	Specify hot-in-place or cold-in-place recycling of hot mix asphalt pavements.			2	0				
		M-2d	Specify use of recycled glass in pavements and embankments, as drainage material or filter media where adequate local sources can be obtained.			2	0				
M-2e		Specify asphalt pavement mixes containing Recycled Asphalt Pavement (RAP).			2	0					
M-2f		Specify PCC pavement mixes containing Recycled Concrete Aggregate (RCA).			2	0					

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CATEGORY		ID	DESCRIPTION			INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)			
Materials & Resources (M)		M-2g	Use crumb rubber or recycled plastic for noise barrier material.	2	0						
		M-2h	Use of porous pavement systems in light duty situations (e.g. sidewalks, truck turnarounds, rest stops, parking lots, police turnarounds).	2	0						
	M-3 Local Materials	M-3a	Specify locally available natural light weight fill. Contact Geotechnical staff to help in locating these materials.	2	0						
		M-3b	Specify local seed stock and plants.	2	0						
	M-4 Bio- engineering Techniques	M-4a	Project designs that utilize soil bioengineering treatments (the reliance on plant material for slope protection, rebuilding, stabilization, and erosion control) along water bodies/wetlands.	2	0						
		M-4b	Project designs utilizing soil biotechnical engineering treatments (combination of plant materials and structural elements to achieve slope protection, rebuilding, stabilization, and erosion control) along water bodies/wetlands. Examples are: vegetated crib wall, vegetated gabion, and vegetated mats.	2	0						
		M-4c	Projects using targeted biological control methods to reduce invasive species, such as the release of specific types of beetles to control purple loosestrife.	2	0						
		M-4d	Project designs utilizing soil biotechnical engineering treatments (combination of plant materials and structural elements to achieve slope protection, rebuilding, stabilization, and erosion control) NOT along water bodies or wetlands. Examples include vegetated: crib walls, gabions, Geosynthetic Reinforced Earth Systems (GRES), geocells, and mats.	1	1			GRES system			
		M-4e	Project designs that utilize soil bioengineering treatments or soil biotechnical engineering treatments in upland areas.	1	0						
	M-5 Hazardous Material Minimization	M-5a	Project design substantially minimizes the need to use hazardous materials (e.g. steel or conc RR ties instead of treated wood), or increases the interval before reconstruction must be performed using hazardous or toxic materials, or improves durability of components containing hazardous substances.	2	0						
M-5b		Project design specifies less hazardous materials or avoids generating contaminated wastes by reducing the volatile organic compounds (VOCs) or hazardous air pollutants (HAPs) emitted during project construction (e.g., use of non-solvent traffic or bridge paints, lower VOC/nonhazardous air pollutant bridge deck sealers) and by eliminating or reducing toxic metals/components.	2	0							
M-5c		Removing and disposing of contaminated soils beyond what is necessary for project construction.	2	0							
	E-1 Improved Traffic Flow	E-1a	Special use lane (HOV/Reversible/Bus Express).	3	0						
		E-1b	Innovative interchange design and/or elimination of freeway bottlenecks (diverging diamond, single point urban).	3	0						
		E-1c	Specify new roundabout(s).	3	0						
		E-1d	Implementation of a robust Traffic Management Center / Traveler Information System operation (e.g., TMC, CCTV, VMS freeway detection, ramp metering, road weather info system and/or weigh in motion devices, travel time signs).	3	0						

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0					POINTS		Project: 390/490 Interchange Improvements - Phase 2				
					Available	Scored	PIN: 4390.3		Type: 3 - Reconstruction and New Construction	Element Specific?	No
							Contact Name: Eric J. Thompson		Ph #: 585-272-3491		
CATEGORY		ID	DESCRIPTION				INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)			
Energy & Atmosphere (E)		E-1e	Installation of a closed-loop coordinated signal system.	2	0						
		E-1f	Installation of a transit express system (queue jumper, pre-emptive signals, etc)	2	0						
		E-1g	Expansion of a Traffic Management Center / Traveler Information System operation; for example increasing system coverage significantly (installation of new CCTV, VMS, freeway detection, ramp metering, road weather information system and/or weigh in motion devices, travel time signs, etc.).	2	2			New fiber optic cables, CCTV, and freeway detection.			
		E-1h	Implementation of a corridor-wide access management plan.	2	0						
		E-1i	Limiting/consolidating access points along highway.	1	0						
		E-1j	Improving a coordinated signal system and other signal timing and detection systems.	1	0						
		E-1k	Adding bus turnouts.	1	0						
		E-1l	Installing higher capacity controllers (model 2070s) with features to improve flow and reduce delay at intersections.	1	0						
		E-1m	Infill and/or preparation for Traffic Management/Traveler Information System operation (installation of VMS, CCTV, etc.) with existing system coverage to increase or improve density of devices, installation of conduit in anticipation of future Traffic Management/Traveler Information System need, etc.	1	0						
		E-1n	Inclusion of an integrated traffic/incident management/traveler information systems or strategies to manage traffic during construction (queue or speed warning, VMS with real time construction information, tow/HELP vehicles on site/standby, CCTV monitoring of construction zone, etc.).	1	0						
		E-1o	Installation of isolated systems to provide for spot warning (queue warning, truck rollover, low bridge, no trucks allowed, etc.).	1	0						
		E-1p	Road Diet (reduction of travel lanes to incorporate a single bidirectional center turn lane and wider right-hand lanes to accommodate bicycles).	2	0						
	E-2 Reduce Electrical Consumption	E-2a	Solar/battery powered street lighting or warning signs.	2	0						
		E-2b	Replace overhead sign lighting with higher type retro-reflective sign panels.	2	0						
		E-2c	Use of LED street lighting.	2	2			New street lighting system with LED fixtures.			
		E-2d	Solar bus stops.	2	0						
		E-2e	Use of LED warning signs/flashing beacons	1	0						
		E-2e	Retrofit existing street/sign lighting with high efficiency types.	1	0						
	E-3 Reduce	E-3a	Provide new Park & Ride lots.	3	0						

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					Ph #: 585-272-3491		
CATEGORY	ID	DESCRIPTION	Available	Scored	INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)	
Energy & Atmosphere (E)	Petroleum Consumption	E-3b	Provide new intermodal connections.	3	0		
		E-3c	Increase bicycle amenities at Park & Rides and transit stations (bike lockers/shelters, Web-based reservations system for lockers, providing showers or partnering with health clubs for these services).	2	0		
		E-3e	Operational improvements of an existing Park & Ride lot.	1	0		
		E-3f	Improve an existing intermodal connection (e.g. add BRT station, kiosks, etc.).	1	0		
		E-3g	Reduce mowing areas outside of the clear zone, reestablishing natural ground cover and/or seeding with low maintenance seed species. Example: Incorporation of Conservation Alternative Mowing Practices (CAMPS) techniques/guidance into design plans.	1	0		
		E-3h	Use of warm mix asphalt.	1	1		
		E-3i	Documented analysis proving the project design reduces either the Department's or the local community's carbon footprint (Send analysis to the GreenLITES Program Manager for determination of eligibility).	1	0		
		E-3j	Documented analysis proving the Work Zone Traffic Control scheme chosen is the alternative that overall requires the least amount of petroleum (Send analysis to the GreenLITES Program Manager for determination of eligibility).	1	0		
		E-3k	Improved shading through vegetation at Park & Ride lots to cut down on heat island effect and the use of automotive air conditioning by waiting motorists.	1	0		
	E-4 Improve Bicycle & Pedestrian Facilities	E-4a	New grade-separated (bridge or underpass) bike/pedestrian crossing structure (this item is not for replacements or rehabs).	3	0		
		E-4b	Separate bike lane at intersection.	2	2		Bike lanes designed along Lyell Ave.
		E-4c	New separated bike path or shoulder widening to provide for on-road bike lane.	2	0		
		E-4d	Create new or extend existing sidewalks.	2	2		New sidewalks along Lyell Ave.
		E-4e	New pedestrian signals.	2	0		
		E-4f	Align roadway and other highway features/structures within ROW as to enable future development of separated multi-use paths or other bike/ped facilities.	2	0		
		E-4g	Work with local communities to create parallel bike routes where state roads are not suitable for less experienced cyclists.	2	0		
		E-4h	Sidewalk or bikeway rehabilitation, widening, realignment or repair.	1	0		
		E-4i	Upgrading pedestrian signals - inclusion of pedestrian buttons and/or addition of audible signal, countdown timers.	1	1		
		E-4j	Installation of bikeway signs, "Share the Road" signs, and/or Sharrow (shared lane) pavement markings.	1	0		
		E-4k	Shoulder restoration for bicycling.	1	0		

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CATEGORY		ID	DESCRIPTION			INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)			
Energy & Atmosphere (E)		E-4l	Inclusion of five-rail bridge rail system for bicyclists.	1	0						
		E-4m	Installation of permanent bicycle racks.	1	0						
		E-4n	New crosswalks.	1	0						
		E-4o	New curb bulb-outs.	1	0						
		E-4p	New raised medians/pedestrian refuge islands.	1	0						
		E-4q	New speed hump/speed table/raised intersection.	1	0						
		E-4r	New curbing (where none previously existed), to better define the edge of a roadway and to provide vertical separation of pedestrian facilities; does not include flush, mountable or bridge curbing.	1	1			New curb along Lyell Ave.			
		E-4s	New or relocated highway barrier or repeating vertical elements (trees, lampposts, bollards, rural mailboxes, etc) between roadway & walk/bikeway to better separate/delineate motorized and non-motorized travel ways.	1	0						
		E-4t	Installation of bicycle detectors (quadrupoles) at signalized intersections.	1	0						
		E-4u	"All Stop" phase programmed into a traffic signal and/or button actuated "No Turn on Red" LED sign.	1	1						
		E-4v	Permanent digital "Your Speed is XX" radar speed reader signs.	1	0						
		E-4w	Overhead flashing beacon, lighted "Crosswalk" sign, half signal, or pedestrian hybrid ('hawk') signal at pedestrian crossing.	1	0						
		E-4x	Advanced warning of crosswalk with signs and yield pavement markings (white triangles).	1	0						
		E-4y	In street plastic pylon "State law - Yield to Pedestrians within Crosswalk" signs and/or pedestrian self service crosswalk flags.	1	0						
		E-4z	Use of durable cast iron detectible warning units embedded in concrete (rather than surface applied polyurethane, stamped concrete, concrete brick, etc.).	1	0						
		E-4aa	Add/replace crosswalks with high visibility, reduced wear, staggered ladder bar crosswalks (a modified Type L which avoids wheel paths, and is sometimes referred to as a 'piano key' type crosswalk).	1	0						
	Noise Abatement	E-5a	Construction of a new noise barrier.	2	2			New noise barriers			
		E-5b	Incorporate traffic system management techniques to reduce prior noise levels (e.g. use of truck routes, progressive traffic signals, lowering speeds).	2	0						
		E-5c	Provide a buffer zone for adjacent receptors.	2	0						
E-5d		Provide sound insulation to public schools.	2	0							
E-5e		Diamond grinding of existing Portland Cement Concrete (PCC) pavement.	1	0							

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CATEGORY	ID	DESCRIPTION					INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)	
Energy & Air Quality		E-5f	Rehabilitation of an existing noise wall.		1	0				
		E-5g	Berms designed to reduce noise.		1	0				
		E-5h	Provide planting to improve perceived noise impacts.		1	0				
	E-6 Stray Light Reduction	E-6a	Retrofit existing light heads with full cut-offs.		2	0				
		E-6c	Use cut-offs on new light heads.		1	1			New LED street lights with cut-off.	
Innovation/Unlisted (I)	Incorporation of <i>new or improved</i> ways to provide a more environmentally, economically and/or socially sustainable transportation system (subject to review by GreenLITES Review Team). <i>Up to 4 pts total.</i>									
	I-1 Innovation	I-1a			4	0				
	Incorporation of items/methods into the project which might contribute to sustainability <i>but are not specifically listed above</i> (subject to review by GreenLITES Review Team). <i>Up to 2 pts each, no total limit.</i>									
	I-2 Unlisted	I-2a			2	0				
	Incorporation of items from the <u>NYCDOT Street Design Manual</u> <i>which are not specifically covered under items listed above</i> (list Page & Section #'s in the description). <i>Up to 3 pts total.</i>									
	I-3 NYCDOT Street Design Manual	I-3a			1	0				
	Total points scored:					40	Rating: 'Silver'			

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0					POINTS		Project: HAMBURG STREET SAFETY IMPROVEMENTS				
					Available	Scored	PIN: 1085.33		Type: 3 - Reconstruction and New Construction	Element Specific?	No
							Contact Name: DAVE ROBERTSON		Ph #: (518) 457-8909		
CATEGORY		ID	DESCRIPTION				INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)			
Sustainable Sites (S)	S-1 Alignment Selection	S-1a	Avoidance of previously undeveloped lands (open spaces or “greenfields”).	2	0						
		S-1b	Selecting an alignment that establishes a minimum 100-foot buffer zone between the edge of pavement and a natural watercourse or significantly sized natural wetland to serve the purpose of stormwater filtration.	2	0						
		S-1c	Alignments which minimize overall construction “footprint.” Examples: use of retaining walls, selecting design option with minimal footprint.	2	0						
		S-1d	Design vertical alignments which minimize total earthwork. (Applicable only for projects modifying existing vertical alignments.)	1	1			YES			
		S-1e	Adjust alignment to avoid or minimize impacts to social/environmental resources (avoidance of parklands, wetlands, historic sites, farmlands, residential and commercial buildings, etc.).	1	0						
		S-1f	Alignments that optimize benefits among competing constraints. (The goal is not always the minimum-length alignment, but the one with the best benefit overall.)	1	0						
		S-1g	Micro-adjustments that do not compromise safety or operation but make the difference in providing sufficient clear area for tree planting.	1	0						
		S-1h	Clear zones seeded with seed mixtures that help to reduce maintenance needs and increase carbon sequestration.	1	0						
		S-1i	Provide a depressed roadway alignment.	1	0						
		S-1j	Use of launched soil nails as a more cost effective option to stabilize a slope rather than, for example, closing a road to construct a retaining wall which may negatively affect traffic flow and neighboring properties.	1	0						
	S-2 Context Sensitive Solutions	S-2a	Adjust or incorporate highway features to respond to the unique character or sense of place (both natural and built) of the area (“Unique character” means whatever identifiable elements make a place distinctive, memorable, important to the community, etc. - landmarks, views, historic bridges & buildings, parkways, characteristic use of materials, a notable stand of trees, etc.).	2	0						
		S-2b	Incorporate local or natural materials for substantial visual elements (e.g., bridge fascia, retaining walls).	2	2			RETAINING WALL - EXPOSED AGGREGATE WALL			
		S-2c	Visual enhancements (screening objectionable views, strategic placement of vegetation, enhancing scenic views, burying utilities, etc.).	2	0						
		S-2d	Period street furniture/lighting/appurtenances.	1	0						
		S-2e	Inclusion of visually-contrasting (colored and/or textured) pedestrian crosswalk treatments.	1	0						
		S-2g	Incorporates guidance from <i>Section 23 - Aesthetics</i> of the NYS Bridge Manual.	1	0						
		S-2h	Site materials selection & detailing to reduce overall urban “heat island” effect.	1	0						
		S-2i	Permanently protect viewsheds via environmental or conservation easements.	1	0						
		S-2j	Color anodizing of aluminum elements (ITS cabinets, non-decorative light poles, etc.)	1	0						

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CATEGORY		ID	DESCRIPTION					INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)	
Sustainable Sites (S)		S-2k	Decorative bridge fencing (in lieu of standard chain link).			1	0				
		S-2l	Use of concrete form liners (for bridge approach barriers, parapet walls, retaining walls, noise walls, bridge piers & abutments, etc.)			1	0				
		S-2m	Imprinted concrete/asphalt mow strips, gores and/or snow storage areas.			1	1			WE WILL BE USING IT IN SNOW STORAGE AREAS.	
	S-3 Land Use/ Community Planning	S-3a	Use of more engaging public participation techniques (e.g. charette, task force).			2	0				
		S-3b	Enhanced outreach efforts (e.g. newsletters, project-specific Web page, communications issued in multiple languages).			2	2			WE HAVE A DEDICATED WEB PAGE.	
		S-3c	Projects better enabling use of public transit (e.g. bus shelters, 'Park & Ride').			2	0				
		S-3d	Projects applying “Walkable Communities” and/or “Complete Streets” concepts.			2	0				
		S-3e	Projects that increase transportation efficiencies for moving freight through features such as dedicated rail or intermodal facilities or the use of unit trains to remove trucks from highways and conserve fuel.			2	0				
		S-3f	Project-specific formal agreement with public or private entities enabling environmental betterment, technological advancement, or financial assistance or relief to the Department.			2	0				
		S-3g	Project is consistent with local and regional plans beyond those generated by the MPO; (e.g., waterfront revitalization plans, greenway plans, the Scenic Byway program, and other statewide non-transportation plans with regional components) and/or local Smart Growth-based master/comprehensive plans.			2	0				
		S-3h	Project reports and community outreach materials available online other than the standard project specific web page.			1	0				
		S-3j	Establishment of a new recreational access facility (trailhead parking, car top boat launch, info/map kiosk).			2	0				
		S-3k	Establishment of a new recreational facility (pocket park, roadside overlook, roadside picnic rest area, etc.).			2	0				
	S-3l	Enhancement of an existing recreational facility or enhancement of an existing recreational facility access.			1	0					
	S-4 Protect, Enhance or Restore Wildlife Habitat	S-4a	Mitigation of habitat fragmentation through use of significant techniques such as consolidated stream, wetland or ecological mitigation areas, or creation of dedicated “eco viaducts.” (Raised roadways that serve to avoid impacts to ecologically important areas such as rare plant communities, diminishing habitats and wildlife migration corridors.).			3	0				
S-4b		Providing for enhancements to existing wildlife habitat (e.g. bird & bat houses, nesting boxes, osprey poles, turtle nesting areas, avoiding piping plover habitat).			2	0					
S-4c		Partial mitigation of habitat fragmentation through techniques (United States Army Corp of Engineers (USACE) regional conditions) such as over-sizing culverts to accommodate aquatic and non-aquatic species passage.			2	0					
S-4d		Use of natural-bottomed culverts.			2	0					

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CATEGORY	ID	DESCRIPTION					INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)	
Sustainable Sites (S)		S-4e	Wildlife crossings that are structures that allow for the safe passage of wildlife across highways without their crossing directly on the roadway. Examples include wildlife overpass/underpass and amphibian tunnels.			2	0		
		S-4f	Wetland restoration, enhancement, or establishment that is above and beyond what is required to obtain a wetland-related permit.			2	0		
		S-4g	Minimize use of lands that are part of a significant contiguous wildlife habitat.			1	0		
		S-4h	Use of wildlife mortality reduction measures such as right-of -way fence, moose signs, etc.			1	0		
		S-4k	Stream restoration/enhancement.			1	0		
		S-4l	Installation of mowing markers to protect natural areas and wetlands.			1	0		
		S-4m	Inclusion of scheduling and logistic requirements to avoid disrupting wildlife nesting or breeding activities.			1	0		
		S-4n	Permanently protects the new or expanded habitat through an environmental or conservation easement.			1	0		
	S-5 Protect, Plant or Mitigate for Removal of Trees & Plant Communities	S-5a	Avoidance/protection of significant contiguous stands of established, desirable trees/veg communities, especially those showing signs of self-regeneration.			2	0		
		S-5b	Designs which demonstrate, through a combination of preservation and new planting, an anticipated ultimate (new trees at projected maturity) net increase in tree canopy cover within the project limits.			2	0		
		S-5c	Re-establishment or expansion of native vegetation into reclaimed work areas or abandoned roadway alignments. (e.g. native seed mixes, “re-forestation” approach w/ multiple seedlings rather than traditional large nursery stock, etc.).			2	0		
		S-5d	Use of trees, large shrubs or other suitable vegetation (beach rose, honeysuckle & shrub willows) as living snow fences.			2	0		
		S-5e	Use of native species for seed mixes and other plantings.			1	0		
		S-5f	Avoidance/protection of individual significant trees and localized areas of established desirable vegetation.			1	0		
		S-5g	Designs which demonstrate, through a combination of preservation and new planting, no ultimate (new trees at projected maturity) net loss of tree canopy within the project limits (minimum one-to-one replacement of trees lost) or, if overall available planting area has been reduced, mitigation with trees to the extent possible (either on or off-site) for trees lost.			1	0		
S-5h	Planting trees, shrubs and/or plant material in lieu of traditional turf grass.			1	0				
S-5i	Removal of undesirable plant species, in particular removal/burial of invasive species, to preserve desirable overall species diversity.			1	0				
S-5j	Preserving, replacing, or enhancing vegetation associated with historic properties or districts, or which maintain the character of unique areas.			1	0				

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CATEGORY		ID	DESCRIPTION				INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)	
Water Quality (W)	W-1 Stormwater Management (Volume & Quality)	W-1a	Improve water quality and/or nearby habitat through the use of stormwater retrofitting, stormwater crediting strategies, stream restoration, additional wetland protection, and inclusion of permanent stormwater mgt practices.		2	0				
		W-1b	Detecting and eliminating any non-stormwater discharges from unpermitted sanitary or other residential, commercial or industrial sources that enter the Right-Of-Way or flows that ultimately discharge to the ROW.		2	0				
		W-1c	Demonstrate, through the use of models, a reduction of pollutant loadings to adjacent water resources by the use of Best Management Practices (BMPs).		2	0				
		W-1d	Reduction in overall impervious area (post-project impervious surface area to be less than existing).		2	0				
		W-1f	Requirements for staged construction so that less than five acres of bare soil are exposed at any given time and site runoff is controlled.		1	0				
		W-1g	Detecting and documenting non-stormwater discharges from unpermitted sanitary or other residential, commercial or industrial sources that enter the right-of-way or flows that ultimately discharge to the right-of-way but which cannot be eliminated for reasons beyond our control.		1	0				
Water Quality (W)	W-2 Best Management Practices (BMPs)	W-2a	Design features that make use of highly permeable soils to remove surface pollutants from runoff through infiltration trenches or basins, bioretention cells or rain gardens, grass buffers and stormwater wetlands that treat water quality and water quantity requirements in accordance with NYSDOT Highway Design Manual Chapter 8, Appendix B, subsections 2.3.2 and 2.3.3.		2	0				
		W-2b	Use of other structural BMPs including wet or dry swales, sand filters, filter bags, stormwater treatment sys (e.g., oil/grit separators and hydrodynamic devices), underground detention systems or catch basin inserts.		2	0				
		W-2c	Inclusion of “permeable pavement” such as grid pavers where practical.		2	0				
		W-2d	Minimize the project's overall impervious surface area increase.		1	0				
		W-2e	Include grass channels, where appropriate.		1	0				
		W-2f	Designate qualified environmental construction monitor to provide construction oversight in sensitive environmental areas.		2	0				
	M-1 Reuse of Materials	M-1a	Specify that 75% or more of topsoil removed for grading is reused on site.		2	0				
		M-1b	Design the project so that “cut-and-fills” are balanced to within 10 percent.		2	0				
		M-1c	Reuse of excess fill (“spoil”) within the project corridor to minimize project site material in and material out.		2	0				
		M-1d	Specify rubblizing or crack and seating of Portland Cement Concrete pavement.		2	0				
		M-1e	Reuse of previous pavement as subbase during full-depth reconstruction projects.		2	0				
		M-1f	Arranging for the reuse of excess excavated material, asphalt pavement millings, or demolished concrete by another municipality or state agency.		2	0				

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CATEGORY		ID	DESCRIPTION				INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)			
Materials & Resources (M)		M-1g	Specify the processing of demolished concrete to reclaim scrap metals and to create a usable aggregate material.	2	0						
		M-1h	Salvaging removed trees for lumber or similar uses other than standard wood-chipping (e.g. - milling valuable heartwood from ash trees whose outer wood was infected by ash borers, necessitating removal).	2	0						
		M-1i	Use surplus excavated material on nearby state highways for slope flattening to eliminate guide rail or as fill in areas designated by Park officials as acceptable for spoil disposal.	2	0						
		M-1j	Use surplus excavated material, demolished concrete, or millings at nearby abandoned quarries to help fulfill an approved DEC reclamation plan.	2	0						
		M-1k	Specify that 50% or more of topsoil removed for grading is reused on site.	1	0						
		M-1l	Design the project so that cut and fills are balanced to within 25 percent.	1	0						
		M-1m	Reuse (i.e., remove and reset versus remove and replace) of granite curbing.	1	0						
		M-1n	Reuse of elements of the previous structure (stone veneer, decorative railing, etc.).	1	0						
		M-1o	Designing an on-site location for chipped wood waste disposal from clearing and grubbing operations.	1	0						
		M-1p	Specifying the recycling of chipped untreated wood waste for use as mulch and/or ground cover. (Pressure/preservative-treated or painted/coated wood cannot be used as mulch and must be disposed properly).	1	0						
		M-1q	Project documents make scrap metals available for reuse or recycling.	1	0						
		M-1r	Identify approved, environmentally acceptable and permitted sites in the contract documents for the disposal of surplus excavated material.	1	0						
		M-1s	Obtain and implement a project specific DEC Beneficial Use Determination for the innovative re-use of otherwise waste material from a location within NYS.	1	0						
		M-1t	Specify the salvage/moving of houses rather than demo for disposal in landfills.	1	0						
		M-1u	Reuse of major structural elements such as bridge piers, bridge structure, etc. if warranted and appropriate and does not compromise the feature life cycle.	2	0						
	M-2 Recycled Content	M-2a	Use tire shreds in embankments.	2	0						
		M-2b	Use recycled plastic extruded lumber or recycled tire rubber (e.g. for noise barriers).	2	0						
		M-2c	Specify hot-in-place or cold-in-place recycling of hot mix asphalt pavements.	2	0						
		M-2d	Specify use of recycled glass in pavements and embankments, as drainage material or filter media where adequate local sources can be obtained.	2	0						
M-2e		Specify asphalt pavement mixes containing Recycled Asphalt Pavement (RAP).	2	0							
M-2f		Specify PCC pavement mixes containing Recycled Concrete Aggregate (RCA).	2	0							

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CATEGORY		ID	DESCRIPTION					INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)	
Materials & Resources (M)		M-2g	Use crumb rubber or recycled plastic for noise barrier material.			2	0				
		M-2h	Use of porous pavement systems in light duty situations (e.g. sidewalks, truck turnarounds, rest stops, parking lots, police turnarounds).			2	0				
	M-3 Local Materials	M-3a	Specify locally available natural light weight fill. Contact Geotechnical staff to help in locating these materials.			2	0				
		M-3b	Specify local seed stock and plants.			2	0				
	M-4 Bio- engineering Techniques	M-4a	Project designs that utilize soil bioengineering treatments (the reliance on plant material for slope protection, rebuilding, stabilization, and erosion control) along water bodies/wetlands.			2	0				
		M-4b	Project designs utilizing soil biotechnical engineering treatments (combination of plant materials and structural elements to achieve slope protection, rebuilding, stabilization, and erosion control) along water bodies/wetlands. Examples are: vegetated crib wall, vegetated gabion, and vegetated mats.			2	0				
		M-4c	Projects using targeted biological control methods to reduce invasive species, such as the release of specific types of beetles to control purple loosestrife.			2	0				
		M-4d	Project designs utilizing soil biotechnical engineering treatments (combination of plant materials and structural elements to achieve slope protection, rebuilding, stabilization, and erosion control) NOT along water bodies or wetlands. Examples include vegetated: crib walls, gabions, Geosynthetic Reinforced Earth Systems (GRES), geocells, and mats.			1	0				
		M-4e	Project designs that utilize soil bioengineering treatments or soil biotechnical engineering treatments in upland areas.			1	0				
	M-5 Hazardous Material Minimization	M-5a	Project design substantially minimizes the need to use hazardous materials (e.g. steel or conc RR ties instead of treated wood), or increases the interval before reconstruction must be performed using hazardous or toxic materials, or improves durability of components containing hazardous substances.			2	0				
		M-5b	Project design specifies less hazardous materials or avoids generating contaminated wastes by reducing the volatile organic compounds (VOCs) or hazardous air pollutants (HAPs) emitted during project construction (e.g., use of non-solvent traffic or bridge paints, lower VOC/nonhazardous air pollutant bridge deck sealers) and by eliminating or reducing toxic metals/components.			2	0				
		M-5c	Removing and disposing of contaminated soils beyond what is necessary for project construction.			2	0				
	E-1 Improved Traffic Flow	E-1a	Special use lane (HOV/Reversible/Bus Express).			3	0				
		E-1b	Innovative interchange design and/or elimination of freeway bottlenecks (diverging diamond, single point urban).			3	0				
		E-1c	Specify new roundabout(s).			3	0				
		E-1d	Implementation of a robust Traffic Management Center / Traveler Information System operation (e.g., TMC, CCTV, VMS freeway detection, ramp metering, road weather info system and/or weigh in motion devices, travel time signs).			3	0				

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0					POINTS		Project: HAMBURG STREET SAFETY IMPROVEMENTS					
					Available	Scored	PIN: 1085.33		Type: 3 - Reconstruction and New Construction	Element Specific?	No	
							Contact Name: DAVE ROBERTSON		Ph #: (518) 457-8909			
CATEGORY	ID	DESCRIPTION					INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)			
Energy & Atmosphere (E)	E-1e	Installation of a closed-loop coordinated signal system.			2	0						
	E-1f	Installation of a transit express system (queue jumper, pre-emptive signals, etc)			2	0						
	E-1g	Expansion of a Traffic Management Center / Traveler Information System operation; for example increasing system coverage significantly (installation of new CCTV, VMS, freeway detection, ramp metering, road weather information system and/or weigh in motion devices, travel time signs, etc.).			2	0						
	E-1h	Implementation of a corridor-wide access management plan.			2	0						
	E-1i	Limiting/consolidating access points along highway.			1	0						
	E-1j	Improving a coordinated signal system and other signal timing and detection systems.			1	0						
	E-1k	Adding bus turnouts.			1	0						
	E-1l	Installing higher capacity controllers (model 2070s) with features to improve flow and reduce delay at intersections.			1	0						
	E-1m	Infill and/or preparation for Traffic Management/Traveler Information System operation (installation of VMS, CCTV, etc.) with existing system coverage to increase or improve density of devices, installation of conduit in anticipation of future Traffic Management/Traveler Information System need, etc.			1	0						
	E-1n	Inclusion of an integrated traffic/incident management/traveler information systems or strategies to manage traffic during construction (queue or speed warning, VMS with real time construction information, tow/HELP vehicles on site/standby, CCTV monitoring of construction zone, etc.).			1	0						
	E-1o	Installation of isolated systems to provide for spot warning (queue warning, truck rollover, low bridge, no trucks allowed, etc.).			1	0						
	E-1p	Road Diet (reduction of travel lanes to incorporate a single bidirectional center turn lane and wider right-hand lanes to accommodate bicycles).			2	0						
	E-2 Reduce Electrical Consumption	E-2a	Solar/battery powered street lighting or warning signs.			2	0					
		E-2b	Replace overhead sign lighting with higher type retro-reflective sign panels.			2	0					
		E-2c	Use of LED street lighting.			2	0					
		E-2d	Solar bus stops.			2	0					
		E-2e	Use of LED warning signs/flashing beacons			1	0					
		E-2e	Retrofit existing street/sign lighting with high efficiency types.			1	0					
	E-3 Reduce	E-3a	Provide new Park & Ride lots.			3	0					

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							Contact Name: DAVE ROBERTSON		Ph #: (518) 457-8909	
CATEGORY	ID	DESCRIPTION			INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)			
Energy & Atmosphere (E)	Petroleum Consumption	E-3b	Provide new intermodal connections.	3	0					
		E-3c	Increase bicycle amenities at Park & Rides and transit stations (bike lockers/shelters, Web-based reservations system for lockers, providing showers or partnering with health clubs for these services).	2	0					
		E-3e	Operational improvements of an existing Park & Ride lot.	1	0					
		E-3f	Improve an existing intermodal connection (e.g. add BRT station, kiosks, etc.).	1	0					
		E-3g	Reduce mowing areas outside of the clear zone, reestablishing natural ground cover and/or seeding with low maintenance seed species. Example: Incorporation of Conservation Alternative Mowing Practices (CAMPS) techniques/guidance into design plans.	1	0					
		E-3h	Use of warm mix asphalt.	1	0					
		E-3i	Documented analysis proving the project design reduces either the Department's or the local community's carbon footprint (Send analysis to the GreenLITES Program Manager for determination of eligibility).	1	0					
		E-3j	Documented analysis proving the Work Zone Traffic Control scheme chosen is the alternative that overall requires the least amount of petroleum (Send analysis to the GreenLITES Program Manager for determination of eligibility).	1	0					
		E-3k	Improved shading through vegetation at Park & Ride lots to cut down on heat island effect and the use of automotive air conditioning by waiting motorists.	1	0					
	E-4 Improve Bicycle & Pedestrian Facilities	E-4a	New grade-separated (bridge or underpass) bike/pedestrian crossing structure (this item is not for replacements or rehabs).	3	0					
		E-4b	Separate bike lane at intersection.	2	0					
		E-4c	New separated bike path or shoulder widening to provide for on-road bike lane.	2	0					
		E-4d	Create new or extend existing sidewalks.	2	2		YES			
		E-4e	New pedestrian signals.	2	2		YES			
		E-4f	Align roadway and other highway features/structures within ROW as to enable future development of separated multi-use paths or other bike/ped facilities.	2	0					
E-4g		Work with local communities to create parallel bike routes where state roads are not suitable for less experienced cyclists.	2	0						
E-4h		Sidewalk or bikeway rehabilitation, widening, realignment or repair.	1	1		YES				
E-4i		Upgrading pedestrian signals - inclusion of pedestrian buttons and/or addition of audible signal, countdown timers.	1	1		YES				
E-4j		Installation of bikeway signs, "Share the Road" signs, and/or Sharrow (shared lane) pavement markings.	1	1		YES				
	E-4k	Shoulder restoration for bicycling.	1	0						

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							Contact Name: DAVE ROBERTSON		Ph #: (518) 457-8909		
CATEGORY		ID	DESCRIPTION				INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)			
Energy & Atmosphere (E)		E-4l	Inclusion of five-rail bridge rail system for bicyclists.	1	0						
		E-4m	Installation of permanent bicycle racks.	1	0						
		E-4n	New crosswalks.	1	1			YES			
		E-4o	New curb bulb-outs.	1	0						
		E-4p	New raised medians/pedestrian refuge islands.	1	0						
		E-4q	New speed hump/speed table/raised intersection.	1	0						
		E-4r	New curbing (where none previously existed), to better define the edge of a roadway and to provide vertical separation of pedestrian facilities; does not include flush, mountable or bridge curbing.	1	1			YES			
		E-4s	New or relocated highway barrier or repeating vertical elements (trees, lampposts, bollards, rural mailboxes, etc) between roadway & walk/bikeway to better separate/delineate motorized and non-motorized travel ways.	1	0						
		E-4t	Installation of bicycle detectors (quadrupoles) at signalized intersections.	1	0						
		E-4u	"All Stop" phase programmed into a traffic signal and/or button actuated "No Turn on Red" LED sign.	1	0						
		E-4v	Permanent digital "Your Speed is XX" radar speed reader signs.	1	0						
		E-4w	Overhead flashing beacon, lighted "Crosswalk" sign, half signal, or pedestrian hybrid ('hawk') signal at pedestrian crossing.	1	0						
		E-4x	Advanced warning of crosswalk with signs and yield pavement markings (white triangles).	1	0						
		E-4y	In street plastic pylon "State law - Yield to Pedestrians within Crosswalk" signs and/or pedestrian self service crosswalk flags.	1	0						
		E-4z	Use of durable cast iron detectible warning units embedded in concrete (rather than surface applied polyurethane, stamped concrete, concrete brick, etc.).	1	1			YES			
		E-4aa	Add/replace crosswalks with high visibility, reduced wear, staggered ladder bar crosswalks (a modified Type L which avoids wheel paths, and is sometimes referred to as a 'piano key' type crosswalk).	1	0						
Noise Abatement	E-5a	Construction of a new noise barrier.	2	0							
	E-5b	Incorporate traffic system management techniques to reduce prior noise levels (e.g. use of truck routes, progressive traffic signals, lowering speeds).	2	0							
	E-5c	Provide a buffer zone for adjacent receptors.	2	0							
	E-5d	Provide sound insulation to public schools.	2	0							
	E-5e	Diamond grinding of existing Portland Cement Concrete (PCC) pavement.	1	0							

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					Contact Name: DAVE ROBERTSON			Ph #: (518) 457-8909	
CATEGORY		ID	DESCRIPTION	Available	Scored	INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)		
Energy & Air Quality		E-5f	Rehabilitation of an existing noise wall.	1	0				
		E-5g	Berms designed to reduce noise.	1	0				
		E-5h	Provide planting to improve perceived noise impacts.	1	0				
	E-6 Stray Light Reduction	E-6a	Retrofit existing light heads with full cut-offs.	2	0				
		E-6c	Use cut-offs on new light heads.	1	0				
Innovation/Unlisted (I)	Incorporation of <i>new or improved</i> ways to provide a more environmentally, economically and/or socially sustainable transportation system (subject to review by GreenLITES Review Team). <i>Up to 4 pts total.</i>								
	I-1 Innovation	I-1a		4	0				
	Incorporation of items/methods into the project which might contribute to sustainability <i>but are not specifically listed above</i> (subject to review by GreenLITES Review Team). <i>Up to 2 pts each, no total limit.</i>								
	I-2 Unlisted	I-2a		2	0				
	Incorporation of items from the <u>NYCDOT Street Design Manual</u> <i>which are not specifically covered under items listed above</i> (list Page & Section #'s in the description). <i>Up to 3 pts total.</i>								
	I-3 NYCDOT Street Design Manual	I-3a		1	0				
	Total points scored:					16	Rating: 'Certified'		

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0					POINTS		Project: Safety Improvments NY 231 at Northern State Parkway			
					Available	Scored	PIN: 0011.43		Type: 8 - Intersection Improvement	Element Specific? No
							Contact Name: B. Makadia P.E.		Ph #: 631-952-6921	
CATEGORY		ID	DESCRIPTION				INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)		
Sustainable Sites (S)	S-1 Alignment Selection	S-1a	Avoidance of previously undeveloped lands (open spaces or “greenfields”).	2	0					
		S-1b	Selecting an alignment that establishes a minimum 100-foot buffer zone between the edge of pavement and a natural watercourse or significantly sized natural wetland to serve the purpose of stormwater filtration.	2	0					
		S-1c	Alignments which minimize overall construction “footprint.” Examples: use of retaining walls, selecting design option with minimal footprint.	2	2			Vertical alignment was lowered and designed in a manner to minimize grade changes adjacent to private property on the proposed eastbound NSP to southbound NY 231 Ramp.		
		S-1d	Design vertical alignments which minimize total earthwork. (Applicable only for projects modifying existing vertical alignments.)	1	1			Vertical alignments established so as to minimize and balance earthwork.		
		S-1e	Adjust alignment to avoid or minimize impacts to social/environmental resources (avoidance of parklands, wetlands, historic sites, farmlands, residential and commercial buildings, etc.).	1	1			Horizontal alignments established so as to minimize disturbance to adjacent private property.		
		S-1f	Alignments that optimize benefits among competing constraints. (The goal is not always the minimum-length alignment, but the one with the best benefit overall.)	1	1			Horizontal alignments established based on geometry of best layout configuration.		
		S-1g	Micro-adjustments that do not compromise safety or operation but make the difference in providing sufficient clear area for tree planting.	1	0					
		S-1h	Clear zones seeded with seed mixtures that help to reduce maintenance needs and increase carbon sequestration.	1	1			Turf establishment proposed for all shoulder and grading restoration.		
		S-1i	Provide a depressed roadway alignment.	1	0					
		S-1j	Use of launched soil nails as a more cost effective option to stabilize a slope rather than, for example, closing a road to construct a retaining wall which may negatively affect traffic flow and neighboring properties.	1	0					
	S-2 Context Sensitive Solutions	S-2a	Adjust or incorporate highway features to respond to the unique character or sense of place (both natural and built) of the area (“Unique character” means whatever identifiable elements make a place distinctive, memorable, important to the community, etc. - landmarks, views, historic bridges & buildings, parkways, characteristic use of materials, a notable stand of trees, etc.).	2	0					
		S-2b	Incorporate local or natural materials for substantial visual elements (e.g., bridge fascia, retaining walls).	2	0					
		S-2c	Visual enhancements (screening objectionable views, strategic placement of vegetation, enhancing scenic views, burying utilities, etc.).	2	2			New pavement areas will be screened as much as possible. Planting will be provided.		
		S-2d	Period street furniture/lighting/appurtenances.	1	0					
		S-2e	Inclusion of visually-contrasting (colored and/or textured) pedestrian crosswalk treatments.	1	0					
		S-2g	Incorporates guidance from <i>Section 23 - Aesthetics</i> of the NYS Bridge Manual.	1	0					
		S-2h	Site materials selection & detailing to reduce overall urban “heat island” effect.	1	0					
		S-2i	Permanently protect viewsheds via environmental or conservation easements.	1	0					

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0					POINTS		Project: Safety Improvments NY 231 at Northern State Parkway		
					Available	Scored	PIN: 0011.43 Type: 8 - Intersection Improvement		Element Specific? No
							Contact Name: B. Makadia P.E.		Ph #: 631-952-6921
CATEGORY	ID	DESCRIPTION					INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)	
Sustainable Sites (S)		S-2j	Color anodizing of aluminum elements (ITS cabinets, non-decorative light poles, etc.)			1	1		Colored equipment is required along Parkways. All replacement INFORM cabinets will be colored.
		S-2k	Decorative bridge fencing (in lieu of standard chain link).			1	0		
		S-2l	Use of concrete form liners (for bridge approach barriers, parapet walls, retaining walls, noise walls, bridge piers & abutments, etc.)			1	0		
		S-2m	Imprinted concrete/asphalt mow strips, gores and/or snow storage areas.			1	1		Imprinted concrete will be used where possible.
	S-3 Land Use/ Community Planning	S-3a	Use of more engaging public participation techniques (e.g. charette, task force).			2	2		Public information center was held.
		S-3b	Enhanced outreach efforts (e.g. newsletters, project-specific Web page, communications issued in multiple languages).			2	2		Flyer was published in local newspaper.
		S-3c	Projects better enabling use of public transit (e.g. bus shelters, 'Park & Ride').			2	2		Increased connectivity to existing bus stops with new sidewalk.
		S-3d	Projects applying “Walkable Communities” and/or “Complete Streets” concepts.			2	2		New sidewalk will be installed.
		S-3e	Projects that increase transportation efficiencies for moving freight through features such as dedicated rail or intermodal facilities or the use of unit trains to remove trucks from highways and conserve fuel.			2	0		
		S-3f	Project-specific formal agreement with public or private entities enabling environmental betterment, technological advancement, or financial assistance or relief to the Department.			2	0		
		S-3g	Project is consistent with local and regional plans beyond those generated by the MPO; (e.g., waterfront revitalization plans, greenway plans, the Scenic Byway program, and other statewide non-transportation plans with regional components) and/or local Smart Growth-based master/comprehensive plans.			2	2		Project is compliant with sections of Town Of Huntington Comprehensive plan (Horizons 2020) calling for additional pedestrian facilities and transit connections
		S-3h	Project reports and community outreach materials available online other than the standard project specific web page.			1	1		Project brochure and presentation information was posted on the web.
		S-3j	Establishment of a new recreational access facility (trailhead parking, car top boat launch, info/map kiosk).			2	0		
		S-3k	Establishment of a new recreational facility (pocket park, roadside overlook, roadside picnic rest area, etc.).			2	0		
	S-3l	Enhancement of an existing recreational facility or enhancement of an existing recreational facility access.			1	0			
S-4 Protect, Enhance or Restore Wildlife Habitat	S-4a	Mitigation of habitat fragmentation through use of significant techniques such as consolidated stream, wetland or ecological mitigation areas, or creation of dedicated “eco viaducts.” (Raised roadways that serve to avoid impacts to ecologically important areas such as rare plant communities, diminishing habitats and wildlife migration corridors.).			3	0			
		S-4b	Providing for enhancements to existing wildlife habitat (e.g. bird & bat houses, nesting boxes, osprey poles, turtle nesting areas, avoiding piping plover habitat).			2	0		
		S-4c	Partial mitigation of habitat fragmentation through techniques (United States Army Corp of Engineers (USACE) regional conditions) such as over-sizing culverts to accommodate aquatic and non-aquatic species passage.			2	0		

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0					POINTS		Project: Safety Improvments NY 231 at Northern State Parkway		
					Available	Scored	PIN: 0011.43 Type: 8 - Intersection Improvement		Element Specific? No
							Contact Name: B. Makadia P.E. Ph #: 631-952-6921		
CATEGORY	ID	DESCRIPTION					INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)	
Sustainable Sites (S)	S-4	S-4d	Use of natural-bottomed culverts.	2	0				
		S-4e	Wildlife crossings that are structures that allow for the safe passage of wildlife across highways without their crossing directly on the roadway. Examples include wildlife overpass/underpass and amphibian tunnels.	2	0				
		S-4f	Wetland restoration, enhancement, or establishment that is above and beyond what is required to obtain a wetland-related permit.	2	0				
		S-4g	Minimize use of lands that are part of a significant contiguous wildlife habitat.	1	0				
		S-4h	Use of wildlife mortality reduction measures such as right-of -way fence, moose signs, etc.	1	0				
		S-4k	Stream restoration/enhancement.	1	0				
		S-4l	Installation of mowing markers to protect natural areas and wetlands.	1	0				
		S-4m	Inclusion of scheduling and logistic requirements to avoid disrupting wildlife nesting or breeding activities.	1	1		Work in wooded areas will be done during non Northern Long Eared Bat nesting season.		
		S-4n	Permanently protects the new or expanded habitat through an environmental or conservation easement.	1	0				
	S-5 Protect, Plant or Mitigate for Removal of Trees & Plant Communities	S-5a	Avoidance/protection of significant contiguous stands of established, desirable trees/veg communities, especially those showing signs of self-regeneration.	2	0				
		S-5b	Designs which demonstrate, through a combination of preservation and new planting, an anticipated ultimate (new trees at projected maturity) net increase in tree canopy cover within the project limits.	2	0				
		S-5c	Re-establishment or expansion of native vegetation into reclaimed work areas or abandoned roadway alignments. (e.g. native seed mixes, “re-forestation” approach w/ multiple seedlings rather than traditional large nursery stock, etc.).	2	0				
		S-5d	Use of trees, large shrubs or other suitable vegetation (beach rose, honeysuckle & shrub willows) as living snow fences.	2	0				
		S-5e	Use of native species for seed mixes and other plantings.	1	0				
		S-5f	Avoidance/protection of individual significant trees and localized areas of established desirable vegetation.	1	0				
		S-5g	Designs which demonstrate, through a combination of preservation and new planting, no ultimate (new trees at projected maturity) net loss of tree canopy within the project limits (minimum one-to-one replacement of trees lost) or, if overall available planting area has been reduced, mitigation with trees to the extent possible (either on or off-site) for trees lost.	1	0				
S-5h	Planting trees, shrubs and/or plant material in lieu of traditional turf grass.	1	0						
S-5i	Removal of undesirable plant species, in particular removal/burial of invasive species, to preserve desirable overall species diversity.	1	0						
S-5j	Preserving, replacing, or enhancing vegetation associated with historic properties or districts, or which maintain the character of unique areas.	1	0						

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							Contact Name: B. Makadia P.E. Ph #: 631-952-6921			
CATEGORY		ID	DESCRIPTION				INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)	
Water Quality (W)	W-1 Stormwater Management (Volume & Quality)	W-1a	Improve water quality and/or nearby habitat through the use of stormwater retrofitting, stormwater crediting strategies, stream restoration, additional wetland protection, and inclusion of permanent stormwater mgt practices.		2	0				
		W-1b	Detecting and eliminating any non-stormwater discharges from unpermitted sanitary or other residential, commercial or industrial sources that enter the Right-Of-Way or flows that ultimately discharge to the ROW.		2	0				
		W-1c	Demonstrate, through the use of models, a reduction of pollutant loadings to adjacent water resources by the use of Best Management Practices (BMPs).		2	0				
		W-1d	Reduction in overall impervious area (post-project impervious surface area to be less than existing).		2	0				
		W-1f	Requirements for staged construction so that less than five acres of bare soil are exposed at any given time and site runoff is controlled.		1	0				
		W-1g	Detecting and documenting non-stormwater discharges from unpermitted sanitary or other residential, commercial or industrial sources that enter the right-of-way or flows that ultimately discharge to the right-of-way but which cannot be eliminated for reasons beyond our control.		1	0				
Water Quality (W)	W-2 Best Management Practices (BMPs)	W-2a	Design features that make use of highly permeable soils to remove surface pollutants from runoff through infiltration trenches or basins, bioretention cells or rain gardens, grass buffers and stormwater wetlands that treat water quality and water quantity requirements in accordance with NYSDOT Highway Design Manual Chapter 8, Appendix B, subsections 2.3.2 and 2.3.3.		2	0				
		W-2b	Use of other structural BMPs including wet or dry swales, sand filters, filter bags, stormwater treatment sys (e.g., oil/grit separators and hydrodynamic devices), underground detention systems or catch basin inserts.		2	0				
		W-2c	Inclusion of “permeable pavement” such as grid pavers where practical.		2	0				
		W-2d	Minimize the project's overall impervious surface area increase.		1	0				
		W-2e	Include grass channels, where appropriate.		1	0				
		W-2f	Designate qualified environmental construction monitor to provide construction oversight in sensitive environmental areas.		2	0				
	M-1 Reuse of Materials	M-1a	Specify that 75% or more of topsoil removed for grading is reused on site.		2	0				
		M-1b	Design the project so that “cut-and-fills” are balanced to within 10 percent.		2	0				
		M-1c	Reuse of excess fill (“spoil”) within the project corridor to minimize project site material in and material out.		2	0				
		M-1d	Specify rubblizing or crack and seating of Portland Cement Concrete pavement.		2	0				
		M-1e	Reuse of previous pavement as subbase during full-depth reconstruction projects.		2	0				
		M-1f	Arranging for the reuse of excess excavated material, asphalt pavement millings, or demolished concrete by another municipality or state agency.		2	0				

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0					POINTS		Project: Safety Improvments NY 231 at Northern State Parkway				
					Available	Scored	PIN: 0011.43		Type: 8 - Intersection Improvement	Element Specific? No	
							Contact Name: B. Makadia P.E.		Ph #: 631-952-6921		
CATEGORY	ID	DESCRIPTION					INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)			
Materials & Resources (M)	M-1g	Specify the processing of demolished concrete to reclaim scrap metals and to create a usable aggregate material.	2	0							
	M-1h	Salvaging removed trees for lumber or similar uses other than standard wood-chipping (e.g. - milling valuable heartwood from ash trees whose outer wood was infected by ash borers, necessitating removal).	2	0							
	M-1i	Use surplus excavated material on nearby state highways for slope flattening to eliminate guide rail or as fill in areas designated by Park officials as acceptable for spoil disposal.	2	0							
	M-1j	Use surplus excavated material, demolished concrete, or millings at nearby abandoned quarries to help fulfill an approved DEC reclamation plan.	2	0							
	M-1k	Specify that 50% or more of topsoil removed for grading is reused on site.	1	0							
	M-1l	Design the project so that cut and fills are balanced to within 25 percent.	1	0							
	M-1m	Reuse (i.e., remove and reset versus remove and replace) of granite curbing.	1	0							
	M-1n	Reuse of elements of the previous structure (stone veneer, decorative railing, etc.).	1	0							
	M-1o	Designing an on-site location for chipped wood waste disposal from clearing and grubbing operations.	1	0							
	M-1p	Specifying the recycling of chipped untreated wood waste for use as mulch and/or ground cover. (Pressure/preservative-treated or painted/coated wood cannot be used as mulch and must be disposed properly).	1	0							
	M-1q	Project documents make scrap metals available for reuse or recycling.	1	1				A note to this effect has been added to the General Notes.			
	M-1r	Identify approved, environmentally acceptable and permitted sites in the contract documents for the disposal of surplus excavated material.	1	0							
	M-1s	Obtain and implement a project specific DEC Beneficial Use Determination for the innovative re-use of otherwise waste material from a location within NYS.	1	0							
	M-1t	Specify the salvage/moving of houses rather than demo for disposal in landfills.	1	0							
	M-1u	Reuse of major structural elements such as bridge piers, bridge structure, etc. if warranted and appropriate and does not compromise the feature life cycle.	2	0							
	M-2 Recycled Content	M-2a	Use tire shreds in embankments.	2	0						
		M-2b	Use recycled plastic extruded lumber or recycled tire rubber (e.g. for noise barriers).	2	0						
		M-2c	Specify hot-in-place or cold-in-place recycling of hot mix asphalt pavements.	2	0						
		M-2d	Specify use of recycled glass in pavements and embankments, as drainage material or filter media where adequate local sources can be obtained.	2	0						
		M-2e	Specify asphalt pavement mixes containing Recycled Asphalt Pavement (RAP).	2	2				Special Note will indicate RAP requirements for project		
		M-2f	Specify PCC pavement mixes containing Recycled Concrete Aggregate (RCA).	2	0						

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0					POINTS		Project: Safety Improvments NY 231 at Northern State Parkway		
					Available	Scored	PIN: 0011.43 Type: 8 - Intersection Improvement		Element Specific? No
							Contact Name: B. Makadia P.E.		Ph #: 631-952-6921
CATEGORY		ID	DESCRIPTION			INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)	
Materials & Resources (M)		M-2g	Use crumb rubber or recycled plastic for noise barrier material.	2	0				
		M-2h	Use of porous pavement systems in light duty situations (e.g. sidewalks, truck turnarounds, rest stops, parking lots, police turnarounds).	2	0				
	M-3 Local Materials	M-3a	Specify locally available natural light weight fill. Contact Geotechnical staff to help in locating these materials.	2	0				
		M-3b	Specify local seed stock and plants.	2	0				
	M-4 Bio- engineering Techniques	M-4a	Project designs that utilize soil bioengineering treatments (the reliance on plant material for slope protection, rebuilding, stabilization, and erosion control) along water bodies/wetlands.	2	0				
		M-4b	Project designs utilizing soil biotechnical engineering treatments (combination of plant materials and structural elements to achieve slope protection, rebuilding, stabilization, and erosion control) along water bodies/wetlands. Examples are: vegetated crib wall, vegetated gabion, and vegetated mats.	2	0				
		M-4c	Projects using targeted biological control methods to reduce invasive species, such as the release of specific types of beetles to control purple loosestrife.	2	0				
		M-4d	Project designs utilizing soil biotechnical engineering treatments (combination of plant materials and structural elements to achieve slope protection, rebuilding, stabilization, and erosion control) NOT along water bodies or wetlands. Examples include vegetated: crib walls, gabions, Geosynthetic Reinforced Earth Systems (GRES), geocells, and mats.	1	0				
		M-4e	Project designs that utilize soil bioengineering treatments or soil biotechnical engineering treatments in upland areas.	1	0				
	M-5 Hazardous Material Minimization	M-5a	Project design substantially minimizes the need to use hazardous materials (e.g. steel or conc RR ties instead of treated wood), or increases the interval before reconstruction must be performed using hazardous or toxic materials, or improves durability of components containing hazardous substances.	2	0				
		M-5b	Project design specifies less hazardous materials or avoids generating contaminated wastes by reducing the volatile organic compounds (VOCs) or hazardous air pollutants (HAPs) emitted during project construction (e.g., use of non-solvent traffic or bridge paints, lower VOC/nonhazardous air pollutant bridge deck sealers) and by eliminating or reducing toxic metals/components.	2	0				
		M-5c	Removing and disposing of contaminated soils beyond what is necessary for project construction.	2	0				
	E-1 Improved Traffic Flow	E-1a	Special use lane (HOV/Reversible/Bus Express).	3	0				
		E-1b	Innovative interchange design and/or elimination of freeway bottlenecks (diverging diamond, single point urban).	3	0				
		E-1c	Specify new roundabout(s).	3	0				
		E-1d	Implementation of a robust Traffic Management Center / Traveler Information System operation (e.g., TMC, CCTV, VMS freeway detection, ramp metering, road weather info system and/or weigh in motion devices, travel time signs).	3	0				

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					Available	Scored	PIN: 0011.43		Type: 8 - Intersection Improvement	Element Specific?	No
									Contact Name: B. Makadia P.E.	Ph #: 631-952-6921	
CATEGORY		ID	DESCRIPTION				INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)			
Energy & Atmosphere (E)		E-1e	Installation of a closed-loop coordinated signal system.	2	0						
		E-1f	Installation of a transit express system (queue jumper, pre-emptive signals, etc)	2	0						
		E-1g	Expansion of a Traffic Management Center / Traveler Information System operation; for example increasing system coverage significantly (installation of new CCTV, VMS, freeway detection, ramp metering, road weather information system and/or weigh in motion devices, travel time signs, etc.).	2	0						
		E-1h	Implementation of a corridor-wide access management plan.	2	0						
		E-1i	Limiting/consolidating access points along highway.	1	0						
		E-1j	Improving a coordinated signal system and other signal timing and detection systems.	1	1			New traffic signals will be installed as part of this project.			
		E-1k	Adding bus turnouts.	1	0						
		E-1l	Installing higher capacity controllers (model 2070s) with features to improve flow and reduce delay at intersections.	1	0						
		E-1m	Infill and/or preparation for Traffic Management/Traveler Information System operation (installation of VMS, CCTV, etc.) with existing system coverage to increase or improve density of devices, installation of conduit in anticipation of future Traffic Management/Traveler Information System need, etc.	1	0						
		E-1n	Inclusion of an integrated traffic/incident management/traveler information systems or strategies to manage traffic during construction (queue or speed warning, VMS with real time construction information, tow/HELP vehicles on site/standby, CCTV monitoring of construction zone, etc.).	1	0						
		E-1o	Installation of isolated systems to provide for spot warning (queue warning, truck rollover, low bridge, no trucks allowed, etc.).	1	0						
		E-1p	Road Diet (reduction of travel lanes to incorporate a single bidirectional center turn lane and wider right-hand lanes to accommodate bicycles).	2	0						
	E-2 Reduce Electrical Consumption	E-2a	Solar/battery powered street lighting or warning signs.	2	0						
		E-2b	Replace overhead sign lighting with higher type retro-reflective sign panels.	2	0						
		E-2c	Use of LED street lighting.	2	0						
E-2d		Solar bus stops.	2	0							
E-2e		Use of LED warning signs/flashing beacons	1	0							
E-2e		Retrofit existing street/sign lighting with high efficiency types.	1	0							
E-3 Reduce	E-3a	Provide new Park & Ride lots.	3	0							

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0					POINTS		Project: Safety Improvments NY 231 at Northern State Parkway		
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							Contact Name: B. Makadia P.E.		Ph #: 631-952-6921
CATEGORY	ID	DESCRIPTION			INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)		
Energy & Atmosphere (E)	Petroleum Consumption	E-3b	Provide new intermodal connections.	3	3		New sidewalk along east side of NY Route 231 connects with existing transit stop at NY Route 231 and Deforest Rd.		
		E-3c	Increase bicycle amenities at Park & Rides and transit stations (bike lockers/shelters, Web-based reservations system for lockers, providing showers or partnering with health clubs for these services).	2	0				
		E-3e	Operational improvements of an existing Park & Ride lot.	1	0				
		E-3f	Improve an existing intermodal connection (e.g. add BRT station, kiosks, etc.).	1	0				
		E-3g	Reduce mowing areas outside of the clear zone, reestablishing natural ground cover and/or seeding with low maintenance seed species. Example: Incorporation of Conservation Alternative Mowing Practices (CAMPS) techniques/guidance into design plans.	1	0				
		E-3h	Use of warm mix asphalt.	1	0				
		E-3i	Documented analysis proving the project design reduces either the Department's or the local community's carbon footprint (Send analysis to the GreenLITES Program Manager for determination of eligibility).	1	0				
		E-3j	Documented analysis proving the Work Zone Traffic Control scheme chosen is the alternative that overall requires the least amount of petroleum (Send analysis to the GreenLITES Program Manager for determination of eligibility).	1	0				
		E-3k	Improved shading through vegetation at Park & Ride lots to cut down on heat island effect and the use of automotive air conditioning by waiting motorists.	1	0				
	E-4 Improve Bicycle & Pedestrian Facilities	E-4a	New grade-separated (bridge or underpass) bike/pedestrian crossing structure (this item is not for replacements or rehabs).	3	0				
		E-4b	Separate bike lane at intersection.	2	0				
		E-4c	New separated bike path or shoulder widening to provide for on-road bike lane.	2	0				
		E-4d	Create new or extend existing sidewalks.	2	2		New sidewalk along east side of NY Route 231.		
		E-4e	New pedestrian signals.	2	2		New signal just north of Deforest Rd.		
		E-4f	Align roadway and other highway features/structures within ROW as to enable future development of separated multi-use paths or other bike/ped facilities.	2	0				
		E-4g	Work with local communities to create parallel bike routes where state roads are not suitable for less experienced cyclists.	2	0				
		E-4h	Sidewalk or bikeway rehabilitation, widening, realignment or repair.	1	1		Existing sidewalk north of NSP overpass will be repaired as needed.		
		E-4i	Upgrading pedestrian signals - inclusion of pedestrian buttons and/or addition of audible signal, countdown timers.	1	1		New pedestrian signals will include pedestrian buttons and audible features.		
		E-4j	Installation of bikeway signs, "Share the Road" signs, and/or Sharrow (shared lane) pavement markings.	1	0				

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					Available	Scored	PIN: 0011.43 Type: 8 - Intersection Improvement		Element Specific? No
							Contact Name: B. Makadia P.E.		Ph #: 631-952-6921
CATEGORY	ID	DESCRIPTION					INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)	
Energy & Atmosphere (E)		E-4k	Shoulder restoration for bicycling.	1	0				
		E-4l	Inclusion of five-rail bridge rail system for bicyclists.	1	0				
		E-4m	Installation of permanent bicycle racks.	1	0				
		E-4n	New crosswalks.	1	1			New pedestrian crosswalk with signal just North of Deforest Rd.	
		E-4o	New curb bulb-outs.	1	0				
		E-4p	New raised medians/pedestrian refuge islands.	1	1			Pedestrian safety island will be constructed between the eastbound to northbound ramp and Deforest Road, at NY 231.	
		E-4q	New speed hump/speed table/raised intersection.	1	0				
		E-4r	New curbing (where none previously existed), to better define the edge of a roadway and to provide vertical separation of pedestrian facilities; does not include flush, mountable or bridge curbing.	1	0				
		E-4s	New or relocated highway barrier or repeating vertical elements (trees, lampposts, bollards, rural mailboxes, etc) between roadway & walk/bikeway to better separate/delineate motorized and non-motorized travel ways.	1	0				
		E-4t	Installation of bicycle detectors (quadrupoles) at signalized intersections.	1	0				
		E-4u	"All Stop" phase programmed into a traffic signal and/or button actuated "No Turn on Red" LED sign.	1	0				
		E-4v	Permanent digital "Your Speed is XX" radar speed reader signs.	1	0				
		E-4w	Overhead flashing beacon, lighted "Crosswalk" sign, half signal, or pedestrian hybrid ('hawk') signal at pedestrian crossing.	1	0				
		E-4x	Advanced warning of crosswalk with signs and yield pavement markings (white triangles).	1	0				
		E-4y	In street plastic pylon "State law - Yield to Pedestrians within Crosswalk" signs and/or pedestrian self service crosswalk flags.	1	0				
		E-4z	Use of durable cast iron detectible warning units embedded in concrete (rather than surface applied polyurethane, stamped concrete, concrete brick, etc.).	1	0				
		E-4aa	Add/replace crosswalks with high visibility, reduced wear, staggered ladder bar crosswalks (a modified Type L which avoids wheel paths, and is sometimes referred to as a 'piano key' type crosswalk).	1	1			Crosswalk will be staggered type.	
	E-5 Noise Abatement	E-5a	Construction of a new noise barrier.	2	0				
		E-5b	Incorporate traffic system management techniques to reduce prior noise levels (e.g. use of truck routes, progressive traffic signals, lowering speeds).	2	0				
		E-5c	Provide a buffer zone for adjacent receptors.	2	2			Trees will be used as buffer for new and realigned ramps where feasible.	

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					Available	Scored	PIN: 0011.43		Type: 8 - Intersection Improvement	Element Specific?	No
							Contact Name: B. Makadia P.E.		Ph #: 631-952-6921		
CATEGORY		ID	DESCRIPTION		Available	Scored	INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)		
Energy & Atmosphere		E-5d	Provide sound insulation to public schools.		2	0					
		E-5e	Diamond grinding of existing Portland Cement Concrete (PCC) pavement.		1	1			Diamond grinding is included as part of the project.		
		E-5f	Rehabilitation of an existing noise wall.		1	0					
		E-5g	Berms designed to reduce noise.		1	0					
		E-5h	Provide planting to improve perceived noise impacts.		1	1			Planting will be restored in areas disturbed by proposed ramps.		
	E-6 Stray Light Reduction	E-6a	Retrofit existing light heads with full cut-offs.		2	0					
		E-6c	Use cut-offs on new light heads.		1	0					
Innovation/Unlisted (I)	Incorporation of <i>new or improved</i> ways to provide a more environmentally, economically and/or socially sustainable transportation system (subject to review by GreenLITES Review Team). <i>Up to 4 pts total.</i>										
	I-1 Innovation	I-1a			4	0					
	Incorporation of items/methods into the project which might contribute to sustainability <i>but are not specifically listed above</i> (subject to review by GreenLITES Review Team). <i>Up to 2 pts each, no total limit.</i>										
	I-2 Unlisted	I-2a			2	0					
Incorporation of items from the <u>NYCDOT Street Design Manual</u> which are not specifically covered under items listed above (list Page & Section #'s in the description). <i>Up to 3 pts total.</i>											
I-3 NYCDOT Street Design Manual	I-3a			1	0						
Total points scored:					42		Rating: 'Silver'				

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0					POINTS		Project: Route 5s Broadway to Broad St Safety Project				
					Available	Scored	PIN: 2805.32 Type: 3 - Reconstruction and New Construction		Element Specific?	No	
							Contact Name: Eric Coulter, P.E. Ph #: 518.457.8554				
CATEGORY	ID	DESCRIPTION					INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)			
Sustainable Sites (S)	S-1 Alignment Selection	S-1a	Avoidance of previously undeveloped lands (open spaces or “greenfields”).			2	0				
		S-1b	Selecting an alignment that establishes a minimum 100-foot buffer zone between the edge of pavement and a natural watercourse or significantly sized natural wetland to serve the purpose of stormwater filtration.			2	0				
		S-1c	Alignments which minimize overall construction “footprint.” Examples: use of retaining walls, selecting design option with minimal footprint.			2	0				
		S-1d	Design vertical alignments which minimize total earthwork. (Applicable only for projects modifying existing vertical alignments.)			1	0				
		S-1e	Adjust alignment to avoid or minimize impacts to social/environmental resources (avoidance of parklands, wetlands, historic sites, farmlands, residential and commercial buildings, etc.).			1	0				
		S-1f	Alignments that optimize benefits among competing constraints. (The goal is not always the minimum-length alignment, but the one with the best benefit overall.)			1	0				
		S-1g	Micro-adjustments that do not compromise safety or operation but make the difference in providing sufficient clear area for tree planting.			1	0				
		S-1h	Clear zones seeded with seed mixtures that help to reduce maintenance needs and increase carbon sequestration.			1	0				
		S-1i	Provide a depressed roadway alignment.			1	1		The roadway sheds water away from building structures towards the curbline creating a depressed roadway.		
		S-1j	Use of launched soil nails as a more cost effective option to stabilize a slope rather than, for example, closing a road to construct a retaining wall which may negatively affect traffic flow and neighboring properties.			1	0				
	S-2 Context Sensitive Solutions	S-2a	Adjust or incorporate highway features to respond to the unique character or sense of place (both natural and built) of the area (“Unique character” means whatever identifiable elements make a place distinctive, memorable, important to the community, etc. - landmarks, views, historic bridges & buildings, parkways, characteristic use of materials, a notable stand of trees, etc.).			2	2		This project will refurbish a unique flag structure that is important to the community.		
		S-2b	Incorporate local or natural materials for substantial visual elements (e.g., bridge fascia, retaining walls).			2	0				
		S-2c	Visual enhancements (screening objectionable views, strategic placement of vegetation, enhancing scenic views, burying utilities, etc.).			2	2		This project proposes visual enhancements including over 15 planting beds, buried utilities, and 125 tree plantings.		
		S-2d	Period street furniture/lighting/appurtenances.			1	1		Lighting, trash receptacles and benches are proposed in various locations.		
		S-2e	Inclusion of visually-contrasting (colored and/or textured) pedestrian crosswalk treatments.			1	1		This project includes an on/off street bike track throughout the project. The crosswalks will be green colored blocks as well as the 6' bike lane		
		S-2g	Incorporates guidance from <i>Section 23 - Aesthetics</i> of the NYS Bridge Manual.			1	0				
		S-2h	Site materials selection & detailing to reduce overall urban “heat island” effect.			1	0				
		S-2i	Permanently protect viewsheds via environmental or conservation easements.			1	0				

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0					POINTS		Project: Route 5s Broadway to Broad St Safety Project		
					Available	Scored	PIN: 2805.32 Type: 3 - Reconstruction and New Construction		Element Specific? No
							Contact Name: Eric Coulter, P.E. Ph #: 518.457.8554		
CATEGORY		ID	DESCRIPTION			INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)	
Sustainable Sites (S)		S-2j	Color anodizing of aluminum elements (ITS cabinets, non-decorative light poles, etc.)	1	1			Lighting and Traffic Signal poles will be colored.	
		S-2k	Decorative bridge fencing (in lieu of standard chain link).	1	0				
		S-2l	Use of concrete form liners (for bridge approach barriers, parapet walls, retaining walls, noise walls, bridge piers & abutments, etc.)	1	0				
		S-2m	Imprinted concrete/asphalt mow strips, gores and/or snow storage areas.	1	1			Stamped asphalt and imprinted concrete are proposed throughout the project.	
	S-3 Land Use/ Community Planning	S-3a	Use of more engaging public participation techniques (e.g. charette, task force).	2	0				
		S-3b	Enhanced outreach efforts (e.g. newsletters, project-specific Web page, communications issued in multiple languages).	2	2			Several public meetings were held encouraging public input along with direct outreach to several businesses and community groups and a project specific web page https://www.dot.ny.gov/route5ssafetyproject	
		S-3c	Projects better enabling use of public transit (e.g. bus shelters, 'Park & Ride').	2	0				
		S-3d	Projects applying “Walkable Communities” and/or “Complete Streets” concepts.	2	2			Sidewalks provide connectivity throughout the corridor and implement current ADA standards, in areas where did not previously exist	
		S-3e	Projects that increase transportation efficiencies for moving freight through features such as dedicated rail or intermodal facilities or the use of unit trains to remove trucks from highways and conserve fuel.	2	0				
		S-3f	Project-specific formal agreement with public or private entities enabling environmental betterment, technological advancement, or financial assistance or relief to the Department.	2	0				
		S-3g	Project is consistent with local and regional plans beyond those generated by the MPO; (e.g., waterfront revitalization plans, greenway plans, the Scenic Byway program, and other statewide non-transportation plans with regional components) and/or local Smart Growth-based master/comprehensive plans.	2	0				
		S-3h	Project reports and community outreach materials available online other than the standard project specific web page.	1	0				
		S-3j	Establishment of a new recreational access facility (trailhead parking, car top boat launch, info/map kiosk).	2	2			An informational kiosk is proposed within the project.	
		S-3k	Establishment of a new recreational facility (pocket park, roadside overlook, roadside picnic rest area, etc.).	2	0				
S-3l	Enhancement of an existing recreational facility or enhancement of an existing recreational facility access.	1	1			The existing park will be enhanced.			
S-4 Protect, Enhance or Restore Wildlife Habitat	S-4a	Mitigation of habitat fragmentation through use of significant techniques such as consolidated stream, wetland or ecological mitigation areas, or creation of dedicated “eco viaducts.” (Raised roadways that serve to avoid impacts to ecologically important areas such as rare plant communities, diminishing habitats and wildlife migration corridors.).	3	0					
	S-4b	Providing for enhancements to existing wildlife habitat (e.g. bird & bat houses, nesting boxes, osprey poles, turtle nesting areas, avoiding piping plover habitat).	2	0					

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					Available	Scored	PIN: 2805.32		Type: 3 - Reconstruction and New Construction	Element Specific?	No
							Contact Name: Eric Coulter, P.E.		Ph #: 518.457.8554		
CATEGORY	ID	DESCRIPTION					INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)		
Sustainable Sites (S)		S-4c	Partial mitigation of habitat fragmentation through techniques (United States Army Corp of Engineers (USACE) regional conditions) such as over-sizing culverts to accommodate aquatic and non-aquatic species passage.			2	0				
		S-4d	Use of natural-bottomed culverts.			2	0				
		S-4e	Wildlife crossings that are structures that allow for the safe passage of wildlife across highways without their crossing directly on the roadway. Examples include wildlife overpass/underpass and amphibian tunnels.			2	0				
		S-4f	Wetland restoration, enhancement, or establishment that is above and beyond what is required to obtain a wetland-related permit.			2	0				
		S-4g	Minimize use of lands that are part of a significant contiguous wildlife habitat.			1	0				
		S-4h	Use of wildlife mortality reduction measures such as right-of -way fence, moose signs, etc.			1	0				
		S-4k	Stream restoration/enhancement.			1	0				
		S-4l	Installation of mowing markers to protect natural areas and wetlands.			1	0				
		S-4m	Inclusion of scheduling and logistic requirements to avoid disrupting wildlife nesting or breeding activities.			1	1		Tree cutting seasonal restrictions to minimixze impact to T&E species		
		S-4n	Permanently protects the new or expanded habitat through an environmental or conservation easement.			1	0				
	S-5 Protect, Plant or Mitigate for Removal of Trees & Plant Communities	S-5a	Avoidance/protection of significant contiguous stands of established, desirable trees/veg communities, especially those showing signs of self-regeneration.			2	0				
		S-5b	Designs which demonstrate, through a combination of preservation and new planting, an anticipated ultimate (new trees at projected maturity) net increase in tree canopy cover within the project limits.			2	2				
		S-5c	Re-establishment or expansion of native vegetation into reclaimed work areas or abandoned roadway alignments. (e.g. native seed mixes, “re-forestation” approach w/ multiple seedlings rather than traditional large nursery stock, etc.).			2	0				
		S-5d	Use of trees, large shrubs or other suitable vegetation (beach rose, honeysuckle & shrub willows) as living snow fences.			2	0				
		S-5e	Use of native species for seed mixes and other plantings.			1	1				
	S-5f	Avoidance/protection of individual significant trees and localized areas of established desirable vegetation.			1	0					
	S-5g	Designs which demonstrate, through a combination of preservation and new planting, no ultimate (new trees at projected maturity) net loss of tree canopy within the project limits (minimum one-to-one replacement of trees lost) or, if overall available planting area has been reduced, mitigation with trees to the extent possible (either on or off-site) for trees lost.			1	0					
	S-5h	Planting trees, shrubs and/or plant material in lieu of traditional turf grass.			1	1					

GreenLITES Project Environmental Sustainability Rating System Scorecard v 2.1.0					POINTS		Project: Route 5s Broadway to Broad St Safety Project		
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							Contact Name: Eric Coulter, P.E.		
CATEGORY		ID	DESCRIPTION				INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)	
		S-5i	Removal of undesirable plant species, in particular removal/burial of invasive species, to preserve desirable overall species diversity.		1	0			
		S-5j	Preserving, replacing, or enhancing vegetation associated with historic properties or districts, or which maintain the character of unique areas.		1	1			
Water Quality (W)	W-1 Stormwater Management (Volume & Quality)	W-1a	Improve water quality and/or nearby habitat through the use of stormwater retrofitting, stormwater crediting strategies, stream restoration, additional wetland protection, and inclusion of permanent stormwater mgt practices.		2	0			
		W-1b	Detecting and eliminating any non-stormwater discharges from unpermitted sanitary or other residential, commercial or industrial sources that enter the Right-Of-Way or flows that ultimately discharge to the ROW.		2	2		Redirecting storm runoff from combined sanitray sewer system to separtaed system	
		W-1c	Demonstrate, through the use of models, a reduction of pollutant loadings to adjacent water resources by the use of Best Management Practices (BMPs).		2	0			
		W-1d	Reduction in overall impervious area (post-project impervious surface area to be less than existing).		2	2			
		W-1f	Requirements for staged construction so that less than five acres of bare soil are exposed at any given time and site runoff is controlled.		1	1			
		W-1g	Detecting and documenting non-stormwater discharges from unpermitted sanitary or other residential, commercial or industrial sources that enter the right-of-way or flows that ultimately discharge to the right-of-way but which cannot be eliminated for reasons beyond our control.		1	0			
Water Quality (W)	W-2 Best Management Practices (BMPs)	W-2a	Design features that make use of highly permeable soils to remove surface pollutants from runoff through infiltration trenches or basins, bioretention cells or rain gardens, grass buffers and stormwater wetlands that treat water quality and water quantity requirements in accordance with NYSDOT Highway Design Manual Chapter 8, Appendix B, subsections 2.3.2 and 2.3.3.		2	0			
		W-2b	Use of other structural BMPs including wet or dry swales, sand filters, filter bags, stormwater treatment sys (e.g., oil/grit separators and hydrodynamic devices), underground detention systems or catch basin inserts.		2	0			
		W-2c	Inclusion of “permeable pavement” such as grid pavers where practical.		2	0			
		W-2d	Minimize the project's overall impervious surface area increase.		1	0			
		W-2e	Include grass channels, where appropriate.		1	1			
		W-2f	Designate qualified environmental construction monitor to provide construction oversight in sensitive environmental areas.		2	0			
	M-1 Reuse of Materials	M-1a	Specify that 75% or more of topsoil removed for grading is reused on site.		2	0			
		M-1b	Design the project so that “cut-and-fills” are balanced to within 10 percent.		2	0			
		M-1c	Reuse of excess fill (“spoil”) within the project corridor to minimize project site material in and material out.		2	0			
		M-1d	Specify rubblizing or crack and seating of Portland Cement Concrete pavement.		2	0			

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CATEGORY	ID	DESCRIPTION	Available	Scored	INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)	
Materials & Resources (M)	M-1e	Reuse of previous pavement as subbase during full-depth reconstruction projects.	2	0			
	M-1f	Arranging for the reuse of excess excavated material, asphalt pavement millings, or demolished concrete by another municipality or state agency.	2	2		City of utica	
	M-1g	Specify the processing of demolished concrete to reclaim scrap metals and to create a usable aggregate material.	2	2			
	M-1h	Salvaging removed trees for lumber or similar uses other than standard wood-chipping (e.g. - milling valuable heartwood from ash trees whose outer wood was infected by ash borers, necessitating removal).	2	0			
	M-1i	Use surplus excavated material on nearby state highways for slope flattening to eliminate guide rail or as fill in areas designated by Park officials as acceptable for spoil disposal.	2	0			
	M-1j	Use surplus excavated material, demolished concrete, or millings at nearby abandoned quarries to help fulfill an approved DEC reclamation plan.	2	0			
	M-1k	Specify that 50% or more of topsoil removed for grading is reused on site.	1	0			
	M-1l	Design the project so that cut and fills are balanced to within 25 percent.	1	0			
	M-1m	Reuse (i.e., remove and reset versus remove and replace) of granite curbing.	1	0			
	M-1n	Reuse of elements of the previous structure (stone veneer, decorative railing, etc.).	1	0			
	M-1o	Designing an on-site location for chipped wood waste disposal from clearing and grubbing operations.	1	0			
	M-1p	Specifying the recycling of chipped untreated wood waste for use as mulch and/or ground cover. (Pressure/preservative-treated or painted/coated wood cannot be used as mulch and must be disposed properly).	1	0			
	M-1q	Project documents make scrap metals available for reuse or recycling.	1	1		Special note in proposal, reuse of drainage grates and manholes	
	M-1r	Identify approved, environmentally acceptable and permitted sites in the contract documents for the disposal of surplus excavated material.	1	0			
	M-1s	Obtain and implement a project specific DEC Beneficial Use Determination for the innovative re-use of otherwise waste material from a location within NYS.	1	0			
	M-1t	Specify the salvage/moving of houses rather than demo for disposal in landfills.	1	0			
	M-1u	Reuse of major structural elements such as bridge piers, bridge structure, etc. if warranted and appropriate and does not compromise the feature life cycle.	2	0			
	M-2 Recycled Content	M-2a	Use tire shreds in embankments.	2	0		
		M-2b	Use recycled plastic extruded lumber or recycled tire rubber (e.g. for noise barriers).	2	0		
		M-2c	Specify hot-in-place or cold-in-place recycling of hot mix asphalt pavements.	2	0		
		M-2d	Specify use of recycled glass in pavements and embankments, as drainage material or filter media where adequate local sources can be obtained.	2	0		

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CATEGORY		ID	DESCRIPTION				INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)	
Materials & Resources (M)		M-2e	Specify asphalt pavement mixes containing Recycled Asphalt Pavement (RAP).		2	0			
		M-2f	Specify PCC pavement mixes containing Recycled Concrete Aggregate (RCA).		2	0			
		M-2g	Use crumb rubber or recycled plastic for noise barrier material.		2	0			
		M-2h	Use of porous pavement systems in light duty situations (e.g. sidewalks, truck turnarounds, rest stops, parking lots, police turnarounds).		2	0			
	M-3 Local Materials	M-3a	Specify locally available natural light weight fill. Contact Geotechnical staff to help in locating these materials.		2	0			
		M-3b	Specify local seed stock and plants.		2	0			
	M-4 Bio-engineering Techniques	M-4a	Project designs that utilize soil bioengineering treatments (the reliance on plant material for slope protection, rebuilding, stabilization, and erosion control) along water bodies/wetlands.		2	0			
		M-4b	Project designs utilizing soil biotechnical engineering treatments (combination of plant materials and structural elements to achieve slope protection, rebuilding, stabilization, and erosion control) along water bodies/wetlands. Examples are: vegetated crib wall, vegetated gabion, and vegetated mats.		2	0			
		M-4c	Projects using targeted biological control methods to reduce invasive species, such as the release of specific types of beetles to control purple loosestrife.		2	0			
		M-4d	Project designs utilizing soil biotechnical engineering treatments (combination of plant materials and structural elements to achieve slope protection, rebuilding, stabilization, and erosion control) NOT along water bodies or wetlands. Examples include vegetated: crib walls, gabions, Geosynthetic Reinforced Earth Systems (GRES), geocells, and mats.		1	0			
		M-4e	Project designs that utilize soil bioengineering treatments or soil biotechnical engineering treatments in upland areas.		1	0			
Materials & Resources (M)	M-5 Hazardous Material Minimization	M-5a	Project design substantially minimizes the need to use hazardous materials (e.g. steel or conc RR ties instead of treated wood), or increases the interval before reconstruction must be performed using hazardous or toxic materials, or improves durability of components containing hazardous substances.		2	0			
		M-5b	Project design specifies less hazardous materials or avoids generating contaminated wastes by reducing the volatile organic compounds (VOCs) or hazardous air pollutants (HAPs) emitted during project construction (e.g., use of non-solvent traffic or bridge paints, lower VOC/nonhazardous air pollutant bridge deck sealers) and by eliminating or reducing toxic metals/components.		2	0			
		M-5c	Removing and disposing of contaminated soils beyond what is necessary for project construction.		2	0			
	E-1 Improved Traffic Flow	E-1a	Special use lane (HOV/Reversible/Bus Express).		3	0			
		E-1b	Innovative interchange design and/or elimination of freeway bottlenecks (diverging diamond, single point urban).		3	0			
		E-1c	Specify new roundabout(s).		3	3		Intersection of John Street & Rt. 5S	

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CATEGORY	ID	DESCRIPTION					INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)				
Energy & Atmosphere (E)	E-1d	Implementation of a robust Traffic Management Center / Traveler Information System operation (e.g., TMC, CCTV, VMS freeway detection, ramp metering, road weather info system and/or weigh in motion devices, travel time signs).			3	0						
	E-1e	Installation of a closed-loop coordinated signal system.			2	0						
	E-1f	Installation of a transit express system (queue jumper, pre-emptive signals, etc)			2	0						
	E-1g	Expansion of a Traffic Management Center / Traveler Information System operation; for example increasing system coverage significantly (installation of new CCTV, VMS, freeway detection, ramp metering, road weather information system and/or weigh in motion devices, travel time signs, etc.).			2	0						
	E-1h	Implementation of a corridor-wide access management plan.			2	0						
	E-1i	Limiting/consolidating access points along highway.			1	1		Driveways removed and combined or relocated off system				
	E-1j	Improving a coordinated signal system and other signal timing and detection systems.			1	1						
	E-1k	Adding bus turnouts.			1	0						
	E-1l	Installing higher capacity controllers (model 2070s) with features to improve flow and reduce delay at intersections.			1	1		2070s controller				
	E-1m	Infill and/or preparation for Traffic Management/Traveler Information System operation (installation of VMS, CCTV, etc.) with existing system coverage to increase or improve density of devices, installation of conduit in anticipation of future Traffic Management/Traveler Information System need, etc.			1	0						
	E-1n	Inclusion of an integrated traffic/incident management/traveler information systems or strategies to manage traffic during construction (queue or speed warning, VMS with real time construction information, tow/HELP vehicles on site/standby, CCTV monitoring of construction zone, etc.).			1	0						
	E-1o	Installation of isolated systems to provide for spot warning (queue warning, truck rollover, low bridge, no trucks allowed, etc.).			1	0						
	E-1p	Road Diet (reduction of travel lanes to incorporate a single bidirectional center turn lane and wider right-hand lanes to accommodate bicycles).			2	2		3 lanes to 2 lanes in each direction				
	E-2 Reduce Electrical Consumption	E-2a	Solar/battery powered street lighting or warning signs.			2	0					
		E-2b	Replace overhead sign lighting with higher type retro-reflective sign panels.			2	0					
		E-2c	Use of LED street lighting.			2	2					
		E-2d	Solar bus stops.			2	0					
		E-2e	Use of LED warning signs/flashing beacons			1	1		RFFBs			
		E-2e	Retrofit existing street/sign lighting with high efficiency types.			1	0					

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CATEGORY	ID	DESCRIPTION	Available	Scored	INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)	
Energy & Atmosphere (E)	E-3 Reduce Petroleum Consumption	E-3a	Provide new Park & Ride lots.	3	0		
		E-3b	Provide new intermodal connections.	3	0		
		E-3c	Increase bicycle amenities at Park & Rides and transit stations (bike lockers/shelters, Web-based reservations system for lockers, providing showers or partnering with health clubs for these services).	2	0		
		E-3e	Operational improvements of an existing Park & Ride lot.	1	0		
		E-3f	Improve an existing intermodal connection (e.g. add BRT station, kiosks, etc.).	1	0		
		E-3g	Reduce mowing areas outside of the clear zone, reestablishing natural ground cover and/or seeding with low maintenance seed species. Example: Incorporation of Conservation Alternative Mowing Practices (CAMPS) techniques/guidance into design plans.	1	0		
		E-3h	Use of warm mix asphalt.	1	1		WMA proposed throughout
		E-3i	Documented analysis proving the project design reduces either the Department's or the local community's carbon footprint (Send analysis to the GreenLITES Program Manager for determination of eligibility).	1	1		CO2 output reduction based on travel time delay reduction
		E-3j	Documented analysis proving the Work Zone Traffic Control scheme chosen is the alternative that overall requires the least amount of petroleum (Send analysis to the GreenLITES Program Manager for determination of eligibility).	1	0		
		E-3k	Improved shading through vegetation at Park & Ride lots to cut down on heat island effect and the use of automotive air conditioning by waiting motorists.	1	0		
	E-4 Improve Bicycle & Pedestrian Facilities	E-4a	New grade-separated (bridge or underpass) bike/pedestrian crossing structure (this item is not for replacements or rehabs).	3	0		
		E-4b	Separate bike lane at intersection.	2	2		separate bike lanes at through and at intersections colored green
		E-4c	New separated bike path or shoulder widening to provide for on-road bike lane.	2	2		both on and off street systems colored green
		E-4d	Create new or extend existing sidewalks.	2	2		
		E-4e	New pedestrian signals.	2	2		
		E-4f	Align roadway and other highway features/structures within ROW as to enable future development of separated multi-use paths or other bike/ped facilities.	2	2		
		E-4g	Work with local communities to create parallel bike routes where state roads are not suitable for less experienced cyclists.	2	2		
		E-4h	Sidewalk or bikeway rehabilitation, widening, realignment or repair.	1	1		
		E-4i	Upgrading pedestrian signals - inclusion of pedestrian buttons and/or addition of audible signal, countdown timers.	1	1		
		E-4j	Installation of bikeway signs, "Share the Road" signs, and/or Sharrow (shared lane) pavement markings.	1	1		

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CATEGORY		ID	DESCRIPTION			INSTRUCTIONS		EXPLANATION OR COMMENTS (optional)	
Energy & Atmosphere (E)		E-4k	Shoulder restoration for bicycling.	1	0				
		E-4l	Inclusion of five-rail bridge rail system for bicyclists.	1	0				
		E-4m	Installation of permanent bicycle racks.	1	1		park area		
		E-4n	New crosswalks.	1	1				
		E-4o	New curb bulb-outs.	1	1				
		E-4p	New raised medians/pedestrian refuge islands.	1	1				
		E-4q	New speed hump/speed table/raised intersection.	1	0				
		E-4r	New curbing (where none previously existed), to better define the edge of a roadway and to provide vertical separation of pedestrian facilities; does not include flush, mountable or bridge curbing.	1	1				
		E-4s	New or relocated highway barrier or repeating vertical elements (trees, lampposts, bollards, rural mailboxes, etc) between roadway & walk/bikeway to better separate/delineate motorized and non-motorized travel ways.	1	1				
		E-4t	Installation of bicycle detectors (quadrupoles) at signalized intersections.	1	0				
		E-4u	"All Stop" phase programmed into a traffic signal and/or button actuated "No Turn on Red" LED sign.	1	0				
		E-4v	Permanent digital "Your Speed is XX" radar speed reader signs.	1	1		WB direction between 2nd and Broad		
		E-4w	Overhead flashing beacon, lighted "Crosswalk" sign, half signal, or pedestrian hybrid ('hawk') signal at pedestrian crossing.	1	0				
		E-4x	Advanced warning of crosswalk with signs and yield pavement markings (white triangles).	1	1		roundabout		
		E-4y	In street plastic pylon "State law - Yield to Pedestrians within Crosswalk" signs and/or pedestrian self service crosswalk flags.	1	0				
		E-4z	Use of durable cast iron detectible warning units embedded in concrete (rather than surface applied polyurethane, stamped concrete, concrete brick, etc.).	1	1				
	E-4aa	Add/replace crosswalks with high visibility, reduced wear, staggered ladder bar crosswalks (a modified Type L which avoids wheel paths, and is sometimes referred to as a 'piano key' type crosswalk).	1	1					
	E-5 Noise Abatement	E-5a	Construction of a new noise barrier.	2	0				
		E-5b	Incorporate traffic system management techniques to reduce prior noise levels (e.g. use of truck routes, progressive traffic signals, lowering speeds).	2	0				
		E-5c	Provide a buffer zone for adjacent receptors.	2	0				
E-5d		Provide sound insulation to public schools.	2	0					

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CATEGORY		ID	DESCRIPTION	Available	Scored	INSTRUCTIONS	EXPLANATION OR COMMENTS (optional)		
Energy & Atmosp		E-5e	Diamond grinding of existing Portland Cement Concrete (PCC) pavement.	1	0				
		E-5f	Rehabilitation of an existing noise wall.	1	0				
		E-5g	Berms designed to reduce noise.	1	0				
		E-5h	Provide planting to improve perceived noise impacts.	1	0				
	E-6 Stray Light Reduction	E-6a	Retrofit existing light heads with full cut-offs.	2	0				
		E-6c	Use cut-offs on new light heads.	1	0				
Innovation/Unlisted (I)	Incorporation of <i>new or improved</i> ways to provide a more environmentally, economically and/or socially sustainable transportation system (subject to review by GreenLITES Review Team). <i>Up to 4 pts total.</i>								
	I-1 Innovation	I-1a		4	0				
	Incorporation of items/methods into the project which might contribute to sustainability <i>but are not specifically listed above</i> (subject to review by GreenLITES Review Team). <i>Up to 2 pts each, no total limit.</i>								
	I-2 Unlisted	I-2a		2	0				
	Incorporation of items from the <u>NYCDOT Street Design Manual</u> which are not specifically covered under items listed above (list Page & Section #'s in the description). <i>Up to 3 pts total.</i>								
	I-3 NYCDOT Street Design Manual	I-3a		1	0				
Total points scored:					71	Rating: 'Evergreen'	Subject to review by the GreenLITES Review Team.		