

**Evaluations for the Draft 2007-12 TIP
For June 27, 2007 Planning Committee Meeting**

At its June 15, 2007 meeting, the Planning Committee decided to evaluate the two candidate projects put forward by Region One for STP-Flex Advance Construction funds (NY 5 Mill & Fill, and NY 2 Resurfacing). The CDTC staff has evaluated them in accordance with its past procedures. The following pages are the Fact Sheets for those two candidate projects. Also included is the Fact Sheet for an additional candidate that the Region is not putting forward at this time (NY 9J Resurfacing). The Region requested it be evaluated also in case the need arises to substitute it for one of the current candidates.

In order to compare the value of the candidates put forward by the Region, a different handout shows the vital information for all candidate pavement projects evaluated for the 2003-08 TIP. Projects in bold print were funded as part of the update. Note that the benefit/cost ratio of projects that were added to the TIP was 8.5 and higher. Projects not funded had benefit/cost ratios of 7.9 or lower.

Likewise, another handout shows the information for the three candidate projects that were approved for NHS funds in the last update (2005-10). Their benefit/cost ratios ranged from 4.1 to 16.8, and in the absence of competition, all were funded.

CENTRAL AVENUE (NY 5) PAVEMENT MAINTENANCE: FULLER TO WOLF AND WOOLARD TO NEW KARNER

<p>LOCATION: Colonie (Town/Village), Albany Co.</p> <p>DESCRIPTION: Deep pavement mill and two course overlay curb to curb, repairs/corrections to existing drainage structures, explore treating New Karner and Fuller intersections with whitetop concrete treatment.</p> <p>PROJECT TYPE: Maintenance Paving</p> <p>COST: \$7.46 M (Construction and Construction Inspection only)</p> <p>LIFE: 12 yr</p> <p>SPONSOR: NYSDOT</p> <p>CURRENT CONDITION: New Karner to Woolard = 6, Wolf to Fuller = 5.</p> <p>FUNCTIONAL CLASS: Urban Principal Arterial</p> <p>AADT: New Karner to Woolard = 42,200 Wolf to Fuller = 37,900</p> <p>PRIORITY NETWORK(S): ITS, Bike/Ped, Transit, Access Management</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">BENEFIT/COST RATIO</td> <td style="text-align: right; width: 20%;">17.2</td> </tr> <tr> <td>TOTAL BENEFITS (k\$/yr)</td> <td style="text-align: right;">\$15,169</td> </tr> <tr> <td>SAFETY</td> <td style="text-align: right;">\$1,177</td> </tr> <tr> <td>TRAVEL TIME</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>ENERGY/USER</td> <td style="text-align: right;">\$283</td> </tr> <tr> <td>LIFE CYCLE VALUE</td> <td style="text-align: right;">\$13,709</td> </tr> <tr> <td>OTHER</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>ANNUALIZED COST (k\$/yr)</td> <td style="text-align: right;">\$883</td> </tr> </table>	BENEFIT/COST RATIO	17.2	TOTAL BENEFITS (k\$/yr)	\$15,169	SAFETY	\$1,177	TRAVEL TIME	\$0	ENERGY/USER	\$283	LIFE CYCLE VALUE	\$13,709	OTHER	\$0	ANNUALIZED COST (k\$/yr)	\$883
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CONGESTION RELIEF: Not a direct project benefit.
AIR QUALITY BENEFIT: Not a direct project benefit.
REGIONAL SYSTEM LINKAGE: Not a direct project benefit.

LAND USE COMPATIBILITY (PLANNED OR EXISTING): This is a maintenance project. See Screening Issues and Other Considerations below.
COMMUNITY OR ECONOMIC DEVELOPMENT: Not a direct project benefit.
ENVIRONMENTAL ISSUES: Minority area. Project is within an aquifer area.
BUSINESS OR HOUSING DISLOCATIONS: None anticipated.

BICYCLING: Minor benefit through improved pavement condition.
WALKING: No net benefits.
GOODS MOVEMENT: Minor benefit through improved pavement condition. **TRANSIT USE:** Minor benefit through improved pavement condition.
INTERMODAL TRANSFERS: Not applicable.

SCREENING ISSUES: Complete public support is uncertain. Coordination with existing local plans has not occurred and Village priorities have not been fully considered. Some project elements are not well defined.
OTHER CONSIDERATIONS: Regionally significant corridor. No acknowledgement of NY 5 Land Use and Transportation Study, the Village Streetscape Study, the NY 5 Bus Rapid Transit Conceptual Design Study or Colonie (Town and Village) resolutions in support of the NY 5 Land Use and Transportation Study Vision.

NY 2: BRUNSWICK TOWN LINE TO GRAFTON STATE PARK (NEAR SIMON ROAD)

LOCATION: Town of Grafton, Rensselaer Co. DESCRIPTION: 1R/2R maintenance paving with some spot reconstruction, culvert, shoulder and drainage work. PROJECT TYPE: Maintenance Paving COST: \$5.39 M (Construction and Construction Inspection only) LIFE: 10 yr SPONSOR: NYSDOT CURRENT CONDITION: Brunswick Town Line to Grafton State Park (near Simon Road) = roughly half 6 and half 4. FUNCTIONAL CLASS: Minor Rural Arterial AADT: Brunswick Town Line to Grafton State Park (near Simon Road) = 5,300 PRIORITY NETWORK(S): Transit	BENEFIT/COST RATIO	3.1
	TOTAL BENEFITS (k\$/yr)	\$2,073
	SAFETY	\$76
	TRAVEL TIME	\$0
	ENERGY/USER	\$90
	LIFE CYCLE VALUE	\$1,907
	OTHER	\$0
	ANNUALIZED COST (k\$/yr)	\$669

CONGESTION RELIEF: Not a direct project benefit.
AIR QUALITY BENEFIT: Not a direct project benefit.
REGIONAL SYSTEM LINKAGE: Not a direct project benefit.

LAND USE COMPATIBILITY (PLANNED OR EXISTING): Supports basic infrastructure renewal as a maintenance project.
COMMUNITY OR ECONOMIC DEVELOPMENT: Not a direct project benefit.
ENVIRONMENTAL ISSUES: Area near Old State Highway 2 crosses through a wetland. Project is adjacent to woodlands/parklands (Grafton Lakes State Park).
BUSINESS OR HOUSING DISLOCATIONS: Not applicable.

BICYCLING: Minor benefit through improved pavement conditions.
WALKING: No net benefits.
GOODS MOVEMENT: Minor benefit through improved pavement conditions. **TRANSIT USE:** Minor benefit through improved pavement conditions.
INTERMODAL TRANSFERS: Not applicable.

SCREENING ISSUES: Some project elements are not well defined.
OTHER CONSIDERATIONS: None.

NY 9J: COLUMBIA COUNTY LINE TO CASTLETON NORTH VILLAGE LINE

<p>LOCATION: Town of Schodack and Village of Castleton-on-Hudson, Rensselaer Co.</p> <p>DESCRIPTION: Pavement Rehabilitation (multicourse overlay) and shoulder maintenance.</p> <p>PROJECT TYPE: Pavement Rehabilitation</p> <p>COST: \$4.77 M (total all phases)</p> <p>LIFE: 10 yr</p> <p>SPONSOR: NYSDOT</p> <p>CURRENT CONDITION: Columbia Co Line to South Village Line = 5, South Village Line to North Village Line = 8</p> <p>FUNCTIONAL CLASS: Minor Rural Arterial</p> <p>AADT: Ranges from 1,100 to 4,500</p> <p>PRIORITY NETWORK(S): Bike/Ped, Transit</p>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-bottom: 1px solid black;">BENEFIT/COST RATIO</td> <td style="text-align: right; border-bottom: 1px solid black;">0.3</td> </tr> <tr> <td>TOTAL BENEFITS (k\$/yr)</td> <td style="text-align: right;">\$ 197</td> </tr> <tr> <td>SAFETY</td> <td style="text-align: right;">\$57</td> </tr> <tr> <td>TRAVEL TIME</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>ENERGY/USER</td> <td style="text-align: right;">\$41</td> </tr> <tr> <td>LIFE CYCLE VALUE</td> <td style="text-align: right;">\$99</td> </tr> <tr> <td>OTHER</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>ANNUALIZED COST (k\$/yr)</td> <td style="text-align: right;">\$647</td> </tr> </table>	BENEFIT/COST RATIO	0.3	TOTAL BENEFITS (k\$/yr)	\$ 197	SAFETY	\$57	TRAVEL TIME	\$0	ENERGY/USER	\$41	LIFE CYCLE VALUE	\$99	OTHER	\$0	ANNUALIZED COST (k\$/yr)	\$647
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REGIONAL SYSTEM LINKAGE: Not a direct project benefit.

LAND USE COMPATIBILITY (PLANNED OR EXISTING): Supports basic infrastructure renewal through maintenance paving.
COMMUNITY OR ECONOMIC DEVELOPMENT: Not a direct project benefit.
ENVIRONMENTAL ISSUES: The project area overlaps the Schodack Landing Historic District, is adjacent to Schodack Island and lies within an aquifer area.
BUSINESS OR HOUSING DISLOCATIONS: Not applicable.

BICYCLING: Minor benefit through improved pavement conditions.
WALKING: No net benefits.
GOODS MOVEMENT: Minor benefit through improved pavement conditions. **TRANSIT USE:** Minor benefit through improved pavement conditions.
INTERMODAL TRANSFERS: Not applicable.

SCREENING ISSUES: Some project elements are not well defined.
OTHER CONSIDERATIONS: None.