

## #25, MOHAWK HUDSON BIKE TRAIL COMPLETION: CITY OF WATERVLIT

**LOCATION:** Hudson River/I-787 area between 4th St and Hudson Shores Park  
**DESCRIPTION:** Construction of the 1.5 mile missing link of the Mohawk Hudson Trail along the Hudson River, potential retaining wall depending on alignment option selected  
**CATEGORY:** Bike/Ped  
**COST:** \$5.83 M    **LIFE:** 30 Years  
**SPONSOR:** City of Watervliet  
**CURRENT CONDITION:** Trail currently is on-road in this section  
**FUNCTIONAL CLASS:** N/A  
**AADT:** N/A  
**ON PRIORITY NETWORK(S):** Bike/Ped

<b>WEIGHTED SCORE*</b>	<b>29</b>
MARKET POTENTIAL	A
COST EFFECTIVENESS	B
SAFETY	A+
 ANNUALIZED COST (\$k/yr)	 \$424

\*All benefits were translated to a qualitative rating of A, B, or C with A being high and C being low. Weighted score points were assigned as follows: A+=7, A=6, A-=5, B+=4, B=3, B-=2, C+=1, C=0. Market potential and Safety are worth 2X Cost effectiveness.

**CONGESTION RELIEF:** No measurable reduction in excess delay. VMT reduced by 29,250.  
**AIR QUALITY BENEFIT:** Volatile organic compounds reduced by 12 KG/year and NOx reduced by 15 KG/year.  
**ENVIRONMENTAL MITIGATION:** Within 0.25 miles of a water feature, an aquifer, a wetland, 100 year Flood Plain and a National Register Historic District  
**REGIONAL SYSTEM LINKAGE:** Project will provide a key off-road link in the regional Mohawk Hudson Bike/Hike Trail.

**LAND USE COMPATIBILITY (PLANNED OR EXISTING):** Watervliet LWRP and the Mohawk Hudson Bike Hike Trail Crossroads Connections study.  
**CONTRIBUTION TO COMMUNITY OR ECONOMIC DEVELOPMENT:** Project would enhance the use, physical condition and access to the Hudson Shores Park.  
**ENVIRONMENTAL JUSTICE:** Minority  
**BUSINESS OR HOUSING DISLOCATIONS:** None. ROW is anticipated but specific needs will be determined during engineering.

**FACILITATES:**  
**BICYCLING** – Y: new off-road trail  
**WALKING** – Y: new off-road trail

**TRANSIT USE** – Not directly  
**GOODS MOVEMENT** – N/A  
**INTERMODAL TRANSFERS** – Possibly

**SPONSOR PRIORITY:** High  
**SCREENING ISSUES:** None  
**OTHER CONSIDERATIONS:** The design process will need to be extensive due to the alignment options available and the possible constraints with respect to the Hudson River and I-787. This could lead to a scope of work alteration in the future. Break in access approval may be necessary from NYSDOT/FHWA related to I-787.