

#54, GROOMS ROAD: I-87 AND MOE ROAD INTERSECTIONS TOWN OF CLIFTON PARK

<p>LOCATION: Grooms Road at I-87 and Moe Road Intersections</p> <p>DESCRIPTION: Cost and Benefits were tallied for a 1R Scope (1R = Single course resurfacing) [Original scope included Intersection reconstruction with ditch improvement/maintenance work, shoulders, guiderail and striping]</p> <p>CATEGORY: Pavement</p> <p>COST: \$0.55 M LIFE: 20 Years</p> <p>SPONSOR: Saratoga County</p> <p>CURRENT CONDITION: N/A</p> <p>FUNCTIONAL CLASS: Grooms: Urban Collector/Minor Urban Arterial; Moe: Urban Collector</p> <p>AADT: N/A</p> <p>ON PRIORITY NETWORK(S): Access Management</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">BENEFIT/COST RATIO</td> <td style="text-align: right; padding: 2px;">0.4</td> </tr> <tr> <td style="padding: 2px;">TOTAL BENEFITS (\$k/yr)</td> <td style="text-align: right; padding: 2px;">\$ 17</td> </tr> <tr> <td style="padding: 2px;">SAFETY</td> <td style="text-align: right; padding: 2px;">\$17</td> </tr> <tr> <td style="padding: 2px;">TRAVEL TIME</td> <td style="text-align: right; padding: 2px;">\$0</td> </tr> <tr> <td style="padding: 2px;">OPERATING/ENERGY*</td> <td style="text-align: right; padding: 2px;">\$0</td> </tr> <tr> <td style="padding: 2px;">ENERGY/USER</td> <td style="text-align: right; padding: 2px;">\$0</td> </tr> <tr> <td style="padding: 2px;">LIFE CYCLE VALUE</td> <td style="text-align: right; padding: 2px;">\$0</td> </tr> <tr> <td style="padding: 2px;">OTHER</td> <td style="text-align: right; padding: 2px;">\$0</td> </tr> <tr> <td style="padding: 2px;">ANNUALIZED COST (\$k/yr)</td> <td style="text-align: right; padding: 2px;">\$48</td> </tr> </table> <p style="font-size: small; margin-top: 5px;">*includes gasoline usage and ownership costs</p>	BENEFIT/COST RATIO	0.4	TOTAL BENEFITS (\$k/yr)	\$ 17	SAFETY	\$17	TRAVEL TIME	\$0	OPERATING/ENERGY*	\$0	ENERGY/USER	\$0	LIFE CYCLE VALUE	\$0	OTHER	\$0	ANNUALIZED COST (\$k/yr)	\$48
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CONGESTION RELIEF: No measurable reductions in excess delay or VMT.

AIR QUALITY BENEFIT: No measurable reduction in Volatile organic compounds or NOx

ENVIRONMENTAL MITIGATION: Within 0.25 miles of several water features, an aquifer and several wetlands

REGIONAL SYSTEM LINKAGE: N/A

LAND USE COMPATIBILITY (PLANNED OR EXISTING): No Change

CONTRIBUTION TO COMMUNITY OR ECONOMIC DEVELOPMENT: N/A

ENVIRONMENTAL JUSTICE: N/A

BUSINESS OR HOUSING DISLOCATIONS: N/A

<p>FACILITATES:</p> <p>BICYCLING – Not directly</p> <p>WALKING – Not directly</p>	<p>TRANSIT USE – N/A</p> <p>GOODS MOVEMENT – N/A</p> <p>INTERMODAL TRANSFERS – N/A</p>
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SPONSOR PRIORITY: Medium

SCREENING ISSUES: None

OTHER CONSIDERATIONS: Basic 1R resurfacing project. Sponsor affirmed down scoping to a 1R.