

#18, ERIE BOULEVARD/NOTT STREET ROUNDABOUT CITY OF SCHENECTADY

<p>LOCATION: Erie Blvd & Nott St intersection</p> <p>DESCRIPTION: Construct a modern two-lane roundabout to improve intersection function and safety and reduce vehicle pollution. Pedestrian crossings will be shortened from current five lanes to two. Bicyclists can use a defined shoulder entering the roundabout.</p> <p>SET-ASIDE: RG124 (Intersection Safety)</p> <p>COST: \$ 1,562,000 LIFE: 30 years</p> <p>SPONSOR: City of Schenectady</p> <p>PAVEMENT CONDITION: N/A</p> <p>FUNCTIONAL CLASS: Urban Principal Arterial</p> <p>AADT: 14,400 (Nott), 24,800 (Erie)</p> <p>ON PRIORITY NETWORK(S): Bike/Ped, Freight, ITS, Access Mgmt.</p>	<table> <tr> <td>BENEFIT/COST RATIO</td><td style="text-align: right;">6.1</td></tr> <tr> <td>TOTAL BENEFITS (\$k/yr)</td><td style="text-align: right;">\$ 690</td></tr> <tr> <td>SAFETY</td><td style="text-align: right;">\$278</td></tr> <tr> <td>TRAVEL TIME</td><td style="text-align: right;">\$299</td></tr> <tr> <td>OPERATING/ENERGY*</td><td style="text-align: right;">\$113</td></tr> <tr> <td>ENERGY/USER</td><td style="text-align: right;">\$0</td></tr> <tr> <td>LIFE CYCLE VALUE</td><td style="text-align: right;">\$0</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;">\$114</td></tr> </table> <p><small>*includes gasoline usage and ownership costs</small></p>	BENEFIT/COST RATIO	6.1	TOTAL BENEFITS (\$k/yr)	\$ 690	SAFETY	\$278	TRAVEL TIME	\$299	OPERATING/ENERGY*	\$113	ENERGY/USER	\$0	LIFE CYCLE VALUE	\$0	OTHER	\$0	ANNUALIZED COST (\$k/yr)	\$114
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<p>CONGESTION RELIEF: The roundabout will slow traffic (15 mph in roundabout) but will allow traffic to keep moving. LOS improvements for all four approaches will improve as a result. There is an expected drop in incidents at the intersections, reducing delays due to crashes.</p> <p>AIR QUALITY BENEFIT: Less congestion and the consideration in the design of bicyclists and pedestrians may encourage the use of alternative modes of transport. Volatile organic compounds reduced by 199 KG/year and NOx reduced by 108 KG/year.</p> <p>ENVIRONMENTAL MITIGATION: Within .25 miles of an aquifer, a water feature and 100 year flood plain.</p> <p>REGIONAL SYSTEM LINKAGE: The road connects two major streets north of Downtown, improving access to Downtown.</p>

<p>LAND USE COMPATIBILITY (PLANNED OR EXISTING): The project will create a gateway, improve traffic conditions and benefit local development consistent with Schenectady's 2020 Comprehensive Plan.</p> <p>CONTRIBUTION TO COMMUNITY OR ECONOMIC DEVELOPMENT: Roundabout is adjacent to the ALCO redevelopment site, providing transportation improvements for the full buildout.</p> <p>ENVIRONMENTAL JUSTICE: Low Income and/or Minority, Neutral Impact</p> <p>BUSINESS OR HOUSING DISLOCATIONS: Portions of four properties will need to be acquired to construct the roundabout (ROW will need to be purchased).</p>

<p>FACILITATES:</p> <p>BICYCLING – Y: Improve Bike Safety/Mobility</p> <p>WALKING – Y: Improve Ped Safety/Mobility</p>	<p>TRANSIT USE – N/A</p> <p>GOODS MOVEMENT – N/A</p> <p>INTERMODAL TRANSFERS – N/A</p>
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<p>SPONSOR PRIORITY: 1</p> <p>SCREENING ISSUES: None.</p> <p>OTHER CONSIDERATIONS: As per the March 2014 TIP amendment to the existing TIP project (S188), any new funding for the current scope replaces NHPP funds, up to the \$1.081M programmed via the amendment. This project is likely eligible for HSIP funds to make up the difference.</p>
