

## #56, CHRISLER AVENUE (CR 69) PAVING PROJECT TOWN OF ROTTERDAM

<p><b>LOCATION:</b> Tower Road (I-890 maintenance jurisdiction) to the City of Schenectady Line</p> <p><b>DESCRIPTION:</b> Hot in-place recycling of the existing hot mix asphalt surface and then place a paver-paced surface treatment over top. Design and inspection were included as 20% of construction, instead of the usual 30%, because the sponsor will provide design.</p> <p><b>SET-ASIDE:</b> RG 125 (Non-state road pavement preservation)</p> <p><b>COST:</b> \$ 274,000    <b>LIFE:</b> 10 years</p> <p><b>SPONSOR:</b> Schenectady County</p> <p><b>PAVEMENT CONDITION:</b> 6 &amp; 7</p> <p><b>FUNCTIONAL CLASS:</b> Urban Principal Arterial</p> <p><b>AADT:</b> 14,780</p> <p><b>ON PRIORITY NETWORK(S):</b> Bike/Ped, Access Mgmt.</p>	<table> <tr> <td><b>BENEFIT/COST RATIO</b></td><td><b>16.4</b></td></tr> <tr> <td>TOTAL BENEFITS (\$k/yr)</td><td>\$ 605</td></tr> <tr> <td>SAFETY</td><td>\$47</td></tr> <tr> <td>TRAVEL TIME</td><td>\$0</td></tr> <tr> <td>OPERATING/ENERGY*</td><td>\$0</td></tr> <tr> <td>ENERGY/USER</td><td>\$11</td></tr> <tr> <td>LIFE CYCLE VALUE</td><td>\$547</td></tr> <tr> <td>OTHER</td><td>\$0</td></tr> <tr> <td><b>ANNUALIZED COST (\$k/yr)</b></td><td><b>\$37</b></td></tr> </table> <p>*includes gasoline usage and ownership costs</p>	<b>BENEFIT/COST RATIO</b>	<b>16.4</b>	TOTAL BENEFITS (\$k/yr)	\$ 605	SAFETY	\$47	TRAVEL TIME	\$0	OPERATING/ENERGY*	\$0	ENERGY/USER	\$11	LIFE CYCLE VALUE	\$547	OTHER	\$0	<b>ANNUALIZED COST (\$k/yr)</b>	<b>\$37</b>
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<p><b>CONGESTION RELIEF:</b> Improved road conditions will increase flow of vehicles/transit/bicycles.</p> <p><b>AIR QUALITY BENEFIT:</b> Improved road conditions will encourage bicycle travel.</p> <p><b>ENVIRONMENTAL MITIGATION:</b> Within .25 miles of an aquifer and an open space area.</p> <p><b>REGIONAL SYSTEM LINKAGE:</b> Chrisler Avenue is a truck and commuter route between Niskayuna/Albany County via Route 7 and I-890 to Schenectady/Rotterdam.</p>
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<p><b>LAND USE COMPATIBILITY (PLANNED OR EXISTING):</b> Existing land uses include commercial and industrial uses immediately adjacent to the road with dense residential neighborhoods behind the commercial/industrial uses.</p> <p><b>CONTRIBUTION TO COMMUNITY OR ECONOMIC DEVELOPMENT:</b> Encourage new business development and stabilize existing businesses in a traditionally commercial district.</p> <p><b>ENVIRONMENTAL JUSTICE:</b> N/A, Neutral Impact</p> <p><b>BUSINESS OR HOUSING DISLOCATIONS:</b> None.</p>
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<p><b>FACILITATES:</b></p> <p><b>BICYCLING – Y:</b> Surface Improvements</p> <p><b>WALKING – N/A</b></p>	<p><b>TRANSIT USE – N/A</b></p> <p><b>GOODS MOVEMENT – N/A</b></p> <p><b>INTERMODAL TRANSFERS – N/A</b></p>
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<p><b>SPONSOR PRIORITY:</b> 4</p> <p><b>SCREENING ISSUES:</b> None.</p> <p><b>OTHER CONSIDERATIONS:</b> None.</p>
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