

# DRAFT

## #41, BROADWAY: STATE ST TO MILLARD ST PAVING PROJECT CITY OF SCHENECTADY

<b>LOCATION:</b> State Street to Millard Street <b>DESCRIPTION:</b> Mill existing asphalt surface a minimum of 2 inches to remove deteriorated roadway surface. ADA ramps and crosswalks will be repaired, replaced, or installed for compliance. Pedestrian signals/buttons will be upgraded. <b>SET-ASIDE:</b> RG125 (Non-state road pavement preservation) <b>COST:</b> \$ 525,000 <b>LIFE:</b> 10 years <b>SPONSOR:</b> City of Schenectady <b>PAVEMENT CONDITION:</b> 6 <b>FUNCTIONAL CLASS:</b> Urban Minor Arterial <b>AADT:</b> 19,940 <b>ON PRIORITY NETWORK(S):</b> Transit, Bike/Ped	<table><tr><td><b>BENEFIT/COST RATIO</b></td><td><b>19.9</b></td></tr><tr><td>TOTAL BENEFITS (\$k/yr)</td><td>\$1,413</td></tr><tr><td>SAFETY</td><td>\$241</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>\$23</td></tr><tr><td>LIFE CYCLE VALUE</td><td>\$1149</td></tr><tr><td>OTHER</td><td>\$0</td></tr><tr><td><b>ANNUALIZED COST (\$k/yr)</b></td><td><b>\$71</b></td></tr></table> <p>* includes gasoline usage and ownership costs</p>	<b>BENEFIT/COST RATIO</b>	<b>19.9</b>	TOTAL BENEFITS (\$k/yr)	\$1,413	SAFETY	\$241	TRAVEL TIME	\$0	OPERATING/ENERGY*	\$0	ENERGY/USER	\$23	LIFE CYCLE VALUE	\$1149	OTHER	\$0	<b>ANNUALIZED COST (\$k/yr)</b>	<b>\$71</b>
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<b>CONGESTION RELIEF:</b> Improved pavement condition improves traffic flow. <b>AIR QUALITY BENEFIT:</b> Improved pavement condition can encourage walking and riding. <b>ENVIRONMENTAL MITIGATION:</b> Within .25 miles of an aquifer and several National Historic Register Districts. <b>REGIONAL SYSTEM LINKAGE:</b> The roadway links downtown Schenectady with I-890. CDTA Route #351 serves the corridor.
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<b>LAND USE COMPATIBILITY (PLANNED OR EXISTING):</b> None stated. <b>CONTRIBUTION TO COMMUNITY OR ECONOMIC DEVELOPMENT:</b> Improved road quality improves access to local businesses and amenities. <b>ENVIRONMENTAL JUSTICE:</b> Low Income and/or Minority, Neutral Impact <b>BUSINESS OR HOUSING DISLOCATIONS:</b> No additional ROW will be needed for this project.
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<b>FACILITATES:</b> <b>BICYCLING – Y:</b> Surface Improvements <b>WALKING – Y:</b> Crosswalks/ADA Improvements	<b>TRANSIT USE – Y:</b> Ped/ADA Improvements <b>GOODS MOVEMENT – N/A</b> <b>INTERMODAL TRANSFERS – N/A</b>
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<b>SPONSOR PRIORITY:</b> 2 <b>SCREENING ISSUES:</b> None. <b>OTHER CONSIDERATIONS:</b> City is willing to bundle funded projects into one contract.
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