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#28, SITTERLY ROAD PAVEMENT PRESERVATION TOWN OF HALFMOON

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| LOCATION: US 9 to Clifton Park Town Line DESCRIPTION: Mill & Fill is the preservation strategy proposed for the Sitterly Road Pavement Preservation Project. SET-ASIDE: RG125 (Non-state road pavement preservation) COST: \$ 425,000 LIFE: 10 years SPONSOR: Town of Halfmoon PAVEMENT CONDITION: 6 FUNCTIONAL CLASS: Urban Collector AADT: 8,000 ON PRIORITY NETWORK(S): Bike/Ped | <table><tr><td>BENEFIT/COST RATIO</td><td>26.9</td></tr><tr><td>TOTAL BENEFITS (\$k/yr)</td><td>\$1,558</td></tr><tr><td>SAFETY</td><td>\$105</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>\$19</td></tr><tr><td>LIFE CYCLE VALUE</td><td>\$1434</td></tr><tr><td>OTHER</td><td>\$0</td></tr><tr><td>ANNUALIZED COST (\$k/yr)</td><td>\$58</td></tr></table> <p>* includes gasoline usage and ownership costs</p> | BENEFIT/COST RATIO | 26.9 | TOTAL BENEFITS (\$k/yr) | \$1,558 | SAFETY | \$105 | TRAVEL TIME | \$0 | OPERATING/ENERGY* | \$0 | ENERGY/USER | \$19 | LIFE CYCLE VALUE | \$1434 | OTHER | \$0 | ANNUALIZED COST (\$k/yr) | \$58 |
| BENEFIT/COST RATIO | 26.9 | | | | | | | | | | | | | | | | | | |
| TOTAL BENEFITS (\$k/yr) | \$1,558 | | | | | | | | | | | | | | | | | | |
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| CONGESTION RELIEF: Improved pavement condition may improve traffic flow. AIR QUALITY BENEFIT: Improved pavement condition may encourage bicycling. ENVIRONMENTAL MITIGATION: Within .25 miles of an aquifer, Class 1 & 2 Soils, and several water features. REGIONAL SYSTEM LINKAGE: The road connects to Sitterly Road in Clifton Park's town center and is surrounded by numerous apartments and single family homes. Sitterly Road also provides access to the Crossings and to US 9. |
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| LAND USE COMPATIBILITY (PLANNED OR EXISTING): Consistent with the Exit 9 Land Use and Transportation Study. CONTRIBUTION TO COMMUNITY OR ECONOMIC DEVELOPMENT: A large number of residents live in nearby neighborhoods and apartments, improving their access to local businesses and amenities. ENVIRONMENTAL JUSTICE: N/A, Neutral Impact BUSINESS OR HOUSING DISLOCATIONS: No additional ROW will be needed for this project. |
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| FACILITATES: BICYCLING – Y: Surface Improvements WALKING – N/A | TRANSIT USE – N/A GOODS MOVEMENT – N/A INTERMODAL TRANSFERS – N/A |
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| SPONSOR PRIORITY: 1 SCREENING ISSUES: None. OTHER CONSIDERATIONS: Multi-use path is planned but not included in the project proposal at this time. |
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