

## CHAPTER 2: TRANSPORTATION NETWORK

### 2.1 Roadway Features

The US Route 11 corridor, within the project limits, is classified as a two-lane urban collector (according to the SMTC website) with 12-foot wide travel lanes and varying shoulders of 0 to 10 feet. The NYS Route 49 corridor, within the project limits, is classified as a two-lane urban minor arterial (according to the SMTC website) with 10 to 18-foot wide travel lanes and varying shoulders of 5 to 10 feet.



US Route 11 Southbound

NYS Route 49 Westbound

There is one passing zone within the project limits on US Route 11 north of the US Route 11/ NYS Route 49 intersection. The posted speed limit is 30 mph.



- Design Criteria
  - NYS Route 49:
    - 40 mph design speed (based on 85<sup>th</sup> percentile speed)
    - 8% maximum grade
    - 279' minimum sight distance
  
  - US Route 11:
    - 45 mph design speed (based on 85<sup>th</sup> percentile speed)
    - 9% maximum grade
    - 345' minimum sight distance

There are four road intersections within the project limits as listed below and including the approximate angle at which they intersect US Route 11 or NYS Route 49.

<b>Table 2.1 – US Route 11/NYS Route 49 Intersections</b>		
<b>Intersection</b>	<b>Ownership</b>	<b>Angle</b>
Caughdenoy Rd. (CR 12)	Oswego County	65°
NYS Route 49	New York State	40°
US Route 11	New York State	40°
Mallory Street (CR 12)	Oswego County	100°

## 2.2 Traffic Control Devices

There is one (1) signalized intersection within the project limits at the intersection of US Route 11 and NYS Route 49. The traffic signals are mast arm and pole mounted, and owned and maintained by the New York State Department of Transportation (NYSDOT). The remaining intersecting streets are stop sign controlled.



## 2.3 Pavement Conditions

According to the New York State Highway Sufficiency Ratings, the 2006 pavement ratings for US Route 11 within the project limits are as follows:

- From Milepoint 2.48 (Reference Marker 11 3404 1024) to Milepoint 3.31 (NYS Route 49), a total of 0.83 miles, the pavement condition is rated with a score of 6 (Fair).
- From Milepoint 3.31 (NYS Route 49) to Milepoint 3.63 (Reference Marker 11 3404 1035), a total of 0.32 miles, the pavement condition is rated with a score of 7 (Good).
- From Milepoint 3.63 (Reference Marker 11 3404 1035) to Milepoint 4.63 (CR 4), a total of 1.0 miles, the pavement condition is rated with a score of 6 (Fair).

According to the New York State Highway Sufficiency Ratings, the 2006 pavement ratings for NYS Route 49 within the project limits are as follows:

- From Milepoint 9.87 (Reference Marker 49 3401 2140) to Milepoint 10.61 (Reference Marker 49 3401 2144), a total of 0.74 miles, the pavement condition is rated with a score of 7 (Good).
- From Milepoint 10.61 (Reference Marker 49 3401 2144) to Milepoint 11.90 (CR 37), a total of 1.29 miles, the pavement condition is rated with a score of 6 (Fair).

The following table provides a description for each of the NYSDOT Pavement Ratings:

<b>Table 2.2 – Pavement Ratings</b>		
<b>Pavement Rating</b>	<b>Description</b>	<b>Details</b>
U	Under Construction/ No Data	Not rated due to on-going work or no data was available.
1-5	Poor	Distress is frequent and may be severe. These sections are flagged by NYSDOT for further investigation and possible action.
6	Fair	Distress is clearly visible.
7-8	Good	Distress symptoms are beginning to show.
9-10	Excellent	No pavement distress.

### **2.3 Transit**

There is Centro bus service and a bus stop along the US Route 11 corridor within the project limits. The stop is located at the North Country Mall just north of the US Route 11/NYS Route 49 intersection.

### **2.4 Bicycle and Pedestrian Facilities**

Sidewalks currently exist within the project limits of this study and include painted crosswalks at the three (3) study area intersections of US Route 11 and NYS Route 49, NYS Route 49 and Mallory Street, and US Route 11 and Caughdenoy Road. The traffic signal at US Route 11 and NYS Route 49 also includes pedestrian signals.

Although bicycles occasionally use the study area roadways, there are no existing dedicated bicycle facilities within the project limits.