

SECTION VII ALTERNATIVES – SITE SPECIFIC BY MUNICIPALITY

Issue #A5: Parking on Route 12B between South Main Street (south) /Broad Street and Main Street (north)/ Route 12B

The section of Route 12B between the one-way eastbound South Main Street and the one-way westbound Main Street provides a single travel lane in each direction with parallel parking permitted on the easterly side of Route 12B. A no parking sign is located on Route 12B that prohibits vehicles from parking within 20 feet of the crosswalk. While the three year accident data does not indicate a pattern of accidents at this location, the lack of pavement markings at this location can increase the potential for conflicts and result in vehicles parking inappropriately and limiting sight distance.

#A5: Alternative #1: Install parking space striping

a. *Description:* Pavement striping would be installed as per the Federal MUTCD and the NYS Supplement to delineate the parking spaces, which generally encourages more orderly and efficient use of parking spaces, and to maintain clear zones at the corners of intersections (for sight distance and pedestrian visibility). The pavement markings should be installed on Route 12B such that "No Parking Zones" are provided at both the north end (at Route 12B) and south end (at Broad Street) of the block.

b. *Graphic:* Figure A4 in Appendix A

c. *Cost:* Approximately \$500 - 1,000 for approximately 400 feet of pavement markings

B. TOWN OF MARSHALL

Route 12B in the Town of Marshall is a rural two lane 55 mph highway with shoulders which extends from the Village of Oriskany Falls to the Hamlet of Deansboro. The two lane section continues through the Hamlet of Deansboro with the rural atmosphere changing to a combination residential / commercial area. There are sidewalks, closely spaced driveways and a reduced speed limit of 35 mph in the Hamlet.

Issues along this section of Route 12B include [1] shoulder deterioration on Route 12B near Route 315, [2] congestion and limited visibility on Route 315 at Route 12B, [3] water run-off onto Route 12B. Drainage problems on the west side of Route 12B between Van Hyning Road and Green Vedder Road, [4] accidents between Burnham Road and Hughes Road, [5] Jake brake usage throughout the Hamlet of Deansboro, [6] limited pedestrian access to local businesses, and [7] limited / no pedestrian accommodations in Franklin Springs north of Grant Road.

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Issue # B1: Shoulder deterioration on Route 12B near Route 315

The shoulder on the west side of Route 12B opposite Route 315 is approximately 18-feet wide and is currently used by traffic to go around vehicles making left turns onto Route 315. Heavy trucks also park on this portion of the road. There is some deterioration caused by heavy vehicles using the shoulder along this section. As discussed in Section VI.F, the traffic volumes at this intersection do not meet the criteria to warrant a left turn lane on the southbound approach. The intersection accident data shows there was one accident in 2006 and one accident in 2007, both of which involved a southbound left turning vehicle and a northbound through vehicle. This history is not indicative of a priority safety issue warranting remediation, and a formal separate left-turn lane would not address this crash type.

However, field review of the area shows significant shoulder deterioration in this area indicating that the shoulder is being used by vehicles to go around left turning vehicles. There are several alternatives that can be considered to address this condition, and to formalize the shoulder space as a by-pass lane. One of the potential issues with formalizing this shoulder as a bypass lane is the closeness of West Hill Road and the transition from the bypass lane at Route 315 back to the Route 12B southbound travel lane.

#B1: Alternative #1: Shoulder Improvements

- a. *Description:* Provide a full depth shoulder to accommodate heavy vehicles using it to go around left turning vehicles from West Hill Road to a point 75 feet north of the north curbline of Route 315. This is a maintenance issue. This alternative could be pursued in the future in order to prevent further deterioration.
- b. *Graphic:* Figures B1 and B2 in Appendix A
- c. *Cost:* \$22,000

#B1: Alternative #2: Parking Restriction to be implemented in conjunction with Alternative 1

- a. *Description:* Establish a parking restriction on the west side of Route 12B from West Hill Road to a point 75 feet north of the north curbline of Route 315. This work can be done by NYSDOT maintenance forces.
- b. *Graphic:* Figure B1 in Appendix A
- c. *Cost:* \$ 1,000

#B1: Alternative #3: Repair Deteriorated Shoulder

- a. *Description:* Repair/replace any other deteriorated shoulder areas. This work can be done by NYSDOT maintenance forces. This is a maintenance issue.
- b. *Graphic:* N/A

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- c. *Cost:* Repair miscellaneous shoulder deterioration: \$5,000

Issue #B2: Congestion and limited visibility on Route 315 at Route 12B

Route 315 enters Route 12B from the east and forms a “T” intersection. West Hill Road enters from the west and is offset from Route 315 by approximately 90 feet; forming an offset type intersection. There does not appear to be a major congestion problem. A capacity analysis indicates that the intersection operates at an acceptable LOS (level of service). The Route 315 approach operates at a LOS “B” during both the AM and PM peak hours. A LOS of B is an indication of minimal congestion and not in need of any remediation. The average delay for vehicles entering the intersection from Route 315 during peak hours is approximately 11 seconds, and future conditions in 2020 are projected to be similar. These analyses indicate that the existing Stop-sign control is appropriate. As discussed in Issue #1 above, there were 2 accidents over the 3-year period at the intersection and they involved crashes of left-turn vehicles from Route 12B turning onto Route 315 with traffic opposing northbound through traffic.

The intersection is poorly defined because of pavement extended from the highway boundary to serve as parking for a commercial building located at the northeast corner. This physical condition necessitates that the Stop sign be placed alongside the building, approximately 30 feet in advance of the intersection. Parking for this commercial building and one on the southeast corner can also limit the intersection sight distances to unsafe thresholds. Sight distances measured in the field indicate sight lines are restricted when vehicles are parked at the corners.

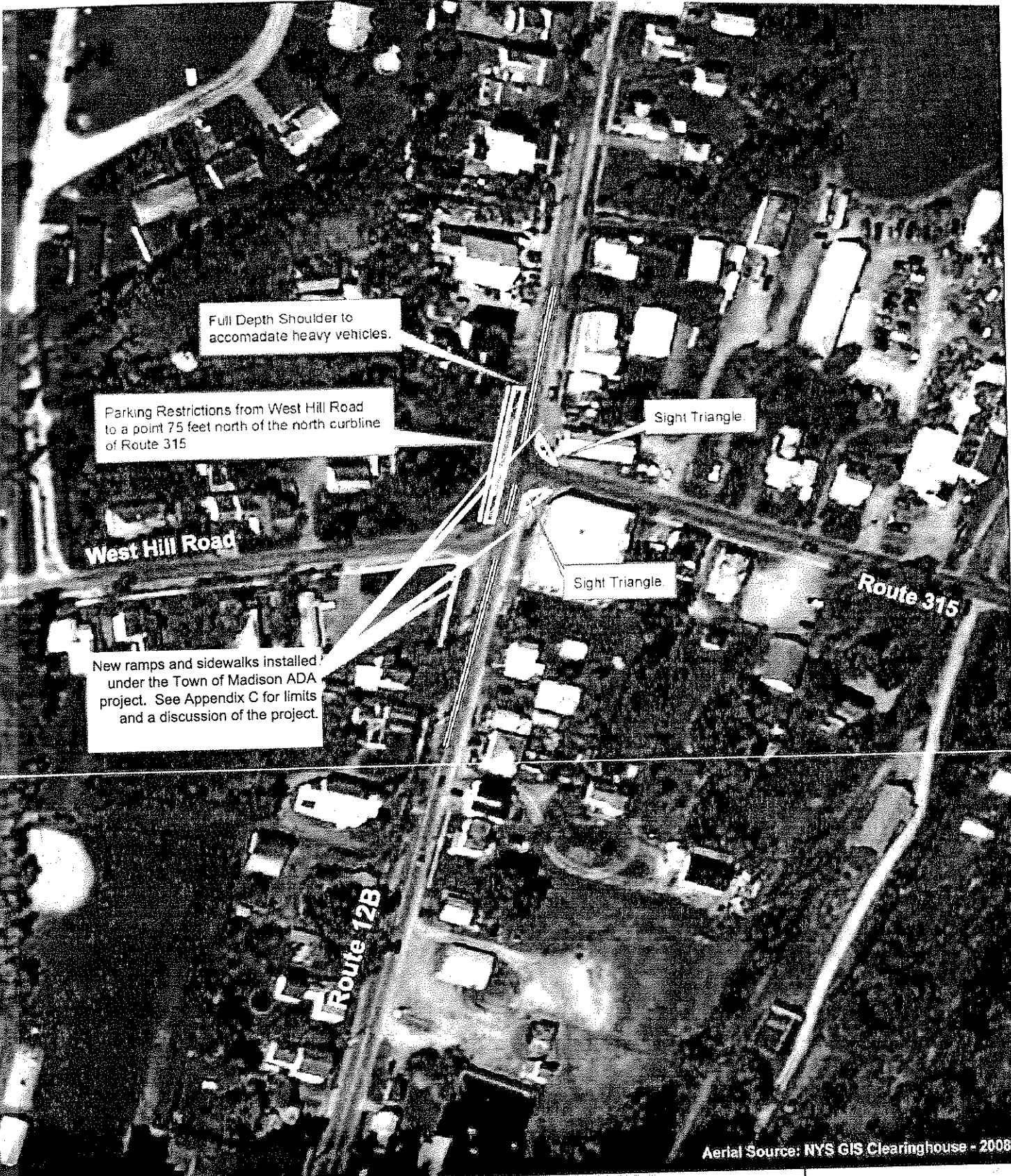
#B2: Alternative #1: Null Alternative. The accident history is not indicative of a priority safety issue warranting remediation.

- a. *Description:* No change
b. *Graphic:* N/A
c. *Cost:* No cost

#B2: Alternative #2: Add pavement marking and clear sight triangles

a. *Description:* Pavement markings can be an effective low-cost strategy to improve driver recognition and definition of this intersection, and to improve the sight lines for motorists approaching the intersection. Recommended markings include white edge lines to define the corner radii and a stop line on Route 315 located 10-feet from the edge of the Route 12B travel lane. Hatched markings could also be applied in the corner areas of the intersection to define the clear zones to maintain intersection sight distance. Public information flyers and communication with the business owners/proprietors about the safety importance of keeping these sight distance zones clear could also help to keep vehicles from parking in these areas.

- b. *Graphic:* Figure B1 in Appendix A.



Aerial Source: NYS GIS Clearinghouse - 2008

**Route 12B at Route 315
Town of Marshall**

**Issues #1 & 2
Parking Restrictions & Shoulder Improvements**

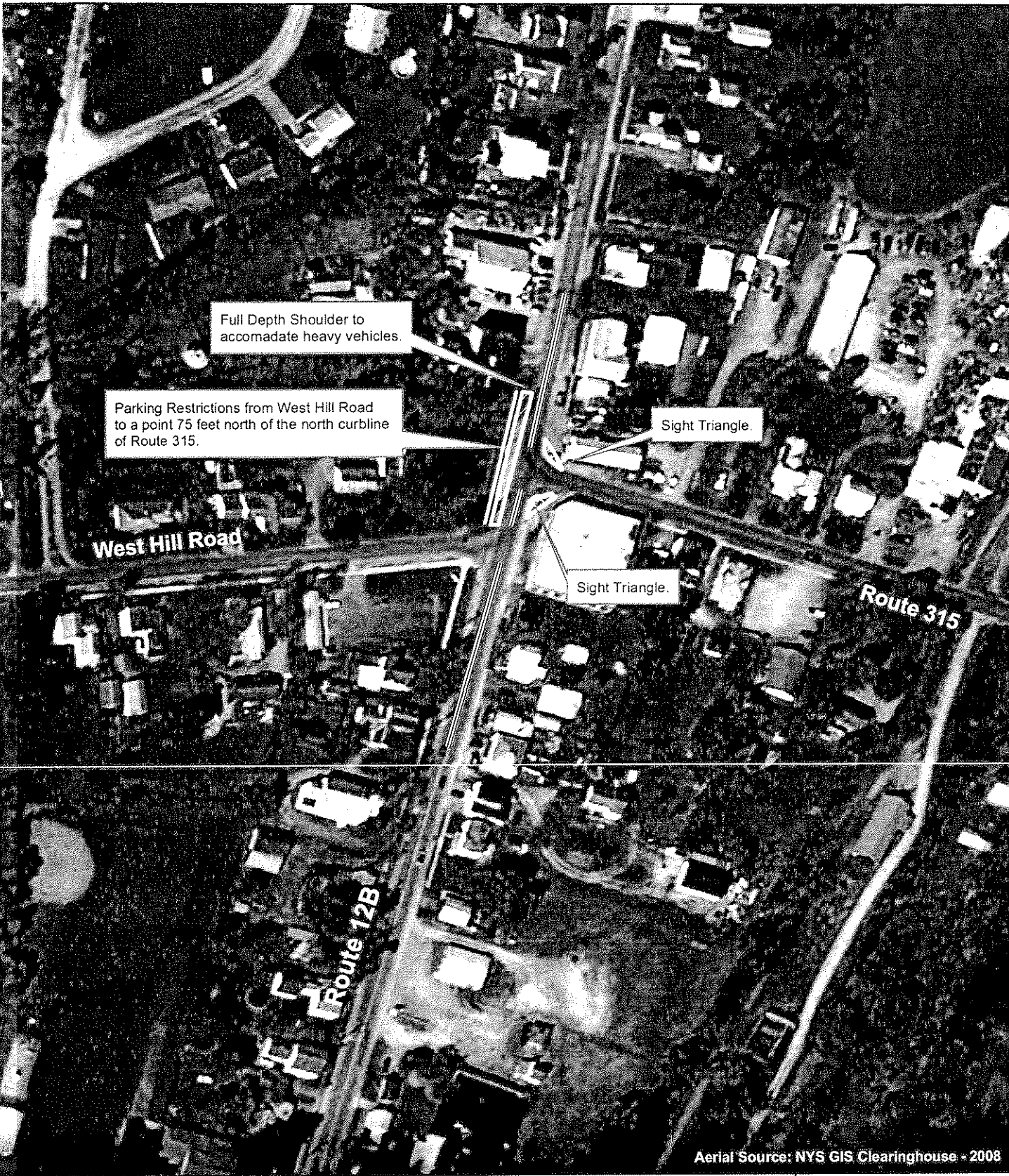
**Route 12B Corridor Study
Oneida & Madison Counties, New York**

Conceptual Drawing - Not to Scale

**Figure
B1**



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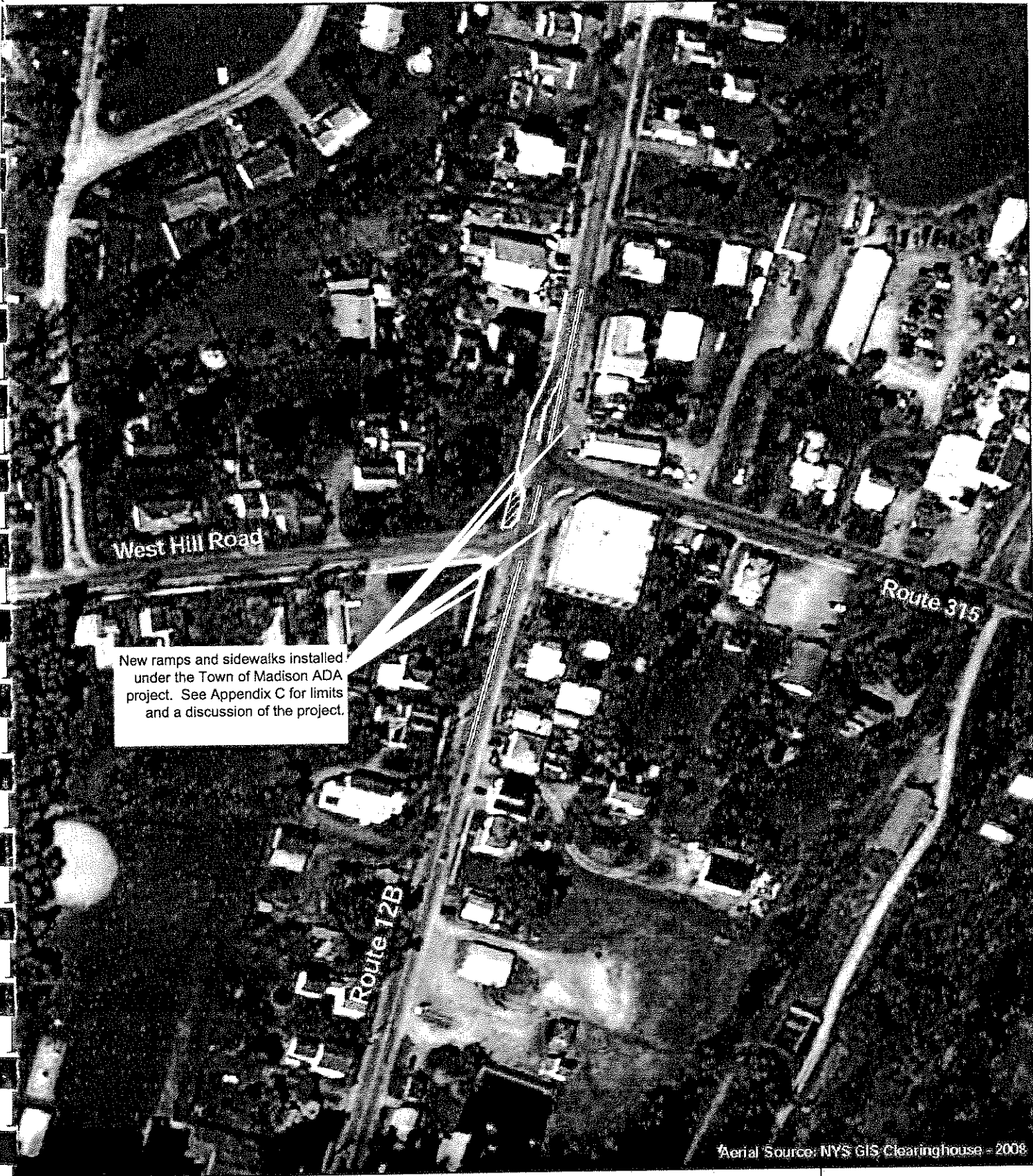


Aerial Source: NYS GIS Clearinghouse - 2008

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Route 12B at Route 315
Town of Marshall
Issues #1 & 2
Parking Restrictions & Shoulder Improvements
Route 12B Corridor Study
Oneida & Madison Counties, New York
Conceptual Drawing - Not to Scale

Figure
B1



New ramps and sidewalks installed under the Town of Madison ADA project. See Appendix C for limits and a discussion of the project.

Aerial Source: NYS GIS Clearinghouse - 2008

Route 12B at Route 315
Town of Marshall

Issues #2
Southbound Left Turn Lane

Route 12B Corridor Study
Oneida & Madison Counties, New York
Conceptual Drawing - Not to Scale

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Figure
B2

