LITTLE FALLS URBAN AREA REPORT

URBAN AREA REPORT

CITY OF LITTLE FALLS

RETURN TO
HIGHWAY OFFICE
14TH FLOOR
STATE OFFICE BLDG.

STATE OF NEW YORK

THOMAS E. DEWEY,
GOVERNOR

COOPERATIVE PLANNING PROGRAM

report on state arterial route plans in the

LITTLE FALLS

URBAN AREA

Prepared by

DEPARTMENT OF PUBLIC WORKS

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Superintendent

In cooperation with

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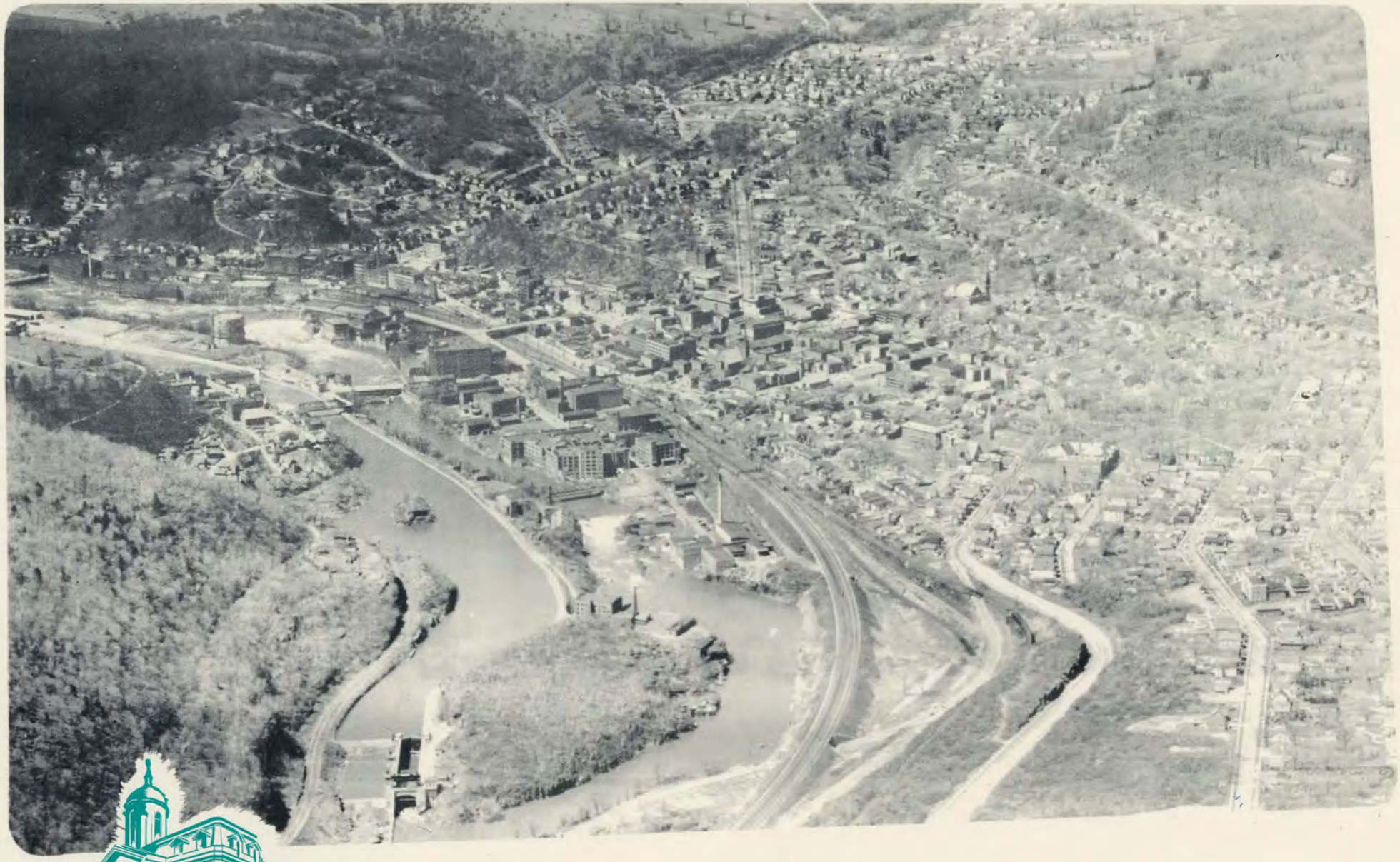


LITTLE FALLS

B. D. TALLAMY
SUPERINTENDENT

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
ALBANY 1

October 27, 1954

Hon. Willard M. Topper
Mayor of the City of Little Falls
Little Falls, New York

Hon. Philip W. Burdick, Chairman
Herkimer County Board of Supervisors
Herkimer, New York

Gentlemen:

It is a distinct pleasure for me to submit to you the accompanying Urban Area Report for the City of Little Falls and its environs. This presentation, recently completed by our Department, contains a recommended General Plan for arterial route improvements within your urban area and describes in considerable detail the extensive traffic and planning studies upon which it has been predicated.

The arterial route phase of our Department's program was authorized by Highway Law amendments enacted during 1944 and 1945. Sixty New York State cities have been surveyed to date and comprehensive reports are being prepared for each city. This Little Falls report discloses the character and extent of the problems affecting both local and through travel over the city's main thoroughfares. A large volume of through travel will be diverted to the New York State Thruway. The General Plan for arterial routes has been

designed to meet the remaining traffic problems, both current and anticipated within a reasonable period of forecast.

The cost of the planned arterial improvements, set forth in the General Plan within the corporate limits, is estimated at $3,844,000. This cost includes $2,986,000 for construction and $858,000 for rights of way, based on current market values. Under the provisions of the Arterial Law $429,000, which is fifty percent of the rights of way costs within the city, would be assumed by the City of Little Falls. The portion for each project would not be required until that specific project is scheduled for construction. The remaining rights of way and all construction costs would be provided from State and Federal funds.

The approval of the General Plan by the local authorities will permit the Highway Law to be amended to include these planned routes. The subsequent phases of project authorization, surveys, detailed design and advancement to the construction stage can then be undertaken in accordance with available financing.

With these facts in mind, it would be appreciated if you and your associates will review the accompanying report and advise me if the recommended General Plan for arterial routes meets with your general approval.

Respectfully submitted,

B. D. TALLANY
Superintendent of Public Works

Acknowledgments

The assistance of the following agencies and their cooperation in furnishing material and information essential to the preparation of this report is sincerely appreciated and gratefully acknowledged:

CITY OF LITTLE FALLS

- Mayor's Office
- Police Department
- Fire Department
- City Assessor's Office
- City Engineer's Office
- City Treasurer's Office

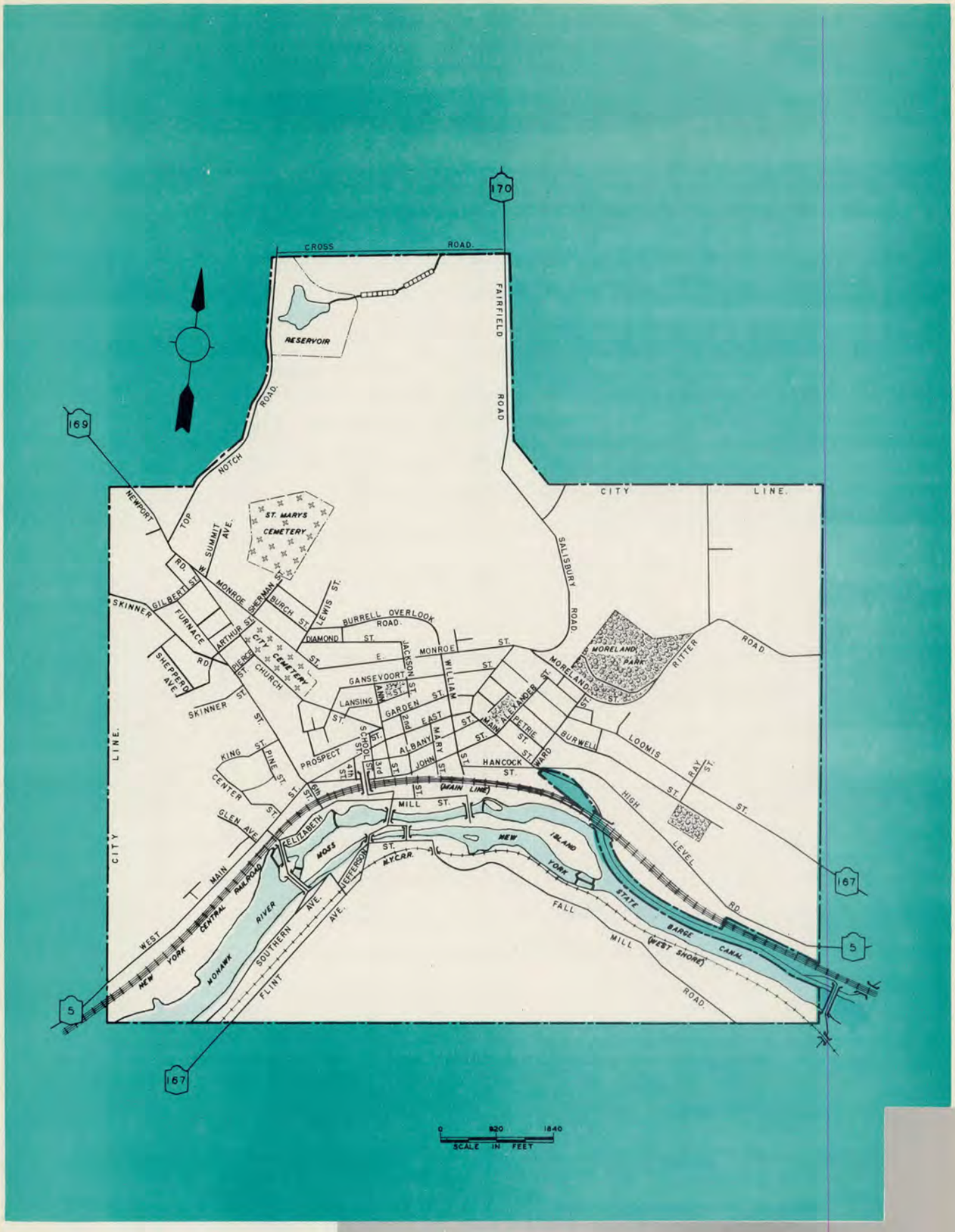
HERKIMER COUNTY

- County Assessor and Historian's Office
- County Clerk's Office
- County Sheriff's Office

STATE OF NEW YORK

- Department of Commerce
- Department of Taxation and Finance

Acknowledgment is also made of important material and aid freely given by the many public-spirited organizations and residents of the area.



street layout

Table of Contents

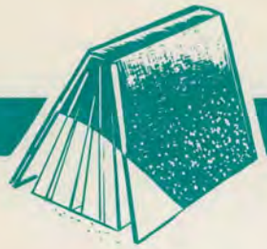


TABLE OF CONTENTS (CONT'D.)

summary of recommendations

SUMMARY OF RECOMMENDATIONS

The New York State Department of Public Works in cooperation with the U.S. Bureau of Public Roads has prepared a General Plan of arterial routes for the City of Little Falls. A brief description follows:

ROUTE N.Y. 5 ARTERIAL

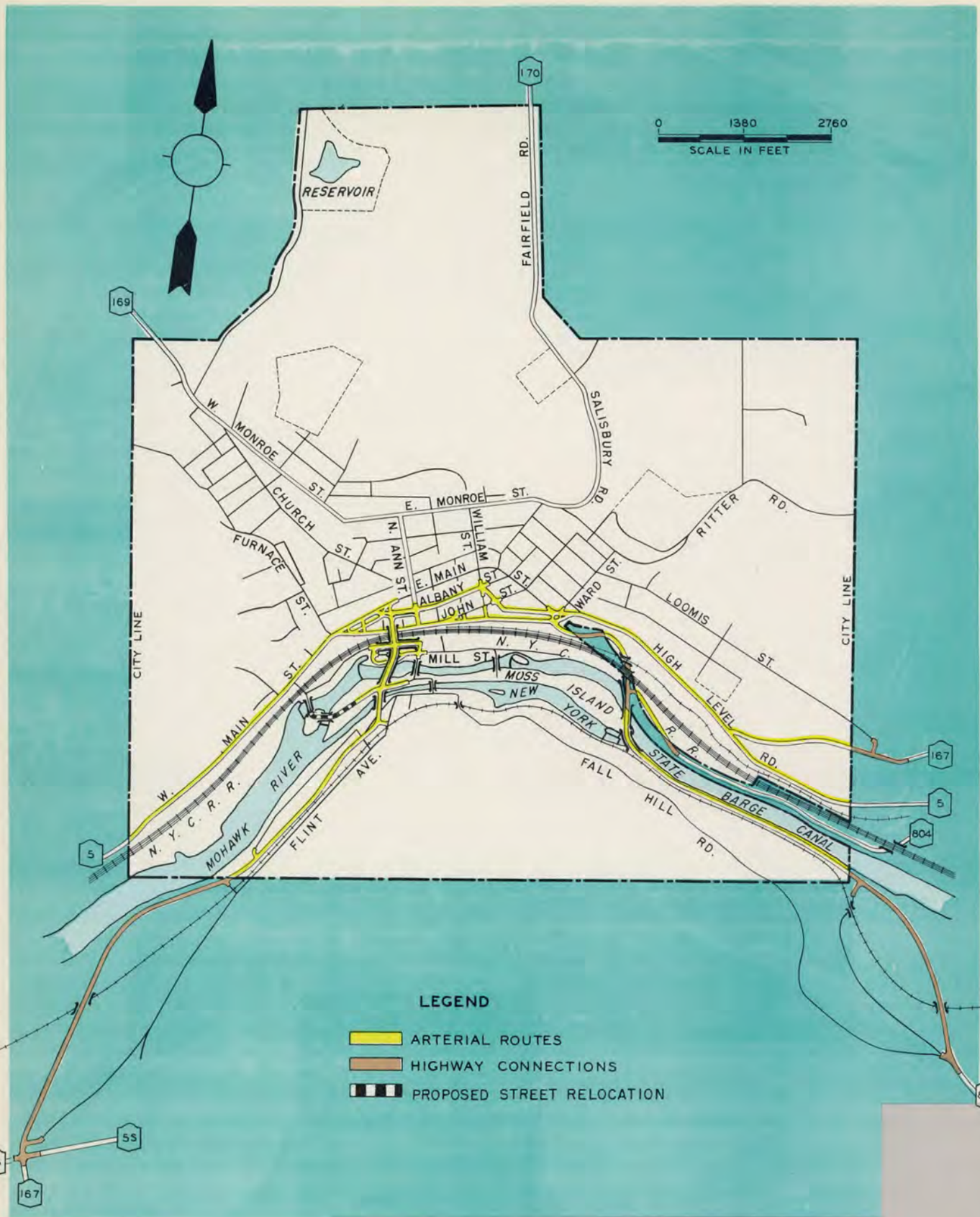
This facility will be the main crosstown traffic distributor for local and through traffic on Route N.Y. 5 and will also provide a local downtown bypass. The route begins at the west city line and follows West Main Street to John Street with two-way operation. John and Albany Streets and some new location are used for one-way operation to the vicinity of Ward Street, where two-way operation resumes on the High Level Road to the east city line.

ROUTE N.Y. 5S CONNECTION

This facility will provide improved access to Little Falls via Route N.Y. 5S for traffic from the east and southeast. The route begins at Ward Street with a connection to Route N.Y. 5 Arterial and follows new location southeasterly to a junction with the existing State highway connection between Routes N.Y. 5 and 5S, about 0.7 miles east of the city. A new bridge is planned over the Mohawk River and Barge Canal.

ROUTE N.Y. 167 RELOCATION

This facility will expedite north-south travel and also Thruway traffic to Little Falls. The route begins with a connection to existing Route N.Y. 5S about a mile southwest of the city, and follows new location to the Route N.Y. 5 Arterial. The route is coincidental with Route N.Y. 5 Arterial to a point about 0.6 miles west of the city line, where the routes separate and the facility follows new location to a junction with existing Route N.Y. 167 just east of the city. A new bridge is planned over the Mohawk River and Barge Canal.



LITTLE FALLS
NEW YORK

general plan

The REPORT
LITTLE FALLS

PURPOSE AND POLICY

New York State's urban arterial highway program has been actively under way since 1946. The basic purpose of this program is the scientific development of a general plan of arterial highway routes for each urban area of the State which, when constructed, will serve to expedite State highway travel into and through cities and to relieve major urban traffic congestion as well. The findings and recommendations of each study are presented in comprehensive report form to the authorities of the urban area concerned.

Following review and local acceptance of the plan or a mutually agreed modification thereof, specific designation of the recommended arterial routes may be incorporated in the Highway Law by legislative amendment. Upon official designation, specific arterial routes may be selected and advanced to project design and construction stage, to the extent which prevailing State highway funds, Federal Aid highway allocations, and local financial programs will permit.

Under the governing provisions of the Highway Law, the State assumes the costs of planning, design and recommended construction of approved arterial route projects within its cities, as well as fifty percent of the cost of rights of way. Funds to cover the remaining one half of rights of way costs are to be advanced by each city as individual projects are undertaken.

Local legislative approval of the general plan for arterial routes as presented or as modified by mutual agreement, does not constitute a specific obligation of city funds. It does, however, indicate local approval of the general scope and arrangement of the recommended arterial system, and the procedures established for its advancement to final completion.

The planning of an arterial route system and its ultimate construction is certain to exert considerable influence on the future city pattern. For this reason the studies which are conducted by the Department give specific attention to the important phases of city planning which are most closely related to arterial route development. This process permits the development of an arterial system which not only meets the traffic needs disclosed by the studies, but which is compatible with practical planning requirements as well. Official approval of the recommended arterial route system permits public and private enterprise to develop their undertakings in conformity with the established pattern of major thoroughfares.

Official approval of the recommended overall plan is requested from the city concerned before individual projects may be advanced. When the urban area plans are of material concern to the authorities of the county, towns and adjacent villages, these officials are invited to review the proposals and indicate their comments or approval.

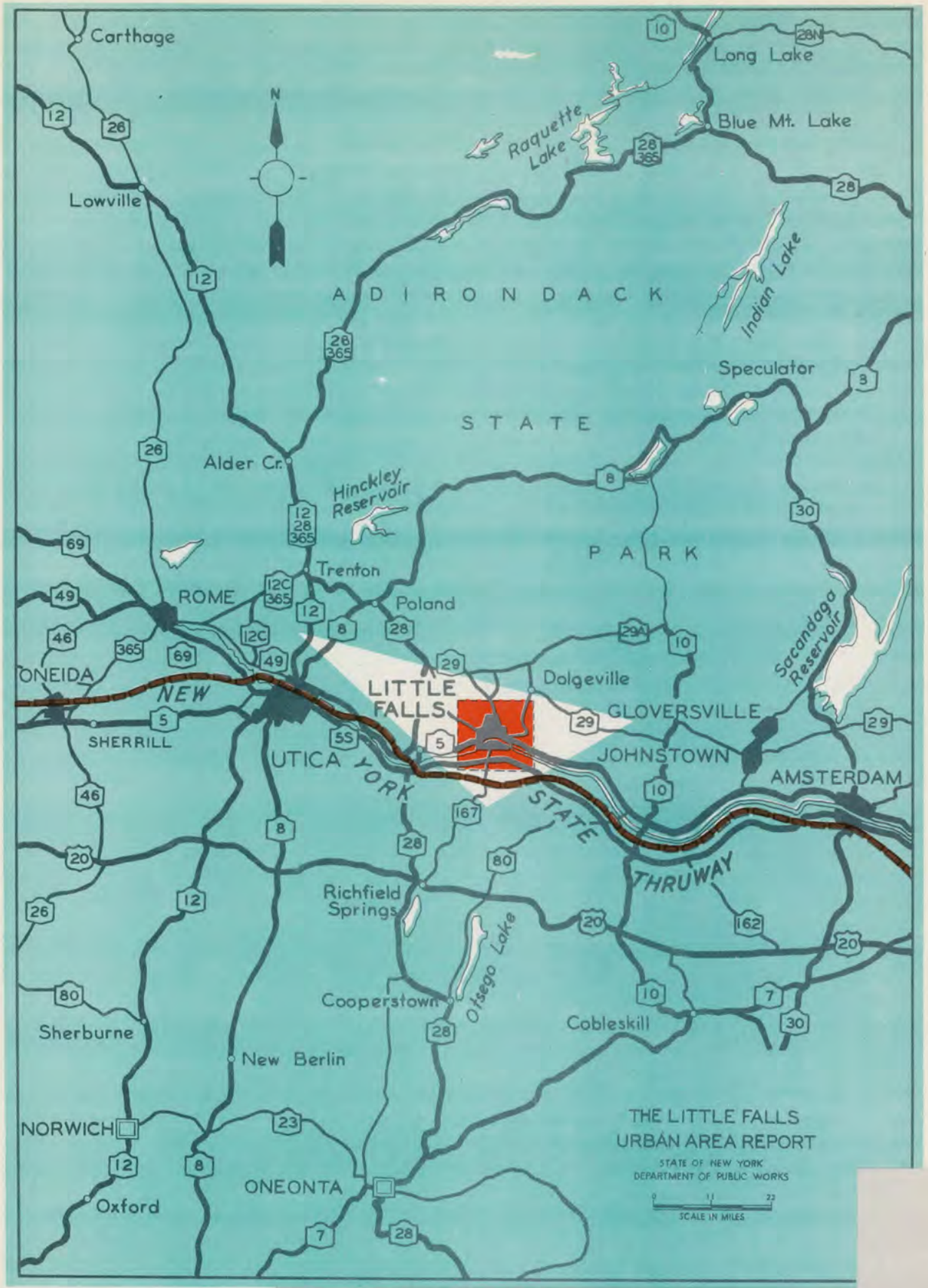
In accordance with the general policies stated above, this report presents the plan which has been developed for the City of Little Falls.

THE CITY OF Little Falls

The City of Little Falls is located on the Mohawk River in the east central region of New York State. The first settlement was made in 1722 by Palatine Germans who emigrated from Europe to secure religious freedom. Early growth was slow. In 1796 the construction of locks on the turbulent Mohawk opened up navigation and spurred the growth of the settlement. By 1811 Little Falls had developed into a busy trading and manufacturing center and a village charter was granted.

The waterpower of the Mohawk River and the favorable location on water and overland travel routes encouraged further development in Little Falls in the first half of the nineteenth century. Additional stimuli were furnished by the opening of the Erie Canal and the advent of the railroad. The population had increased to 4000 in 1855, when Little Falls was the center of manufacturing and commerce in the Mohawk Valley, with a wide variety of industries and mercantile establishments. In 1895 Little Falls became a city.

The city today is predominantly a manufacturing and trading center. Industry has adjusted to the modern markets and the principal manufactures are automobile interior trim, footwear, dairy equipment, bicycles, food products, etc. The city is served by five State highways, two railroads, and the Barge Canal, which maintains the highest lift lock on its system at Little Falls. In 1950 the city population totaled 9,541.



regional map

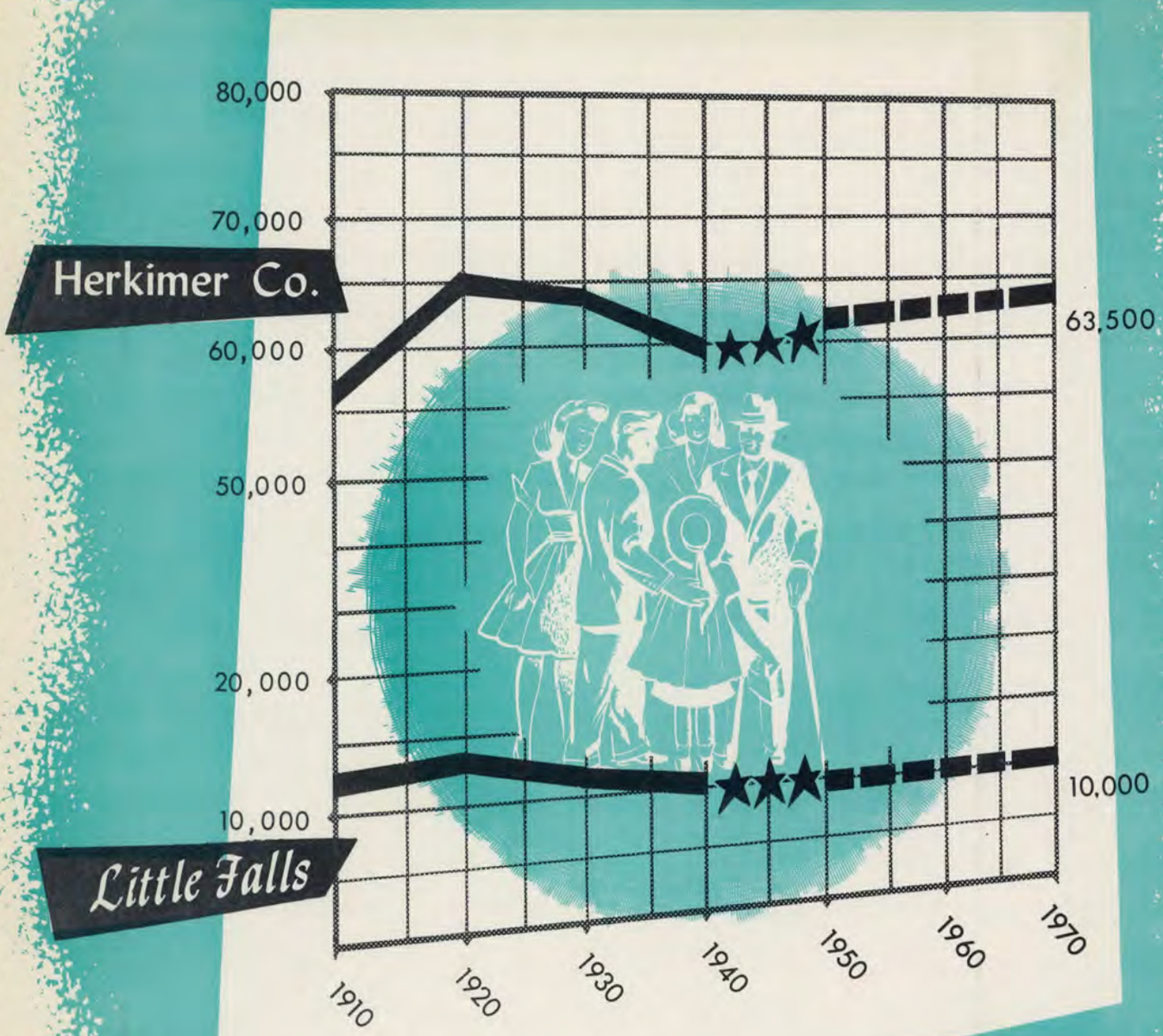
basic planning data

POPULATION GROWTH

The opposite plate is the first of four basic studies of the Little Falls area. This study shows the historical trend of population growth for the city and Herkimer County, thus providing a basis for the indicated 1970 population forecast. The population forecast, in turn, is one of the factors considered in estimating future traffic volumes.

From 1910 to 1920 both city and county gained population at a moderate rate. However, after that time the dislocation caused by World War I and adjustments to the changing industrial pattern resulted in a countywide population decline which lasted until 1940. During the past decade Little Falls population decreased slightly (6%), while Herkimer County gained slightly (3%). This trend is typical of the present day shift from urban to suburban living, but is relatively minor compared to the suburban trend in other areas of the State. In 1950 the city-county population ratio was nearly 16 percent.

It is anticipated that this adjustment period will end in the near future and the population of both the city and county will remain relatively stable over the period of forecast. By 1970 the population of Little Falls is expected to reach 10,000, a gain of five percent over the 1950 census figure. Herkimer County population is expected to reach 63,500, a gain of three percent. Based on these figures, the 1970 city-county population ratio would be 16 percent, substantially the same as in 1950.



Population Growth

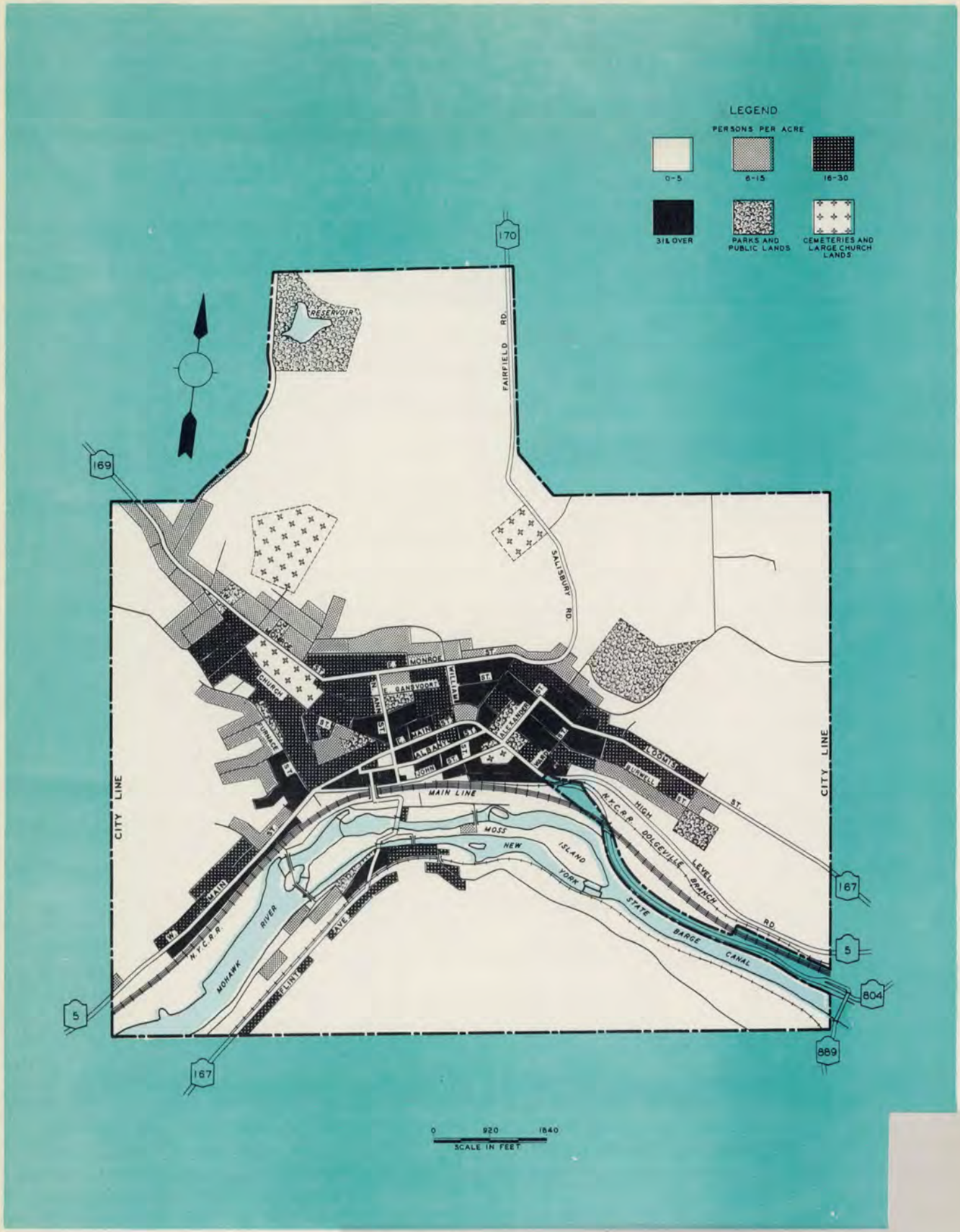
★ *Graph discontinuous because 1950 federal census allocated college students to location of school rather than to location of home residence.*

POPULATION DENSITY

This second basic study shows the distribution of population in Little Falls. Two important facts can be determined from a review of the city's population density pattern. First, the heavily populated areas can be identified, which will aid in route planning since these denser areas are important both as traffic generators and as a source of revenue to the city. Second, the location of the sparsely populated areas will be of value in locating new routes.

The majority of the more densely populated areas in Little Falls lie north of the New York Central Main Line. East of Ann Street there are many blocks which house 31 or more persons per acre; and interspersed with these areas are areas of next order density (16-30), making this eastern section of Little Falls the most intensively developed portion of the city. West of Ann Street there is a very large area of 16-30 density, and a long narrow strip of 1st and 2nd order densities borders West Main Street.

There are very large areas of 0-5 density in Little Falls, mainly due to the difficult topography. The Mohawk Valley is quite narrow at this point, and the Mohawk River, Barge Canal, and two railroads occupy much of the low-lying area. To the south sheer cliffs form an almost impassable barrier to development, and to the north steep hills make development nearly as difficult. These 0-5 density areas, therefore, may be expected to develop very slowly. Further, they are not too satisfactory for new route locations.



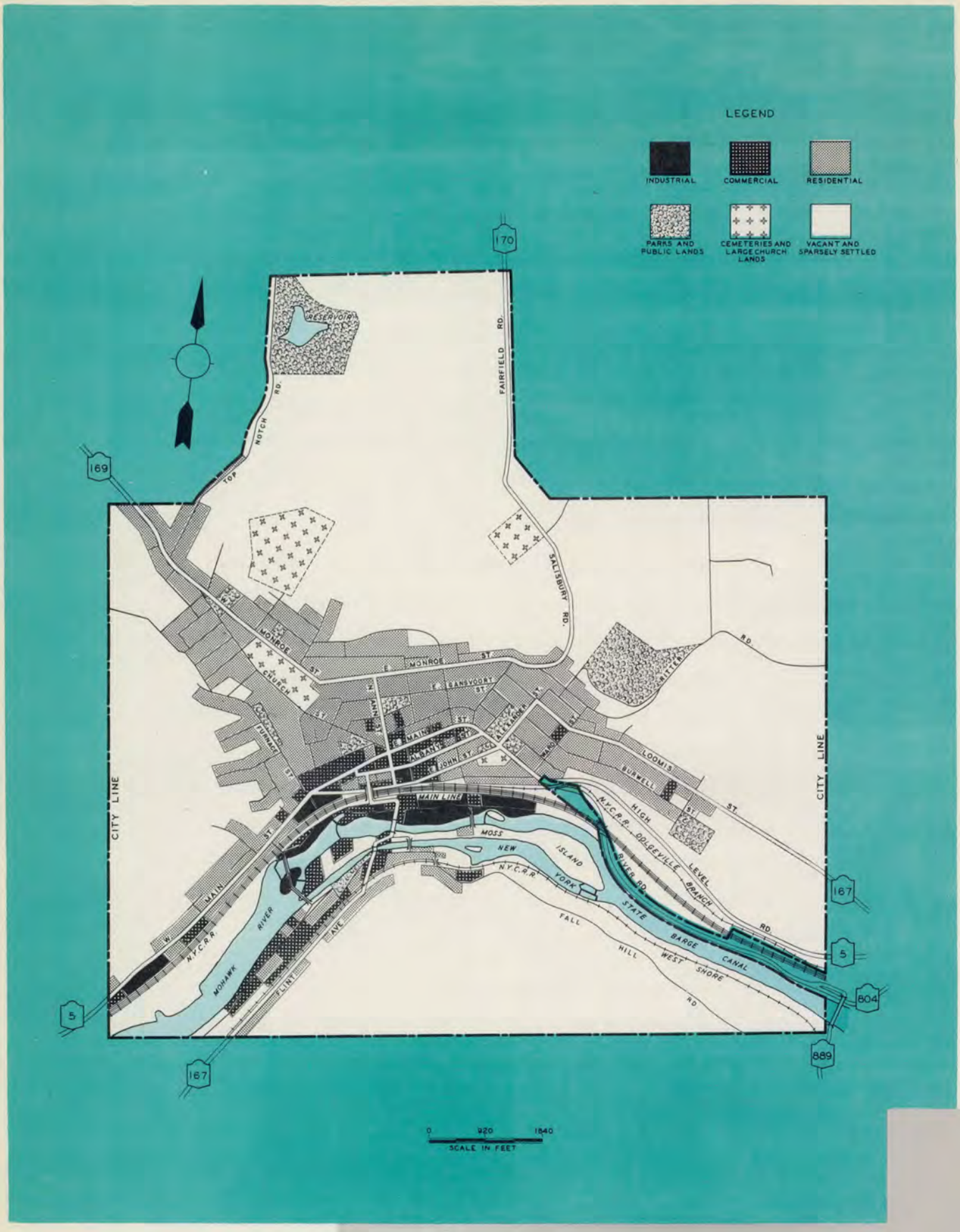
population density

EXISTING LAND USE

The opposite plate shows the existing pattern of community development in Little Falls. Although six general types of land use have been selected to typify this pattern, only the industrial and commercial areas will be discussed in this study, since the residential areas were described in a previous study and the remaining areas are relatively unimportant as traffic generators.

The majority of the city's industrial plants are located in a nearly mile long belt between the N.Y.C. R.R. Main Line and the Mohawk River. This area is conveniently close to rail facilities and the Barge Canal but is not too readily served by the Little Falls street system, which has only two links to the industrial section. One of these streets is at the extreme western edge of the area and crosses the railroad at grade. Besides the riverfront section there are four other industrial areas in Little Falls. South of the railroad an entire small island is devoted to industry and north of the railroad there are three widely separated areas along Route N.Y. 5.

Commercial establishments occupy a very large percentage of the city area for a community of 10,000. The central business district extends nearly eight blocks east and west along Main Street and also occupies nearly all the frontage on Albany Street and a substantial frontage on John Street. Besides this extensive downtown area, with its diversity of retail shopping and other facilities, there are many smaller specialized commercial areas distributed throughout the city.



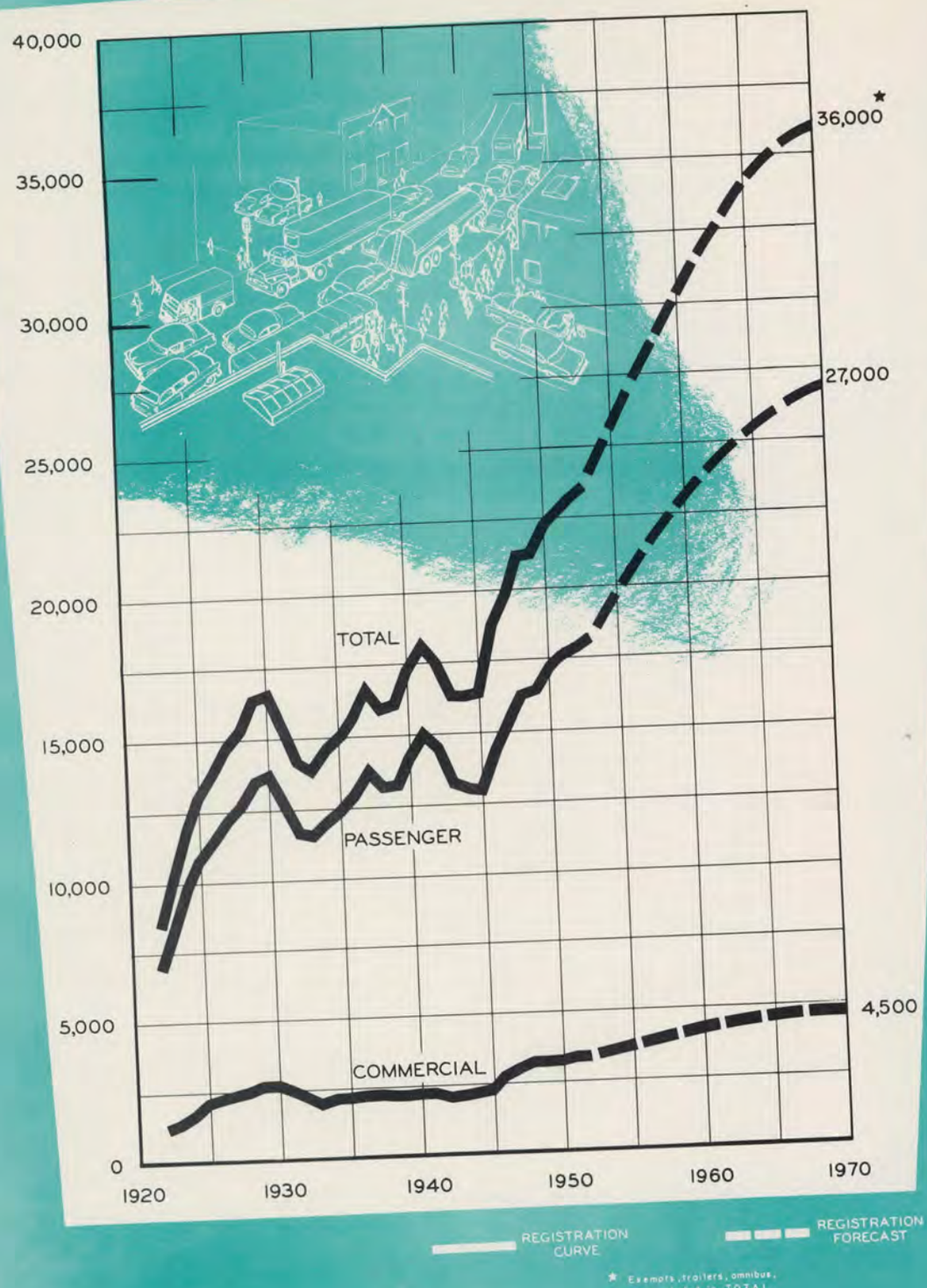
existing land use

MOTOR VEHICLE REGISTRATION

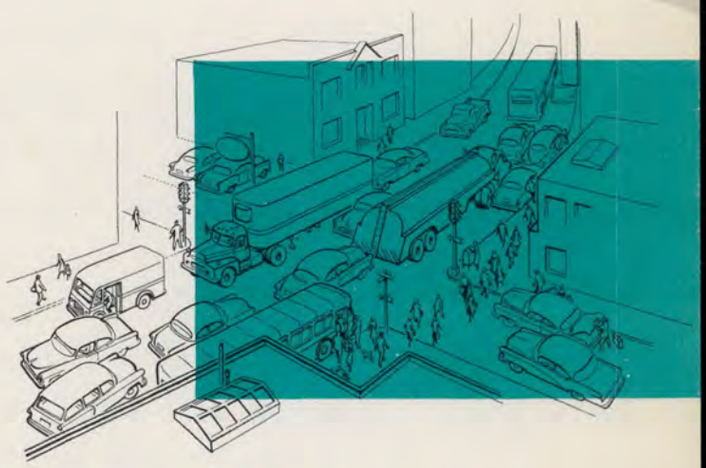
The trend of motor vehicle registrations is a guide to the probable traffic trend in an area. Although no registration figures are available for the City of Little Falls, it may be assumed that Little Falls motor vehicle registrations will be in approximately the same proportion to Herkimer County registrations as the city-county population ratio, which is 16 percent. The accompanying plate may therefore be considered typical of the city as well as the county registration trend.

In 1922 there were 8,420 registered vehicles in Herkimer County, or one vehicle for each 7.7 persons. In 1950 the total motor vehicle registrations had increased to 22,264, or one vehicle for each 2.8 persons. These figures represent a gain in registrations of 164 percent in the 28 year period, but during the same period the county population total declined six percent, which sharply emphasizes the greatly increased use of the motor vehicle for transportation over the past three decades. This trend is continuing, as evidenced by the six percent registration gain from 1950 to 1953.

It is expected that by 1970 Herkimer County registrations will reach a total of 36,000 vehicles, or one for each 1.8 persons. On the basis of the 16 percent population ratio, Little Falls registrations would be some 5800 vehicles. These figures indicate a registration gain of 53 percent between 1953 and 1970, the end of the forecast period.



Motor Vehicle Registration - Herkimer Co.



the traffic survey

THE TRAFFIC SURVEY

In August, 1948, the New York State Department of Public Works conducted a comprehensive traffic survey in the Little Falls area. This section of the report details the methods and procedures followed in securing the essential traffic data.

VOLUME CENSUS

On August 19, 1948, a twelve hour traffic count was made at 22 key stations and 13 special stations in the Little Falls area. During this twelve hour period from 6:00 A.M. to 6:00 P.M. 49 Department employees counted a total of 33,894 vehicles of all types. Besides classifying traffic by direction of travel, separate totals were recorded for light trucks, heavy trucks, buses, and passenger vehicles for each hour of the survey period.

On June 28, 1951, and again during the week of August 19-26, 1953, supplemental traffic counts were made in Little Falls. In the 1951 survey a seven hour count was made at six of the original stations and at 13 new stations. In the 1953 survey continuous traffic counts were made at 12 of the original key stations for a one week period. The 1953 study indicated that traffic volumes had increased an average of 30 percent since the original survey was made in 1948. Accordingly, the original figures have been revised and the volume studies in the report show current conditions. The location of the count stations is illustrated in Appendix A.

ORIGIN AND DESTINATION SURVEY

On August 26, 1948, an origin and destination survey was conducted in the Little Falls area during the 6:00 A.M. to 6:00 P.M. period. This phase of the comprehensive traffic study was designed to obtain information about the travel habits of area motorists.

Traffic stations were established on major streets and highways to intercept traffic entering the city and additional stations were established to intercept traffic entering the downtown area. Traffic control at the origin and destination stations was under the direction of city and county police.

To obtain the necessary information about area travel habits, 47 Department employees distributed a total of 4,859 questionnaire postal cards. These cards were designed to find out the origin and destination of the trip, routes followed, purpose of trip, method of parking, etc. Each motorist receiving a questionnaire card was also furnished with a colored instruction card which stated the purpose of the survey and requested cooperation in the project by completing and returning the cards. The colored card also served as a pass at subsequent survey stations so that inconvenience to the public could be kept at a minimum.

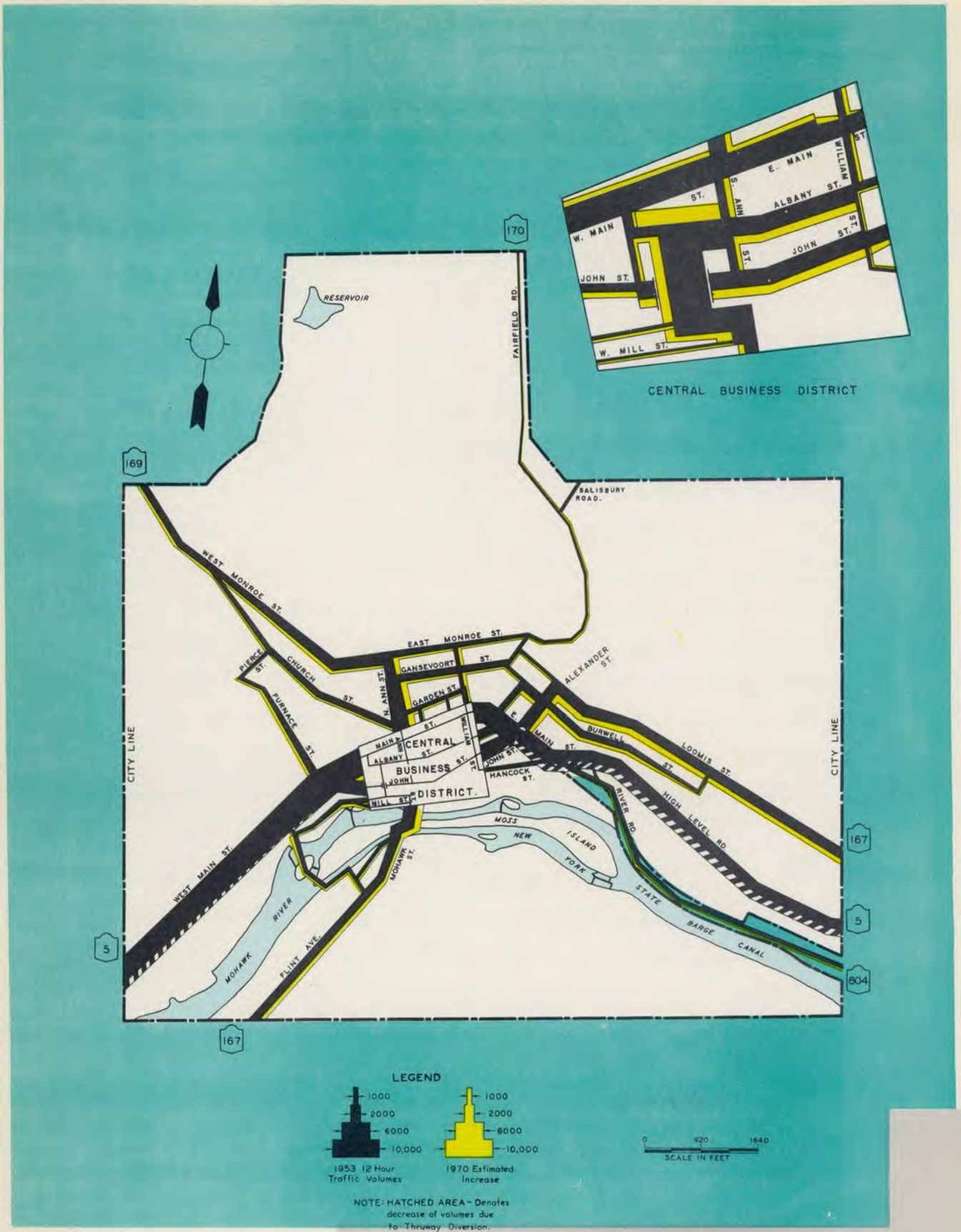
As a measure of the high degree of interest and cooperation of Little Falls area motorists, 49 percent of the 4,859 questionnaire postal cards distributed were promptly returned. The information was manually coded and mechanically tabulated. Further in this report these data are presented by text and illustrations and a summary tabulation is included in Appendix A.

1953 - 1970 TWELVE HOUR TRAFFIC VOLUMES

The accompanying plate is the first of a series of traffic studies that have been developed from the traffic surveys conducted in Little Falls. This plate shows the typical pattern of summer week-day traffic during the 6:00 A.M. to 6:00 P.M. period. The volume bands represent total movements, including repeat trips. By comparing the different streets on the basis of these volumes the importance of each facility may be determined.

As might be expected, the heaviest 12 hour volumes were recorded on Route N.Y. 5, one of New York State's important east-west travel routes. Nearly 6000 vehicles were counted on West Main Street at the west city line. The pickup of traffic from side streets and along West Main Street swelled the total on Route N.Y. 5 to some 7000 at the John Street junction. Traffic on East Main Street, though lighter, was still substantial, with volumes exceeding 5000 vehicles during the 12 hour period. Other heavily traveled streets were John, Albany, Ann, Loomis, etc.

Traffic volumes increased an average of 30 percent from 1948, when the first traffic survey was made, to 1953, the most recent traffic survey. It is expected that traffic will increase at least an additional 60 percent from 1953 to 1970. However, a large percentage of the through traffic will be diverted to the Thruway and traffic volumes will actually decrease on Route N.Y. 5 near the east and west city lines. This 12 hour volume study therefore shows the net results of the traffic increases and decreases expected by 1970.



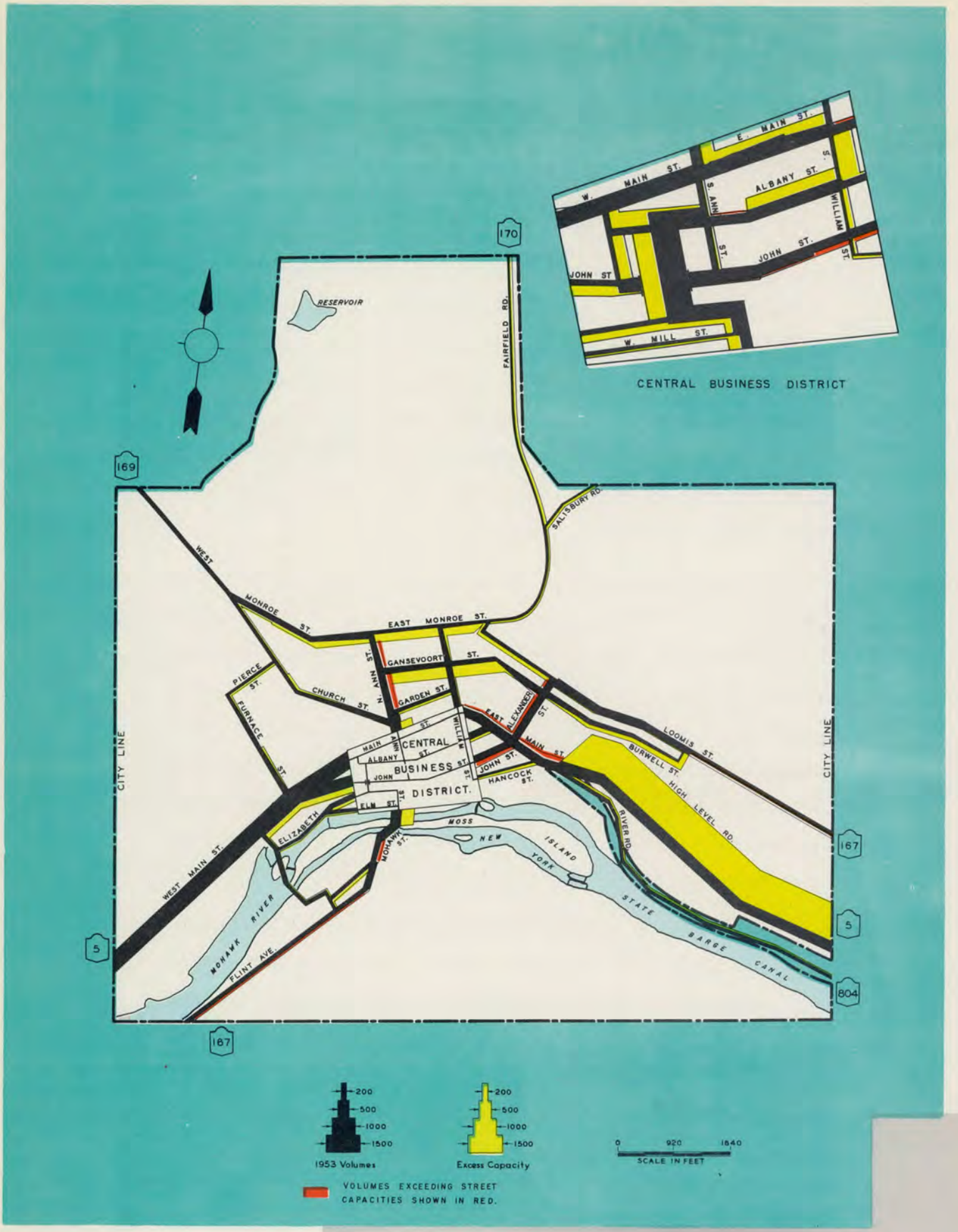
1953–1970 12 hr. traffic volumes

1953 PEAK HOUR TRAFFIC VOLUMES

The previously indicated 12 hour volume study showed the total of all the traffic movements from 6:00 A.M. to 6:00 P.M. During this 12 hours there occur several periods of very high traffic intensity, when volumes are as much as double the average. These critical traffic periods are shown on the accompanying plate, which measures the typical peak hour volumes against the street capacities to determine the sufficiency of the existing street system in Little Falls.

Many streets in Little Falls are too narrow to carry peak hour traffic efficiently. Outside of the business district Flint Avenue, North Ann Street, East Main Street, John Street, Alexander Street, and Loomis Street all were observed to be carrying traffic volumes beyond their free-flowing capacity. Likewise, West Main Street was loaded to capacity. These traffic overloads naturally result in considerable congestion; travel speeds are greatly reduced and travel time correspondingly increased during peak hours.

The deficiencies indicated above were all observed on the street system outside the business district. Inside the business district itself, portions of John Street and Albany Street were also observed to be deficient in peak hour traffic capacity. Actually, peak hour congestion is greater than indicated inside the downtown area. The theoretical traffic capacity of downtown streets is reduced by the various business district activities; and congestion on the approach streets has a strong effect on traffic flow inside the downtown area.



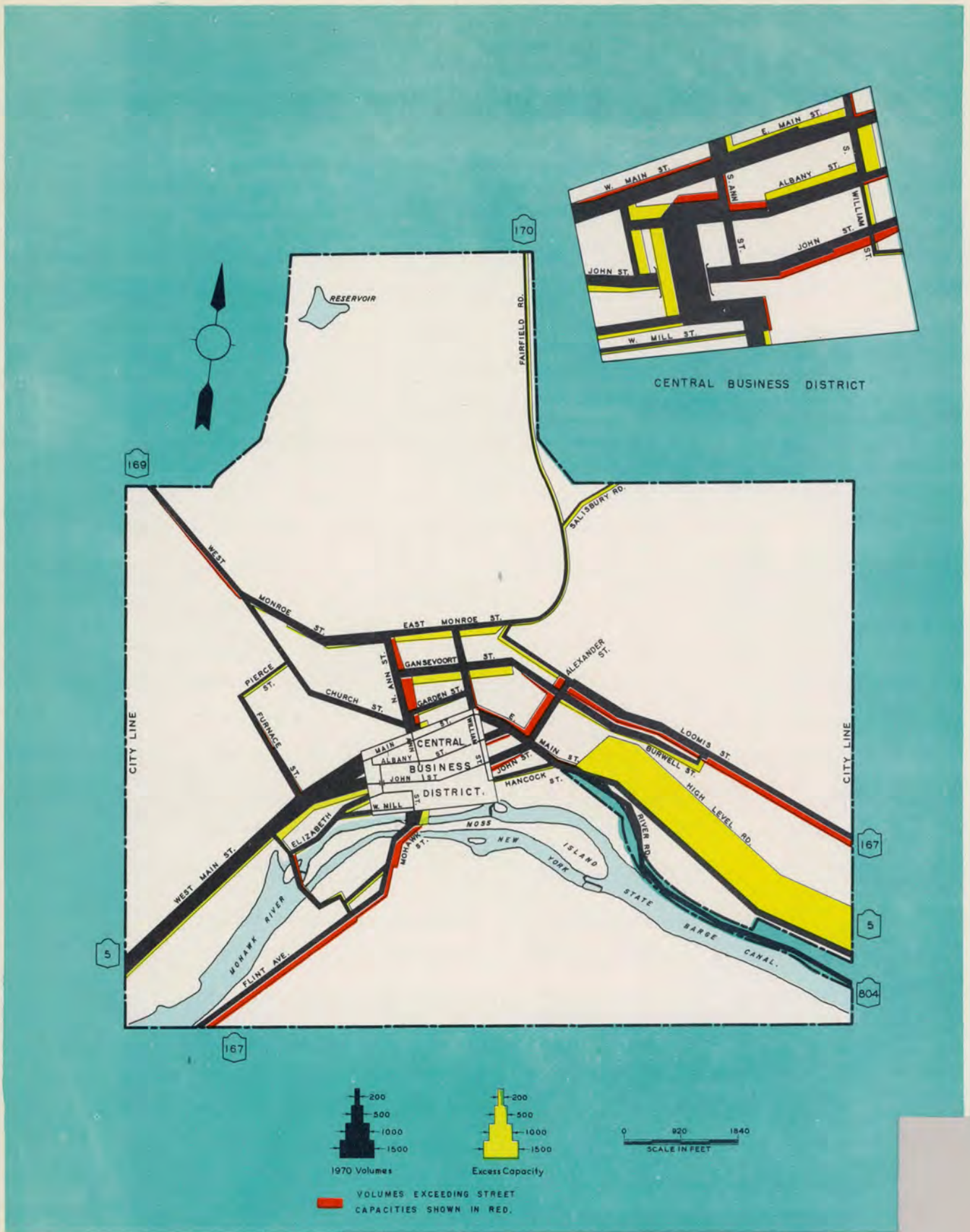
1953 peak hour traffic volumes

1970 PEAK HOUR TRAFFIC VOLUMES WITH NO IMPROVEMENTS

By 1970 the peak hour traffic volumes in Little Falls are expected to increase some 60 percent above the 1953 volumes. However, as previously indicated a substantial volume of through traffic will be diverted to the Thruway. This Thruway traffic has therefore been deducted from the total area traffic for this study. It is also assumed that there will be no local improvements which will materially increase present street capacities, which are compared with 1970 volumes on the accompanying plate.

The High Level Road and a portion of West Main Street (Route N.Y. 5) will be carrying less traffic in 1970 than in 1953. Otherwise, by 1970 virtually every important traffic artery in Little Falls will be seriously congested during peak hours. Some of the narrower streets such as Flint Avenue, Alexander Street, and Loomis Street will be carrying more than double their efficient capacity for a one hour period. John, Albany, and other streets will be nearly as overloaded and River Road will be at capacity.

In the downtown area congestion will be critical. Even during off-peak hours the normal city business district has a moderate amount of congestion due to shoppers, bus and truck operations, and parking maneuvers. During peak hours the combination of narrow streets and traffic overloads will result in bringing traffic virtually to a standstill in Little Falls. Such conditions are certain to have a harmful effect on business.



1970 peak hour traffic volumes – no improvements

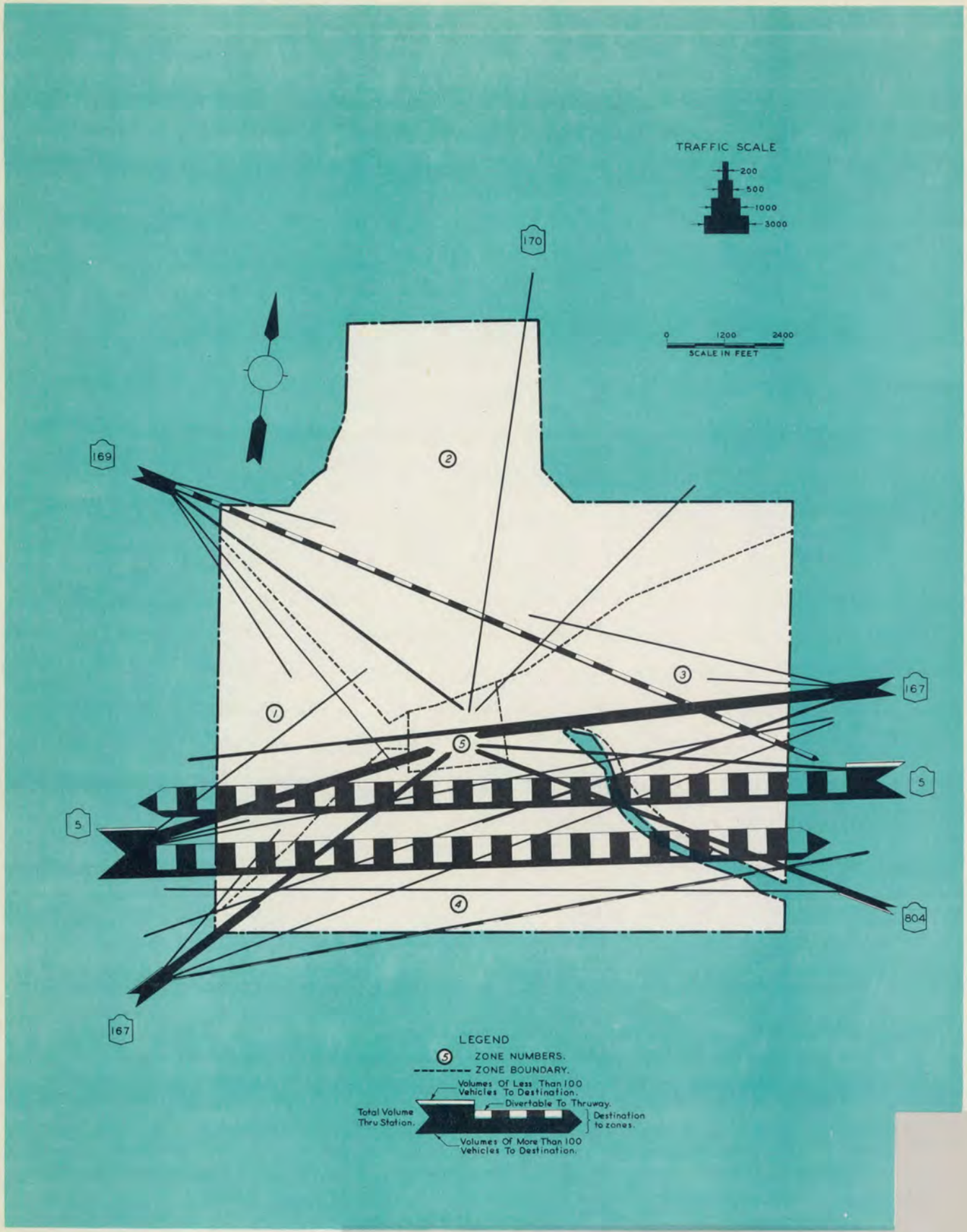
The New York State Thruway completed

DESTINATION OF TRAFFIC ENTERING THE CITY

The information obtained from the origin and destination survey has been used to prepare three studies of Little Falls area travel desires. Shown opposite is the first study--the destination of traffic entering the city. This plate represents the typical pattern of travel desires for a 12 hour period on a summer week-day. The volume bands represent only original inbound trips, excluding repeat and return trips.

The outstanding feature of the travel desire pattern for traffic entering Little Falls is the Thruway divertable traffic. This is only potential Thruway traffic, however, and the actual traffic diversion is expected to be only a portion of this volume. The through movement represents 58 percent of all the traffic entering the city, due largely to the heavy east-west travel on Route N.Y. 5. Of this 58 percent, the large majority (52%) is long distance through traffic, which originates outside Herkimer County and has destinations outside the county.

There are several other significant elements to the travel desire pattern. Some 27 percent of the traffic entering the city desires to stop in the business district, and about half of this traffic to the downtown area originates outside Herkimer County. This figure emphasizes the importance of Little Falls as an industrial and business center. A large volume of area traffic (Herkimer County) likewise desires to stop in the business district. This movement represents 42 percent of the traffic originating in Herkimer County outside the city.



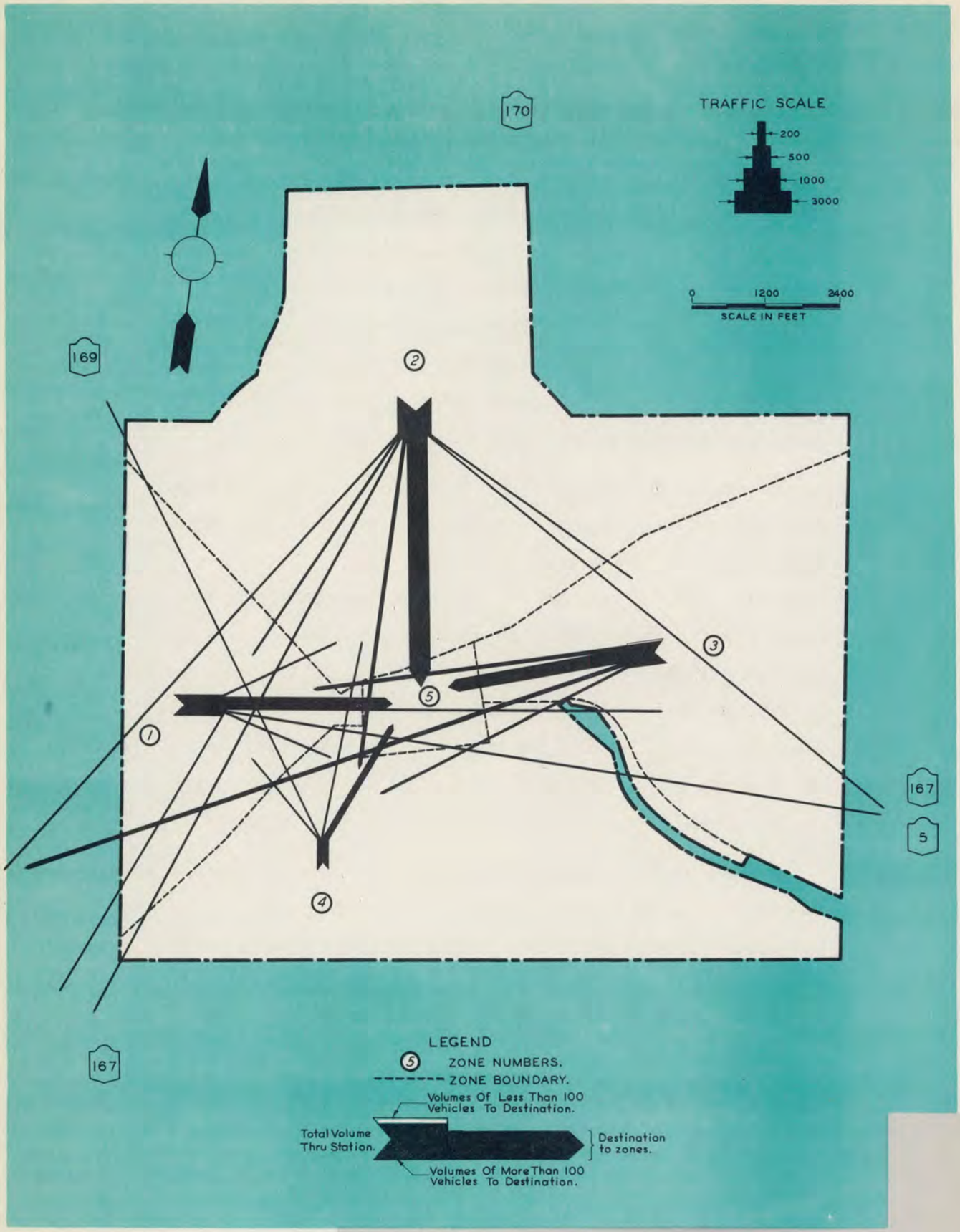
destination of traffic entering the city

DESTINATION OF TRAFFIC ORIGINATING WITHIN THE CITY

The opposite plate shows the travel desire for traffic originating within the city of Little Falls. The volume bands, as in the previous study, represent original inbound movements only, with return and repeat trips excluded. Since the Thruway location to the south of the city does not offer an alternate to the local street system for traffic originating within Little Falls, this study does not distinguish potential Thruway traffic by a separate legend.

Traffic originating within the city is relatively light, totaling only 48 percent of the external traffic. This low figure is not surprising, since Little Falls is in the 10,000 population range. There are three distinctive types of destinations for internal traffic: city zones (1-5), which represent some 81 percent of the total; area zones (Herkimer County), 13 percent; State Zones, six percent. The percentage of traffic traveling outside the city is quite large, due to commuters working in nearby factories and other employment centers.

The outstanding destination for traffic originating in Little Falls is the central business district. Nearly 60 percent of the traffic indicated a destination in that area, according to the returned questionnaire postal cards from the origin and destination survey. This business district traffic is almost equally balanced east and west, but traffic from north of the Mohawk River is much heavier than that from south of the river.



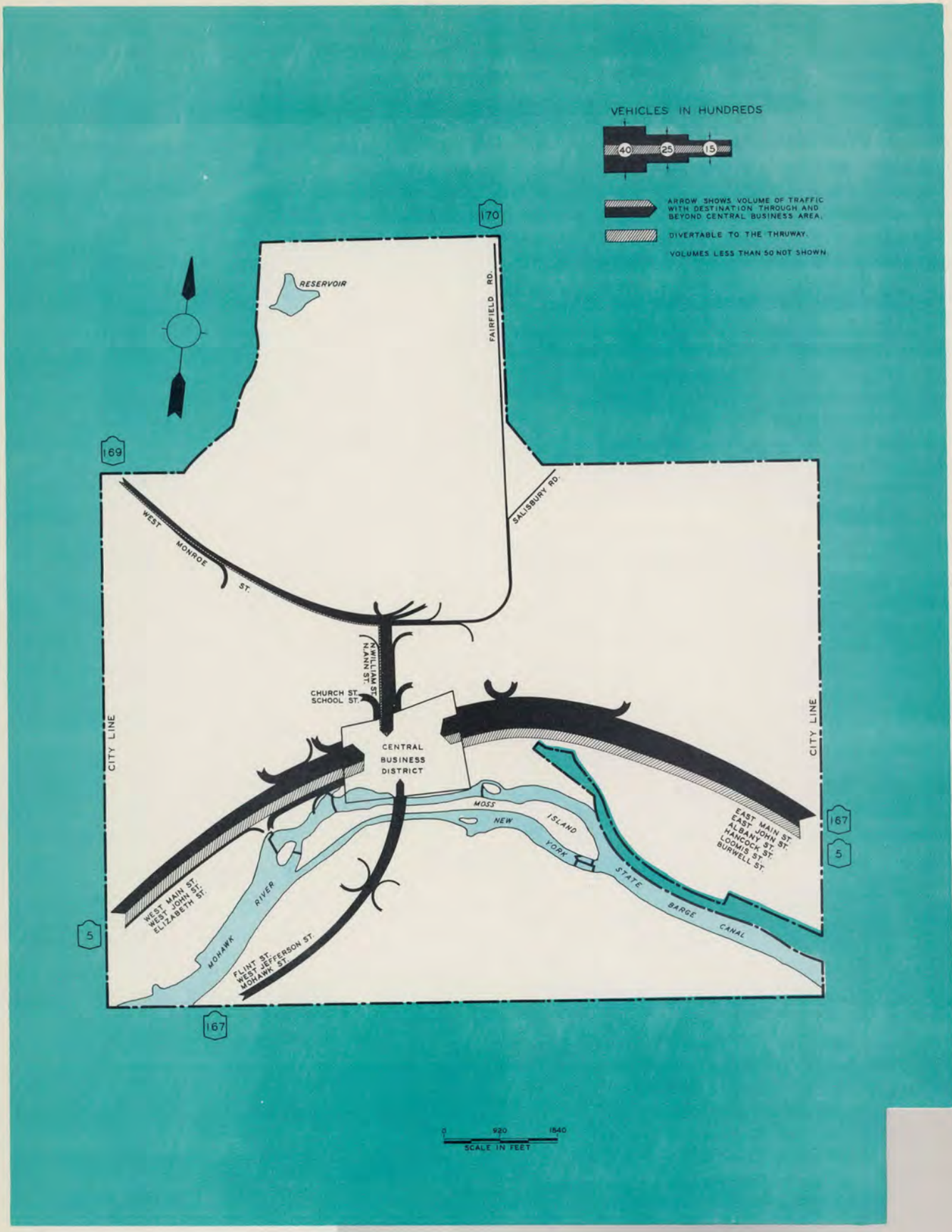
destination of traffic originating within the city

ACCUMULATION AND DISTRIBUTION OF TRAFFIC

This study summarizes the complex pattern of travel desires determined from the Little Falls origin and destination survey. Two major elements of the area travel desire pattern are shown--traffic crossing the business district to reach other destinations and traffic desiring to stop in the business district. The volume bands represent initial inbound movements only, excluding repeat trips.

Due to the city's location astride heavily-traveled Route N.Y. 5, long distance through traffic is a very important element in the overall traffic pattern. This movement represents some 27 percent of the total area traffic. However, after the Thruway is completed long distance through traffic will no longer be an important factor in the area traffic pattern. Short distance through traffic, on the other hand, will not be affected by the Thruway. This movement, which is largely commuter traffic staying within the county, is relatively light (4%).

More than 37 percent of all the area traffic desires to stop in the business district. This figure is above the average for a city of 10,000, emphasizing the importance of Little Falls as a shopping and marketing center for a large outlying area. The importance of the industrial sections is indicated by the high percentage (15%) of vehicle trips to these zones. Commuter traffic from Little Falls to nearby places of employment is relatively light (4%).



accumulation and distribution of traffic

the problem

THE PROBLEM

The traffic problem in Little Falls is unique in several respects. As elsewhere, ever-increasing traffic volumes combined with an inadequate street system are having serious effects on traffic circulation. Also, as elsewhere, the city has developed so intensively along the main traffic arteries that the cost of extensive street widening is almost prohibitive.

However, due to the location of Little Falls just north of the New York State Thruway, a large volume of through traffic which now traverses the city on Route N.Y. 5 will be diverted to the Thruway. This fortunate circumstance of location will actually reduce traffic volumes near the east and west city lines when the Thruway is opened to traffic in the Little Falls area. Thus the traffic problem in Little Falls should be relieved rather than intensified over a reasonable period of forecast, as far as through traffic is concerned. Origin and destination studies showed this type of traffic to be some 27 percent of the area total.

But despite the diversion of a large share of this through traffic, Little Falls will still have a serious traffic problem by 1970, the end of the forecast period. More than 37 percent of all the area traffic desires to stop in the business district, an additional 15 percent is destined to the industrial sections, and 13 percent is destined to other city areas, which indicates that the majority of the area travel is local and will not be affected by the Thruway. Due to the existing street pattern, the majority

of this local traffic is concentrated on a few streets. For example, in 1953 more than 7000 vehicles were recorded on downtown Main Street in only a 12 hour period.

It is expected that by 1970 area traffic will increase at least 60 percent over the 1953 figures. Thus the important downtown traffic arteries such as Main, John, and Albany Streets will be critically congested during peak hours, when traffic is at least double the average for the day. During these periods of congestion, shopping and other essential activities will be difficult and time-consuming, and business operations will be seriously hampered. The net effects of the Thruway diversion and area traffic increases, therefore, will be widespread traffic congestion.

Besides this unusual traffic problem, Little Falls has an unusual topographic problem. In most cities where street widening in the built-up areas is not practicable it is still possible to find alternate routes through low-cost lands. In Little Falls, however, the rugged terrain acts as an effective barrier against such a solution. The Mohawk Valley is very narrow at this point, and the Mohawk River, Barge Canal, and two railroads occupy much of the low-lying area. To the south there are sheer cliffs and to the north steep hills. Since effective parallel routes on new location would be very costly, a solution to the Little Falls traffic problem should make maximum use of the existing traffic network in the downtown area.

the plan and its benefits

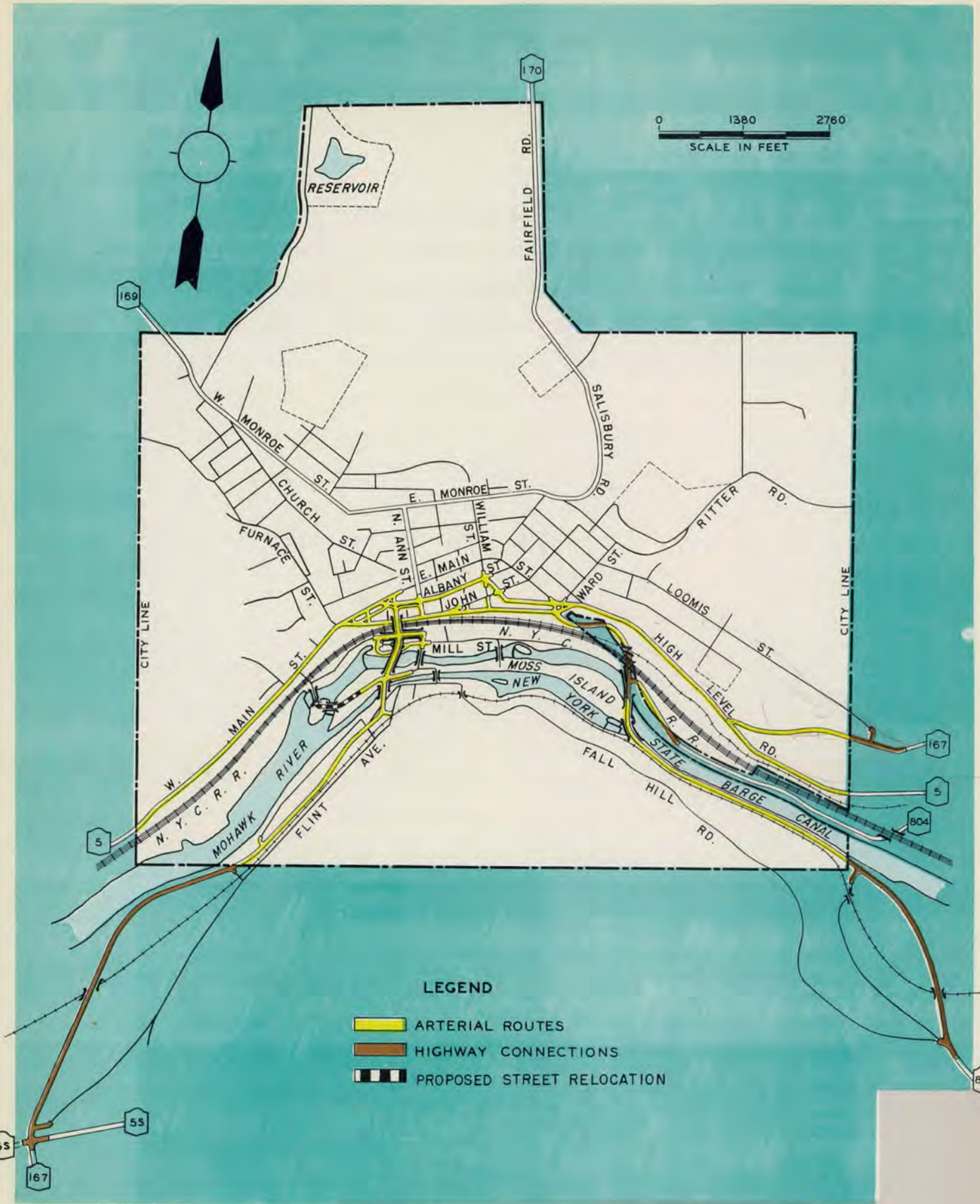
THE GENERAL PLAN

The New York State Department of Public Works in co-operation with the U.S. Bureau of Public Roads has prepared a General Plan of arterial routes for the City of Little Falls. The recommendations are based on the 1948 and 1953 traffic surveys and other detailed traffic and planning studies. The plan comprises three arterial routes and two State highway connections. It has been designed to meet area traffic needs for at least a fifteen year forecast period. Access will be controlled on all facilities to be built on new locations.

ROUTE N.Y. 5 ARTERIAL

Although the Thruway will divert a large percentage of the east-west through traffic from Little Falls, the remaining through movements combined with local east-west traffic will still represent a very heavy traffic load on Route N.Y. 5 by 1970. The arterial will expedite these east-west movements by providing a local downtown bypass. Also, by diverting this traffic, the new facility will relieve congestion in the business district.

The route begins on West Main Street (Route N.Y. 5) at the west city line and follows the existing street to its junction with John Street. At this point the route divides



LITTLE FALLS
NEW YORK

general plan

into one-way facilities. The eastbound route will follow John Street to 2nd Street, then new location to South William Street, then Hancock Street nearly to Main Street, and then new location to a junction with the westbound artery. The westbound facility is on new location from this east junction point to Albany Street at South William Street, then on Albany Street to Fourth Street, then on new location to Main Street, and then on Main Street to the west junction at John Street. From the east junction point of the one-way facilities the arterial continues easterly with two-way operation on new location to existing Route N.Y. 5 and then follows the existing route to the east city line.

Pavement widths for one-way operation will be a minimum of 32 feet on new location and 30 feet on existing location. Pavement widths for two-way operation will be 48 feet plus a four foot minimum mall separation on new location, and 34 feet on existing location with parking restricted to one side. To provide direct access to the business district and the industrial area, new connections will be provided from John Street to West Main Street and the bridge over the New York Central R.R. Main Line. The total route length, which includes the mileage of both one-way facilities, is 3.5 miles, all inside the city. No improvement is planned for 0.7 miles of this route.

LITTLE FALLS

NEW YORK

general plan

DOWNTOWN AREA

ROUTE N.Y. 5S CONNECTION

This facility will provide improved access to Little Falls via Route N.Y. 5S for traffic from the east and southeast. The route begins with a connection to the Route N.Y. 5 Arterial at its intersection with Main and Ward Streets and then follows virtually all new location to a junction with the existing State highway spur from Route N.Y. 5S, about 0.7 miles east of the east city line. Pavement width will be 24 feet. The Dolgeville Branch of the New York Central R.R. will be relocated and a new bridge will be built over the Mohawk River and Barge Canal. Route length will be 2.1 miles, of which 1.1 will be within the city. A new spur will be built to the existing river road along the north bank of the Mohawk River.

ROUTE N.Y. 167 RELOCATION

This improvement will expedite north-south travel into and through Little Falls. In addition, the facility will expedite traffic movements to and from the Thruway interchange west of the city on Route N.Y. 5S. The route begins with a State highway connection to existing Route N.Y. 167 about a mile west of the city, and then follows new location to a connection with the bridge over the New York Central R.R. Main Line north of the Mohawk River. The new

THE PLANNED ARTERIAL ROUTES IN THE CITY OF *Little Falls*

facility then connects to the Route N.Y. 5 Arterial and proceeds easterly coincidental with that arterial to a point about 0.6 miles west of the city line. At this point the routes separate and the Route N.Y. 167 Relocation follows new right of way to a junction with existing Route N.Y. 167 about 0.3 miles east of the city.

The arterial is planned for a 24 foot pavement width except on the previously described coincidental section with the Route N.Y. 5 Arterial. To the south new bridges are planned over the West Shore Branch of the New York Central R.R., the Barge Canal, and the Mohawk River. North of the Mohawk traffic circulation will be improved by connections with West Main and West Mill Streets. The route length is 4.6 miles, which includes 1.4 miles of State highway connections and 1.8 miles coincidental with Route N.Y. 5 Arterial.

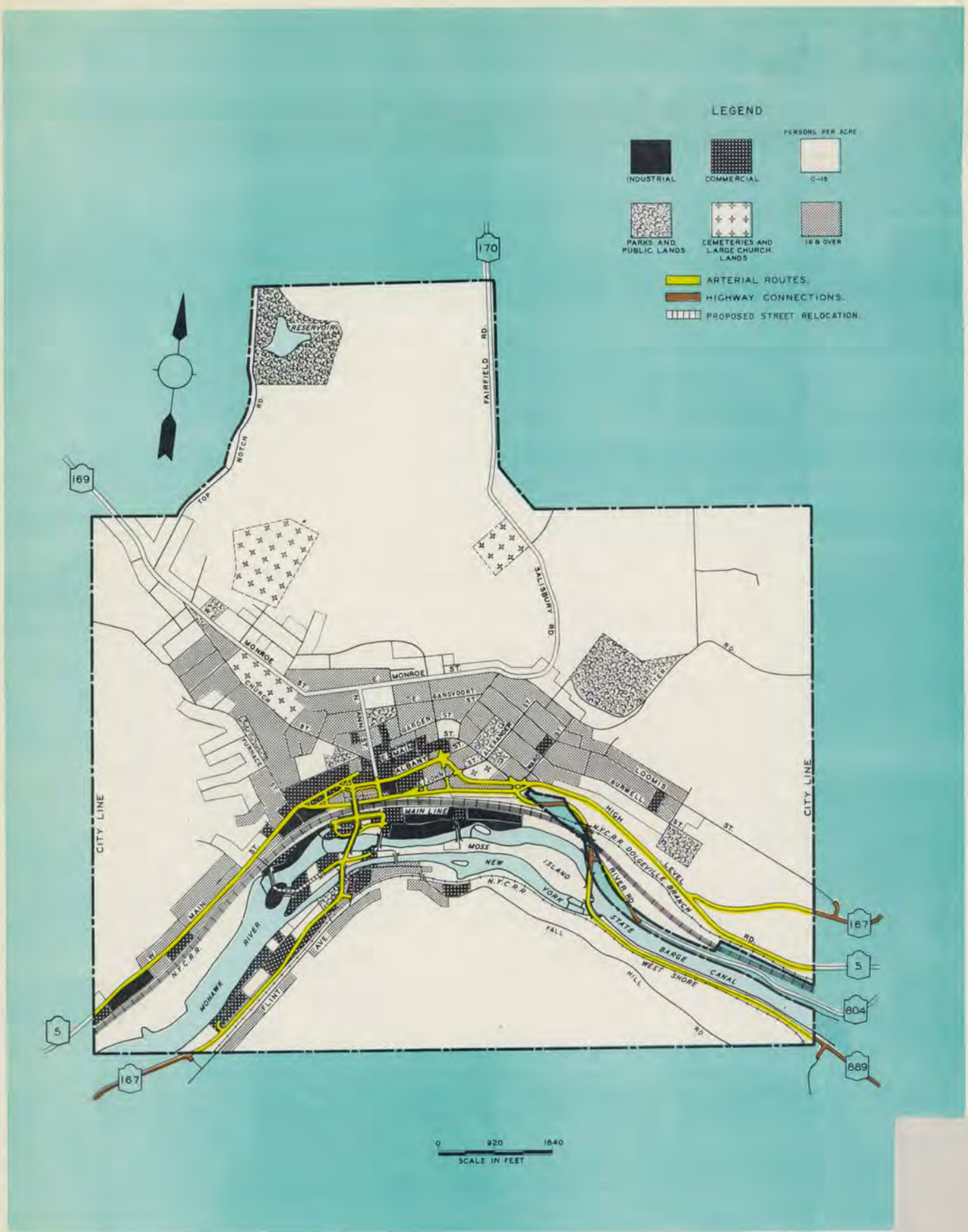
Little Falls

THE PLAN RELATED TO BASIC PLANNING FEATURES

This study shows the relationship of the general plan to the pattern of community development in Little Falls. To illustrate the effects of the planned routes on the city, the arterial system is shown against a background of population density and land use combined. Besides permitting an appraisal of the effects of the plan, this study should be useful as a guide to planning future development in Little Falls.

Considering the difficult route location problems in Little Falls and the extent of the planned improvements, the arterial system will disrupt relatively little property. The fullest possible use has been made of existing streets, particularly in the downtown area. Where downtown land taking has been unavoidable, particular care has been taken to maintain or improve the development pattern of the various neighborhoods involved. New location away from the downtown area has been kept to vacant or sparsely settled lands.

Overall, the city should derive very substantial benefits from the arterial plan. Downtown expansion and improvements will more than offset the land-takings, according to nationwide experience, and a net gain in the assessment base should result. Large areas now vacant will be opened for development when the new facilities are built, and this too should improve the tax revenue base. The planned improvements should provide a new stimulus to the growth of the entire Little Falls area.



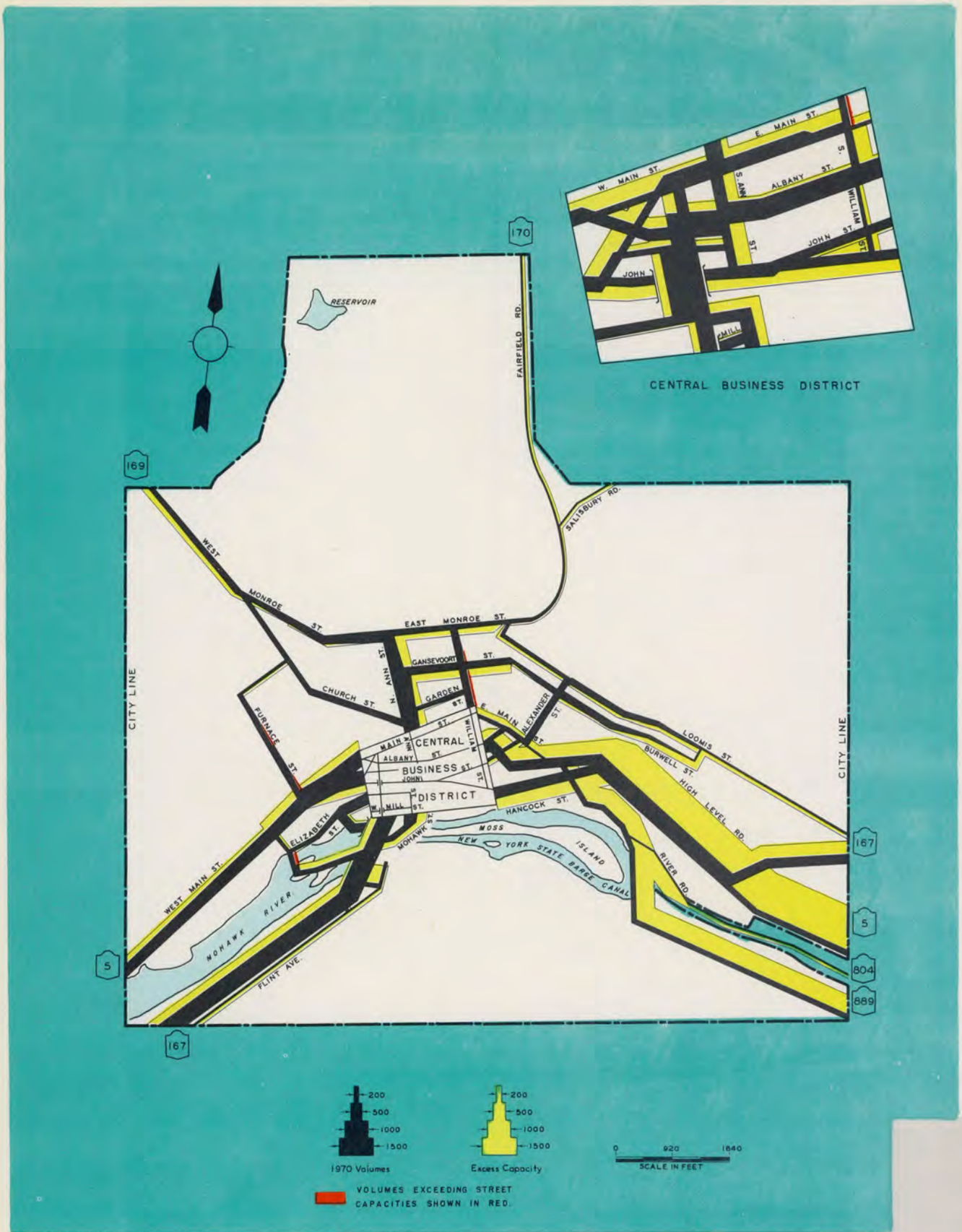
the plan related to basic planning features

1970 PEAK HOUR TRAFFIC VOLUMES-PLAN COMPLETED

The traffic benefits of the Little Falls arterial route plan can be evaluated by a review of the accompanying plate. This study shows the 1970 peak hour traffic volumes redistributed between the existing street system and the planned arterial route system. By comparing this plate with the plate on page 29 the effects of the plan can be determined for each individual street.

The extent of the traffic relief is pronounced. All the major deficiencies have been eliminated and all the high volume streets have considerable excess capacity to accommodate traffic increases beyond the 1970 forecast period. A few deficiencies will remain, but these can be eliminated by local improvement or regulation of parking, as recommended for North Ann Street. This regulation of parking, incidentally, usually only involves restrictions during peak hours, thus providing a maximum of traffic service at a minimum of inconvenience to abutting property owners.

The greatest relief will be provided for the business district. Main Street traffic volumes will be reduced to a level that the street can comfortably carry and shopping will thereby be made much easier. Likewise, Albany Street and John Street will operate smoothly due to the improvements and one-way operation. The savings in travel time should be considerable. Aside from the downtown area, the relief from congestion should improve traffic circulation throughout the whole city.



1970 peak hour traffic volumes–plan completed

The New York State Thruway completed

PARKING

The study of parking facilities is outside the scope of this report. However, terminal and parking facilities are so integral a part of area transportation facilities that a brief review of parking in the Little Falls area will prove of interest and may stimulate local planning.

Due to the scarcity of suitable land, off-street parking areas are at a premium in the area north of the Mohawk River. This deficiency in off-street spaces is particularly true in the business district, where the need is greatest. Present parking in the downtown area is largely metered curb parking. However, the industrial plants south of the river and the industries along West Main Street have made some provisions for accommodating the cars of employees, customers, and other visitors in parking lots attached to or nearby the employment center.

More off-street parking areas will have to be provided, particularly in the downtown area, if the city of Little Falls is to derive maximum benefits from the arterial improvements. It is expected that more shoppers will be attracted to the city when traffic circulation is improved. These vehicles will have to be provided with a place to stop, other than along the street. Likewise, much of the present curb parking will have to be restricted if free traffic flow is to be maintained. At least two free-flowing traffic lanes are essential on all city streets with appreciable traffic volumes. It would be advisable to seize every opportunity to provide a number of small off-street parking areas.

LITTLE FALLS

OFF STREET PARKING

The tabulations which follow present construction and right of way cost estimates for component parts of the General Plan for arterial routes in the Urban Area.

The construction cost estimates are based on current prices and right of way estimates are based on current market values.

Following mutual agreement as to the General Plan and legislative authorization of the routes, the various projects may be undertaken. Scheduling of specific projects is subject to local approval of detailed design and prevailing allocations of federal, state and city funds.

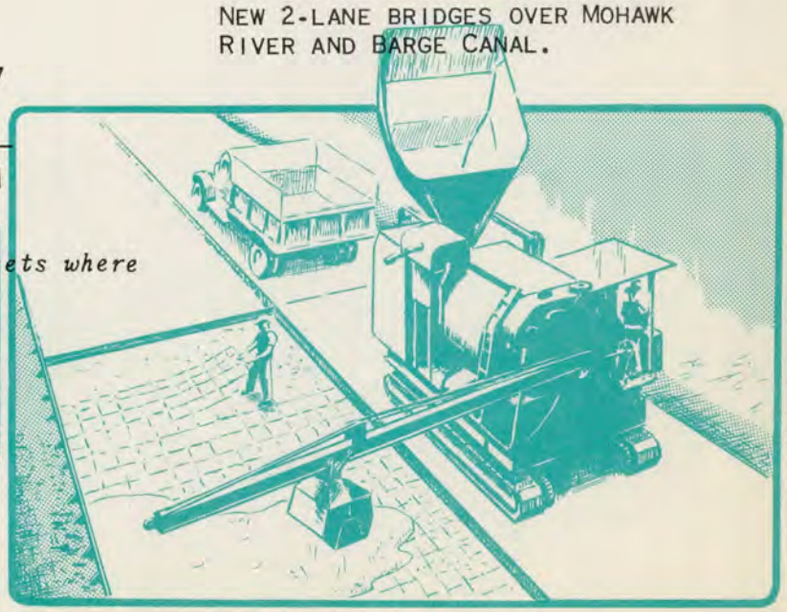
estimated cost analysis

ARTERIAL ROUTES

WITHIN THE CITY

NAME	LENGTH (In Miles)	DESCRIPTION
ROUTE N.Y. 5 ARTERIAL		
From west city line easterly along West Main Street to John Street with two-way operation.	0.9	Resurface existing 34' and 36' pavement.
Between John St. and a point east of Ward St. one way east bound on John St., new location, Hancock St., and new location. One way west bound on new location, Albany Street, and West Main St.	1.4*	New location - 32' pavement. Existing streets - 30' on Hancock, 32' minimum on John, Albany, Main, Channelized intersection at Main St. and N.Y.C. R.R. Main Line over-crossing.
From a Point east of Ward St. easterly on new location to existing Route N.Y. 5 with two-way operation.	0.5	Two 24' lanes with a 4' mall on new location.
Along existing Route N.Y. 5 to east city line.	0.7	No improvement.
TOTAL ROUTE N.Y. 5 ARTERIAL	**3.5***	
ROUTE N.Y. 5S CONNECTION		
Portions of State Highway relocation which fall within city limits between Rt. N.Y. 5 Arterial at Main and Ward Sts. and the Mohawk River. New spur to existing river road.	0.4	24' pavements with shoulders. Relocate 2800 ft. of Dolgeville Branch N.Y.C. R.R.
From south city line in Mohawk River southerly and easterly on new location to east city line.	0.7	24' pavement with shoulders. New 2-lane bridges over Mohawk River and Barge Canal.
TOTAL ROUTE N.Y. 5S CONNECTION	**1.1**	

* *Totals include mileage on both streets where one-way facilities are used.*



ESTIMATED COSTS

OF LITTLE FALLS

CONSTRUCTION	RIGHT OF WAY	TOTAL COST	STATE SHARE	CITY SHARE *(E)*
$ 65,000	NONE	$ 65,000	$ 65,000	NONE
$ 572,000	$ 502,000	$ 1,074,000	$ 823,000	$ 251,000
$ 162,000	$ 88,000	$ 250,000	$ 206,000	$ 44,000
NONE	NONE	NONE	NONE	NONE
$ 799,000	**$ 590,000**	**$ 1,389,000**	**$ 1,094,000**	**$ 295,000**
$ 340,000	$ 33,000	$ 373,000	$ 356,500	$ 16,500
$ 432,000	$ 11,000	$ 443,000	$ 437,500	$ 5,500
$ 772,000	**$ 44,000**	**$ 816,000**	**$ 794,000**	**$ 22,000**

(E) Estimated City Share based on current market values.

ARTERIAL ROUTES

WITHIN THE CITY

NAME	LENGTH (In Miles)	DESCRIPTION
ROUTE N.Y. 167 RELOCATION		
FROM WEST CITY LINE EASTERLY AND NORTHERLY ON NEW LOCATION AND EXISTING N.Y.C. R.R. MAIN LINE OVERCROSSING TO RT. N.Y. 5 ARTERIAL.	1.0	24' PAVEMENT WITH SHOULDERS. NEW 2-LANE BRIDGES OVER BARGE CANAL AND MOHAWK RIVER. NEW CONNECTIONS TO W. MAIN ST. AND W. MILL ST.
COINCIDENTAL WITH RT. N.Y. 5 ARTERIAL TO A POINT ABOUT 0.6 MILES WEST OF CITY LINE.	(1.8)	COINCIDENTAL WITH RT. N.Y. 5 ARTERIAL.
ON NEW LOCATION NORTH-EASTERLY TO EAST CITY LINE.	0.4	24' PAVEMENT WITH SHOULDERS. PROVIDE R.O.W. FOR FUTURE CHANNELIZATION WITH RT. N.Y. 5.
TOTAL RT. N.Y. 167 RELOCATION	1.4	
TOTAL ARTERIAL ROUTES	6.0*#	

** Totals include mileage on both streets where one-way facilities are used.*

 # Compares with 1.7 miles in present Highway Law.

ESTIMATED COSTS

OF LITTLE FALLS

	CONSTRUCTION	RIGHT OF WAY	TOTAL COST	STATE SHARE	CITY SHARE(E)
	$ 1,350,000	$ 224,000	$ 1,574,000	$ 1,462,000	$ 112,000
	NONE	NONE	NONE	NONE	NONE
	$ 65,000	NONE	$ 65,000	$ 65,000	NONE
	$ 1,415,000	$ 224,000	$ 1,639,000	$ 1,527,000	$ 112,000
	$ 2,986,000	$ 858,000	$ 3,844,000	$ 3,415,000	$ 429,000

(E) Estimated City Share based on current market values.

HIGHWAY CONNECTIONS

OUTSIDE THE CITY

NAME	LENGTH (In Miles)	DESCRIPTION
ROUTE N.Y. 5S CONNECTION		
PORTIONS OF STATE HIGHWAY RELOCATIONS WHICH ARE OUTSIDE CITY LIMITS BETWEEN RT. N.Y. 5 ARTERIAL AND CITY LINE IN MOHAWK RIVER.	0.3	24' PAVEMENT WITH SHOULDERS. NEW 2-LANE BRIDGE OVER MOHAWK RIVER.
FROM EAST CITY LINE SOUTHEASTERLY ON NEW LOCATION TO EXISTING STATE HIGHWAY.	0.7	24' PAVEMENT WITH SHOULDERS. NEW 2-LANE BRIDGE OVER WEST SHORE BRANCH, N.Y.C. R.R.
TOTAL RT. N.Y. 5S CONNECTION	1.0	
ROUTE N.Y. 167 RELOCATION		
FROM ROUTE N.Y. 5S NORTHEASTERLY ON NEW LOCATION TO SOUTH CITY LINE.	1.1	24' PAVEMENT WITH SHOULDERS. NEW 2-LANE BRIDGE OVER WEST SHORE BRANCH, N.Y.C. R.R.
FROM EAST CITY LINE EASTERLY ON NEW LOCATION TO EXISTING ROUTE N.Y. 167.	0.3	24' PAVEMENT WITH SHOULDERS.
TOTAL RT. N.Y. 167 RELOCATION	1.4	
TOTAL HIGHWAY CONNECTIONS	2.4	
TOTAL ARTERIAL ROUTES	6.0	
TOTAL URBAN AREA	8.4	

ESTIMATED COSTS

OF LITTLE FALLS

CONSTRUCTION	RIGHT OF WAY	TOTAL COST	STATE SHARE	CITY SHARE(E)
$ 224,000	$ 8,000	$ 232,000	$ 232,000	$ NONE
$ 262,000	$ 9,000	$ 271,000	$ 271,000	NONE
$ 486,000	**$ 17,000**	**$ 503,000**	**$ 503,000**	**NONE**
$ 327,000	$ 28,000	$ 355,000	$ 355,000	NONE
$ 51,000	$ 2,000	$ 53,000	$ 53,000	NONE
$ 378,000	**$ 30,000**	**$ 408,000**	**$ 408,000**	**NONE**
$ 864,000	**$ 47,000**	**$ 911,000**	**$ 911,000**	**NONE**
$ 2,986,000	$ 858,000	$ 3,844,000	$ 3,415,000	$ 429,000
$ 3,850,000	$ 905,000	$ 4,755,000	$ 4,326,000	$ 429,000

(E) Estimated City Share based on current market values.

details of the plan

DETAILS OF THE PLAN

The details of the proposed arterial route plan are shown on the following maps. The purpose of the detailed maps is to indicate the general location of the proposed routes as related to the contiguous street system rather than to show individual property lines and specific property which would be acquired.

Route
N.Y. 5

☆ Arterial

Route
N.Y. 167

☆ Relocation

Route
N.Y. 5S

☆ Connection

ROUTE N.Y. 5 ARTERIAL

FROM WEST CITY LINE TO EAST CITY LINE

ROUTE N.Y. 167 RELOCATION

FROM ROUTE N.Y. 167 WEST OF THE CITY
TO ROUTE N.Y. 167 EAST OF THE CITY.

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
LITTLE FALLS URBAN AREA REPORT

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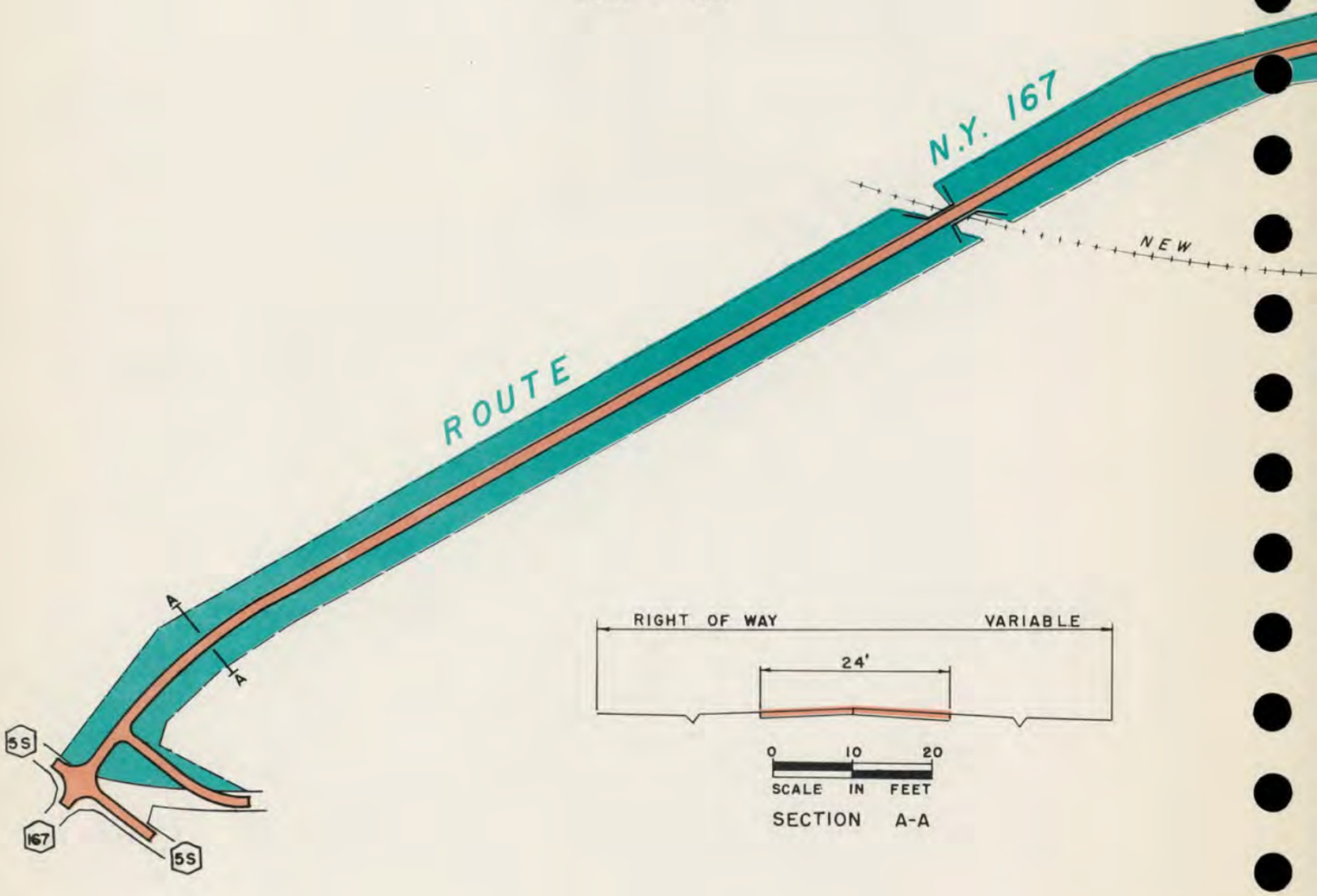
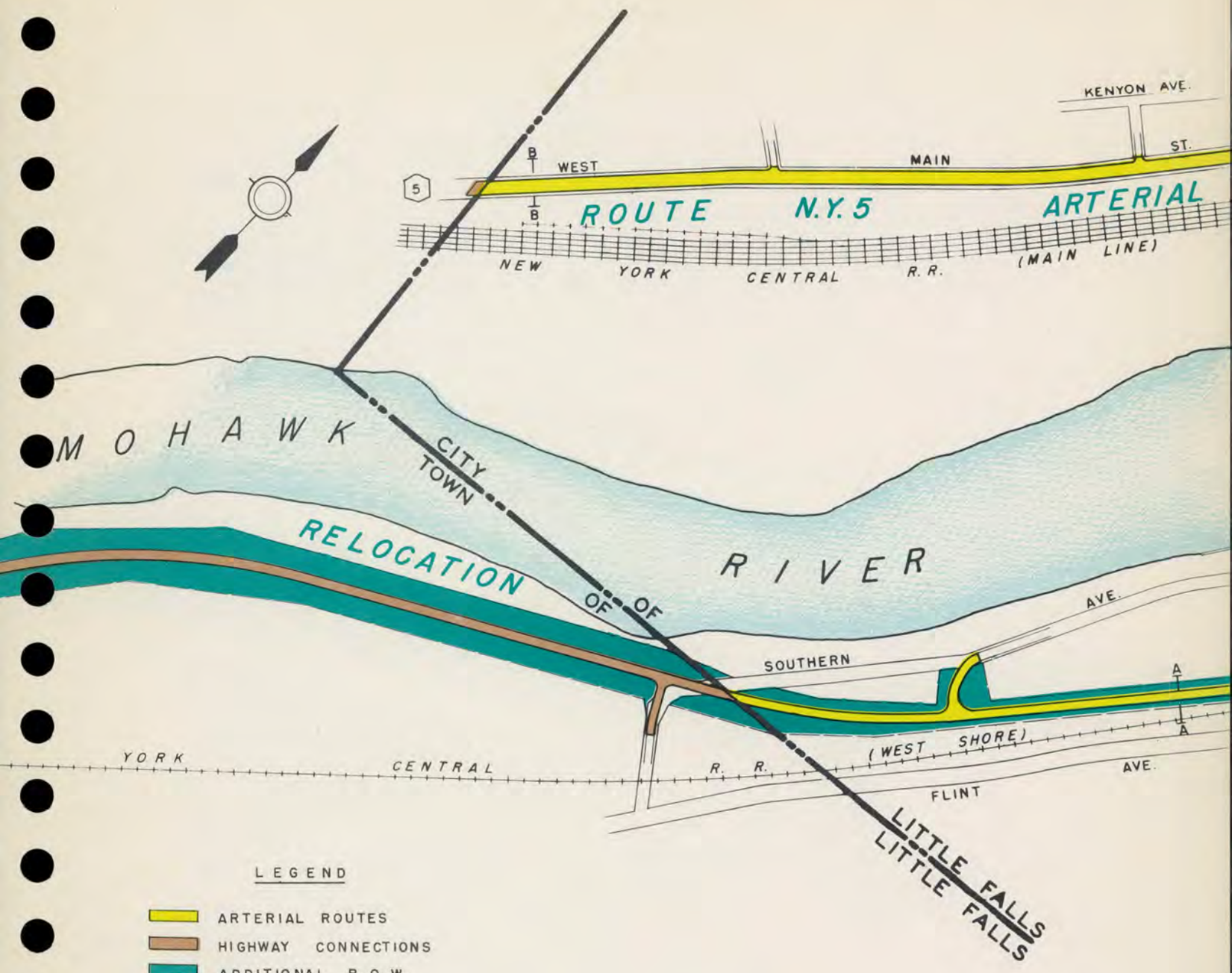
SCALE IN FEET

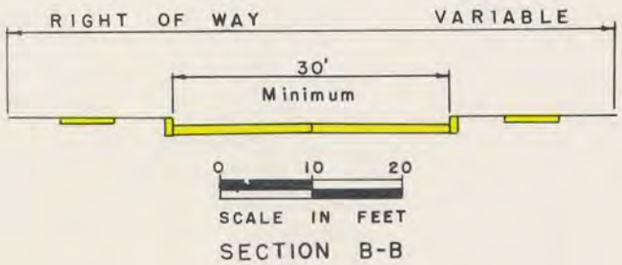


0 10 20
SCALE IN FEET
SECTION A-A

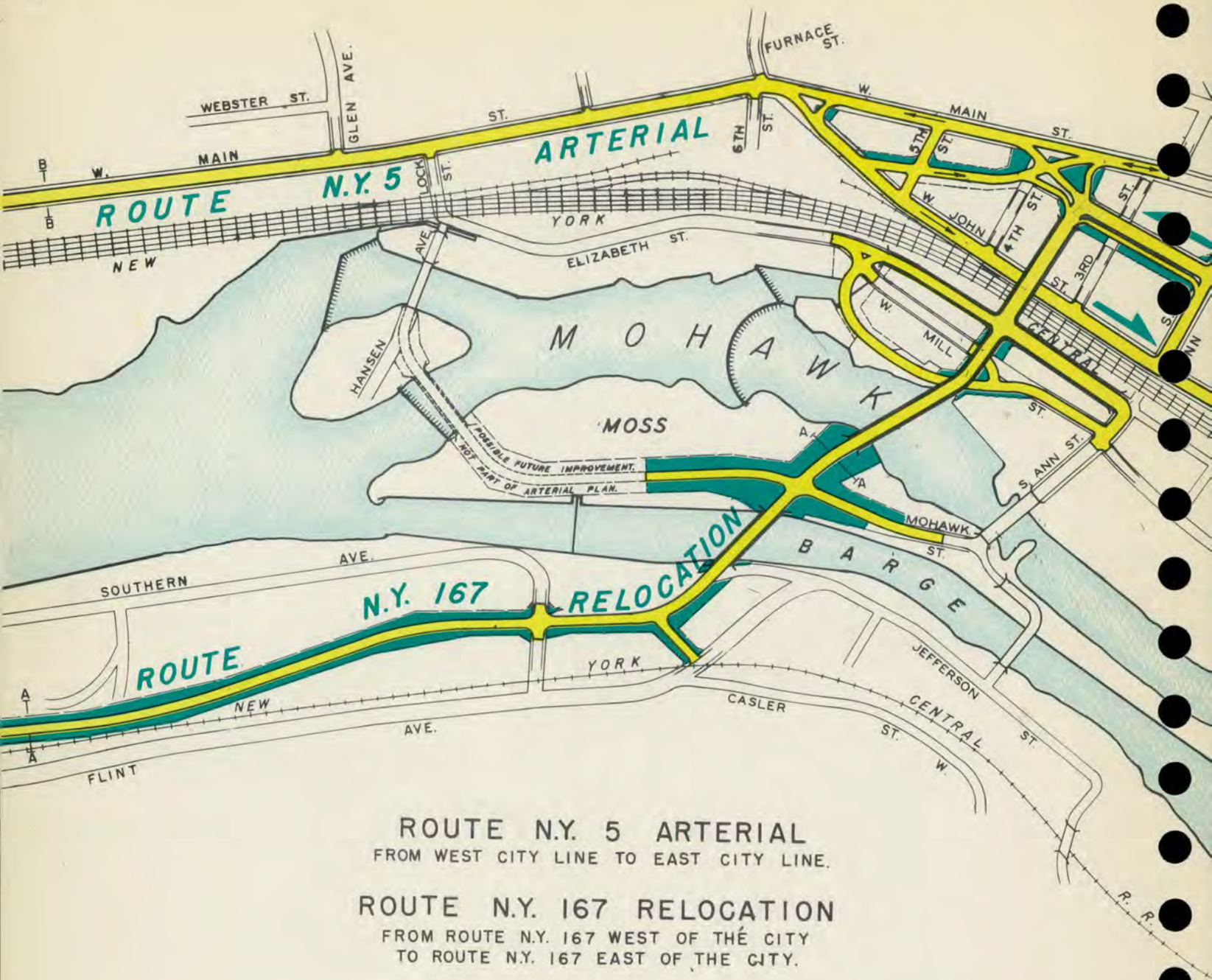


LEGEND

- ARTERIAL ROUTES
- HIGHWAY CONNECTIONS
- ADDITIONAL R.O.W.



SECTION B-B



ROUTE N.Y. 5 ARTERIAL

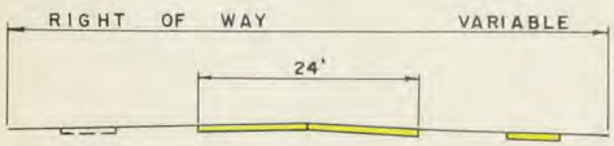
FROM WEST CITY LINE TO EAST CITY LINE.

ROUTE N.Y. 167 RELOCATION

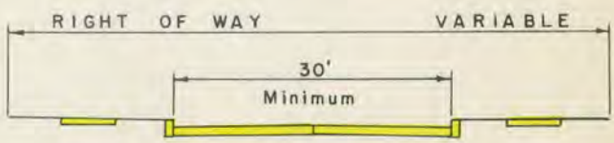
FROM ROUTE N.Y. 167 WEST OF THE CITY
TO ROUTE N.Y. 167 EAST OF THE CITY.

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
LITTLE FALLS URBAN AREA REPORT

0 200 400
SCALE IN FEET



SECTION A-A



SECTION B-B

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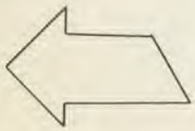
SCALE IN FEET

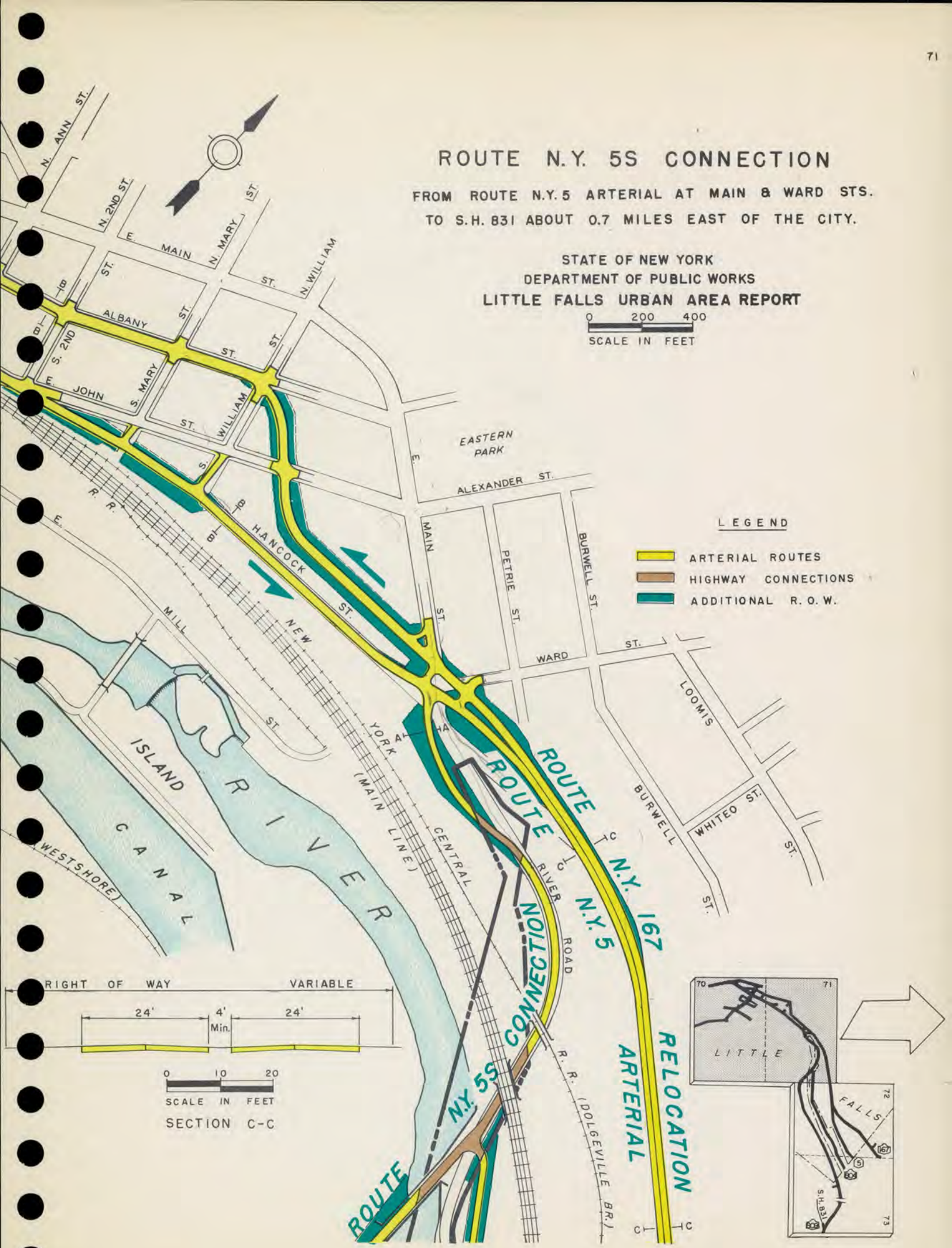


ROUTE N.Y. 5S CONNECTION

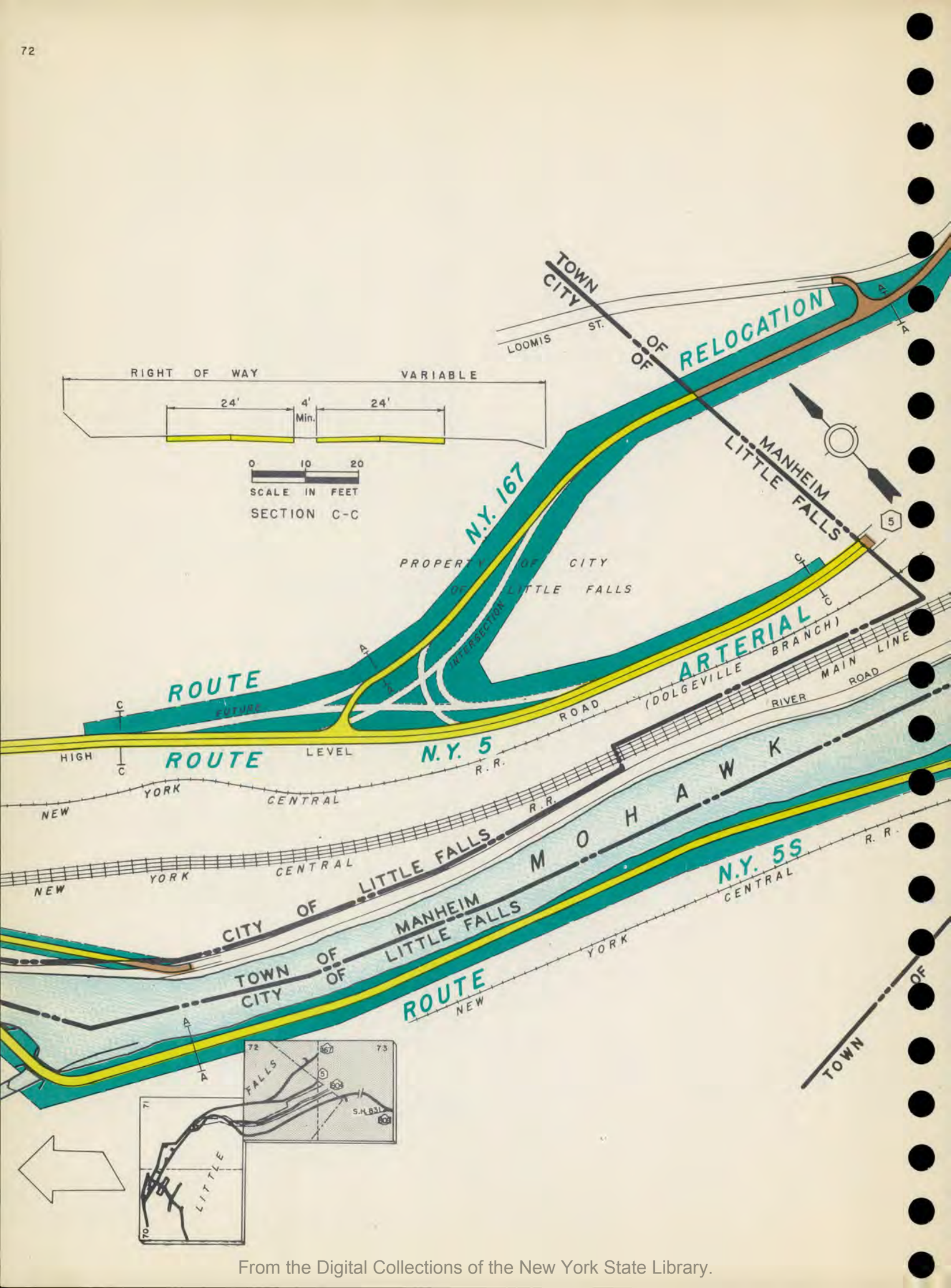
FROM ROUTE N.Y. 5 ARTERIAL AT MAIN & WARD STS.
TO S.H. 831 ABOUT 0.7 MILES EAST OF THE CITY.

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
LITTLE FALLS URBAN AREA REPORT

0 200 400
SCALE IN FEET



SECTION C-C



ROUTE N.Y. 5 ARTERIAL

FROM WEST CITY LINE TO EAST CITY LINE

ROUTE N.Y. 167 RELOCATION

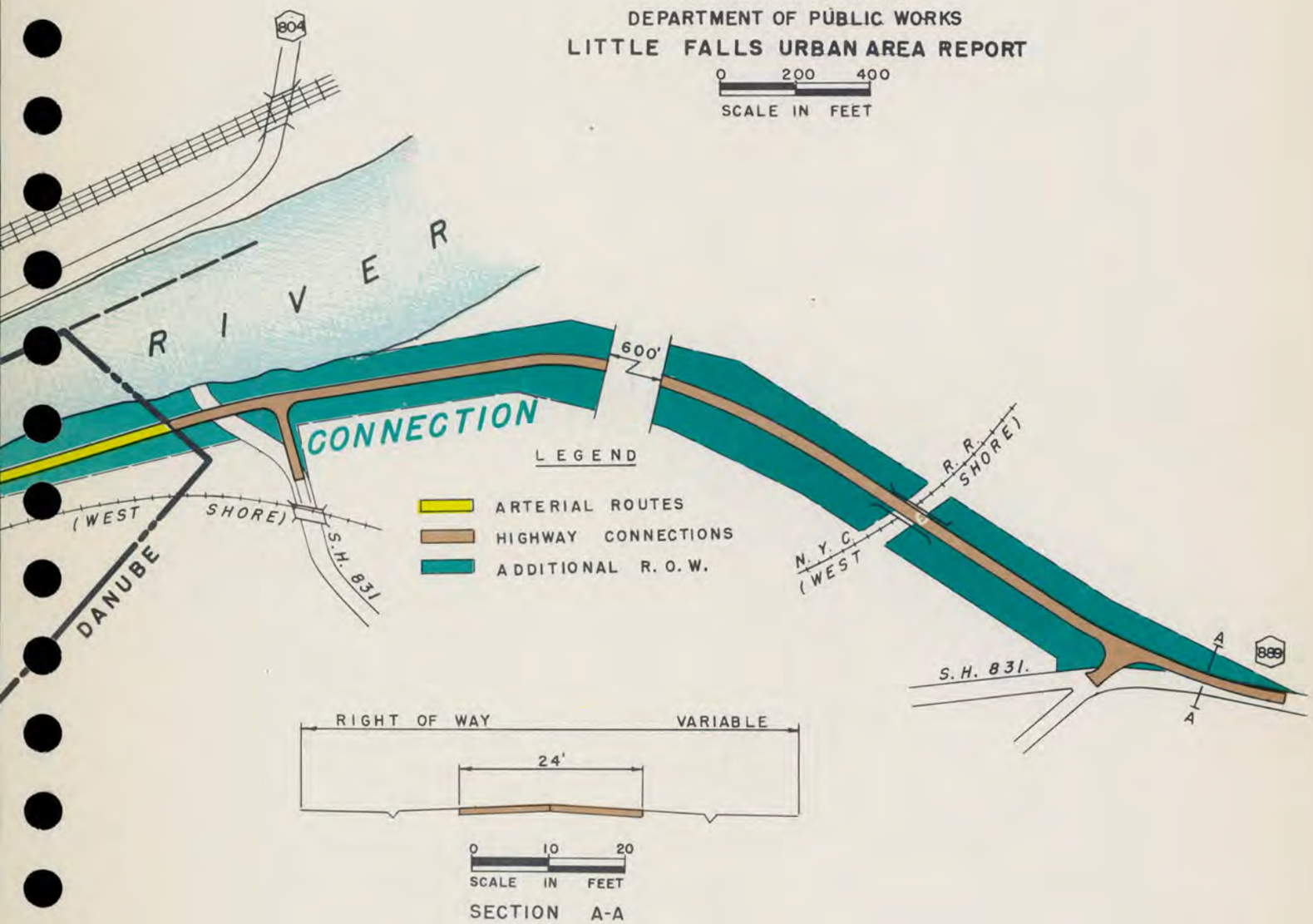
FROM ROUTE N.Y. 167 WEST OF THE CITY
TO ROUTE N.Y. 167 EAST OF THE CITY.

ROUTE N.Y. 5S CONNECTION

FROM ROUTE N.Y.5 ARTERIAL AT MAIN & WARD STS.
TO S.H. 831 ABOUT 0.7 MILES EAST OF THE CITY.

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS
LITTLE FALLS URBAN AREA REPORT

0 200 400
SCALE IN FEET



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SCALE IN FEET

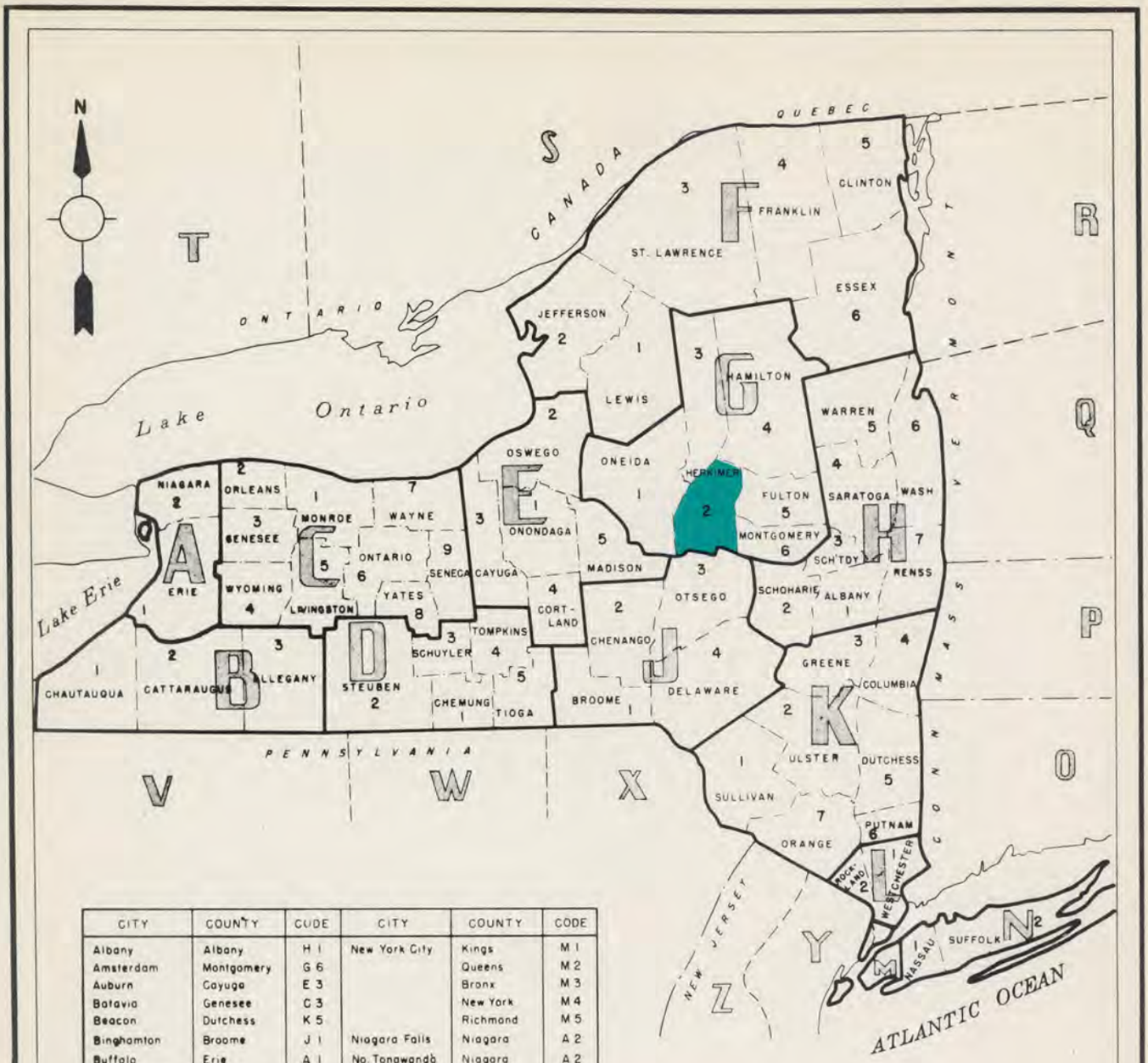
SECTION A-A

appendix A – traffic tabulations

TRAFFIC TABULATIONS

Shown in Appendix A is a summary table of a portion of the origin and destination data developed from the Little Falls traffic survey. The values shown are for the twelve hour period from 6:00 A.M. to 6:00 P.M. on the day of the survey, August 26, 1948.

Also included are maps showing the subdivision of the city, county, and state into origin and destination coding zones and the location of the survey stations. The numbers and letters shown correspond to the zone numbers shown in the table and on the traffic plates in the report proper.



CITY	COUNTY	CODE	CITY	COUNTY	CODE
Albany	Albany	H 1	New York City	Kings	M 1
Amsterdam	Montgomery	G 6		Queens	M 2
Auburn	Cayuga	E 3		Bronx	M 3
Batavia	Genesee	C 3		New York	M 4
Beacon	Dutchess	K 5		Richmond	M 5
Binghamton	Broome	J 1	Niagara Falls	Niagara	A 2
Buffalo	Erie	A 1	No. Tonawanda	Niagara	A 2
Canandaigua	Ontario	C 6	Norwich	Chenango	J 2
Cohoes	Albany	H 1	Ogdensburg	St. Lawrence	F 3
Corning	Steuben	D 2	Olean	Cattaraugus	B 2
Cortland	Cortland	E 4	Oneida	Madison	E 5
Dunkirk	Chautauqua	B 1	Oneonta	Otsego	J 3
Elmira	Chemung	D 1	Oswego	Oswego	E 2
Fulton	Oswego	E 2	Peekskill	Westchester	L 1
Geneva	Ontario	C 6	Plattsburg	Clinton	F 5
Glen Cove	Nassau	N 1	Port Jervis	Orange	K 7
Glens Falls	Warren	H 5	Poughkeepsie	Dutchess	K 5
Gloversville	Fulton	G 5	Rensselaer	Rensselaer	H 7
Hornell	Steuben	D 2	Rochester	Monroe	C 1
Hudson	Columbia	K 4	Rome	Oneida	G 1
Ithaca	Tompkins	D 4	Rye	Westchester	L 1
Jamestown	Chautauqua	B 1	Salamanca	Cattaraugus	B 2
Johnstown	Fulton	G 5	Saratoga Spgs	Saratoga	H 4
Kingston	Ulster	K 2	Schenectady	Schenectady	H 3
Lackawanna	Erie	A 1	Sherrill	Oneida	G 1
Little Falls	Herkimer	G 2	Syracuse	Onondaga	E 1
Lockport	Niagara	A 2	Tonawanda	Erie	A 1
Longbeach	Nassau	N 1	Troy	Rensselaer	H 7
Mechanicville	Saratoga	H 4	Utica	Oneida	G 1
Middletown	Orange	K 7	Watertown	Jefferson	F 2
Mt. Vernon	Westchester	L 1	Watervliet	Albany	H 1
Newburgh	Orange	K 7	White Plains	Westchester	L 1
New Rochelle	Westchester	L 1	Yonkers	Westchester	L 1

KEY MAP OF CODING ZONES
NEW YORK STATE

STATE OF NEW YORK
DEPARTMENT OF PUBLIC WORKS

1949

0 25 50
SCALE IN MILES

SUMMARY OF ORIGINS & DESTINATIONS

AUGUST 1948

ORIGIN	DESTINATIONS																			TOTAL
	1	2	3	4	5	*51	52	53	61	62	*63	*64	*65	*66	G1	G5	G6	*E	*W	
1		32	42	34	313	18	5	4				24	9		10	5	9	15		520
2	58		31	76	561	15	6			3	13	46	24		9	3	13	6	3	867
3	93	11		64	362					9	8	33	22		52				3	657
4	25	36	20		157	21			5				5	25			15	4		313
*51	56	39	56	47	265						12	40	25	6	28		9	6	5	594
52		8	4	8	65							2	6	2	6				26	127
53	23	10	7	26	126	11	3					4	8	17			3			238
61	10	7		21	61								3		4		10	17		133
62	7	3	5	7	35												7	22		86
*63	25	12	3	31	95		19		3					34		3	12	11		248
*64	26	24	5	18	76	9	5									8	26	17		214
*65	31	29	8	12	165	29	3	10			3					20	22	20		352
*66	17	14		13	59	3	9	3					4			3	13	120		258
G1	15	7	5	23	121	24	9									18	123	200		545
G5	9	11	3	9	57	2					5	3	21	2	24				23	169
G6	24	5	16	7	91	5			4		2	11	35		48				40	288
*E	2				49	2					2		5	15	177				618	870
*W	6	5		3	35	7										12	12	661		741
TOTAL	427	253	205	399	2693	146	59	17	12	12	45	163	167	101	358	72	274	1099	718	7220

SUMMARY OF STATIONS TO DESTINATIONS

AUGUST 1948

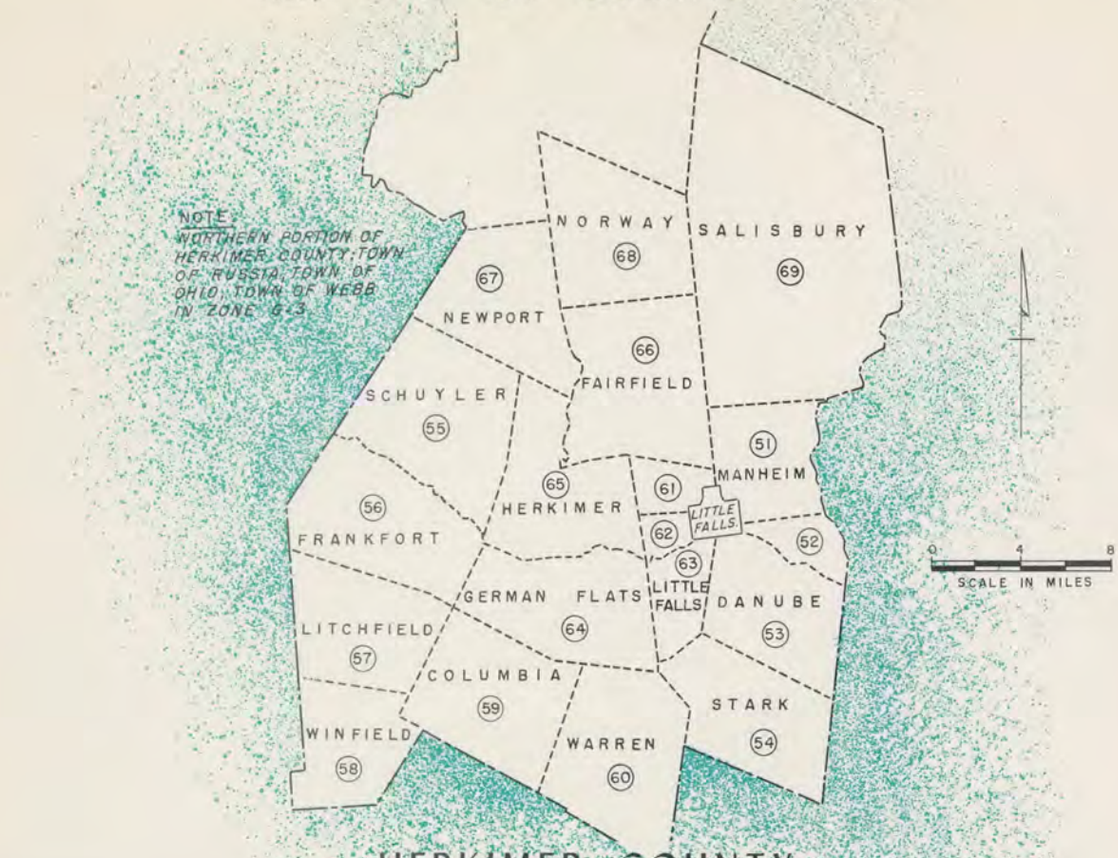
STATION	DESTINATIONS																			TOTAL
	1	2	3	4	5	*51	52	53	61	62	*63	*64	*65	*66	G1	G5	G6	*E	*W	
1	67	40	23	23	335	56	5	5			3					50	166	851		1624
2	27	27		31	113	3	4	3					4		4	3	27	181		427
4	6	5	3	6	34															54
5A		15	4	4	41															64
8	62	28	52	49	259						15	34	37	6	37		9	6	15	609
9	22	11	20	9	122	9					6	18	40	15	242				682	1196
10	11	11	4	8	145	8			4			4	23	15	4				11	248
11	53	22	6	93	208	16	34		3					40		6	31	13		525
12	25	20	10		121	10			5				5	15		5	15			231
13		21	10		63	11								10						115
14			21	13	81	13		9				8	9				8	26		188
15		42	21	21	262	5	10					21			10	5	5	16		418
16	3			6	10	3						3								25
17	32		17	35	218		6			3	3	32	14		12	3	6	3	6	390
17A	25		11	25	119	6						3	6					3		198
18				8	57	3					3									71
19					33						7									40
20			3	3	120	3						3	7				7			146
21	61			31	123					9		31	13		40					308
22	3	7		17	60						2									89
23	30	4		17	116								9		9				4	189
24					53						6	6								65
TOTAL	427	253	205	399	2693	146	59	17	12	12	45	163	167	101	358	72	274	1099	718	7220

NOTE:—

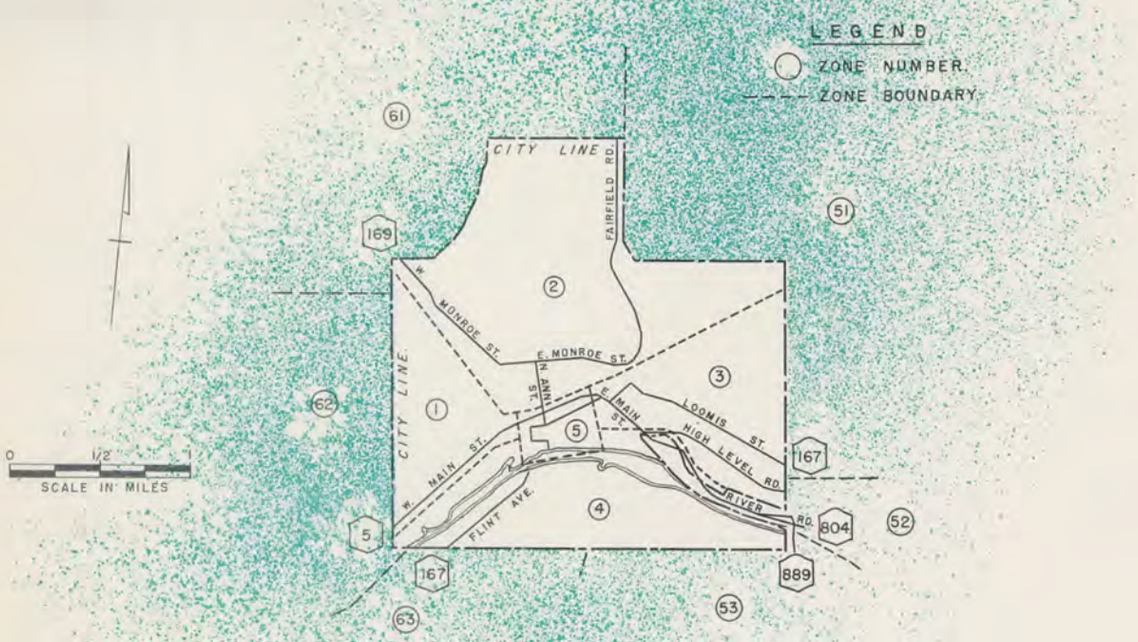
*51- INCLUDES 62 & G4.
*63- " 54, 60 & J3.
*64- " 56, 57, 58, 59.
*65- " 55.
*66- " 67, 68, 70, 71, 72.

*E - INCLUDES F4, F5, F6, H, K, L, M, N, O, P, Q, R, ½S.
*W- " A, B, C, D, E, F1, F2, F3, ½S, T, V, W, X, (J1, J2, J4).

KEY MAP OF CODING ZONES



HERKIMER COUNTY



CITY OF LITTLE FALLS

appendix B – arterial law

ARTICLE XII-B OF THE HIGHWAY LAW

(Chapter 543, Laws of 1944 as amended)

STATE ARTERIAL HIGHWAYS PASSING THROUGH CITIES

Section 349-b. Declaration of Policy

349-c. Design, construction and payment of costs

349-b Declaration of policy. The modernization and the construction of arterial highways which are to pass through cities, will contribute greatly to post-war reemployment and to the stimulation of industrial recovery. The resources and the technical skills that are available to the state for these purposes should be used for the benefit of the cities upon the principle that the construction of such arterial highways is a matter of state concern. However, it is the manifest intention of the state to recognize and to preserve the powers or rights heretofore conferred upon or delegated to any city to regulate the property, affairs or government thereof, in the modernization and the construction of such arterial highways. The integration of such arterial highways in the system of state highways throughout the state contemplates an expenditure of public funds to pay the costs that are attendant upon the fulfillment of a program of the work of modernization and construction as herein mentioned, as well as of the maintenance of such public ways. It is hereby declared to be the purpose of this act to initiate the procedure that is prerequisite to any project of the magnitude herein provided, to the end that orderly progress and equitable distribution of effort and monies may be observed in the administration of this article, and, from time to time, when expressly authorized by the legislature,

any section of such arterial highways may be constituted, constructed, reconstructed, improved and maintained as a part of the state highway system.

349-c Design, construction, and payment of costs. 1. Notwithstanding the provisions of any general, special or local law, the superintendent of public works is authorized and empowered to prepare designs, plans, specifications and estimates for the construction, reconstruction or improvement (1) of any extension or continuation of any highway or route which is now or which shall hereafter be authorized by sections three hundred forty and three hundred forty-one of this chapter, upon any public street or streets in any city outside of the city of New York, which are now or which shall hereafter be designated in this article, and (2) of any existing or proposed main routes or thoroughfares in the city of New York; all of which are designated in this article. Such designs, plans, specifications and estimates may be prepared (a) by the department of public works; (b) by any city herein named, if the preparation of such designs, plans, specifications and estimates are authorized in advance by the superintendent of public works and then upon such terms and conditions as may be agreed by and between such city and the superintendent of public works; (c) subject to the approval of the director of the budget, by the employment of private engineers or engineering firms; or (d) by a combination of such methods. The superintendent of public works may, in his discretion, provide or direct that there be provided in such designs, plans, specifications and estimates, such roadside and landscape development, includ-

ing such sanitary and other facilities as may be deemed reasonably necessary to accommodate the public; provided, however, that such development is within the bounds of any property acquired for purposes connected with the highway system of the State of New York pursuant to this chapter, and any adjacent publicly owned or controlled recreational areas of limited size and with provision for convenient and safe access thereto by pedestrian and vehicular traffic. All references hereinafter contained in this article to the construction of facilities and appurtenances of state highways, or to a section or sections of the arterial system, may be deemed to include the development and facilities mentioned in this paragraph.

2. With relation to any city named in this article, but not including the city of New York:

2.1 The superintendent of public works is authorized to provide in such designs, plans, specifications and estimates for bridges, culverts, drainage, shoulders, gutters, curbs, sidewalks and any other facilities and appurtenances as he may determine.

2.2 The superintendent of public works shall construct, reconstruct or improve such extensions or continuations, including said facilities and appurtenances, in the same manner as other state highways, facilities and appurtenances are constructed, reconstructed and improved pursuant to this chapter. For all the purposes of this section, the jurisdiction of the superintendent of public works shall extend over the entire property affected by the provisions hereof, as such jurisdiction has been obtained, or as such juris-

diction may hereafter be obtained pursuant to the provisions of this chapter. Such sidewalks, facilities and appurtenances shall be maintained or shall be continued to be maintained, as the case may be, by the city in which they are located, or by the agency or unit owning or having control and jurisdiction thereof.

2.3 The governing body of any city named in section three hundred forty-nine-e of this article may apply to the superintendent of public works for a change in such designation of a public street or streets within the boundaries of such city, and the superintendent of public works may grant such application, and in case such application is granted, the additional costs and expenses of the acquisition of property and legal damages caused thereby, and the additional costs and expenses of construction, reconstruction or improvement of the public street or streets as requested in such application shall, pursuant to written agreement, be paid by such city to the state. The monies so required shall be raised by tax or pursuant to the local finance law or in accordance with any local charter or law, as the case may be, and such funds shall be deposited and be subject to requisition in the manner as herein provided in case a greater width or different type of construction is desired by such city.

2.4 A state highway may be constructed or reconstructed through any such city, of such width and type of construction as the superintendent of public works shall deem proper, unless a greater width or different type of construction is desired by such city, in which case the governing body of such city may apply to the superintendent of public works to

provide the width and type of construction desired. The superintendent of public works may grant such application, if he deems the filing of such application to be timely, and the additional cost and expenses of such width and type of construction, or either of them, shall, pursuant to written agreement, be paid by such city to the state. Whenever the superintendent of public works shall have granted such an application, the designs, plans, specifications and estimates of costs, together with an estimate showing the additional costs and expenses to be borne by such city, to provide for the greater width or different type of construction or both, shall be submitted to the governing body of such city which, if it approves such designs, plans, specifications and estimate of cost, shall by resolution appropriate funds necessary to provide for the portion of the costs and expenses of construction to be borne by such city. Such funds shall, prior to the advertisement for bids for or including the said greater width or different type of construction, be deposited by such city with the state comptroller subject to the draft or requisition of the superintendent of public works, and a certified copy of such resolution shall be filed with the state comptroller and with the superintendent of public works. The monies so required shall be raised by tax or pursuant to the local finance law or in accordance with any local charter or law, as the case may be. Upon the completion of a highway within such city where a portion of the costs and expenses are borne by the city the superintendent of public works shall transmit to the governing body of such city a statement showing the

actual costs and expenses of the additional width or changed construction including a proportionate charge for engineering, and shall notify the city clerk that he will accept the work within twenty days from the date of such notice, unless protest in writing against the acceptance shall be filed by such clerk with the superintendent of public works. In case a protest is filed the superintendent of public works shall hear the same and if it is sustained the superintendent of public works shall delay the acceptance of the highway or section thereof until the same be properly completed. If no protest is filed the highway or section thereof shall at the expiration of the said twenty days be deemed finally completed and accepted on behalf of such city and the state. The provisions of any general or special laws relative to the pavement or improvement of streets and the assessment and payment of the cost thereof shall apply, as far as may be, to such additional construction and the assessment and payment of the cost thereof, except that the provisions of any general or local act affecting the pavement or improvement of streets or avenues in any such city and requiring the owners, or any of the owners, of the frontage on a street to consent to the improvement or pavement thereof, or requiring a hearing to be given to the persons whose premises are subject to assessment, upon the question of doing such paving or making such improvement shall not apply to the portion of the improvement or pavement of a state highway the expense for which is required to be paid by such city to the state.

2.5 Whenever the superintendent of public works deems it necessary to acquire property for the purpose of widening

any such designated street, he shall, before filing the description and the original tracing of any map, or proceeding with the acquisition of such property or the work of construction, reconstruction or improvement, transmit the designs, plans, specifications and estimates of cost for the construction, reconstruction or improvement of the extension or continuation upon said street to the governing body of such city in which such designated street or any portion thereof is located. The governing body of such city, after the receipt of such designs, plans, specifications and estimates of cost, may conduct a public hearing or hearings upon such notice as such governing body shall deem reasonable, but not less than ten days, to the superintendent of public works and to such other party or parties, deemed by said governing body to be interested in the project. In any event and within sixty days or within such other period of time as may be provided by the provisions of the charter of such city, after the receipt of the designs, plans, specifications and estimates of cost, the said governing body shall, by resolution, duly adopted by its members, approve, disapprove or recommend modifications in such designs, plans, specifications and estimates of cost as the public interest shall require. Within ten days after the adoption of the resolution, the clerk of such governing body shall mail a certified copy thereof to the superintendent of public works. The form of the resolution shall be prescribed by the superintendent of public works. In case such governing body shall disapprove the designs, plans, specifications, and estimates of cost, without proposing modifications, the

superintendent of public works may, in his discretion prepare and submit to such governing body for approval other designs, plans, specifications and estimates of cost, for the construction, reconstruction or improvement of the extension or continuation within the bounds of such city or in his discretion he may proceed with the work of construction, reconstruction or improvement within and confined to the existing width of the pavement of said designated street in the affected location. In case such governing body shall disapprove the designs, plans, specifications and estimates of cost, and shall recommend modifications, the superintendent of public works may approve the designs, plans, specifications and estimates of cost, so modified, or recommend other modifications for approval, and said extension or continuation shall be constructed, reconstructed or improved in accordance with such designs, plans, specifications and estimates of cost, as finally approved. When the designs, plans, specifications and estimates of cost for construction, reconstruction or improvement of an extension or continuation as aforesaid have finally been approved as hereunder provided, no resolution thereafter adopted by the governing body of such city shall rescind, annul or modify such prior resolution either directly or indirectly excepting upon the advice and with the consent of the superintendent of public works. Upon the failure or omission of the governing body of any such city to act within the time and manner herein required, the said designs, plans, specifications and estimates of costs shall be deemed to be approved so far as such governing body is concerned.

2.6 Any property which is deemed by the superintendent of public works to be necessary to carry out the provisions of this section, shall be acquired by him pursuant to section thirty of this chapter. The costs and expenses of such acquisition of property and any liability incurred by reason thereof, including legal damages caused by such acquisition and by the work of constructing, reconstructing or improving such extensions and continuations, including legal damages caused by such work of construction, reconstruction or improving, all as provided in section thirty of this chapter, shall be paid by the state in the first instance and shall be borne as follows: Fifty percentum by the state and fifty percentum by such city affected thereby.

2.7 Before property shall be so acquired in such city for the purpose of this section, the superintendent of public works shall transmit to the governing body of such city an estimate showing the proportionate costs and expenses of such acquisition as such costs and expenses are specified in section thirty of this chapter, whereupon and within ninety days after the transmittal of said estimate such city shall (a) by resolution, appropriate the funds as shown in said estimate, (b) deposit such funds with the state comptroller subject to the draft or requisition of the superintendent of public works, and (c) file a copy of the resolution with the state comptroller and with the superintendent of public works. Upon the completion of a highway within such city where a portion of the costs and expenses of the acquisition of property are borne by the city, the superintendent of public works shall transmit to the governing body of such

city a statement showing the actual costs and expenses of such acquisition as hereinbefore mentioned, and shall notify the city clerk of the amount due from or to be returned to the city, as the case may be. Any sum due the state shall be paid by such city within sixty days after the date of the transmittal of said statement and the funds therefor shall be raised by tax or pursuant to the local finance law, or in accordance with any local charter or law, as the case may be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