

**Initial Analysis of Route 11 Bypasses and the Land-Use Impacts in Canton and Potsdam:
A Succinct Report for the Potsdam Planning Board**

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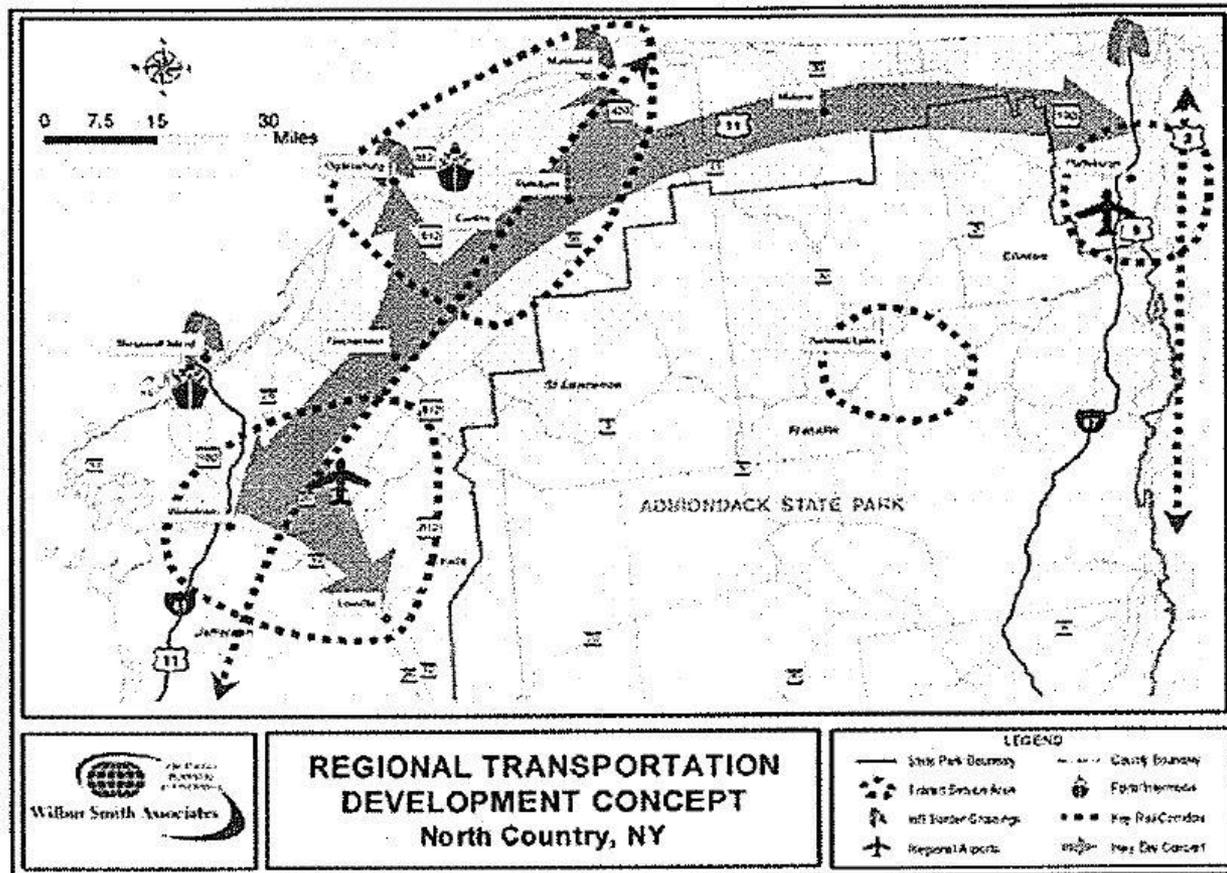
Overview

What this study seeks to evaluate is how well the proposed bypasses align with the six goals established in the 2002 North Country Transportation Study, particularly focusing on Goal #6, retaining environmental integrity. The bypasses will be inherently land consuming due to their proposed length and width, and the construction of these bypasses will consequently bisect properties and displace home owners. The 2002 North Country Transportation Study should be amended to include a seventh goal of retaining community integrity, as these bypasses will directly impact the lives of hundreds, if not thousands, of local residents. This study focuses on both the environmental and social impacts of these bypasses, including the bypass proposed by YesEleven.

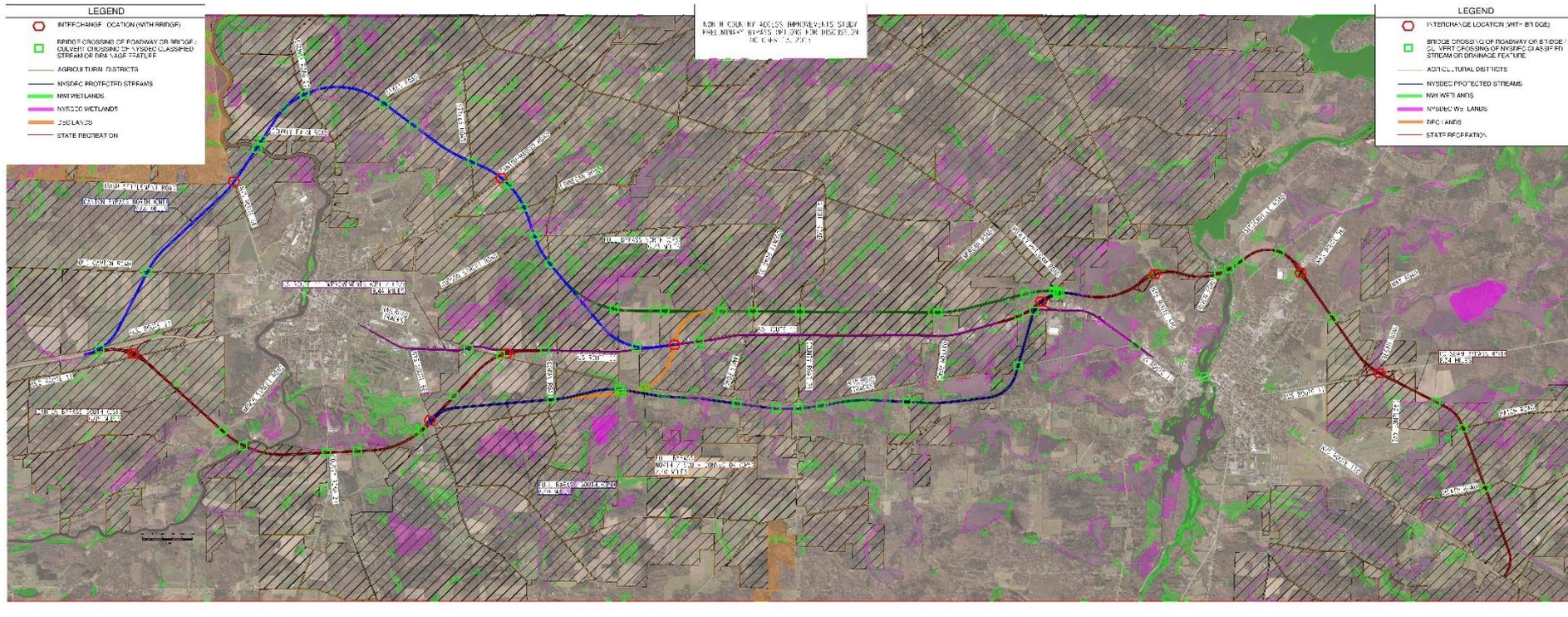
Background

The proposal of an express highway system linking Watertown to Plattsburg has existed for many decades, but the 2002 North Country Transportation Study instilled a lot of research and detail into this concept. Basic tenets of the report will be discussed in the following slides. The image below depicts the overall regional development strategy for the North Country, the

Exhibit 1
RECOMMENDED OVERALL REGIONAL DEVELOPMENT PLAN



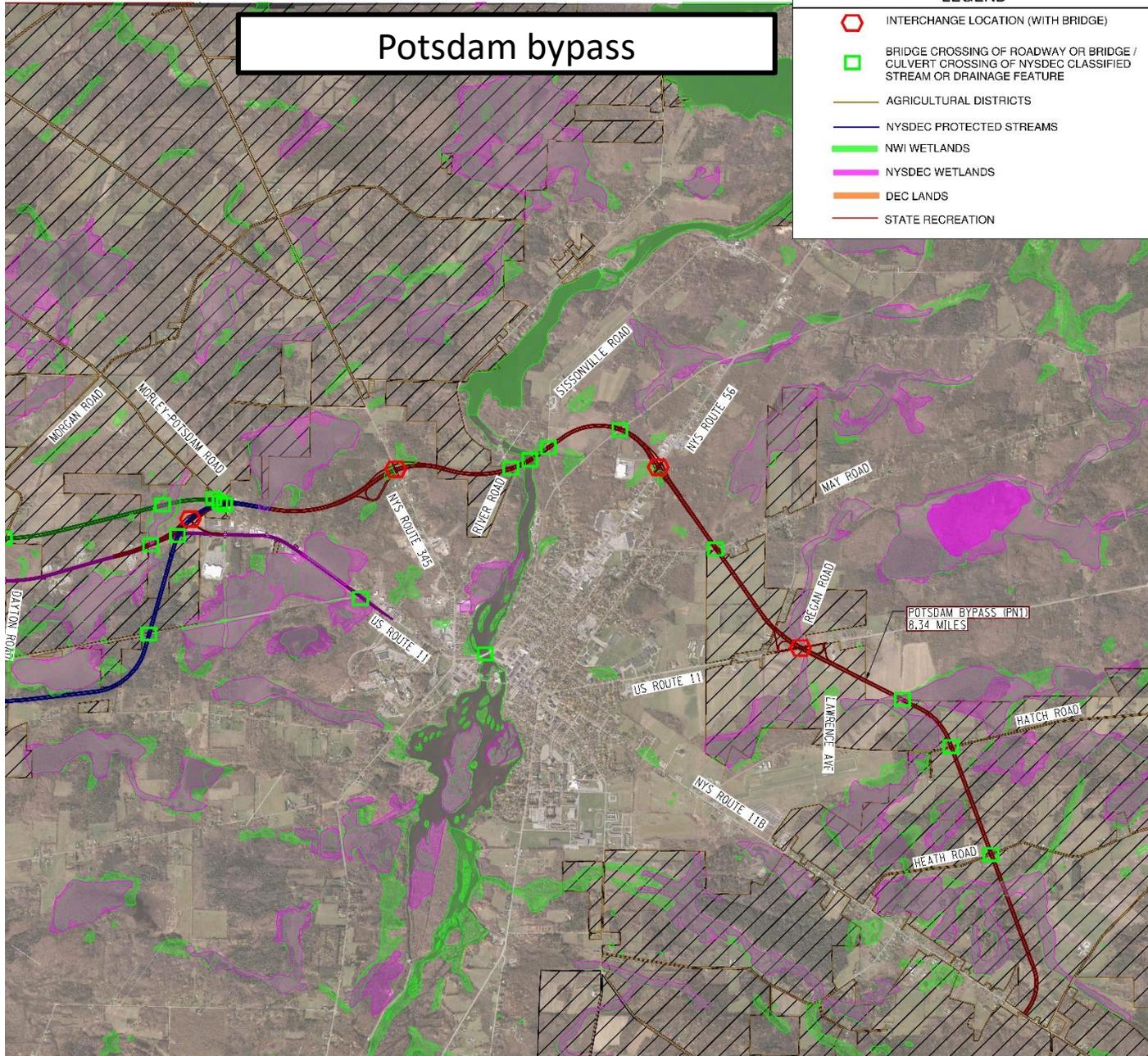
Since bypasses are seen as an “early start” to a greater regional vehicular corridor, bypass concepts have been drafted for the targeted communities. The bypass options around Canton and Potsdam are shown in the following slides. These maps are included in the 2002 North Country Transportation Study.



Potsdam bypass

LEGEND

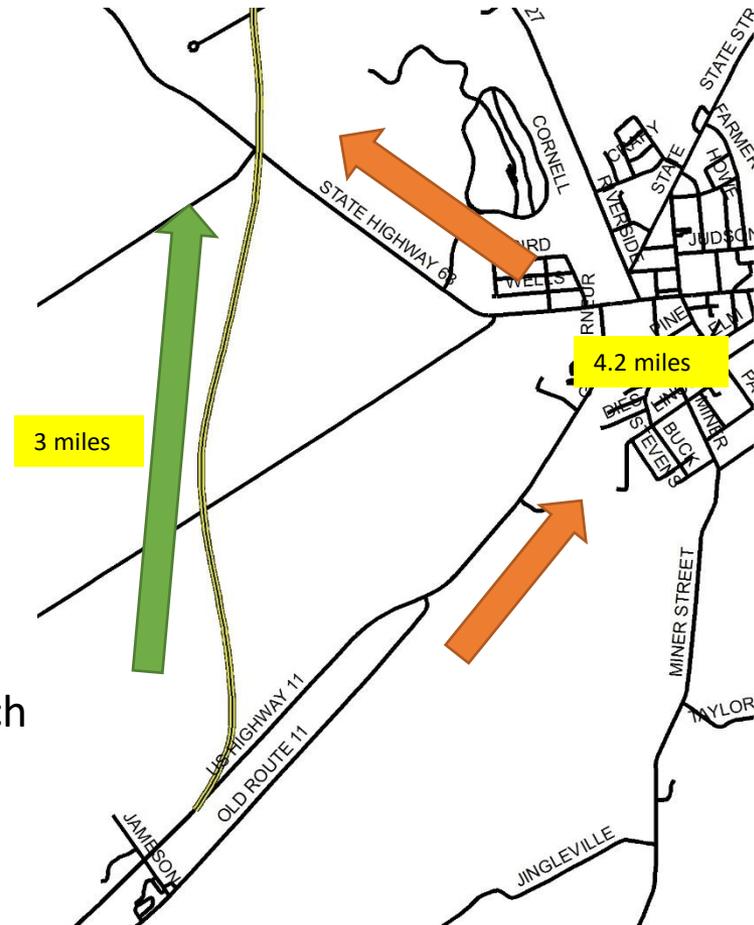
- INTERCHANGE LOCATION (WITH BRIDGE)
- BRIDGE CROSSING OF ROADWAY OR BRIDGE / CULVERT CROSSING OF NYSDEC CLASSIFIED STREAM OR DRAINAGE FEATURE
- AGRICULTURAL DISTRICTS
- NYSDEC PROTECTED STREAMS
- NWI WETLANDS
- NYSDEC WETLANDS
- DEC LANDS
- STATE RECREATION



Bypass figures

Northern Canton bypass length:	9.6 miles
Length of road bypassed, end to end:	7.1 miles
Southern Canton bypass length:	5.9 miles
Length of road bypassed, end to end:	5.2 miles
Short Rooway length:	5.1 miles
Length of road bypassed, end to end:	3.4 miles
Potsdam bypass length:	8 miles
Length of road bypassed, end to end:	6.8 miles

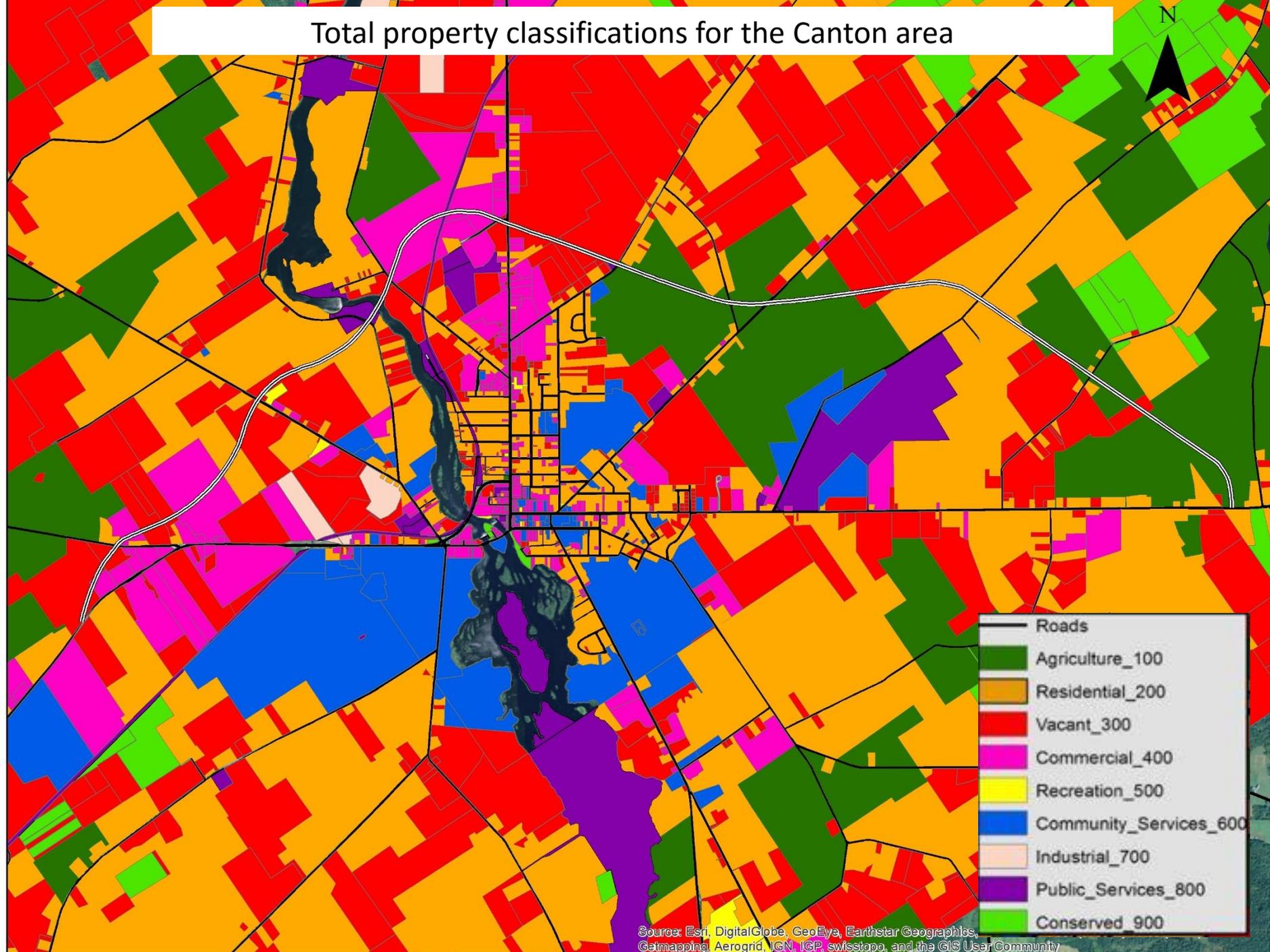
These figures do not represent the efficiency of each bypass, and cannot be interpreted as such. These figures only reflect through-distances, and do not evaluate connectivity and efficiency of segments of the bypasses. For example, if a semi-truck was traveling on north on Route 11 with Ogdensburg as its destination, the Northern Canton bypass would cut its travel distance to 3 miles instead of navigating 4.2 miles through Canton with the additional



This is the New York State property classification code system used to classify individual properties. The 2015 Real Property shapefile for St. Lawrence County includes a specific code for each property, which I sorted into the general categories listed below. The following maps illustrate how I sorted and displayed the real property data.

- 100 - Agricultural - Property used for the production of crops or livestock.
- 200 - Residential - Property used for human habitation. Living accommodations such as hotels, motels, and apartments are in the Commercial category.
- 300 - Vacant Land - Property that is not in use, is in temporary use, or lacks permanent improvement.
- 400 - Commercial - Property used for the sale of goods and/or services.
- 500 - Recreation & Entertainment - Property used by groups for recreation, amusement, or entertainment.
- 600 - Community Services - Property used for the well being of the community.
- 700 - Industrial - Property used for the production and fabrication of durable and nondurable man-made goods.
- 800 - Public Services - Property used to provide services to the general public.
- 900 - Wild, Forested, Conservation Lands & Public Parks - Reforested lands, preserves, and private hunting and fishing clubs

Total property classifications for the Canton area



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

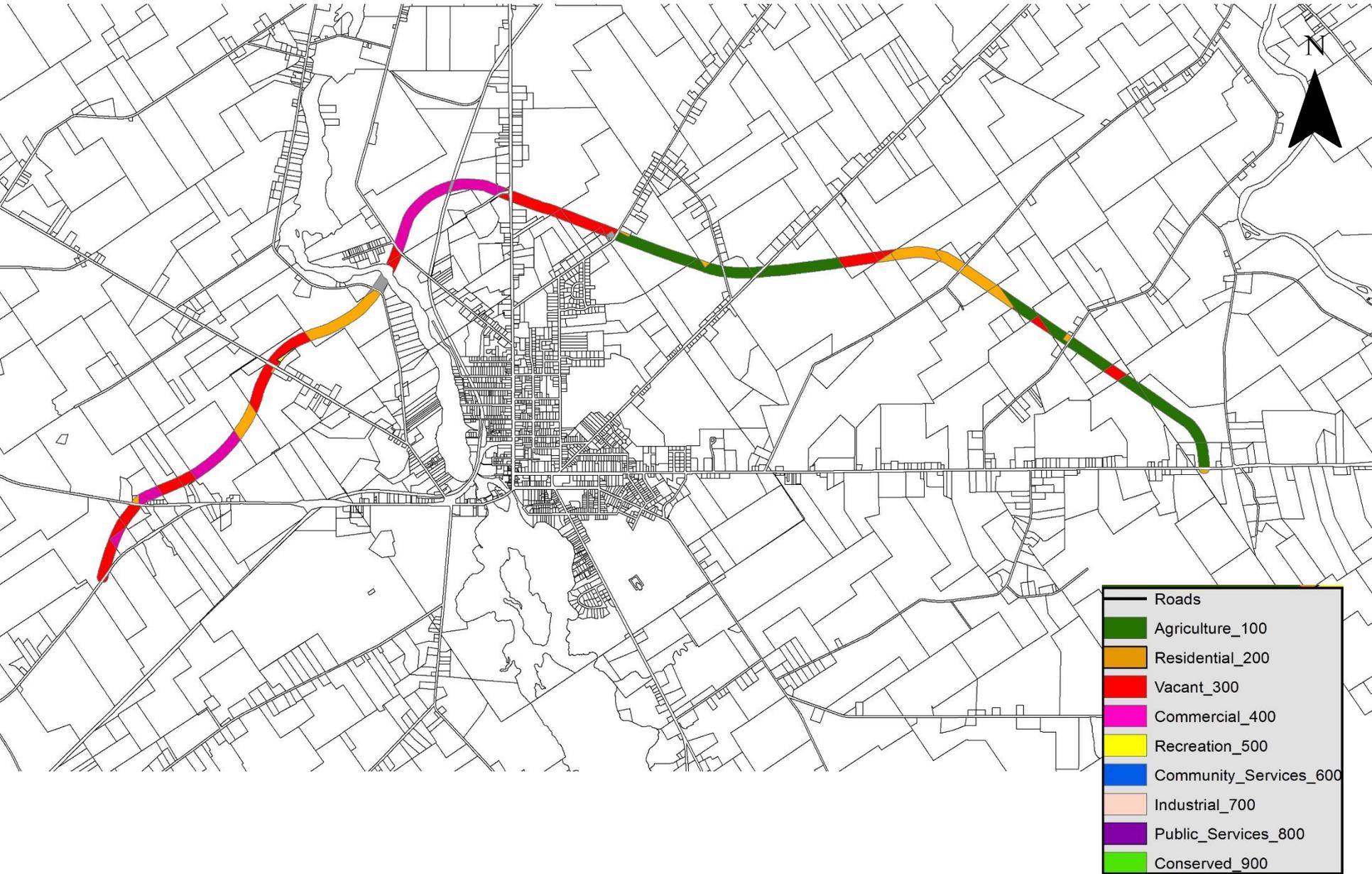
To determine the land-use footprint of each bypass, it was necessary to determine the anticipated ROW (right-of-way) of the bypass options. The bypass designs featured in the 2002 North Country Transportation Study were given a 325 foot wide ROW (as shown below), and the Rooway bypass was given a 80 foot wide ROW. The Transportation Study anticipates that the bypasses will be four lane expressways, and as such, the ROW width was determined by the dimensions of the recent I-781 project in Watertown. The Rooway was conceived to be a two lane parkway with slower speeds, and as such, the ROW width was determined by measuring the ROW of local state and county highways.



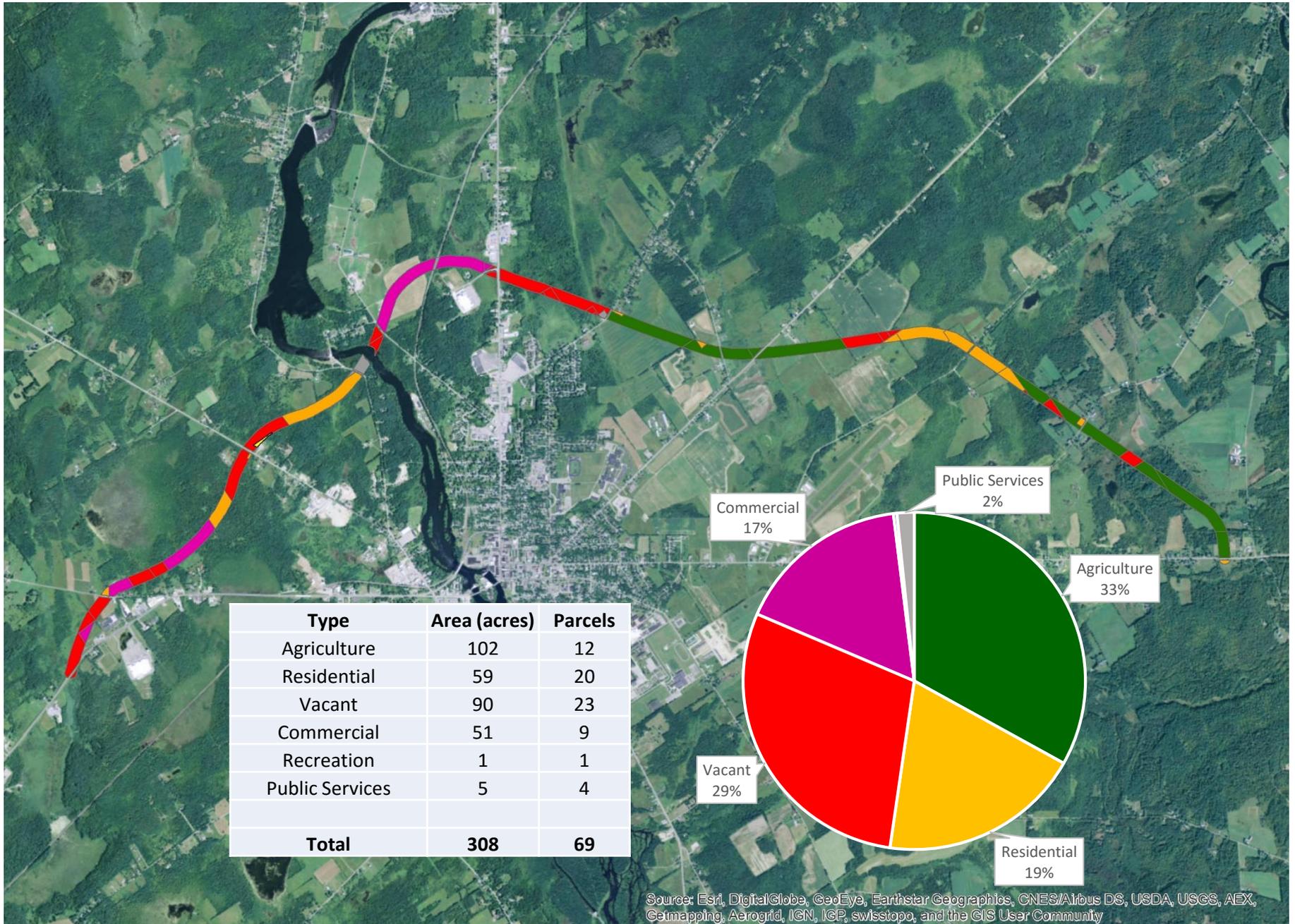
In order to calculate each bypass's specific land use footprints, the ROW of each bypass was used to clip the real property data, thus resulting in a data set that strictly reveals the land use qualities of each bypass ROW. A portion of the 2002 North Country Transportation Study northern bypass around Canton is featured below.



This map features the land use footprint of the Potsdam bypass.



Land use analysis of the Potsdam bypass.



The Community Impact

The next sequence of slides will examine the impact of each bypass on local homeowners, specifically targeting homes that fall within 150 meters from each bypass's ROW. To do this, the "Selection by Location" tool was used to find residential properties that fell within 150 meters of each ROW. Using digital satellite imagery, a point was manually placed on top of each house in the selected residential properties. "Selection by Location" was then used to find all the homes that fell within 150 meters of each ROW, since some of the selected residential properties were very large and featured homes that were far away from the bypass ROW. Once all the homes within 150 meters of each ROW were identified, "Selection by Location" was used to identify the properties that the homes belonged to, and the property owner information was copied from the attributes table. This property owner information could be valuable to organizations that wish to contact land owners that would be directly impacted by the possible construction of these bypasses.

Homes within 150 meters of the Potsdam bypass ROW.



- Potsdam Homes
- Potsdam Reroute

Homeowners within 150 meters of the Potsdam bypass ROW.

OWNER_NAME	ATTENTION_	ADDITIONAL	PO_BO	CURRENT_O	STREET_ADD
) Lynch, Patrick J.					476 Porter Lynch Rd
) Clemons, Cortney					720 State Highway 11B
) Burnah, Lawrence			762		
) MacDonald Revocable Trust, Joan C.					1491 Bonnie View Rd
) Cole, Rebecca L.					15 Sisson Rd
) Haught, Wayne					48 Regan Rd
) Minter, Salena A.					363 Hatch Rd
) Hauerstock, David A.					172 River Rd
) Basford, Troy					201 Heath Rd
) Basford, Chad E.					190 Heath Rd
) Porter, Clark R.					559D County Route 24
) Freeman, Marilyn M.			775		
) Matott, Lowell					1885 Morley Potsdam Rd
) Horton, Eileen					1917 Morley Potsdam Rd
) Pierre, George F.					11714 Silmarillion Trl
) Lyon, Edward F.					1911 Morley Potsdam Rd
) Yette, Michael J.					1907 Morley Potsdam Rd
) Fetcie, Steven			668		
) Blanchard, Kip					6846 US Highway 11

Recommendations for Future Studies

This study provides the groundwork for future studies that must be completed to create a more holistic portrait of the potential effects of these bypasses on their associated communities. It is strongly suggested that analysis be conducted for the following:

- Traffic efficiencies of each bypass compared to the original routes, with the knowledge that the bypasses will most likely be 55 mph
- Determining the cost-benefit ratio of each bypass and searching for other alternatives to service Canton and Potsdam
- The impacts that the bypasses will have on pedestrian safety and the relative importance of other various factors.
- Determining if, with our current national infrastructure demands, if the Watertown – Plattsburg express highway is even feasible, and what other options exist that are cheaper and easier.
- How these bypasses will effect the local community and economy.
- What type of zoning strategies are necessary to modify development along route 11, and possible development along the bypasses.