

Towns of Guilderland & Princetown Route 20 Corridor Study Dunnsville Road Intersection (20 & 397)



Existing Conditions:

- Signalized Intersection (flashing yellow)
- Approximately 60' average right-of-way leading to intersection
- Two ~12' travel lanes
- 2-5' shoulders
- No sidewalks
- No crosswalks

Short-term Alternatives:

- Change from flashing to full-signalized intersection
- Improve visibility at northeast corner of intersection
- Reduce lane width from 12' to 11' with re-stripping
- Add appropriate signage to alert motorist of arrival in hamlet

Long-term Alternatives:

Alternative 1

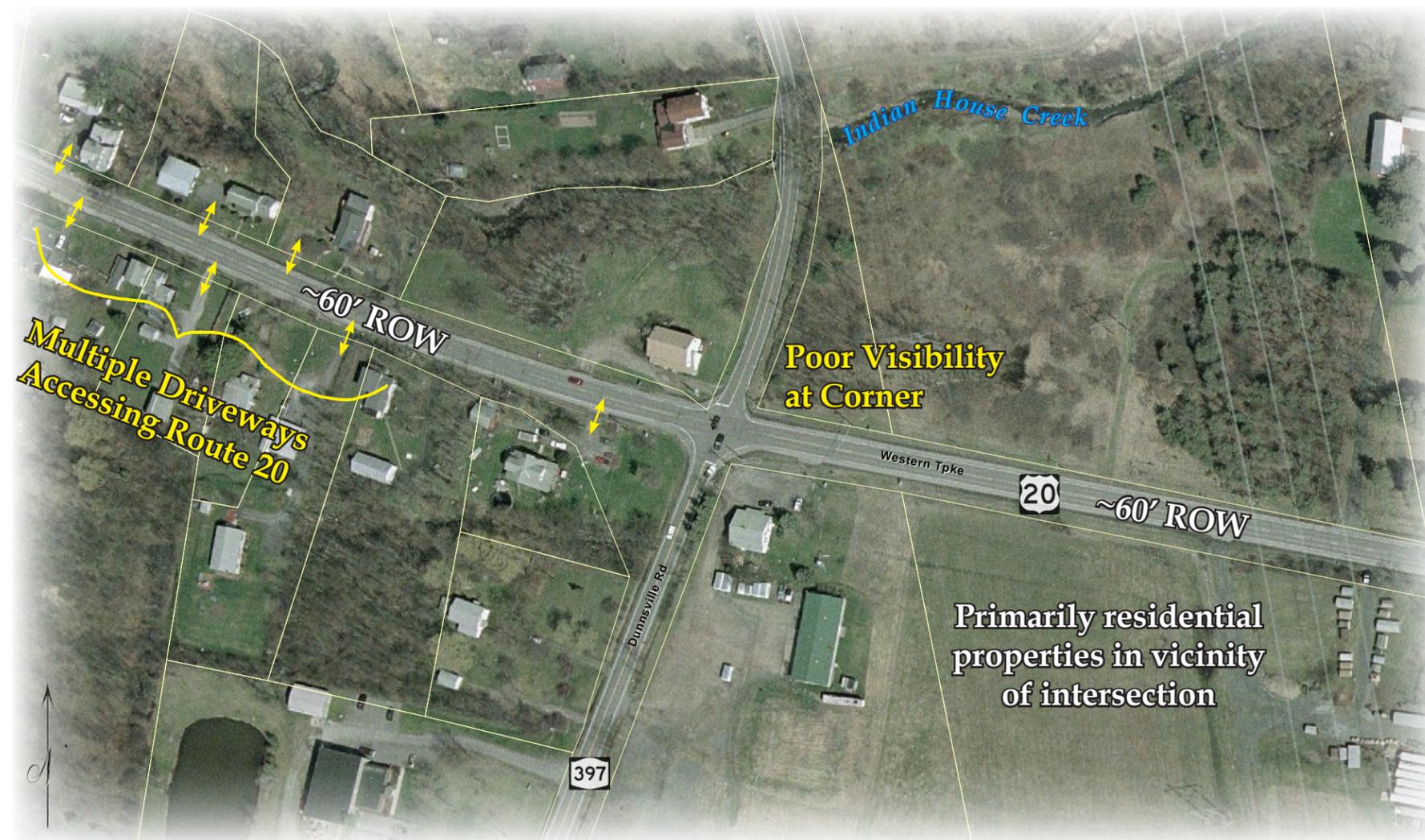
- Reconfigure roadway to include center medians through the Dunnsville Hamlet
- Reconfigure roadway with:
 - 11' travel lane
 - 4' separated shoulder
 - 6' sidewalk
- Add crosswalks
- Add appropriate signage to alert motorist of arrival in Dunnsville Hamlet

Alternative 2

- Reconfigure intersection with roundabout
- Reconfigure roadway to include center medians through the Dunnsville Hamlet
- Reconfigure roadway with:
 - 11' travel lane
 - 4' separated shoulder
 - 6' sidewalk



View across intersection from southwest to northeast



For conceptual planning purposes only

Problems:

- Accident rate of 1.04* is higher than state average of 0.59
 - High number of driveways
 - Poor visibility turning east from 397 North
- *accidents/million vehicle miles

Intersection Capacity:

AM Peak: LOS A
PM Peak: LOS B

LOS=Level of service
A: < 10 sec delay/vehicle
B: 10-20 sec delay/vehicle



View from east to west