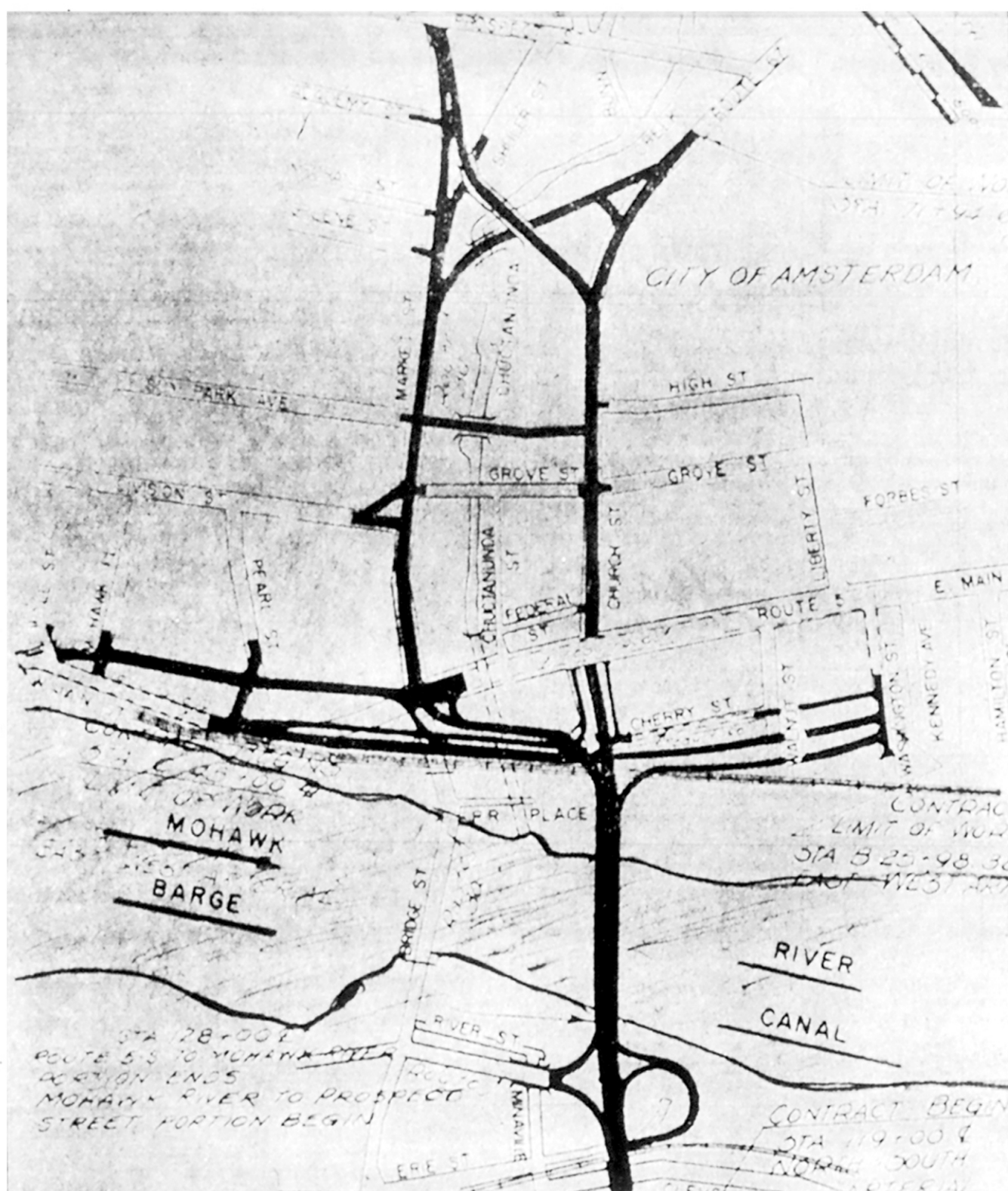


Arterial Scrapbook No. 2 - The Latest Plan



Latest Engineering Design For City Arterial Reviewed

By H. P. DONLON

Engineering designs for conducting both north-south and east-west traffic through Amsterdam have been changed almost countless times since the overall pattern was first presented to Mayor Burtiss E. Deal and members of the Common Council in February of 1954.

The original sketches included arterial sections since then put into use on the south side of the river, also at the easterly and westerly entrances to the city.

Ways and means of modernizing Routes 30 and 5 have brought less than desirable unity as to the best methods, and the debates will probably be continued for years to come.

Even as the project is about to be started, little cheering is heard, and there are still opinions as critical as "It's the worst in the whole state."

Adjoining is one of the latest engineering sketches that show what lies ahead: The area covered by the arterial designs, routes to be modernized, demolitions impending, traffic flows, and locations where the several new bridges must be placed.

The design shown represents no major change during recent months, but questions heard from day to day supports the belief that there are still many Amsterdam area residents who

have little or no idea of the changes to come or realization of the work involved.

Another brief run-through may be of assistance and provide more explanatory introduction to the Scrap Book serial.

North-South Design

Generally speaking, the map shows northbound traffic entering the city over the Route 30 section completed in 1959 on the south side of the Mohawk, crossing the river on a new bridge to be constructed, continuing up Railroad, across East Main, up Church to a point near City Hall, then crossing the Chuctanunda Creek, passing over Shuler St. to join Market St. immediately south of Prospect St.

Southbound Route 30 traffic will find Market St. below Prospect to be one-way, this continuing to the East Main St. intersection where the arterial will be split into Route 30 and Route 5 lanes, Route 30 to loop toward the new bridge at the foot of Railroad St. and Route 5 continuing east in paralleling Cherry St.

Route 5 Flow

From a point on West Main St. near Pearl, eastbound traffic of Route 5 will follow the New York Central Railroad after removal of the Bridge St. Railroad Overhead. All buildings east to the Central Hotel and Armour's will be razed, also all structures on the south side of Cherry St. to Washington.

All buildings on the north side of West Main St. will be removed as far west as Wall St. in providing for the new Westbound Route 5.

For Local Traffic

Another local facility for moving east-west traffic other than by the main arterial routes will come in routing eastbound Division St. traffic across Market St. and into Grove through demolition of buildings in a triangle at the northwest corner of Division and Market.

A westbound counterpart of this local traffic invention will be construction of a new street leading from Church St. directly toward Guy Park Ave. Another device for local traffic will take south-bound vehicles from Church St. near City Hall across to southbound Market St. near Greene St.

Isolated by the arterial plan are the New York Central passenger station and the service installation of the Niagara Mohawk Power Corp. along the north bank of the river. This part of the city, now reached by way of the Railroad Ramp, will be inaccessible and all structures are headed for demolition.

Many of the questions that are being heard are without definite answers at this stage of the project that will require a minimal two or three years for completion.