

Bruckner-Sheridan Expressway Interchange Reconstruction and Hunts Point Peninsula Access Environmental Impact Statement

NYS DOT PIN: X730.39

Stakeholders Committee Meeting
Micro-Simulation Analysis Results
July 13, 2010



New York State
Department of Transportation



- Project Milestones
- Alternatives Under Consideration
- Micro Simulation Results
 - Highway Travel Patterns
 - Traffic Changes in My Area
- Next Steps
- Open Discussion

EIS Schedule

• DR/EIS Start	Summer	2002
• Notice of Intent	February	2003
• Scoping (9 Alt)	March	2003
• Qualitative Screen (5 Alt)	March	2004
• Quantitative Screen (2-3 Alt)	Early	2007
<hr/>		
• DDR/DEIS	Early	2011
• Public Hearing	Middle	2011
• DR/FEIS/ROD	Early	2012

Alternatives Under Consideration

No Build Alternative

Alternative 1E – Removes the Sheridan Expressway

Alternative 2E – Retains the Sheridan Expressway



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Alternative E Alignment

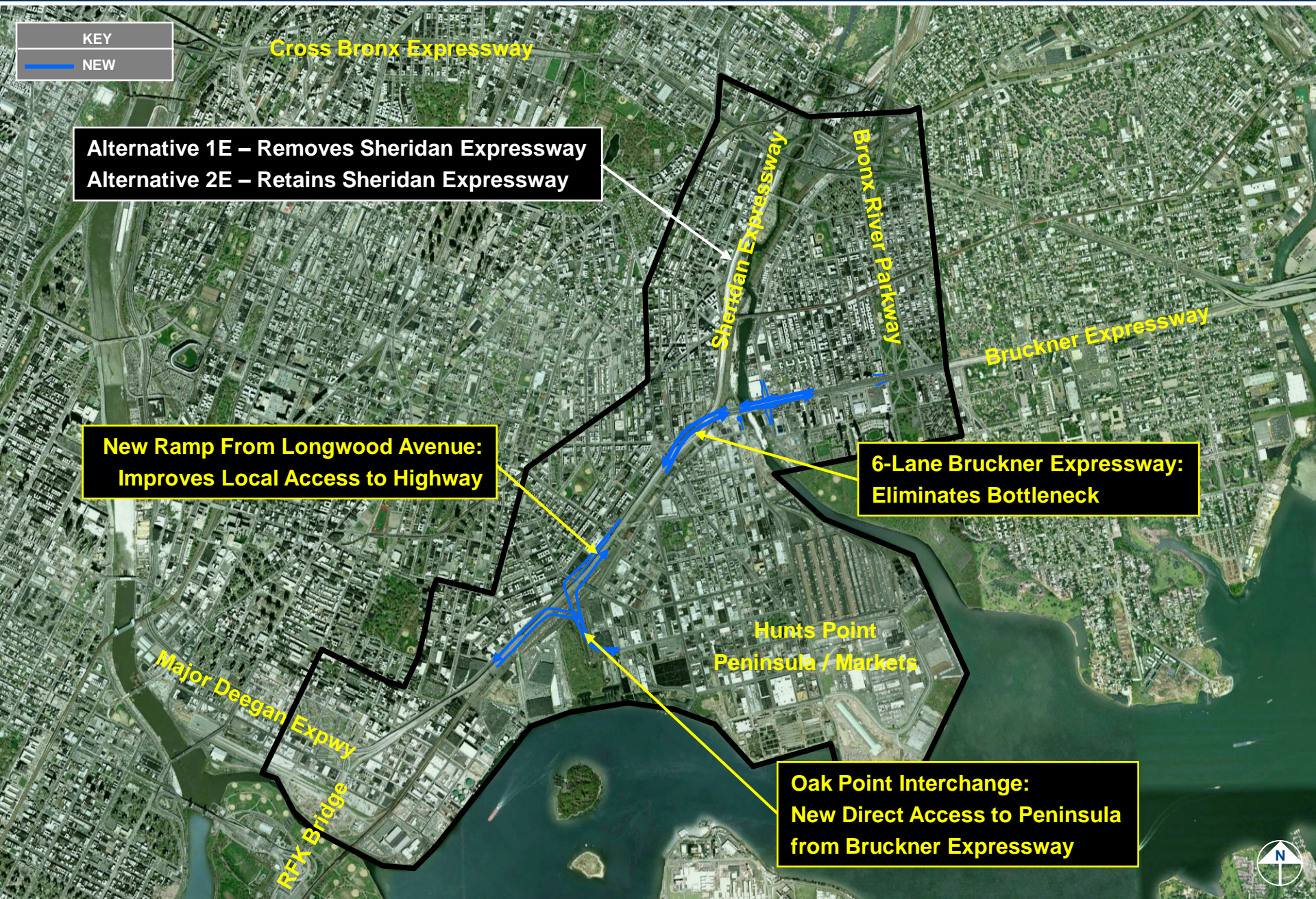
KEY
NEW

Alternative 1E – Removes Sheridan Expressway
Alternative 2E – Retains Sheridan Expressway

**New Ramp From Longwood Avenue:
Improves Local Access to Highway**

**6-Lane Bruckner Expressway:
Eliminates Bottleneck**

**Oak Point Interchange:
New Direct Access to Peninsula
from Bruckner Expressway**



Alternative E Alignment

KEY
NEW

Alternative 1E – Removes Sheridan Expressway
Alternative 2E – Retains Sheridan Expressway

6-Lane Bruckner Expressway:
Eliminates Bottleneck

Slip Ramp Functionality
Maintained

Relocated On-Ramp:
Improves Local
Highway Access

Bronx River Ave
Wheeler Ave
Elder Ave

Relocated Off-Ramp:
Improves Safety and
Traffic Congestion

6-Lane
Bruckner Expressway

Relocated Off-Ramp:
Improves Congestion
and Local Access

Relocated On-Ramp:
Improves Local Access
and Traffic Congestion

Whittier Street
Edgewater Road

Edgewater Road:
New Cul-de-sac
Improves Park Access
and Traffic Congestion

Reconstructed Bridge:
Provides North/South Crossing
to Concrete Plant Park



Alternative E Alignment

KEY
NEW

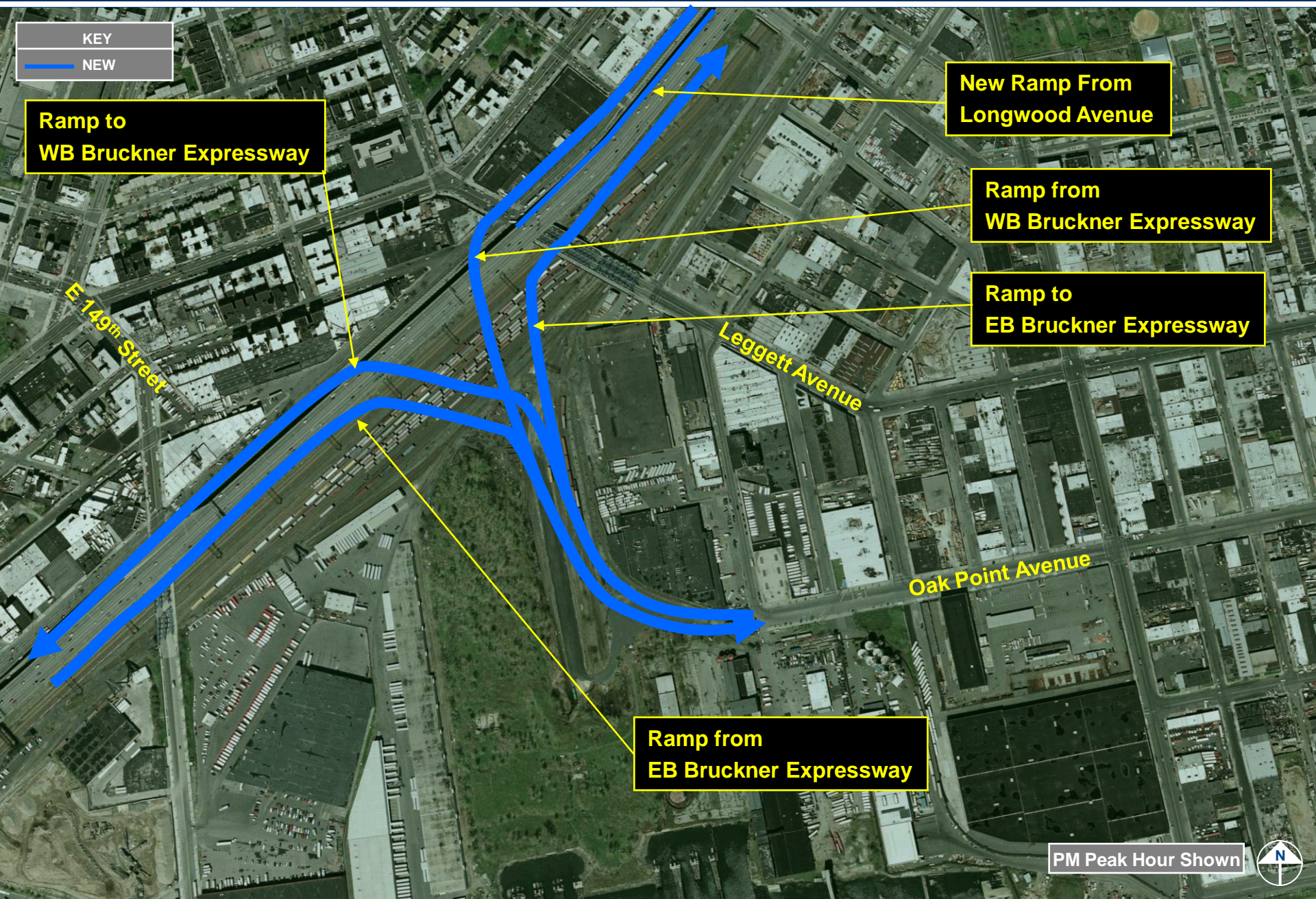
Ramp to
WB Bruckner Expressway

New Ramp From
Longwood Avenue

Ramp from
WB Bruckner Expressway

Ramp to
EB Bruckner Expressway

Ramp from
EB Bruckner Expressway



PM Peak Hour Shown



Alternative 1E Alignment: REMOVES SHERIDAN

KEY
— REMOVED
— NEW

Relocated EB Cross Bronx Expressway Off-Ramp to West Farms Road

REMOVES Sheridan Expressway

New Ramp From Longwood Avenue

Bruckner Expressway Bottleneck Eliminated

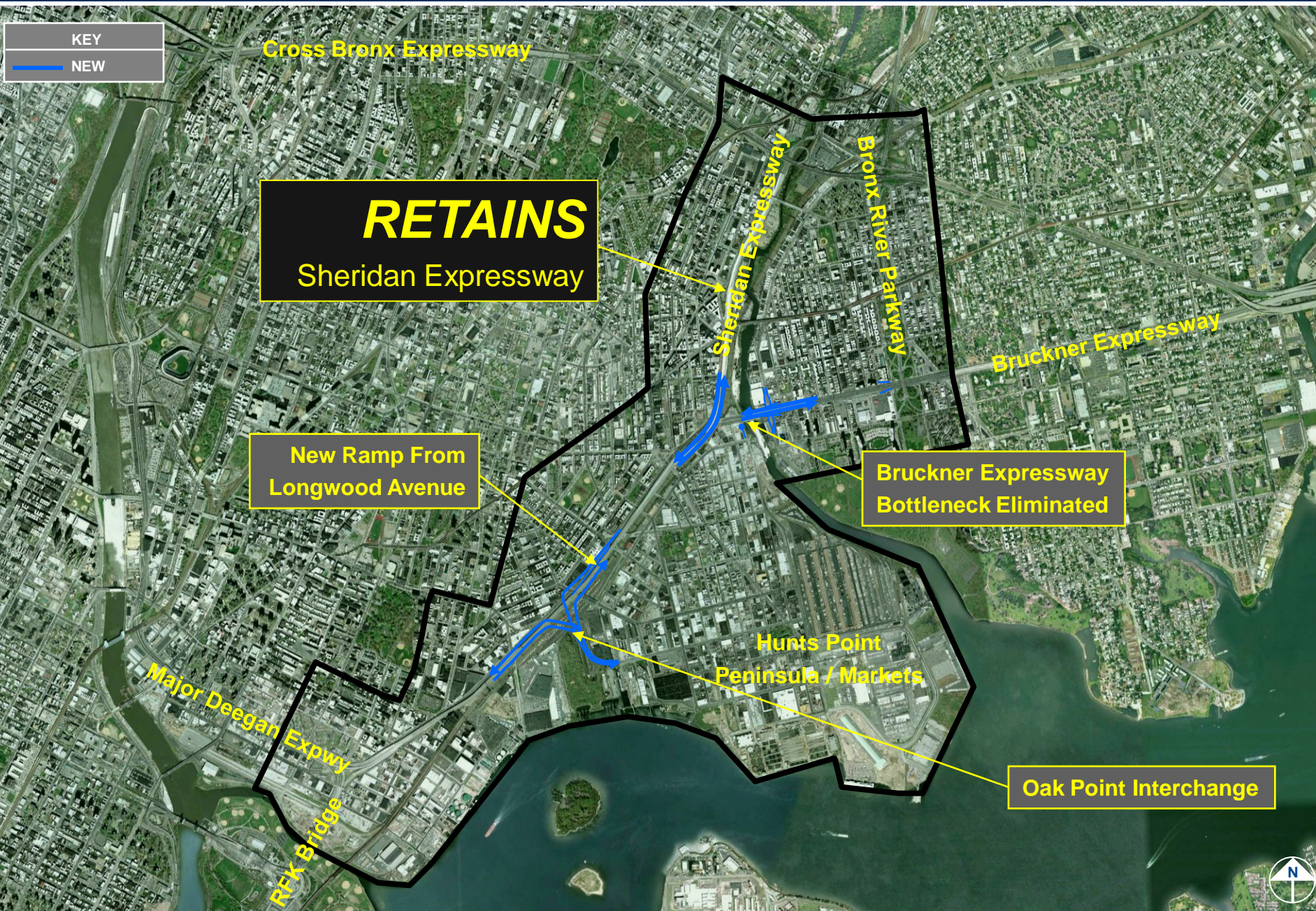
Oak Point Interchange



Alternative 2E Alignment: RETAINS SHERIDAN

KEY

NEW



Micro Simulation Results

What will be the Highway Traffic Patterns?



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Existing & No Build Traffic Patterns

KEY

- OUTBOUND
- INBOUND
- HIGHWAY

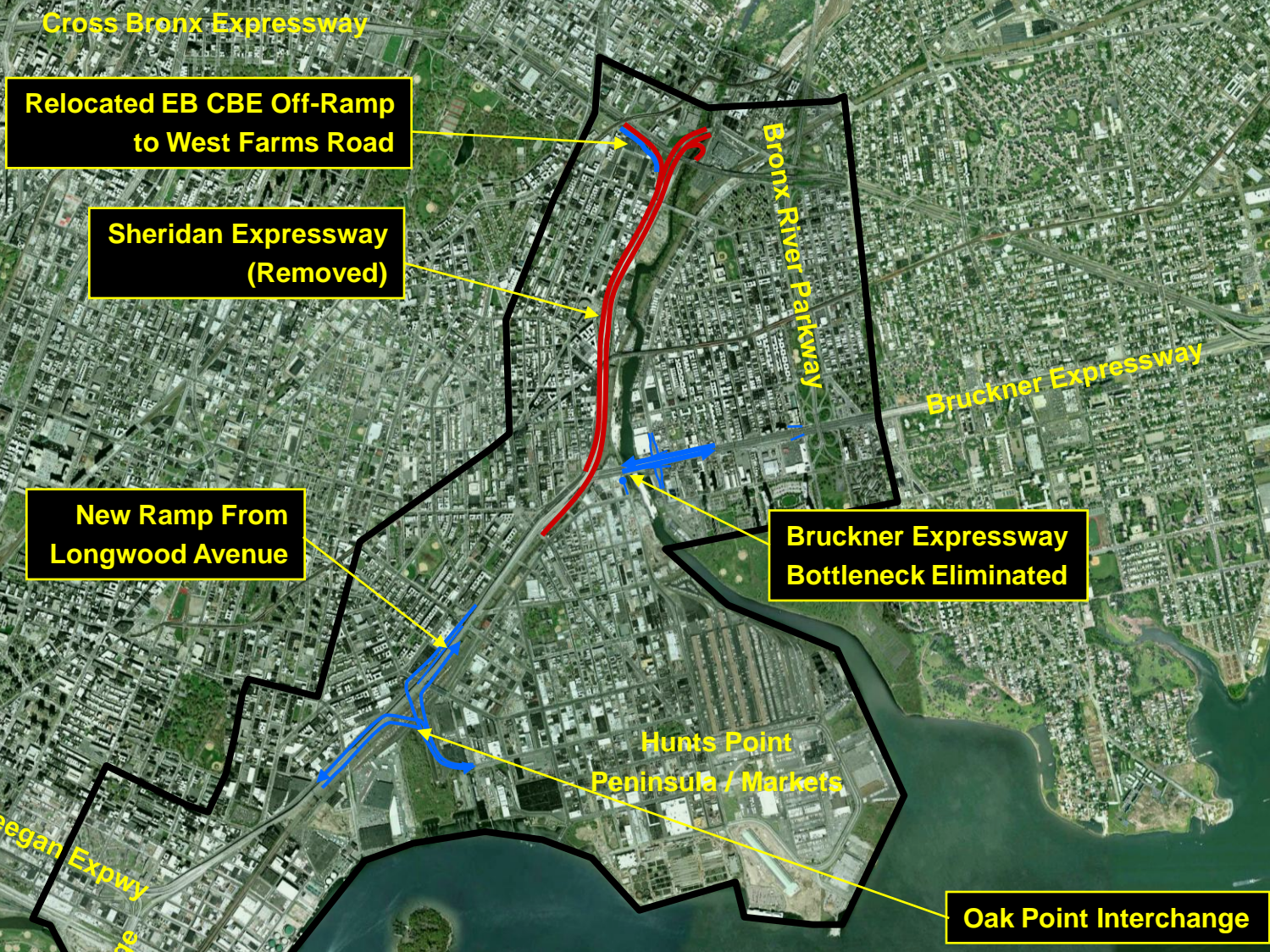


PM Peak Hour Shown



Alternative 1E Traffic Patterns

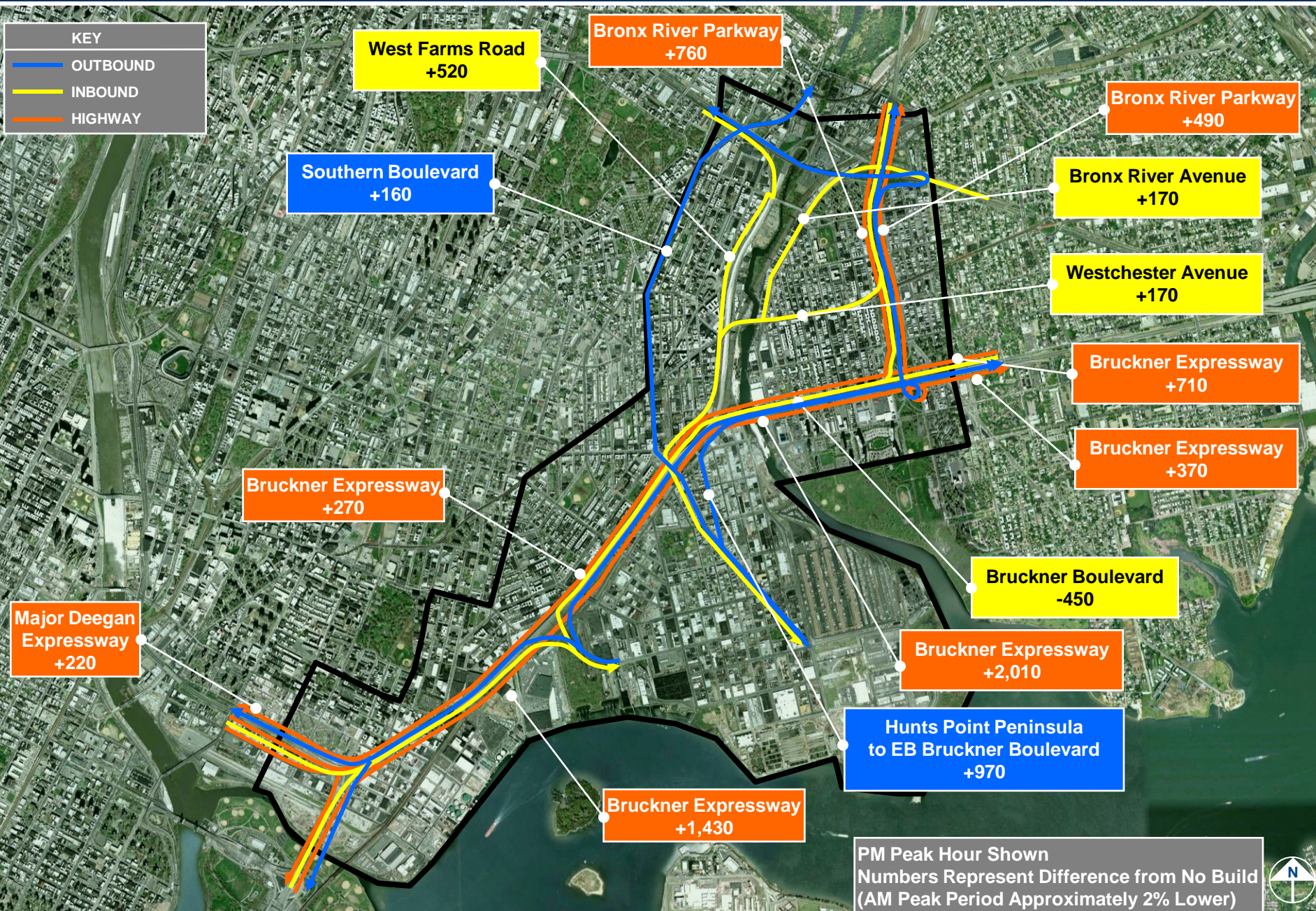
KEY
— REMOVED
— NEW



Alternative 1E Traffic Patterns

KEY

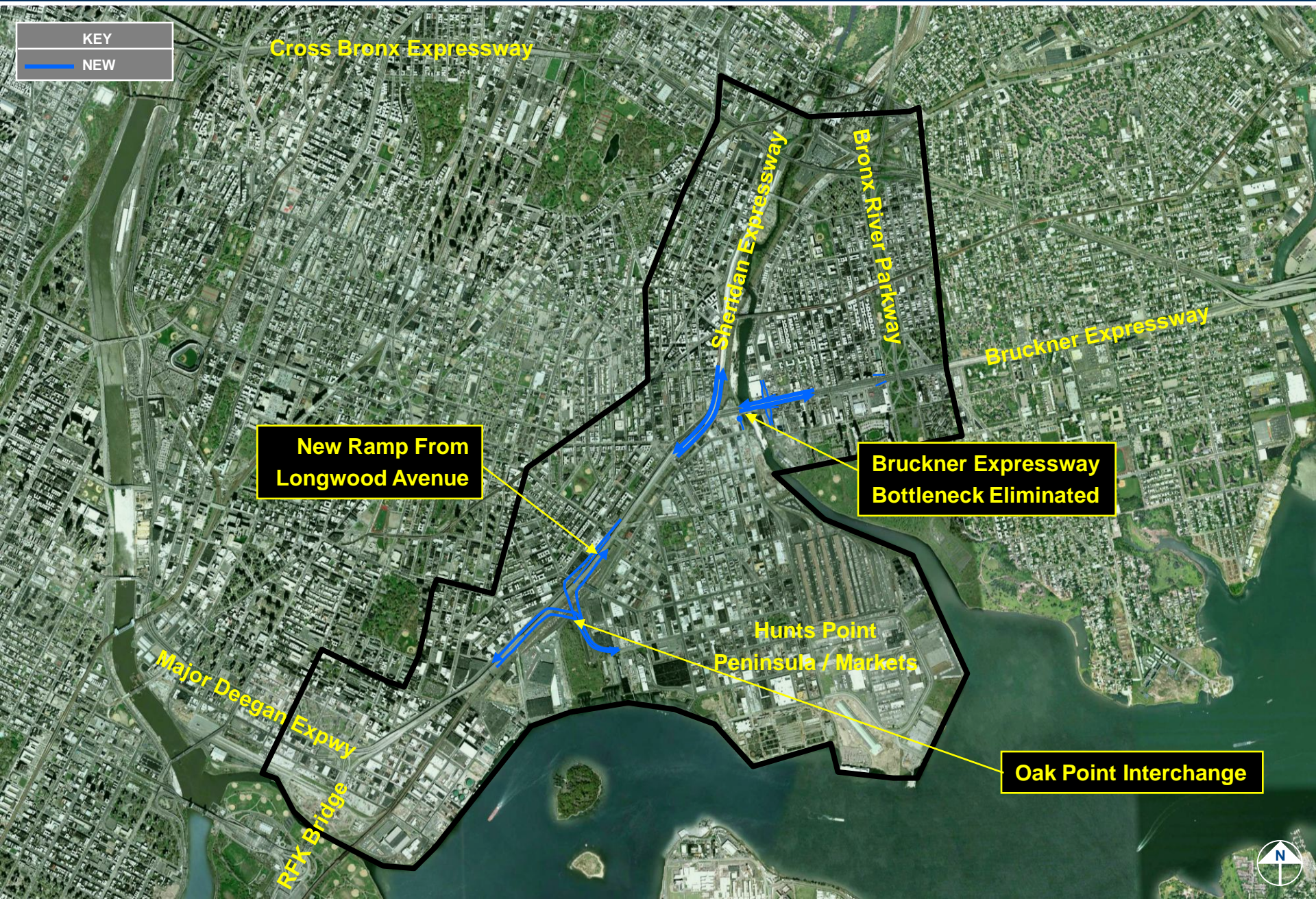
- OUTBOUND
- INBOUND
- HIGHWAY



PM Peak Hour Shown
Numbers Represent Difference from No Build
(AM Peak Period Approximately 2% Lower)



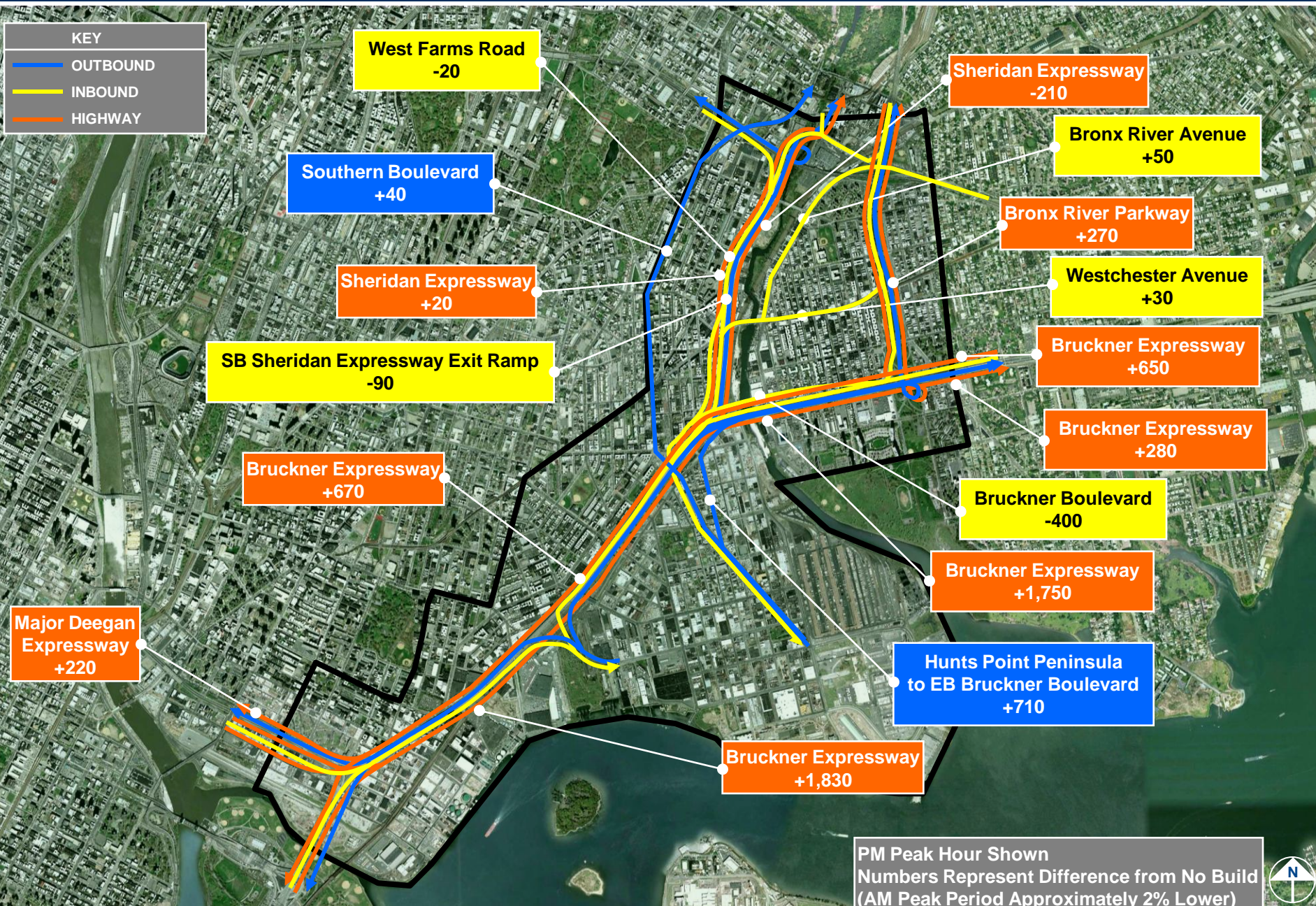
Alternative 2E Traffic Patterns



Alternative 2E Traffic Patterns

KEY

- OUTBOUND
- INBOUND
- HIGHWAY



West Farms Road
-20

Southern Boulevard
+40

Sheridan Expressway
+20

SB Sheridan Expressway Exit Ramp
-90

Bruckner Expressway
+670

Major Deegan
Expressway
+220

Sheridan Expressway
-210

Bronx River Avenue
+50

Bronx River Parkway
+270

Westchester Avenue
+30

Bruckner Expressway
+650

Bruckner Expressway
+280

Bruckner Boulevard
-400

Bruckner Expressway
+1,750

Hunts Point Peninsula
to EB Bruckner Boulevard
+710

Bruckner Expressway
+1,830

PM Peak Hour Shown
Numbers Represent Difference from No Build
(AM Peak Period Approximately 2% Lower)



Micro Simulation Results

What are the Traffic Changes in My Area?

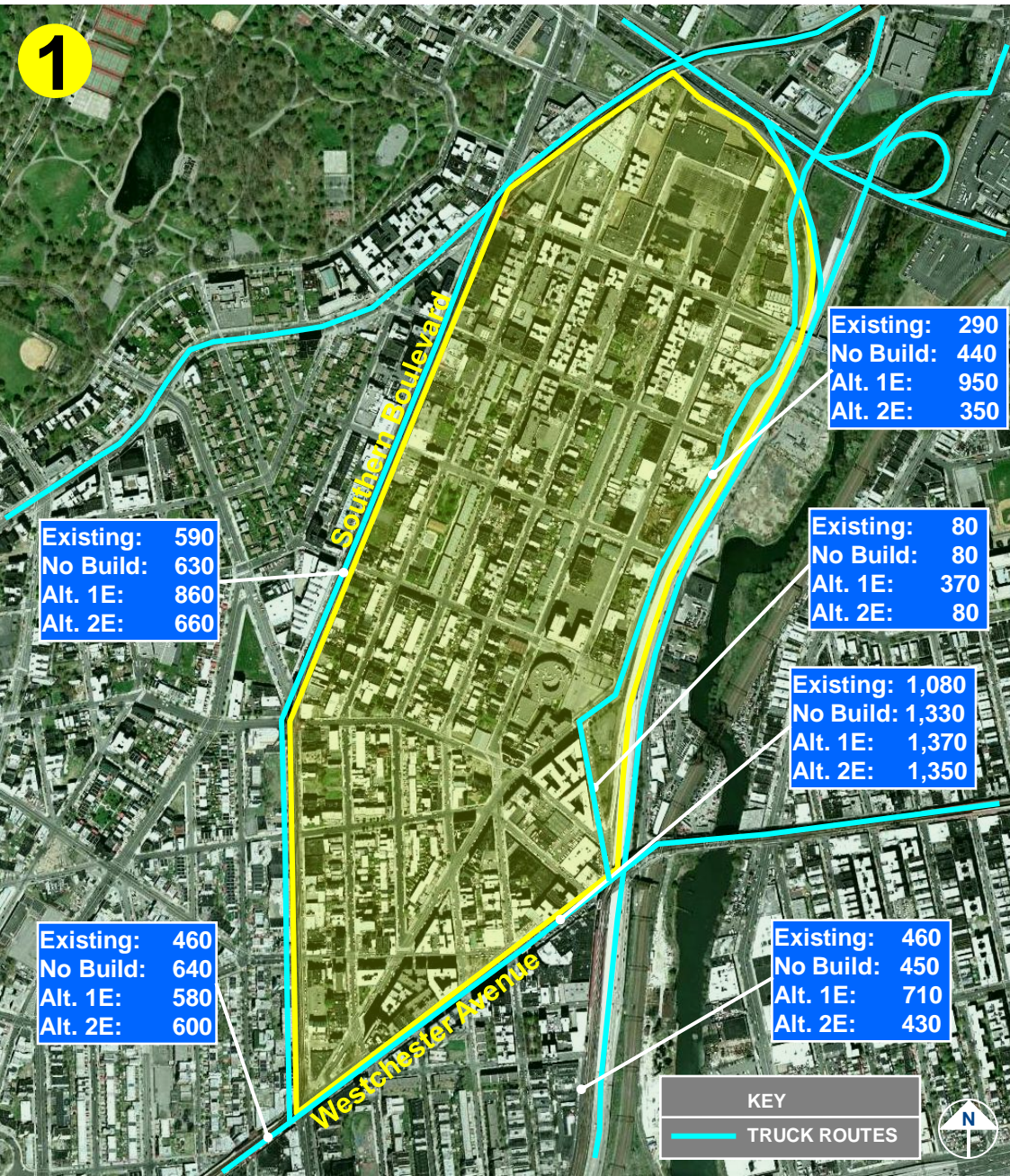


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Traffic Zone Analyses



Traffic Analysis Zone 1



Traffic Volumes

AM Peak Hour

	Vehicles	Trucks
Existing	1,760	80
No Build	2,110	100
Alt. 1E	3,240	180
Alt. 2E	2,070	80

PM Peak Hour

	Vehicles	Trucks
Existing	1,800	50
No Build	2,160	60
Alt. 1E	2,920	90
Alt. 2E	2,100	40

Traffic Analysis Zone 2



Traffic Volumes

AM Peak Hour

	Vehicles	Trucks
Existing	1,000	80
No Build	1,160	90
Alt. 1E	1,860	240
Alt. 2E	1,240	60

PM Peak Hour

	Vehicles	Trucks
Existing	1,410	50
No Build	1,730	40
Alt. 1E	1,880	80
Alt. 2E	1,510	40

Traffic Analysis Zone 6



Traffic Volumes

AM Peak Hour

	Vehicles	Trucks
Existing	2,680	40
No Build	3,070	100
Alt. 1E	3,220	90
Alt. 2E	3,350	60

PM Peak Hour

	Vehicles	Trucks
Existing	2,350	60
No Build	2,670	90
Alt. 1E	2,740	90
Alt. 2E	2,740	70

Traffic Analysis Zone 8



Traffic Volumes

AM Peak Hour

	Vehicles	Trucks
Existing	1,250	60
No Build	1,570	90
Alt. 1E	1,340	170
Alt. 2E	1,260	120

PM Peak Hour

	Vehicles	Trucks
Existing	1,400	30
No Build	1,600	40
Alt. 1E	1,560	60
Alt. 2E	1,470	50



Traffic Analysis Zone 9



Traffic Volumes

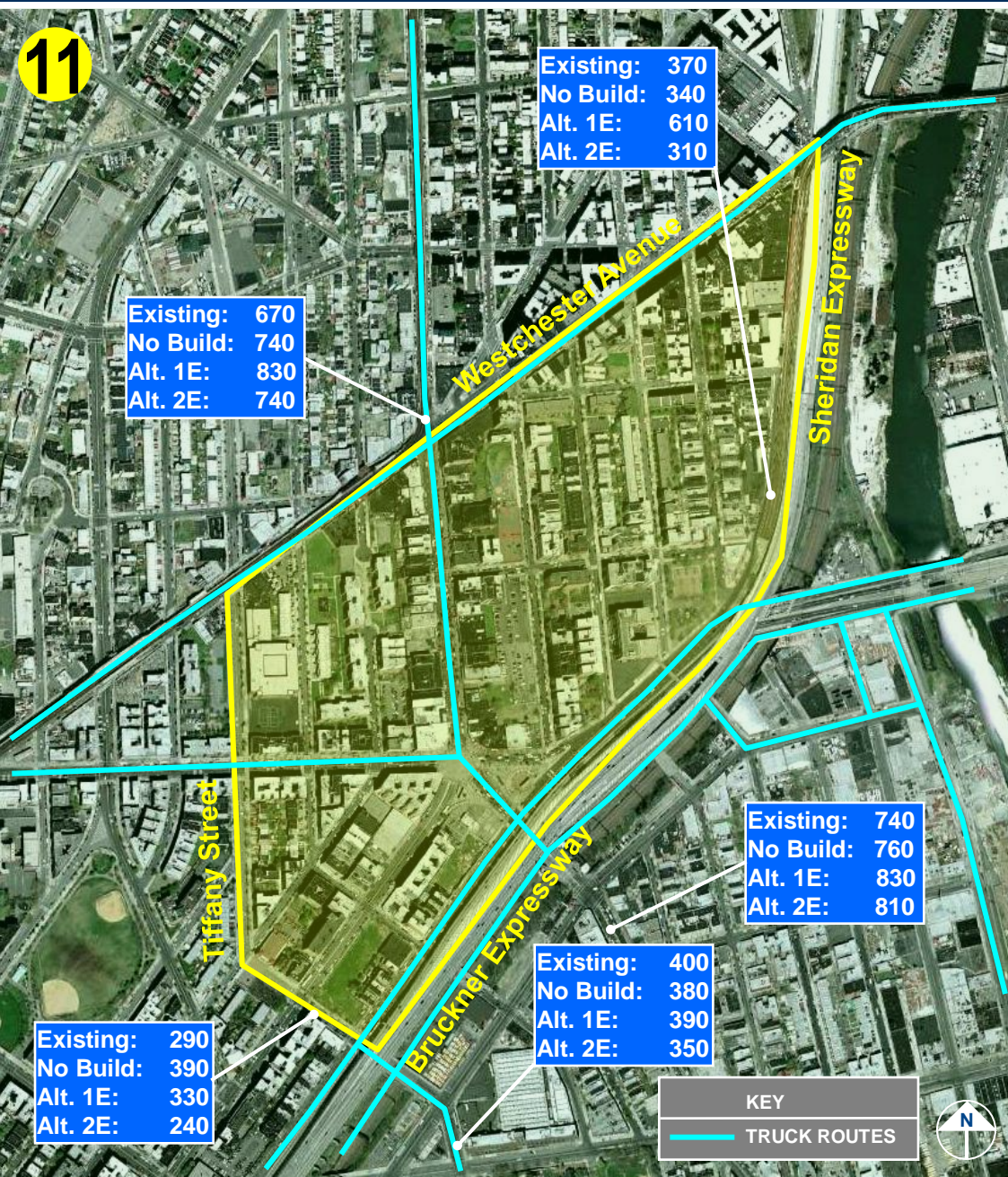
AM Peak Hour

	Vehicles	Trucks
Existing	2,030	260
No Build	2,410	330
Alt. 1E	2,310	360
Alt. 2E	2,240	330

PM Peak Hour

	Vehicles	Trucks
Existing	1,620	240
No Build	1,900	210
Alt. 1E	1,760	270
Alt. 2E	1,820	240

Traffic Analysis Zone 11



Traffic Volumes

AM Peak Hour

	Vehicles	Trucks
Existing	2,880	170
No Build	3,390	210
Alt. 1E	3,630	280
Alt. 2E	3,400	190

PM Peak Hour

	Vehicles	Trucks
Existing	2,910	130
No Build	3,210	110
Alt. 1E	3,610	130
Alt. 2E	3,310	110

Next Steps

Where Do We Go From Here?



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- Upcoming Meetings
 - **LOCAL TRAFFIC MODELING WORKSHOPS**
 - Stakeholders and Community Board Meetings
- Detailed Environmental Analysis (Approx. 8 Months)
 - Air Quality Analysis
 - Noise Analysis
 - Natural & Water Resources
 - Energy & Greenhouse Gases
 - Land-use & Social Conditions
 - Economic Conditions
 - Cultural Resources
 - Visual Resources
 - Contaminated & Hazardous Materials
 - Coastal Zone Management
 - Indirect/Secondary and Cumulative Impacts
 - Environmental Justice
 - Section 4(f) Impacts
 - Other Studies

Open Discussion



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