Bruckner-Sheridan Expressway Interchange Reconstruction and Hunts Point Peninsula Access Environmental Impact Statement
NYSDOT PIN: X730.39

Stakeholders Committee Meeting
Micro-Simulation Analysis Results
July 13, 2010
• Project Milestones
• Alternatives Under Consideration
• Micro Simulation Results
  • Highway Travel Patterns
  • Traffic Changes in My Area
• Next Steps
• Open Discussion
<table>
<thead>
<tr>
<th>Event</th>
<th>Timeframe</th>
<th>Year</th>
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Alternatives Under Consideration

No Build Alternative
Alternative 1E – Removes the Sheridan Expressway
Alternative 2E – Retains the Sheridan Expressway
Alternative E Alignment

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

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

6-Lane Bruckner Expressway: Eliminates Bottleneck

Relocated On-Ramp: Improves Local Highway Access

Relocated Off-Ramp: Improves Safety and Traffic Congestion

Relocated Off-Ramp: Improves Congestion and Local Access

Relocated On-Ramp: Improves Local Access and Traffic Congestion

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

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

Slip Ramp Functionality Maintained

KEY

NEW
Alternative E Alignment

**KEY**
- NEW

**Ramp to**
- WB Bruckner Expressway

**Ramp from**
- WB Bruckner Expressway
- EB Bruckner Expressway

**New Ramp From**
- Longwood Avenue

**Ramp from**
- EB Bruckner Expressway

**Ramp to**
- EB Bruckner Expressway

**Leggett Avenue**

**Oak Point Avenue**

**E 149th Street**
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
- Hunts Point Peninsula / Markets
Alternative 2E Alignment: RETAINS SHERIDAN

- Cross Bronx Expressway
- Hunts Point Peninsula / Markets
- New Ramp From Longwood Avenue
- Bruckner Expressway Bottleneck Eliminated
- Oak Point Interchange
- RETAINS Sheridan Expressway
Micro Simulation Results

What will be the Highway Traffic Patterns?
Alternative 1E Traffic Patterns

- Sheridan Expressway (Removed)
- Relocated EB CBE Off-Ramp to West Farms Road
- New Ramp From Longwood Avenue
- Bruckner Expressway Bottleneck Eliminated
- Hunts Point Peninsula / Markets
- Oak Point Interchange
Alternative 1E Traffic Patterns

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

- Cross Bronx Expressway
- Oak Point Interchange
- New Ramp From Longwood Avenue
- Bruckner Expressway Bottleneck Eliminated
- Hunts Point Peninsula / Markets
- Bruckner Expressway
- RFK Bridge
- Major Deegan Expwy
- Oak Point Interchange

KEY

- NEW
Alternative 2E Traffic Patterns

**KEY**
- OUTBOUND
- INBOUND
- HIGHWAY

### Sheridan Expressway
- Sheridan Expressway
  - +20
- Sheridan Expressway
  - +20
- Hunts Point Peninsula to EB Bruckner Boulevard
  - +710
- Sheridan Expressway
  - -210

### Southern Boulevard
- Southern Boulevard
  - +40
- Bruckner Boulevard
  - -400
- West Farms Road
  - -90

### SB Sheridan Expressway Exit Ramp
- SB Sheridan Expressway Exit Ramp
  - -90

### Major Deegan Expressway
- Major Deegan Expressway
  - +220

### Bronx River Avenue
- Bronx River Avenue
  - +50

### Bronx River Parkway
- Bronx River Parkway
  - +270

### Bruckner Expressway
- Bruckner Expressway
  - +670
- Bruckner Expressway
  - +650
- Bruckner Expressway
  - +280
- Bruckner Expressway
  - +1,750

### Westchester Avenue
- Westchester Avenue
  - +30

### Bronx River Avenue
- Bronx River Avenue
  - +50

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?
Traffic Analysis Zone 1

Traffic Volumes

AM Peak Hour

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PM Peak Hour

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Traffic Analysis Zone 2

Traffic Volumes

AM Peak Hour

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PM Peak Hour

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Traffic Analysis Zone 6

Traffic Volumes

AM Peak Hour

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PM Peak Hour

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KEY

- TRUCK ROUTES
Traffic Analysis Zone 8

Traffic Volumes

**AM Peak Hour**

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**PM Peak Hour**

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Traffic Analysis Zone 9

Traffic Volumes

**AM Peak Hour**

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**PM Peak Hour**

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<td><strong>Alt. 1E</strong></td>
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**KEY**

- TRUCK ROUTES
Traffic Analysis Zone 11

Traffic Volumes

AM Peak Hour

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PM Peak Hour

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KEY

- **TRUCK ROUTES**

Traffic Analysis Zone 11 Map

1. Existing: 670
   - No Build: 740
   - Alt. 1E: 830
   - Alt. 2E: 740

2. Existing: 290
   - No Build: 390
   - Alt. 1E: 330
   - Alt. 2E: 240

3. Existing: 370
   - No Build: 340
   - Alt. 1E: 610
   - Alt. 2E: 310
Next Steps

Where Do We Go From Here?
Project Next Steps

- 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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