





RECONSTRUCTION OF EAST 177TH STREET / DEVOE AVENUE / SHERIDAN EXPRESSWAY RAMP

PROJECT ID: HWXP2007 BOROUGH OF THE BRONX

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BACKGROUND

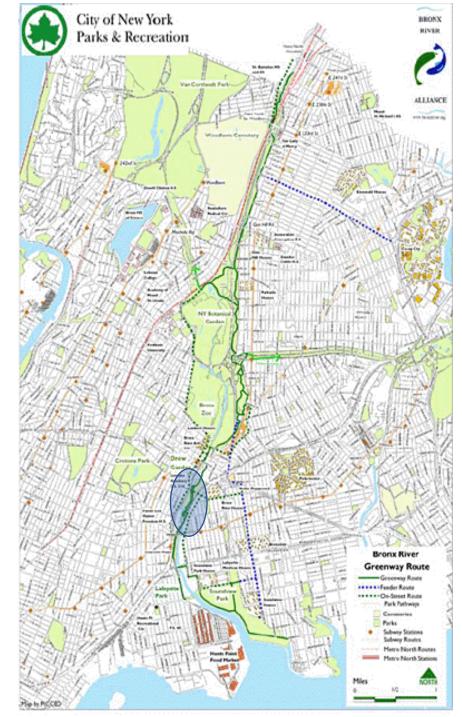
Bronx River Alliance - Greenway Master Plan

- 23 mile Trail (8 miles in the Bronx from mouth at East River to border of Westchester County
- From mouth at East River to border of Westchester County and divided into 5 Segments
- Segment A East River to Bruckner Boulevard
- Segment B Bruckner Boulevard to East Tremont Avenue
- Segment C East Tremont Avenue to Pelham Parkway
- Segment D Pelham Parkway to East 211th Street
- Segment E East 211th Street to the City Line





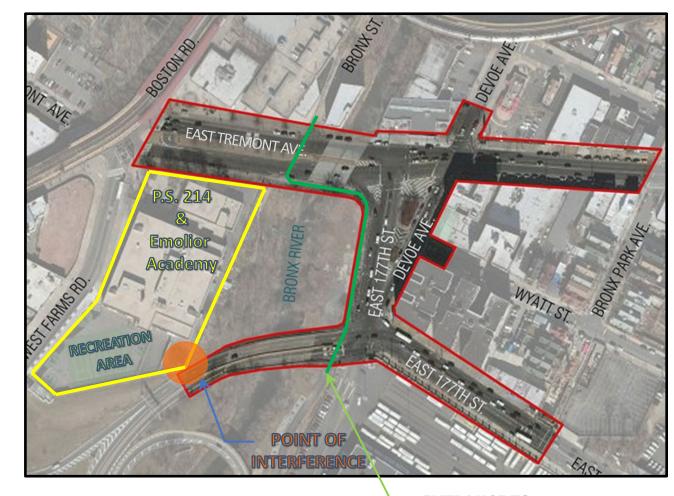




BACKGROUND

Greenway Connection

- This project connects Segment
 B and Segment C
- Segment B Bruckner
 Boulevard to East Tremont
 Avenue includes Starlight
 Park
- Segment C East Tremont
 Avenue to Pelham Parkway
 includes Bronx Park



Proposed Bronx River Greenway Connection

ENTRANCE TO
STARLIGHT PARK

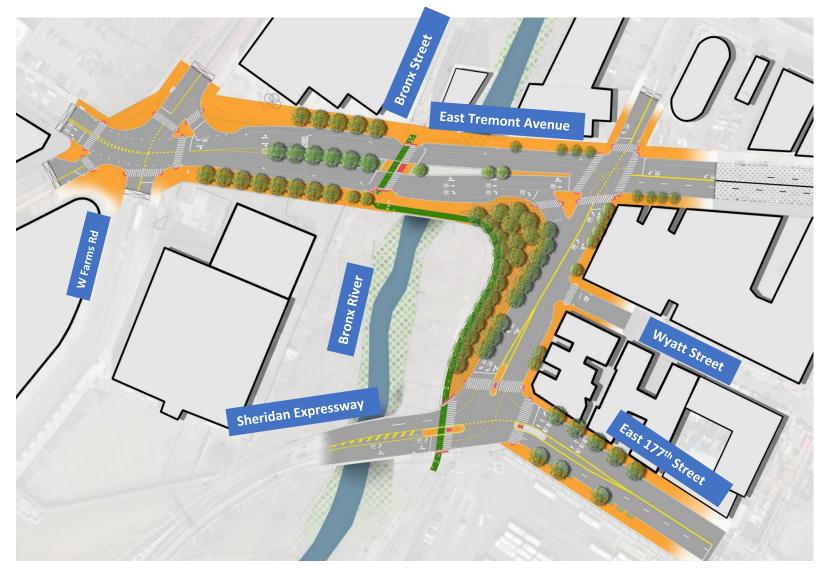






PROPOSED IMPROVEMENTS

- Improve Pedestrian / Vehicle Movements
- Shorter pedestrian crossings with refuge medians
- Bronx River Greenway Connection complete between Starlight Park and Bronx River Park
- Upgrade infrastructure (street lighting, signals, water main, sewers, and signage)









Widening of Sheridan Expressway Bridge in the vicinity of Tidal Wetlands

- Coordination with SDOT & DEC
- Determination of Environmental Effects
- Design Considerations to reduce impact to Wetlands



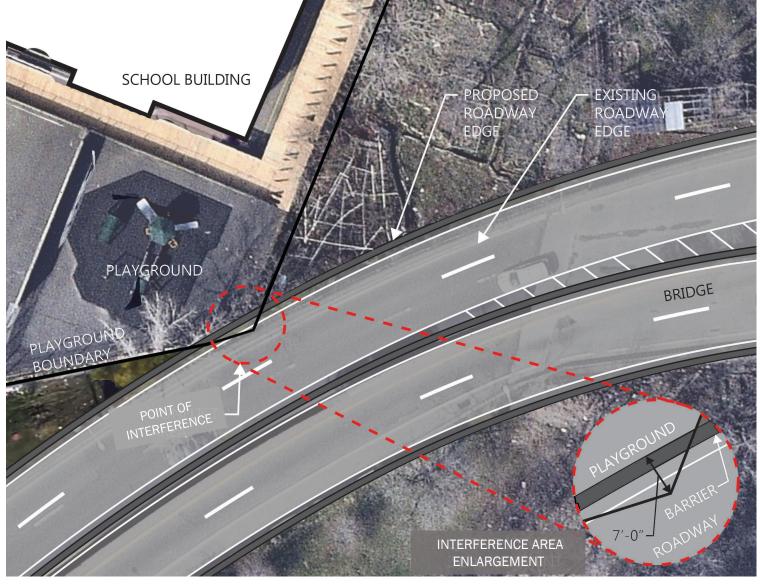






Point of Interference at Sheridan Expressway Ramp

7' Encroachment with a 35
 MPH Vehicle Design Speed









<u>Design coordination challenges with stakeholders</u>:

- NYSDOT owns the Sheridan Expressway (including bridge) portion of the project
- NYSDEC work within Tidal Wetland (Bronx River) is heavily regulated
- NYCDOE work near/on school property (Emolior Academy)
- NYCDEP Significant upgrades to Water Main & Sewer Main. Multiple design changes
- NYCT Modified Design (Low Vibration) within 700' of Transit Facilities
- NYCDOT Signals (Traffic Study and Design of Timing)
- NYCDOT Street Lighting (Existing Low Light Conditions)
- NYCDOT OCMC (High Volume Intersections for both vehicles & pedestrians)
- Private Utilities (Con Edison, ECS, AT&T, Cablevision) Required redesigns each DEP scope change
- Community based organizations and officials

COVID-19 – Project Delayed from March 2020 to July 2021. Project restart requires backtracking, additional review by agencies with turnover in staff, and revisions to design due to updated standards.







Elevated Subway at East Tremont Avenue& Boston Road

- Roadway not to be raised at all in order to maintain existing clearance
- Curb design restricted by existing columns
- Potential for additional lighting mounted on structure
- Visibility Issues for Vehicles seeing Pedestrians





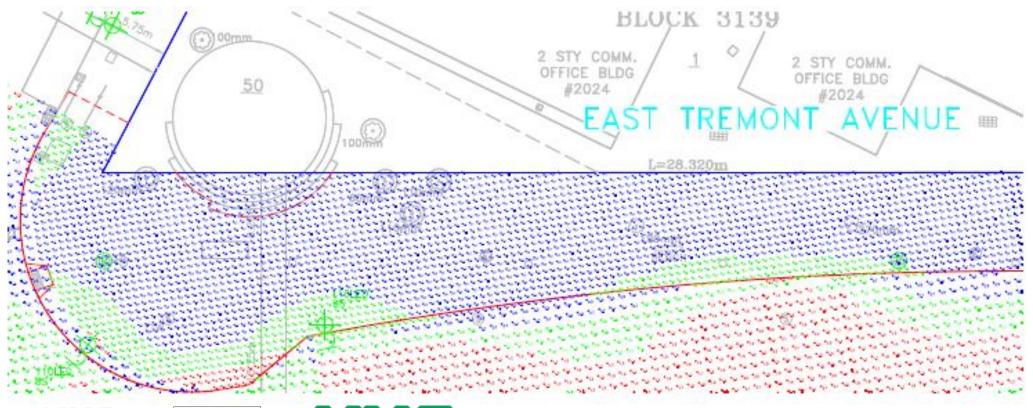




Street Lighting

Street Design Manual Requirements for Sidewalk Lighting

- Average Illuminance 0.46-0.93 footcandles
- Blue in below design shows points below 0.46 footcandles
- Solution: Incorporate Flushing Meadows Park Pedestrian Lights





Flushing Meadows fixture and pole: 46th Street, Queens







CHANGES ALREADY MADE

CDOT Temporary Measures

- Restriping to allow for better pedestrian pathways
- Signal Timing to improve flow of traffic
- Bus Shelters and relocated Bus Stops for better access from Subway to Buses
- Lighting upgraded to LED







COMMUNITY LIAISON INVOLVEMENT

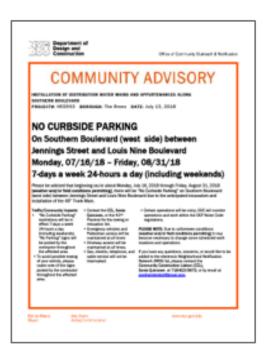
Keeping You Informed.

The CCL addresses concerns, responds to inquiries, attends meetings as needed, as well as distributes project related materials to keep the community informed and notified.

PROJECT INFORMATION CARD (PIC)



ADVISORIES



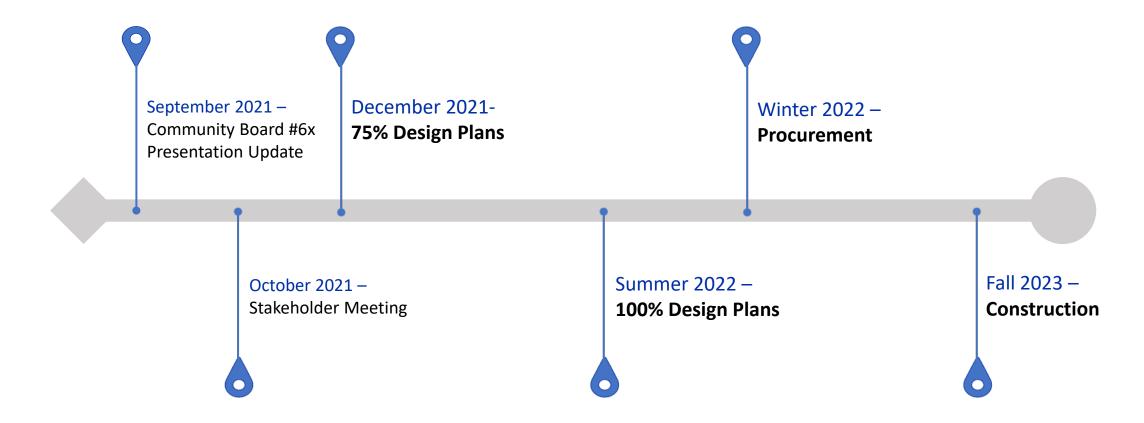
WEEKLY LOOK AHEAD BULLETIN



QUARTERLY NEWSLETTERS



SCHEDULE















THANK YOU