

CHAPTER I. EXECUTIVE SUMMARY

I.A. Introduction

This Design Report was prepared in support of the Major Deegan Expressway (MDE) Rehabilitation and Widening Project in the Bronx, New York, and was completed in accordance with (1) the NYSDOT *Project Development Manual*, (2) NYSDOT *Procedures for Implementation of the State Environmental Quality Review Act (17 NYCRR Part 15)*, and (3) the Federal Highway Administration, *Environmental Impact and Related Procedures 23 CFR 771*).

I. B. Purpose and Need

1.B.1. Project Location

The entire project extends 1.5 km on the MDE between E. 138th Street and the 161st Street/Macombs Dam Bridge interchange in the Bronx, New York, between approximately Reference Markers (RM) 871 X1M11012-1022 northbound and RM X1M12012-2022 southbound. The Route Name and Number are “Major Deegan Expressway” and “Interstate 87 (I87)” respectively; the SH Number and Official Highway Description are “Highway I87” and “Major Deegan Boulevard,” respectively. This section includes eight State-owned bridge structures, of which four (highlighted below) are affected by this rehabilitation and widening project. The BIN Numbers for this section of the MDE include:

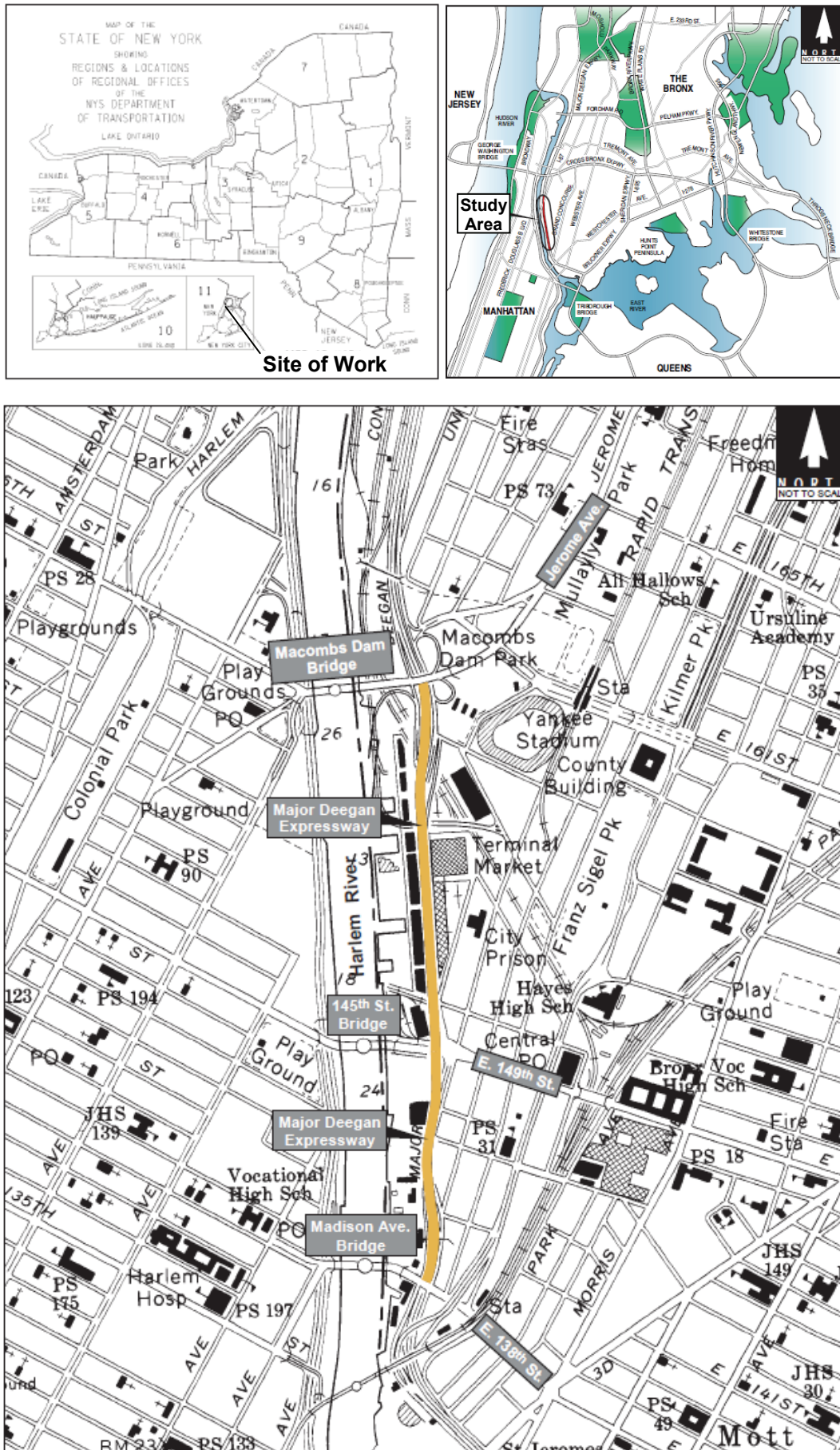
<u>BIN Number</u>	<u>Feature Crossed</u>
1-06680-9	Major Deegan Expressway Viaduct over Exterior Street and the Bronx Terminal Market Area
1-06680-A	Major Deegan Expressway NB Off-Ramp to E. 149 th Street over Local Streets
1-06680-B	Major Deegan Expressway NB Off-Ramp to E. 157 th Street/Sedgwick Avenue over MTA Metro-North Railroad (Ramp D)
1-06680-C	Northbound Major Deegan Expressway over MTA Metro-North Railroad
1-06745-A	Major Deegan Expressway SB Off-Ramp to the Bronx Terminal Market Area and E. 153 rd Street (Ramp A)
1-06745-B	Major Deegan Expressway SB Off-Ramp to Bronx Terminal Market from Ramp A (Ramp C)
1-06745-C	Major Deegan Expressway SB On-Ramp from the Bronx Terminal Market Area and E. 153 rd Street over MTA Metro-North Railroad (Ramp B)
1-07687-9	Exterior Street NB to E. 157 th Street/ Sedgwick Avenue (construction of this early action project will be completed by Fall 2009)

Figure I-1 shows the project limits and its location within the Bronx, N.Y.

I.B.2. Project Need

In-depth inspections of the MDE Viaduct have shown that overall the steel structure is in good condition with the exception of fatigue cracking of a number of connection angles between stringers and floor beams and corrosion of fascia stringers. The concrete roadway deck is in need of replacement since it exhibits advanced deterioration and spalling to the extent that a majority of the under-deck is shielded by timber planking, nylon netting or steel screening. Based on these and other deficiencies discussed further in Section II.C.1.o, the viaduct structure has a current condition rating of 4 or better, which considers the seriously deteriorated deck, generally rated 3, and the steel structure with minor deteriorations but functioning as originally designed, generally rated 5. Note that a NYSDOT condition rating of 1 is totally deteriorated (failed condition) and a rating of 7 is no deterioration (new condition).

Figure I-1: Project Location



Within the project limits, a number of non-standard and non-conforming features exist (i.e., horizontal clearances, lane and shoulder widths, curvature, superelevation rates, sight distances, and lengths of acceleration and deceleration lanes) along with safety and operational issues near critical mainline-ramp junctures (i.e., E. 138th, E. 149th and E. 157th streets). The accident patterns in the area, with high numbers of rear-end and overtaking type accidents, are typical of a congested urban highway with frequent queuing and likely relate to certain non-standard features, including curvature and superelevation, as well as the often poor condition of the deck.

While the six-lane section of the MDE has sufficient capacity to handle the volume of traffic, the main operational problems are associated with the spillback of traffic from the southbound E. 138th Street off-ramp, which results in significant queues onto the highway, creating delays and safety issues. Insufficient distance between the northbound E. 138th Street entrance and the E. 149th Street exit, as well as the intersection at the end of the E. 149th Street ramp, creates similar problems. The short acceleration lane at the E. 157th / Macombs Dam Bridge southbound entrance ramp results in queues on the ramp and difficulty in entering the mainline flow.

I.B.3. Project Objectives

The proposed rehabilitation and widening of the MDE Viaduct and related geometric, operational and safety improvements within the project limits are intended to meet the following project objectives:

- Replace the structurally deficient roadway deck on the mainline viaduct to extend its service life by 50 years.
- Rehabilitate or replace deficient structural elements to return the viaduct to non-deficient conditions to ensure the viaduct remains serviceable for 50 years.
- Improve existing non-standard geometric deficiencies on the mainline and ramps within the project limits through the application of appropriate design standards to conform to acceptable operating speeds of 100 km/h (highway) and 50 km/h (ramp).
- Improve safety at identified high accident locations and lower accident rates within the project limits.
- Improve operations and safety conditions at the SB MDE off-ramp to E. 138th Street (Exit 3) to reduce mainline-ramp conflicts.
- Develop a staged MP&T plan that accommodates six-lanes of traffic during peak periods and minimizes delays.
- Minimize any impacts to the surrounding community and traveling public by coordinating the highway's reconstruction with other concurrent development projects in the area.
- Ensure the economic viability of existing, recently completed and planned new development in the study area.

I.C. Alternatives Being Considered

The alternatives reviewed in this Design Report were intended to address the highway's identified structural, geometric, operational and safety needs in the Study Area. Detailed studies, including traffic simulation modeling, were used to assess existing and future conditions on the MDE and to evaluate how potential improvements affected those conditions. The alternatives considered included:

- **No Build/Maintenance Alternative**, under which the highway's design would be left as is, with required maintenance and repair work carried out as needed.

- the **Rehabilitation Alternative**, which would include the following upgrades:
 - Replacement of the roadway deck;
 - Rehabilitation and strengthening of the steel structure;
 - Widening of the MDE Viaduct to facilitate maintaining 6 lanes of traffic during construction;
 - Providing standard travel lane widths, left and right shoulders and median;
 - Improve horizontal curvature and superelevation south of E.149th Street;
 - Lengthening the southbound acceleration lane and northbound deceleration lane of the Macombs Dam Bridge/E. 153rd Street on- and off-ramps; and
 - Providing an approximately 220 m (700 ft) auxiliary lane between the northbound entrance from E. 138th Street/Gerard Avenue and the exit to E. 149th Street.

The Rehabilitation Alternative would avoid the need for property acquisition but would not address the most critical problem in this highway segment – the operational and safety problems associated with the southbound off-ramp to E. 138th Street.

- **Alternatives with Improved E. 138th Street SB Off-Ramp:** these all include set of improvements proposed under the Rehabilitation Alternative, along with improvements in the vicinity of the southbound MDE off-ramp to E. 138th Street. The three alternatives studied at E. 138th Street were:
 - **Alternative #1: New One-Lane E. 138th St. Off-Ramp** -- a new one-lane off-ramp would be constructed on the west side of Exterior Street, and the existing ramp would be closed. The new off-ramp would extend from just north of E. 149th Street on the viaduct to a touchdown point just north of E. 140th Street, where it would merge with Exterior Street, which would continue as a three-lane section to the E. 138th Street intersection.
 - **Alternative #2: New One-Lane E. 138th St. Off-Ramp with Southbound Auxiliary Lane** – the new off-ramp would start as one-lane, widen to two-lanes downstream of the ramp’s gore area, and merge with Exterior Street in the same location and manner as under Alternative #1. However, this alternative would also include an approximately 700 m (2,275 ft) southbound auxiliary lane connecting the on-ramp acceleration lane from the Macombs Dam Bridge/E. 153rd Street to the deceleration lane for the new off-ramp to E. 138th Street.
 - **Alternative #3 (Preferred Design Alternative): Two-Lane Exit to Proposed E. 138th Street Off-Ramp with Southbound Auxiliary Lane** – identical to Alternative #2, but designed to allow two lanes of traffic to exit from the highway (the right lane from the southbound auxiliary lane and the left lane from the outside lane [right lane] of the MDE mainline. The off-ramp’s merge with Exterior Street would be the same as under Alternatives #1 and 2.

Conceptual designs of these three E. 138th Street ramp alternatives are presented in Figures III-1 through III-3 in Chapter III of this report.

The E. 138th Street Ramp concepts were examined from traffic service, safety, property impact and construction cost perspectives. All would have impacts on eight properties (i.e., lots or buildings on or access to those lots) including potential relocation of several small businesses on the west side of the project, in the vicinity and south of E. 149th Street. Construction costs of the project for these alternatives are shown in Fig I-3, with the largest difference projected to be about 5% between Alternatives 1 and 3. The most significant differences occur in traffic service and safety where Alternatives 2 and 3, with the southbound auxiliary lane, provide 25% more benefits than Alternative 1 (see benefit/cost discussion in Chapter V).

When comparing Alternatives 2 and 3, the two lane exit in Alternative 3 better facilitates egress from the MDE, and since their property impacts and costs are essentially the same, Alternative 3 was selected as the preferred concept and studied in further detail.

If no improvements to egress at E. 138th Street were made, there would be no property impacts and construction costs would be reduced. On the other hand, traffic service and safety benefits would be significantly less as exhibited in the benefit cost analyses (See Chapter V) which show that Alternative 3 is 3 times better ($b/c = 1.13$ vs 0.38) than if the project were constructed leaving the ramp in its current position.

None of the E. 138th Street off-ramp alternatives would correct the capacity limitations of the Exterior Street/E. 138th Street intersection that causes this spillback problem. New York City DOT recently implemented some signal timing adjustments at this intersection, includes ones that provide additional green time to the critical southbound approach in the weekday AM peak period when the highway queuing is at its worst. The proposed MDE Project would not preclude further improvements to the design and operation of this intersection. However, the longer, two-lane southbound off-ramp to E. 138th Street and the southbound auxiliary lane, both of which would be added under Alternative #3, would best handle the spillback problems that result from the capacity limitation of this intersection.

Alternative No. 3 is considered to be the preferred design alternative for the E. 138th Street off-ramp to supplement the rehabilitation and widening of the MDE. It is the most effective in meeting the project's identified goals and objectives. The analyses throughout the document compare future conditions throughout the study area under the Preferred Alternative against those under the No – Build or maintenance condition.

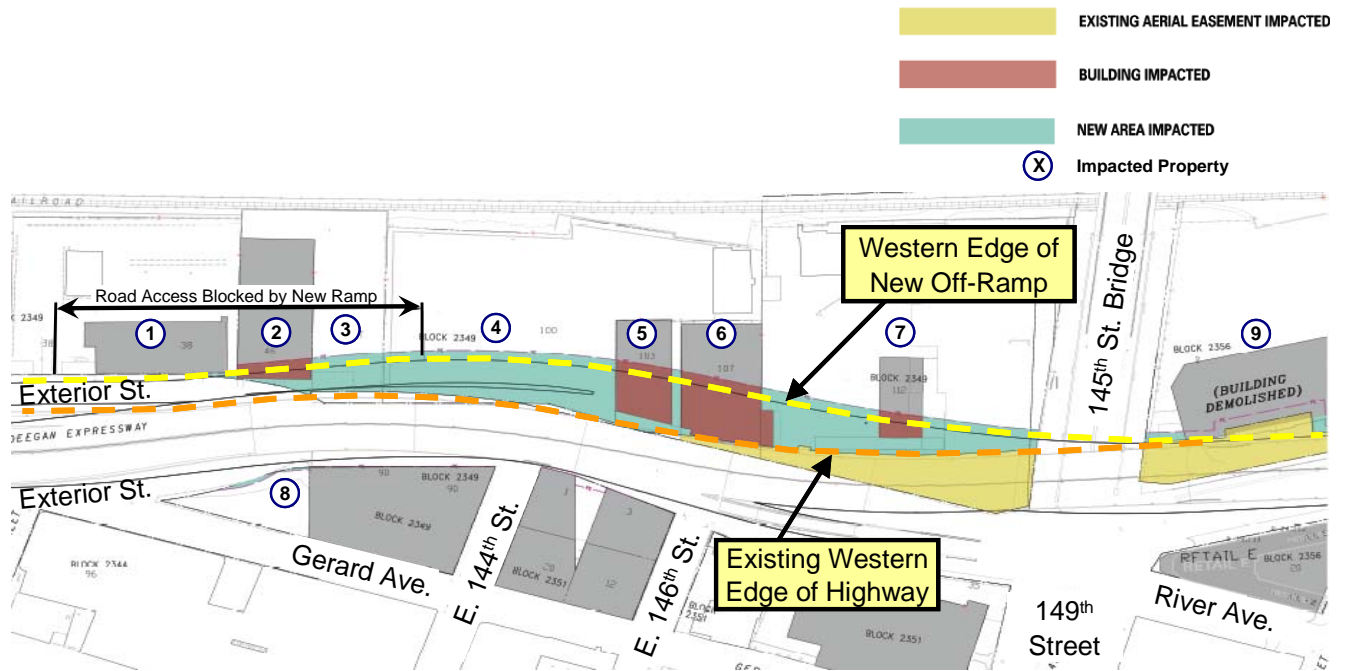
I.D. Environmental Impact of Feasible Alternatives

Under NEPA regulations, the MDE Project has been classified as a Class II – Categorical Exclusion with Documentation (as per 23 CFR 771). Under New York State SEQRA regulations, the project has been classified as Non-Type II (as per 17 NYCRR Part 15). Based on the results of the assessments included in this Design Report/EAF, NYSDOT has prepared a Determination of No Significant Effect (DONSE) regarding the proposed project. This finding reflects the fact that the project will primarily rehabilitate an existing structure, but with new design elements that will substantially improve highway operations and safety.

Further discussions are included in Chapter IV and in Appendix B (NEPA Assessment Checklist, DONSE). Figure I-2 presents a comparison of the projected impacts of the alternatives considered to meet the identified objectives of the MDE project. The most significant impact of the Preferred Alternative relates to the required acquisition of private property adjacent to the E.138th Street Ramp and the potential relocation of several small businesses.

Property impacts would occur as a result of construction, as stated below and as provided in Table III-15 and Figures III-14 through III-16 in Section III.C.2.1 (Right-of-Way). Figure I-3 presents the location of the most important property acquisition that would be required in connection with the proposed project.

COMPARISON OF IMPACTS OF PROJECT ALTERNATIVES – MDE PROJECT			
Alternatives for Southbound Off-Ramp to E. 138 th Street [3]			
	Rehabilitation Alternative	Alternative #1	Alternative #3
Impacts/Benefits [2]	No-Build/Maintenance Alternative		
Description of Work	Continue on-going maintenance / inspection programs of MDE viaduct structure to flag repairs. Rehabilitate mainline viaduct structure and provide structural widening required for staged construction. Replace mainline deck. Improve / eliminate mainline and ramp geometric deficiencies sufficiently to attain the minimum required design standards with the exception of the tie-in point located in the vicinity of the E. 138 th Street at the southern terminus. Lengthen SB acceleration and NB deceleration lanes of Macombs Dam Bridge/E. 153rd Street on- and off-ramps Provide approximately 700 ft NB auxiliary lane between E. 138th Street/Gerard Ave. entrance E. 149th Street exit lanes.	All improvements shown under Rehabilitation Alternative would also be included under Alt. #1. Construct new one-lane off-ramp on the west side of Exterior Street and close existing ramp. Extend length of two-lane segment of NB ramp to E. 149 th Street to improve ramp storage.	All improvements shown under Rehabilitation Alternative would also be included under Alt. #2. Construct new two-lane off-ramp on the west side of Exterior Street and close existing ramp. Provide new southbound auxiliary lane between entrance from Macombs Dam Bridge/E. 157 th Street to new exit to E. 138 th Street. Alternative #3 would be the same as Alternative #1, except it would provide a two-lane exit ramp to E. 138 th Street and two exit lanes from the SB MDE to the E. 138 th Street off-ramp.
Estimated Construction Cost	Not Applicable	\$326 Million ⁽¹⁾	\$343 Million ⁽¹⁾
Estimated Construction Duration	Not Applicable	40 months	42 months
Impacts During Construction	Partial closures of traffic lanes on MDE and Exterior Street to perform repairs.	All six lanes of traffic on the MDE will be maintained during construction. No detours to local streets. Limited construction performed during Yankee home game days.	All six lanes of traffic on the MDE will be maintained during construction. No detours to local streets. Limited construction performed during Yankee home game days.
Traffic	MDE mainline & ramp operation expected to worsen with increase traffic volumes anticipated in the area.	Under this alternative, ramp storage is projected to be exceeded during peak periods by approximately 2025, after which it would operate similar to existing conditions with substantial spillbacks onto the SB MDE mainline.	Under this alternative, ramp storage, with queues extending onto the auxiliary lane, is projected to be exceeded during peak periods by approximately 2030. Impacts on highway operations from queues would be less than under Alt. #1 due to more storage on the 2-lane ramp and the auxiliary lane and with somewhat reduced weave/merge activity by existing vehicles due to two available exit lanes from the highway.
Safety	No significant changes	By correcting / improving non-standard and non-conforming features on MDE mainline and ramps, traffic safety is anticipated to improve. This alternative will provide moderate safety improvements to the extent that it reduced queuing on the SB mainline from E. 138 th St.	By correcting / improving non-standard and non-conforming features on MDE mainline and ramps, traffic safety is anticipated to improve. This alternative will provide more substantial safety improvements relative to Alt. #1 due to wider exit ramp to E. 138 th St., provision of SB auxiliary lane and 2-lane exit to new ramp, which will facilitate merging and provide more queuing space for ramp traffic.
Structural Rating	4 - 5 (poor)	7 (like new)	7 (like new)
Right-of Way	Not Applicable	Impacts eight properties (i.e., building, lot and/or access) situated along the west side of Exterior Street between E. 138 th Street and E. 150 th Street due to reconfiguration of off-ramp and Exterior Street.	Slight increase in impacts to same eight properties impacted under Alternative #1 -- i.e., those situated along the west side of Exterior Street between E. 138 th Street and E. 150 th Street.
Socio-Economics	No significant impact	Several small businesses may require relocation under this alternative.	Same business relocation as under Alternative #1.
Cultural Resources	Not Applicable	The MDE is in Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System. Required analyses in consultation with SHPO confirm this alternative would have no significant impact on historic elements of MDE.	The MDE is in Final List of Nationally and Exceptionally Significant Features of the Federal Interstate Highway System. Required analyses in consultation with SHPO confirm this alternative would have no significant impact on historic elements of MDE.
<ol style="list-style-type: none"> The construction cost includes improvements described under Rehabilitation Alternatives plus costs of proposed new southbound E. 138th Street off-ramp and (under #3) southbound auxiliary lane. Costs are inflated to mid-year of construction and include inspection and ROW costs. No significant impacts under any alternative are projected on air, noise or water quality, visual resources or pedestrian or bicycling networks. Alternative #2 was not included in these analyses because the projected capital costs of Alternatives #2 and #3 were effectively the same, but Alternative #3's two-lane exit design would provide additional operational benefits over Alternative #2. 			



**Figure I-3: Proposed Property Acquisition due to MDE Project
E. 140th to E. 149th Street**

The property takings associated with the preferred design alternative are limited to the southern portion of the project area, between the north side of E. 138th Street to approximately 200 meters (656 feet) north of E. 149th Street, and almost entirely along the western side of the highway. Within these areas, approximately 7,715 square meters (83,044 square feet) of the 58,202 square meters (626,481 square feet) or approximately 16% of property with frontage on both sides of the highway would be acquired. In terms of buildings within that area, approximately 21.7% -- 2,393 square meters (25,758 square feet) out of 11,046 square meters (118,898 square feet) -- will be acquired. In terms of street frontage, approximately 31% or 171 linear meters (561 feet) of the 548 linear meters (1,798 feet) will be acquired, as summarized in Table III-17 in Chapter III Section III.C.2.1 (Right-of-Way).

While the construction would not result in the displacement of any families, it would result in the displacement of portions of select businesses on impacted parcels located adjacent to the MDE, as described above. The operations that would potentially require relocation include:

- The 2-story food service warehouse on Parcel 2 (see Figure I-3 above)
- The 2-story food service warehouse on Parcel 5
- The 1-story dry goods warehouse on Parcel 6
- The 2-story recycling building on Parcel 7

It is anticipated that given the relatively small number of business involved and the size of their operations, those businesses that seek relocation would be able to do so within the surrounding region, particularly since none of the operations would appear to depend on immediate access to nearby customers or suppliers. These relocations would be handled through NYSDOT's normal real estate acquisition procedures and programs.

As discussed in Chapter IV, the Project will have no significant impact on any of the other environmental factors.

- **Anticipated Permits/Certifications/Coordination**

Certifications

- **NYSDOS.** The proposed project is located within the Coastal Zone as defined in the New York City Local Waterfront Revitalization Program. The following certifications are projected to be required from the NYS Department of State:
 - Coastal Zone Consistency Certification Statement
 - Coastal Zone Local Waterfront Revitalization Certification
- **SHPO.** The New York State Historic Preservation Office is required to certify that the proposed project will have no impact on the historic features of the MDE.

Coordination

- **FHWA.** Coordination with Federal Highway Administration will be required throughout the review, design and construction of the proposed project.
- **NYCDOT.** Extensive coordination with the NYC Office of Construction Mitigation and Coordination (OCMC) will be required throughout the final design stage (in terms of proposed MPT plans) and throughout construction.

I.E. Projected Costs and Project Schedules

Design Approval is scheduled for January of 2010 with Construction scheduled to last approximately 42 months beginning in June of 2012. Figure I-4 shows the key dates within this schedule.

Figure I-4 Project Schedule	
Activity	Date Occurred/Tentative
Design Approval	January 2010
ROW Acquisition	June 2011
Construction Start	June 2012
Construction Complete	January 2016

Figure I-5 presents the projected construction costs for the Preferred Alternative.

I.F. Preferred Design Alternative

The feasible and prudent alternative that best meets the project objectives is Alternative #3. A final decision to enter final design will not be made until after the environmental determination and evaluation of the comments on the draft design approval document and comments received from the planned public hearing scheduled for October 2009. A conceptual design of this alternative is shown in Figure I-6. The Preferred Alternative will meet the Project Objectives as follows:

- **Replace the structurally deficient roadway deck on the mainline viaduct to extend its service life by 50 years.** – *A new lightweight deck with stainless steel reinforcing bars is proposed.*
- **Rehabilitate or replace deficient structural elements to return the viaduct to non-deficient conditions to ensure the viaduct remains serviceable for 50 years.-** *During rehabilitation, all structural deficiencies existing at the time of construction will be corrected, including but not limited to, strengthening of deteriorated members and replacing deficient clip angles between floor beams and stringers.*

Figure I-5: Preferred Alternative Project Costs (Millions)		
Activities		Alternative #3 Costs
Construction Costs	Bridge	\$186.1
	Highway	-
Incidentals 10%		\$18.6
Subtotal (2009 Dollars)		\$204.7
Contingency (15% @ Design Approval)		\$30.7
Subtotal (2009 Dollars)		\$235.4
Field Change Order		\$3.5
Subtotal (2009 Dollars)		\$238.9
Mobilization (4%)		\$9.6
Subtotal (2009 Dollars)		\$249
Expected Award Amount (Inflated @ 5%/yr to midpoint of construction (2013 Dollars))		\$303
Construction Inspection		\$25
ROW Costs (2009 Dollars)		\$15
Total Project Costs		\$343

- **Improve existing non-standard geometric deficiencies on the mainline and ramps within the project limits through the application of appropriate designs standards to conform to acceptable operating speeds of 100 km/h (highway) and 50 km/h (ramp).**

The Preferred Alternative will eliminate most of the non-standard features within the project section with the following notable exceptions:

At the north and south ends of the Project, accident rates are 2 to 3 time state-wide averages. Due to the large costs to reconstruct to meet standards, most will remain. It is recommended that, to provide some level of improvement, the curved sections of roadway at either termini be posted with curve warning signs with speed reductions to 60-70 km/h (40-45 mph). The current speed limit is 80 km/h (50 mph).

As part of the project, the horizontal curvature on the viaduct is being improved to meet standards south of E. 149th Street. However, due to extensive added structural costs (\$ 12M) to achieve the superelevation standard, a non-standard cross-slope approximately meeting existing is being recommended.

- **Improve safety at identified high accident locations and lower accident rates within the project limits.** *Elimination of most substandard features would help improve safety.*
- **Improve operations and safety conditions at the SB MDE off-ramp to E. 138th Street (Exit 3) to reduce mainline-ramp conflicts.** *Figure I-7 shows the benefit of the Preferred Alternative on queues at the E. 138th Street off-ramp in the Weekday AM peak period under the No-Build and Build Conditions in both 2016 (estimated construction completion) and 2036.*

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DESIGN SUPERVISOR
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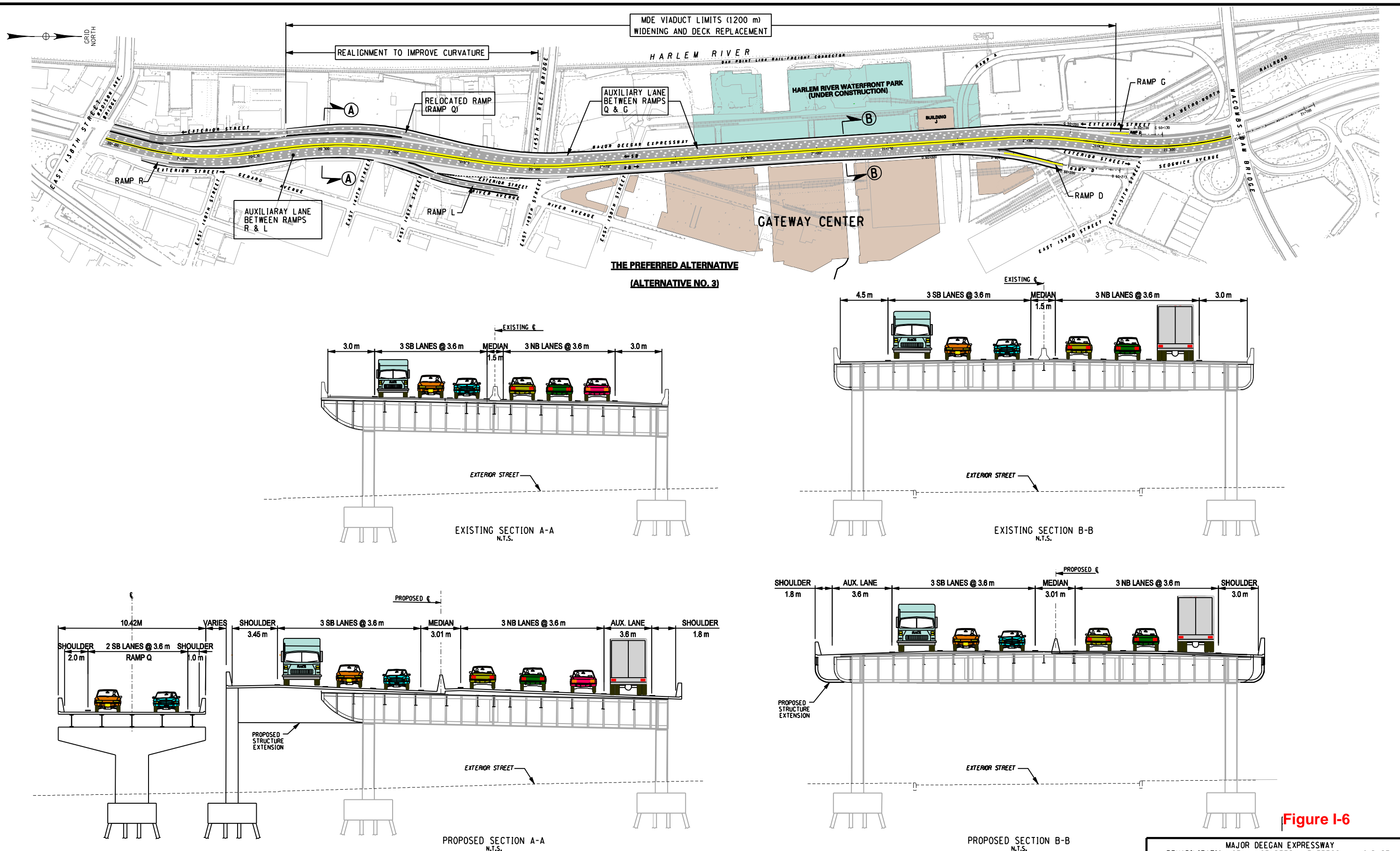


Figure I-6

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MAJOR DEEGAN EXPRESSWAY
 REHABILITATION OF MAJOR DEEGAN EXPRESSWAY VIADUCT
 BETWEEN 138th STREET AND MACOMBS DAM BRIDGE

PREFERRED DESIGN ALTERNATIVE

STATE OF NEW YORK
 DEPARTMENT OF TRANSPORTATION
 REGION 11

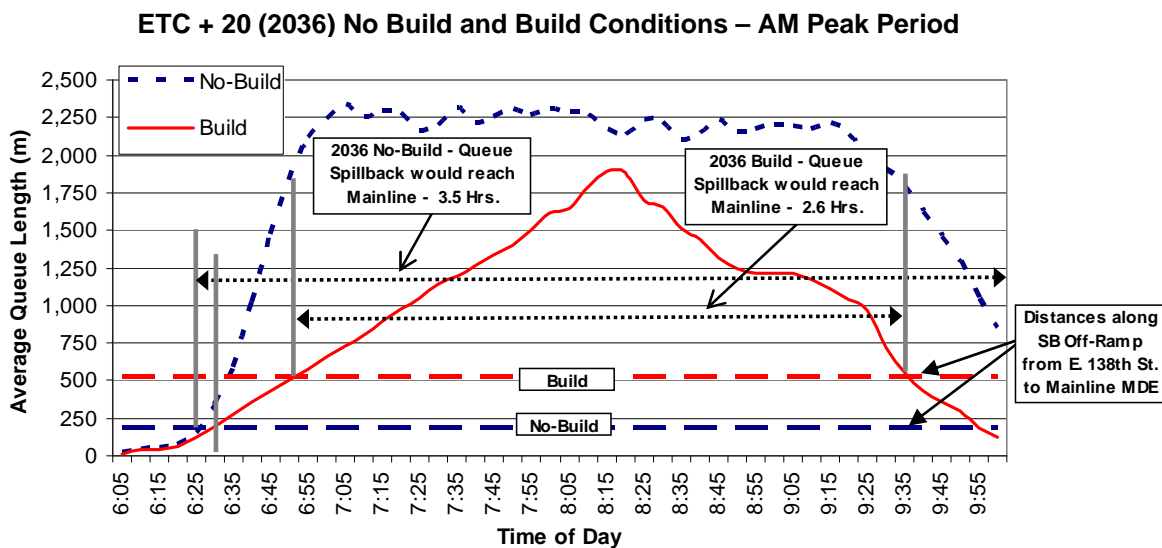
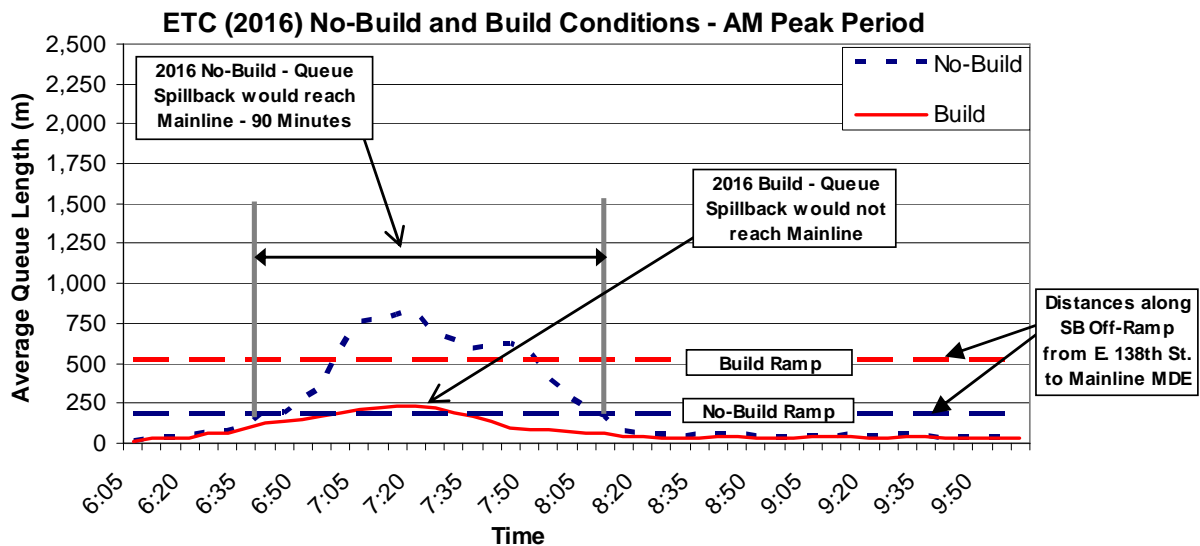


Figure I-7:
Traffic Queuing on Southbound Off-Ramp to E. 138th Street
on Typical Weekday from 6:00 AM to 10:00 AM

As indicated, in 2016, the proposed improvements would significantly reduce the length and duration of the queue, which would generally not reach the mainline at any time during the Weekday AM peak period. Due to projected traffic growth between 2016 and 2036, the spillback from the queue at this off-ramp in the Weekday AM peak period would go onto the freeway mainline under the No-Build Condition, with the ramp’s queue reaching the freeway around 6:30 am, rapidly worsening to over 2.1 km (1.3 mi) in length, and remaining at roughly that length for approximately 2.5 hours before falling off. The queues would still reach the highway under 2036 Build Condition, but the ramp and mainline improvements, with additional storage in the auxiliary lane, would significantly reduce the amount, duration and impact of the queue’s spillback onto the freeway.

- **Develop a staged MP&T plan that accommodates six-lanes of traffic during peak periods and minimizes delays.** A concept has been developed and presented in Chapter III and Appendix

M to construct the project in six stages while maintaining three lanes of traffic in each direction at all times and maintaining access to the highway at current ramp terminals.

- **Minimize any impacts to the surrounding community and traveling public by coordinating the highway's reconstruction with other concurrent development projects in the area.** *This has and will continue to be done as project progresses.*
- **Ensure the economic viability of existing, recently completed and planned new development in the study area.** *Close coordination will continue with all involved parties.*

I.G. Final Decision on Alternative Selection and Public Involvement Process

NYSDOT has worked closely with New York City agencies, elected officials and the local community to receive their ideas and concerns about the planned reconstruction of the MDE. Further details on these efforts are included in Chapter VI of this document. These have involved numerous meetings since 2005 with the New York City Departments of City Planning and Transportation (NYCDCP and NYCDOT) and the Bronx Borough President's Office, as well as public information meetings in the community and presentations to the two Community Planning Boards within which the MDE Study Area is locations.

There has generally been strong support for the proposed project given the importance of the project to the area and region, and the widely understood need to rehabilitate the highway and address its operational problems. Areas of concern included the need to acquire properties in connection with the proposed E. 138th Street southbound off-ramp and the potential impacts of the new ramp on the City's proposed Special Harlem River Waterfront District in that area. Extensive meetings have been held with property owners and tenants of the potential parcels to be acquired, and those meetings will continue through this process. An Eminent Domain public hearing will be held in November 2009, concurrent with the DR/EAF information meeting, to go over these acquisition needs and the project issues behind them. NYSDOT has held numerous meetings with NYCDCP and NYCDOT to review the impact of the new ramp on adjacent waterfront properties and to review possible actions by the State or City to address those issues. The following are some key planned public involvement dates:

- Information meetings/presentation to Community Boards 1 and 4..... September 2009
- Public Hearing on Design Report/EAF and Eminent Domain process November 2009

The project letting date, when the construction team is awarded the contract for the project, is scheduled for December 2011.

Contact: Further information regarding this project or the contents of this report may be obtained by contacting:

Mr. Harold Fink, P.E., Acting Director of Structures
 New York State Department of Transportation
 Hunters Point Plaza, Room 513
 47-40 21st Street
 Long Island City, NY 11101
 Attn: Mr. Syed N. Rahman, P.E., Consultant Manager

Correspondence regarding this project should refer to PIN X720.30 - D015181.

The remainder of this report is a detailed technical evaluation of the existing conditions, the proposed alternatives, the impacts of the alternatives, copies of technical reports and plans and other supporting information.