



Access390 Interchange 16

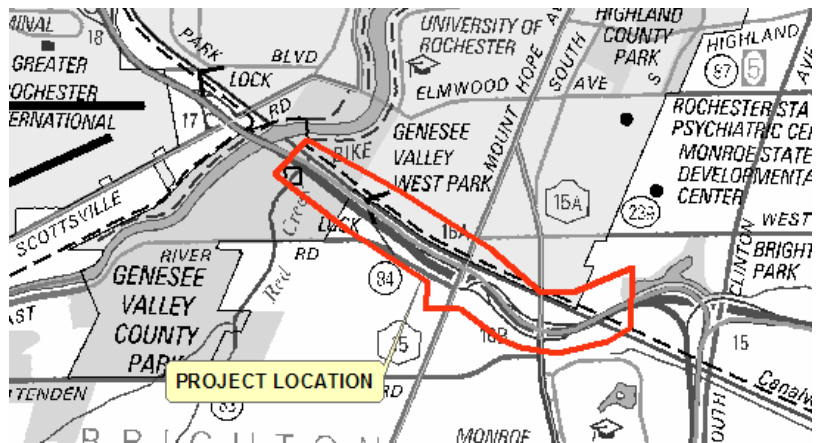
<https://www.dot.ny.gov/access390>

P.I.N. 4390.17
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We are sending you this information regarding an upcoming highway project in your community. The back page has contact information and details about public outreach opportunities. Please contact us if you have any questions. Visit the project Web site at <https://www.dot.ny.gov/access390>. There you can view the full draft Design Report/Environmental Assessment, more information about the project, specific information about the public hearing and submit comments on the project.

Introduction

The Rochester office of the New York State Department of Transportation is undertaking a major road and bridge project to address transportation-related needs along Interstate 390 in the area of Interchange 16, at Route 15 (West Henrietta Road/Mt. Hope Avenue,) Route 15A (East Henrietta Road,) Kendrick Road and East River Road in the Town of Brighton and the City of Rochester, in Monroe County, NY. Congested traffic conditions exist for thousands of travelers at the interchange and within some segments along this one-mile stretch of expressway between the Genesee River and Interstate 590. Traffic conditions are especially poor on Route 15 and Route 15A, during commuting hours. This traffic congestion leads to travel delay throughout the area and poses safety concerns.



Why is the Project Needed?



Constructed in the early 1980's, this segment of I-390 was the final link in the Rochester Outer Loop system planned decades earlier. A combined interchange at milepost 71.69, known as Interchange 16A-16B, was constructed at East River Road, Rte. 15 and Rte. 15A. This interchange provides access to and from I-390 to major origins and destinations in the Henrietta/Brighton/southern Rochester areas. The interchange serves Rochester's largest employer, University of Rochester (including Strong Memorial Hospital), Monroe Community College and numerous commercial and retail outlets. Since I-390 was built, major commercial development along the Rte. 15 and 15A corridors has occurred. Significant growth has also taken place at the University of Rochester and Monroe Community College. Heavy congestion has

hindered the ability of the interchange to accommodate current and future traffic demands. With further growth and expansion of these institutions, as well as potential private development in the area, it is important that the transportation system is maintained such that it supports economic development and fits the community. The primary intent of this project is to restore safe and efficient traffic flow for motorists and improve access to I-390 at Interchange Exits 16A and 16B. When this project is complete, overall traffic conditions will be improved, congestion and delay will be reduced, and safety trouble spots will be corrected to a reasonable extent. All this while preserving as much existing infrastructure as possible, maintaining or improving pedestrian and bicycle facilities on the non-expressway highways, and mitigating any environmental impacts.



What is the Proposed Solution?

The project provides improvements that have evolved from many studies and suggestions through various public forums and reviews. Work builds on the recommendations made in the Southern Corridor Study conducted in the late 90's. The following section describes the proposed improvements; please refer to the accompanying map illustrating the proposed improvements. Potential construction staging is discussed in a separate section.

East River Road/Kendrick Road Improvements

This project proposes to improve access to I-390 northbound and southbound. A new on-ramp from E. River Road to I-390 southbound would be built to provide access to the expressway. A new on-ramp from Kendrick Road to I-390 northbound would also be built. The off-ramp from I-390 southbound to E. River Road would be relocated and a new deceleration lane built on I-390 to relieve congestion and improve safety.

These new ramps would provide direct access to the expressway from the Kendrick Road area and would relieve congestion at the Rte.15 and 15A interchanges. In addition, the Kendrick Road Bridge over I-390 and the Erie Canal would be rehabilitated and widened.

E. River Road would be reconstructed as necessary to accommodate these improvements. A Modern Roundabout would replace the existing signalized intersection on E. River Road and Kendrick Road. Murlin Drive would be realigned to meet this new intersection at the roundabout.

Route 15 (West Henrietta Road/Mt. Hope Avenue) Interchange Improvements

This project proposes to build a new loop ramp over the Erie Canal, and associated improvements, to carry traffic from Route 15 northbound to I-390 northbound. The new loop ramp would eliminate the West Henrietta northbound left turn movement at I-390, providing a safer free-flowing right turn movement to access the expressway. The new ramps at E. River Road will allow the elimination of left turns southbound onto the service road across from East River road.

These improvements will reduce congestion at intersections along Route 15 from Doncaster Road to Westfall Road (north and south of I-390). Route 15 and all intersections will operate more efficiently and safely. Sidewalks will be extended on Rte. 15 to Southland Drive.

Route 15A (East Henrietta Road) Bridge over the Erie Canal Replacement

This project proposes to replace and widen the Route 15A Bridge over the Erie Canal.

Route 15A Interchange Improvements

The exit ramp from I-390 northbound to Route 15A northbound would be relocated. Traffic headed to Rte. 15A north will exit just after the Canal crossing. Traffic headed for Rte. 15A south (i.e. MCC traffic) and to Rte. 15 will travel under Rte. 15A and then exit. One roadway will loop south to Rte. 15A, the other will continue to Rte. 15 at E. River Road. The entrance ramp to I-390 northbound will be relocated slightly north allowing room for more storage and a dual left turn lane onto the ramp. Traffic entering I-390 southbound will use the existing ramp but will also have a dual left turn lane onto the ramp.

590/390 Interchange Improvement

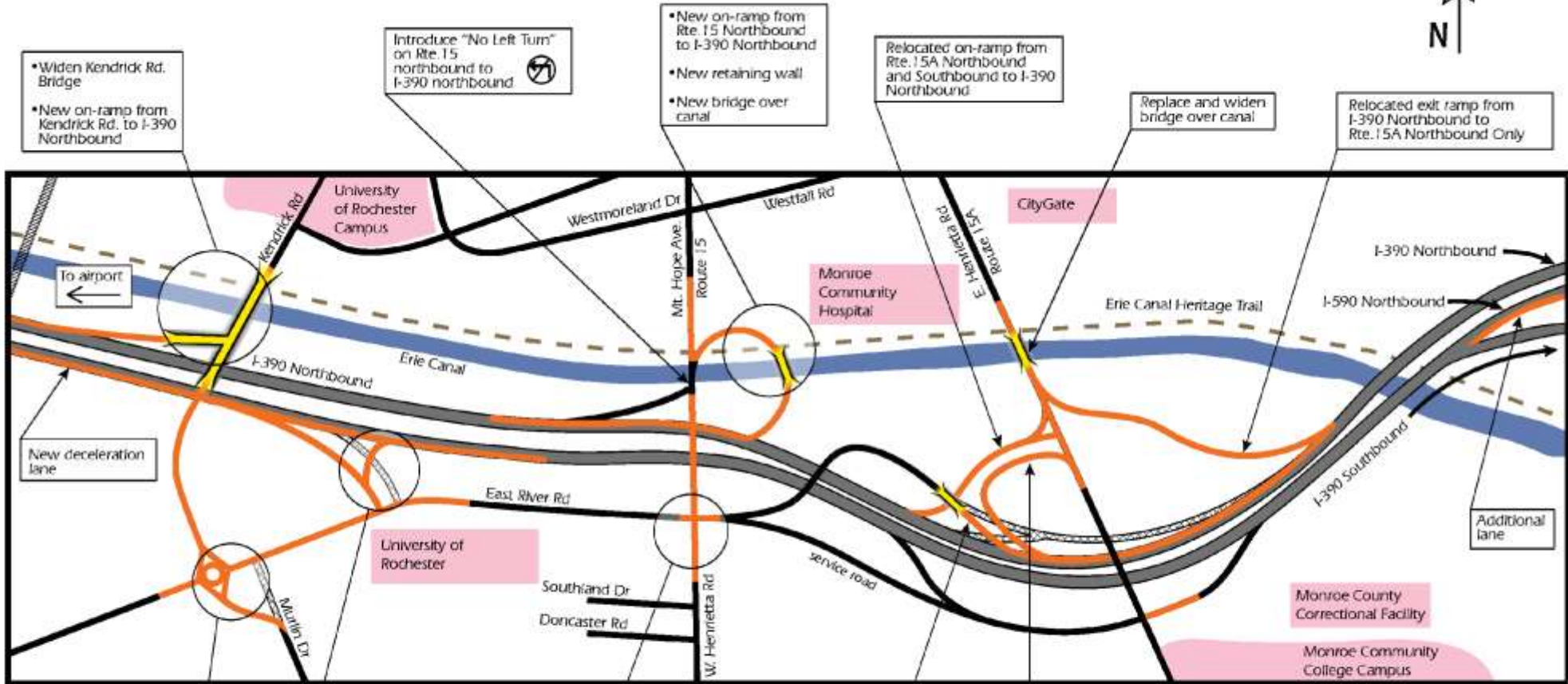
This project proposes to construct an auxiliary lane along I-590 at the I-390 southbound split. The new lane will allow more time for vehicles entering from the Rte. 15A ramp to maneuver to the proper lanes for I-590 northbound.

Are there any Social, Economic and Environmental Effects?

The project was reviewed to determine any Social, Economic and Environmental impacts. The reviews showed mostly positive benefits as congestion is reduced and safety improved. The project will enhance the area's ability to support existing and future growth. Improvements to stormwater management will be included throughout the project. Some noise impacts were identified for Westmoreland Drive but neighborhood meetings determined that noise barriers were not desired, and will not be built. No other significant environmental concerns were identified.

Access 390, Interchange 16 Reconstruction Project

Town of Brighton and City of Rochester, Monroe County



•Widen Kendrick Rd. Bridge
•New on-ramp from Kendrick Rd. to I-390 Northbound

Introduce "No Left Turn" on Rte. 15 northbound to I-390 northbound

•New on-ramp from Rte. 15 Northbound to I-390 Northbound
•New retaining wall
•New bridge over canal

Relocated on-ramp from Rte. 15A Northbound and Southbound to I-390 Northbound

Replace and widen bridge over canal

Relocated exit ramp from I-390 Northbound to Rte. 15A Northbound Only

New deceleration lane

Additional lane

•New Roundabout
•Relocated Murlin Dr.

•Relocated exit ramp from I-390 Southbound to E. River Road and Rte. 15.
•New on-ramp from E. River Road to I-390 Southbound

Reconfigure Rte. 15. Introduce "No left turn" on Rte. 15 southbound to service road.

New ramp from I-390 Northbound to Rte. 15/E. River Road

New ramp I-390 Northbound to Rte. 15A Southbound

Legend:	Description:
	New/Reconstructed roadway
	Existing pavement to remain
	Pavement to be removed
	New bridge or replaced bridge



Will additional right-of-way be required?

The State of New York will need to acquire additional right-of-way to build the project. Small parcels or strips of land, adjacent to the roadway, will be required in the E. River Road/Kendrick Road area; along Rte. 15 south of E. River Road and on the northeast side of the Erie Canal at Route 15A. A large parcel of right-of-way will be acquired from the Monroe County Social Services parking lot on Rte. 15 at Westfall Road. This will eliminate some parking but studies show the site can be reconfigured, if desired by the owner, and additional parking constructed.

What should we expect during construction?

Since much of the project is new construction, it can be staged to minimize delays. Mostly short-term lane closures are expected but some longer-term closures might be necessary. Construction-related information will be made available via the news media, www.511ny.org and other methods as the construction phase gets closer.

How much will it cost and when will it be built?

The current cost for the construction phase of this entire project is estimated to be in the \$60 to \$70 million range. A preliminary staging plan has been developed which would build (all dates subject to revision):

Phase 1: Construction scheduled to begin in 2012

- Build the roundabout at Kendrick and East River Road, provide a new on-ramp from East River Road to I-390 southbound; reconstruct the existing off-ramp from I-390 southbound to East River Road.
- Construct a new auxiliary lane at the diverge of I-390 southbound and I-590 northbound

Phase 2: Construction scheduled to begin in late 2013

- Build the new on-ramp from Kendrick Road southbound to I-390 northbound.
- Build the new loop ramp from West Henrietta Road northbound to I-390 northbound.
- Make improvements at the E. River Road/Route 15/Service Road intersection

Future Phases (Construction dates have not yet been determined.)

- Replace Route 15A bridge over Erie Canal
- Construction improvements to the interchange of Route 15A and I-390

What happens next?

A report has been prepared that discusses the project in more detail and documents the environmental review process. This report is being distributed for review and comment and is available to the public upon request. A public hearing will be held in January to seek feedback (see sidebar). After the hearing, a final environmental determination will be made and design approval will be granted by the Federal Highway Administration. Contract plans will be generated and the construction phase can commence.

What if I have comments, questions or concerns?

Contact us:



howard.ressel@dot.state.ny.us



(585) 272-3372



New York State Department of Transportation
Attn. Mr. Howard Ressel
Ref. PIN 4390.17
1530 Jefferson Road
Rochester, NY 14623

You are invited...

Public Hearing

A public hearing will be held on Tuesday, January 17 at the Monroe Community Hospital, 435 East Henrietta Road, Rochester, NY 14620. Enter off East Henrietta Road, follow signs to Parking.

An open forum will be held in the Auditorium from 3:00 to 5:00 p.m. and from 6:00 p.m. until 7:15 p.m. The formal hearing will begin at 7:30 p.m.

Contact the NYSDOT if you need special accommodations.