Project Name: NY 110 Reconstruction: LIE to Amityville Road, Suffolk County, Region 10
PIN: 0112.56

Project Description:
This project is located in the hamlet of Melville and proposes to reconstruct two separate sections of NY 110 and provide enhancements to the two recently constructed and contiguous NY 110/Northern State Parkway and NY 110/Long Island Expressway interchange projects. It is the third of three reconstruction projects proposed for the NY 110 corridor. Overall, this project applies context sensitive and sustainable design solutions to improve safety and mobility for motorists and pedestrians along this major, mixed-use, north-south suburban arterial road that links communities from the north and south shores of Long Island. Existing land use in the areas along NY 110 consists of residences, commercial office buildings, storefront businesses, restaurants, and parks. Concurrent goals of this project include: improving and connecting pedestrian facilities, enhancing opportunities for mass transit travel, improving travel connections and reducing congestion to support economic development in the commercial core, and maintaining the aesthetic design and unifying features that visually define the corridor.

Sustainability and Environmental Highlights:
- Improved pedestrian facilities including a continuous accessible sidewalk network.
- New pedestrian signals with countdown timers and high visibility crosswalks.
- A continuous shoulder lane that will be available for bicyclists.
- Bus turnouts for improved and efficient public transportation.
- An enhanced highway environment with increased street trees and enriched architectural surfaces within the widened sidewalk corridor that will reduce the scale of the road, provide shade for pedestrians, reduce the heat island effect, and better define pedestrian spaces along the corridor as visual cues to both pedestrians and motorists.
- Invasive plant species will be removed and replaced with native vegetation.
- Project wide, new plantings will result in a net increase in tree canopy and will also replace vegetation previously removed during earlier construction phases.
- Additional street tree planting will be added along the corridor and low maintenance vegetation will be planted in the new raised median.
- The restored vegetation will replace the visual buffers to the community and provide habitat for wildlife.
- Tree clearing will be limited along the corridor in this project phase and removed trees will be replaced with new street tree planting.
- Recharge basins will be seeded with a seed mix that will prevent slope erosion and will serve as a food source for song birds.
- Bird and bat houses will be installed in recharge basins and in areas that were formerly used for temporary roadways during the staged construction of the NY 110/Northern State Parkway Bridge Reconstruction project.
- Turf grid pavers will be installed on recharge basins access roads to further reduce stormwater runoff volume.
- Traffic congestion and fuel consumption will help to be minimized by providing state-of-the-art Intelligent Transportation System technologies and traffic signals to manage and improve traffic flow.
- As an energy efficient feature of the project, new LED lighting will be installed under the Northern State Parkway bridge over NY 110. This is one of the earliest applications of this type of high efficiency lighting in a NYSDOT construction project and is expected to result in a reduction of electrical power consumption as compared to traditional high pressure sodium lighting systems.
Project Name: **NY 55 Corridor Improvements: Lauer Road to Taconic State Parkway**, Dutchess County, Region 8
PIN: 8391.40

**Project Description:**
In February 2011, NYSDOT partnered with the Town of LaGrange and a local citizens advisory group to develop the scope and details for a section of NY 55 in LaGrange, Dutchess County to create a “Main Street” type facility with a “hometown” feel consistent with already in place long range plans.

This section of NY 55 carries a significant amount of commuter traffic as well as local traffic in a growing commercial corridor. Recent commercial development expansion coupled with an Arlington High School expansion, has increased commuter congestion that now limits access and increases pedestrian conflicts. Additionally, as part of the town’s long range plan, the town plans a “LaGrange Town Center” to be located on the south side of Route 55 within the corridor limits, which will also increase both access and volume issues. This project seeks to mitigate these evolving situations.

**Project Sustainability Goals:**
- NYSDOT’s project goals are to select the best alignment and address congestion by improving traffic operations at intersections and access to businesses, improve vehicular and pedestrian safety throughout the corridor, minimize impacts to Blanding’s turtle (a NYS threatened species), avoid wetland impacts, and avoid impacts to historic properties.
- The local community’s goals are to improve corridor access and pedestrian safety while maintaining the small town feel and atmosphere necessary to the future town center. Through regular meetings, the project team and the local community worked together to develop a solution that meets the many goals of the project.

**Sustainability and Environmental Highlights:**
- The alignment selection of Stringham Rd. (an intersecting local road) minimized impacts to the 100’ adjacent area of a NYS wetland, minimized impacts to an existing Blanding’s turtle nesting habitat, and avoided impacts to adjacent historic building.
- Habitat fragmentation mitigation was obtained by installing two wildlife underpasses that connect two known Blanding’s turtle habitats, and construction of turtle barrier walls that will inhibit turtles from crossing the road by directing them towards the wildlife underpasses.
- Construction scheduling restrictions were implemented to minimize impacts to Blanding’s turtles during specified seasonal time frames.
- Wildlife habitat was enhanced by providing 1.65 acres of nesting habitat for the Blanding’s turtle.
- Incorporation of “sense of place” features for the surrounding community include: new wall design which incorporates aesthetic elements of existing walls, gas lamp style light fixtures, period style benches, a planted center median, and the use of native plant material.
- The installation of sidewalks, crosswalks with pedestrian refuge islands, wider shoulders to accommodate bikes, which all promote Walkable Communities concepts.
- The project is consistent with the “LaGrange Town Center” plan and uses a roundabout at Freedom Rd to accommodate future development at the future town center, and creates a new boulevard roadway section.
- Traffic flow and air quality will be improved by installing three new roundabouts, and eliminating one existing intersection by consolidating it with one of the new roundabouts.
- Multiple stormwater infiltration practices were designed to take advantage of the highly permeable soils in the area.