The Proposed
NY Routes 25 & 110
Intersection Safety
and Operational
Improvement Project
Project ID No. 0042.18
Jericcho Turnpike / Walt Whitman Road / 
New York Avenue
Town of Huntington
Suffolk County, New York

New York State
Department of Transportation Region
10, Long Island

- Governor
  David A. Paterson
- Commissioner
  Astrid C. Glynn
- Regional Director
  Subimal Chakraborti, P.E.
PROJECT LOCATION MAP

New York State Department of Transportation
NY Routes 25 & 110 Safety and Operations
Intersection Improvement Project
PROJECT LIMITS

NY ROUTES 25 /110 & NEW YORK AVENUE

New York State Department of Transportation
NY Routes 25 & 110 Safety and Operations Intersection Improvement Project
In March of 2003, a Scope Change Document was prepared for the project.

In January of 2005, a Draft Design Report was developed and circulated internally and to the Town.

Mall developers introduce new phase of Mall expansion. In 2006 State coordinated with town for developer to complete basic mitigation.

NYSDOT proposes to advance project as a stand alone Bond Act Project.
NY Route 25 (Jericho Turnpike)
- Original 16’ Gravel Roadway 1910
- Widened to 4 lanes by 1950
- Rehabilitation + Improvement projects in 1980 & 1994
- Pavement Project west of NY Route 110 in 2007

NY Route 110 (Walt Whitman Road)
- Original 16’ Gravel Roadway 1908
- Widened to 4 lanes by 1957
- Reconstruction in 1978
- Pavement Project north of NY Route 25 in 2007
- Signals installed approximately in 1967 and upgraded 1980 to 1987
- Various drainage repair and upgrade projects
Changes 1975 to Today
Safety concerns at NY Route 25 intersections with NY Route 110 and New York Avenue. Crash Rate well above statewide average

High traffic volumes and delays during peak periods

Poor level of service at intersection of NY Routes 25 & 110 which impacts nearby crossroads and driveways
CRASH HISTORY

**NY 25 @ NY 110**

- Project Avg. = 2.58
- State Avg. = 1.80

**NY 110 @ New York Avenue**

- Project Avg. = 0.72
- State Avg. = 0.51

**Statewide Averages**

- Signalized = 0.46
- Stop Controlled = 0.22

*Crashes per million entering vehicles*

# Crashes at or near Intersection over a 3 year period

New York State Department of Transportation

NY Routes 25 & 110 Safety and Operations Intersection Improvement Project
28% increase in Average Annual Daily Traffic in last 20 years
This traffic volume increase has eroded the level of service
PROJECT GOALS AND OBJECTIVES

- Reduce Overall Crash Rate
- Reduce Length of Vehicle Queuing at Major Intersections
- Enhance Pedestrian Facilities and Crossings
  - Walk / Don’t Walk Symbols and Countdown Timers, Equip with Visually Impaired Technology
- Restore Streetscape
  - Provide Textured Concrete in Sidewalk Area
  - Expand Use of Hanging Flower Baskets and Banner
- Upgrade Traffic Signal System
- Restore & Extend Pavement Life
- Upgrade Roadway Signing
- Repair & Extend Drainage System
ALTERNATIVES CONSIDERED

- Alternative I - No-Build
- Alternative II - New Modified Jug-Handle Roadway (New Road)

Alternatives Dropped Due to Excessive Right of Way Takings

- Alternative III - New Jug-Handle Roadway (New Road), a New Two-Way Roadway (Homecrest Road) and Expansion of Detroit Road
Alternatives Not Advanced

Recharge Basin Road
Jug-Handle – Alt IV

Homecrest Road
Jug-Handle – Alt III & IV
FEATURES OF PREFERRED ALTERNATIVE

Alternative II, New Road Modified Jug-Handle

- Construction of New Modified Jug-Handle Roadway and Auxiliary Thru Lanes
- Pavement Repairs, Resurfacing
- Expand / Repair Drainage System
- New Pavement Striping, Signing and Traffic Signals
- Replaced / Upgraded Sidewalks, Pedestrian Crossings & Handicap Ramps
PROPOSED IMPROVEMENTS

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FEATURES OF PREFERRED ALTERNATIVE

Roadway Changes

- New Signal
- New Jug Handle
- Longer Left Turn Lane
- New Aux Thru Lanes

Redirected Westbound Left Turn

Redirected Eastbound Left Turn
TYPICAL SECTIONS

NY Routes 25 & 110 Safety and Operations Intersection Improvement Project

New York State Department of Transportation
NY Routes 25 & 110 Safety and Operations Intersection Improvement Project
BENEFITS OF PREFERRED ALTERNATIVE

- Improved Operations: 40% Reduction in Vehicle Hours of Delay
  - 98,000 Vehicle Hours of Delay Saved Annually
- Provides Acceptable Level of Service
- Reduced Crashes: $1 Million Annual Cost Savings
- Upgrades Traffic Signal Equipment
- Enhanced Pedestrian Facilities
PROPOSED RIGHT OF WAY ACQUISITIONS

- 12 properties affected (10 owners)
  - No relocations
  - Strip takings
  - Temporary easements for grading
  - 2 properties lose parking
    - Pier One Imports 1 of 35
    - Rico Tile 1 of 13
TRAFFIC MANAGEMENT DURING CONSTRUCTION

- Two-way traffic is planned.
- Maintain cross road and driveway access at all times
- Night construction will be considered due to high daytime volumes & business activities
- Seasonal/Holiday limitations
ANTICIPATED PROJECT SCHEDULE

Open Forum Public Hearing: Fall 2008

Design Approval: Winter 2008

Construction: 2010/2011
Please remember to provide your comments and suggestions.

Comments postmarked by November 24, 2008 will be made part of the record and considered. Comments may be addressed to:

THE NY ROUTE 25 / 110 PROJECT TEAM
NYSDOT, REGION 10, ROOM 5A-2
250 VETERANS MEMORIAL HIGHWAY
HAUPPAUGE, N.Y. 11788
(631) 952-6654