

## 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](http://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:



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(585) 272-3372



New York State Department of Transportation  
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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.*



New York State Department of Transportation

# Access390 Interchange 16

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

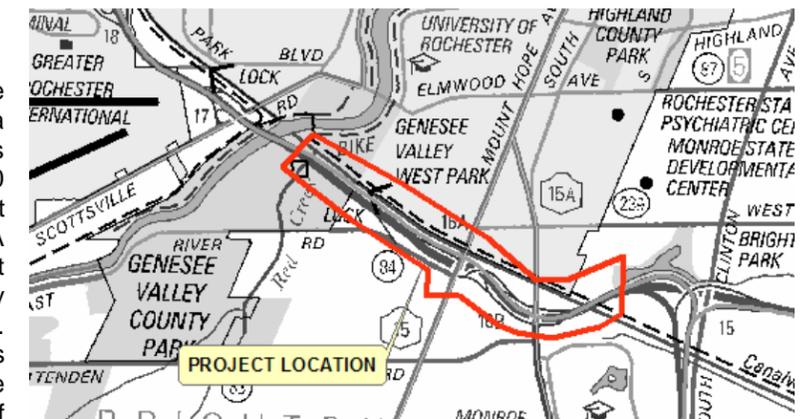
P.I.N. 4390.17  
December 2011



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.



