

WELCOME

Thank you for coming to the New York State Department of Transportation Sagtikos / Sunken Meadow State Parkway Operational Study Public Meeting.

Please Sign-In and Take a Brochure.



New York State Department of Transportation, Region 10 Sagtikos / Sunken Meadow State Parkway Operational Study

PUBLIC INFORMATION MEETING



**Department of
Transportation**

BIENVENIDO!

Un intérprete de español está disponible. Solicítelo!



**El Departamento de Transporte del Estado de Nueva York
Estudio Operacional del Sagtikos / Sunken Meadow State Parkway
Reunión de Información Pública**



Sagtikos / Sunken Meadow State Parkway History



The Parkway was built in western Suffolk County in the 1950's as part of Robert Moses' Long Island Regional Park and Parkway Plan. The Sagtikos State Parkway (SAG) portion was built from 1950 to 1953. The Sunken Meadow State Parkway (SM) portion was built from 1954 to 1957. The Sagtikos / Sunken Meadow State Parkway was designated a National Historic Parkway in 2012.

The parkway consists of two roadways with two lanes in each direction separated by a variable width median, which is narrower at the bridge crossings. Within the corridor there are 21 bridges, 11 concrete and 10 steel. The parkway is a non-commercial limited access facility.

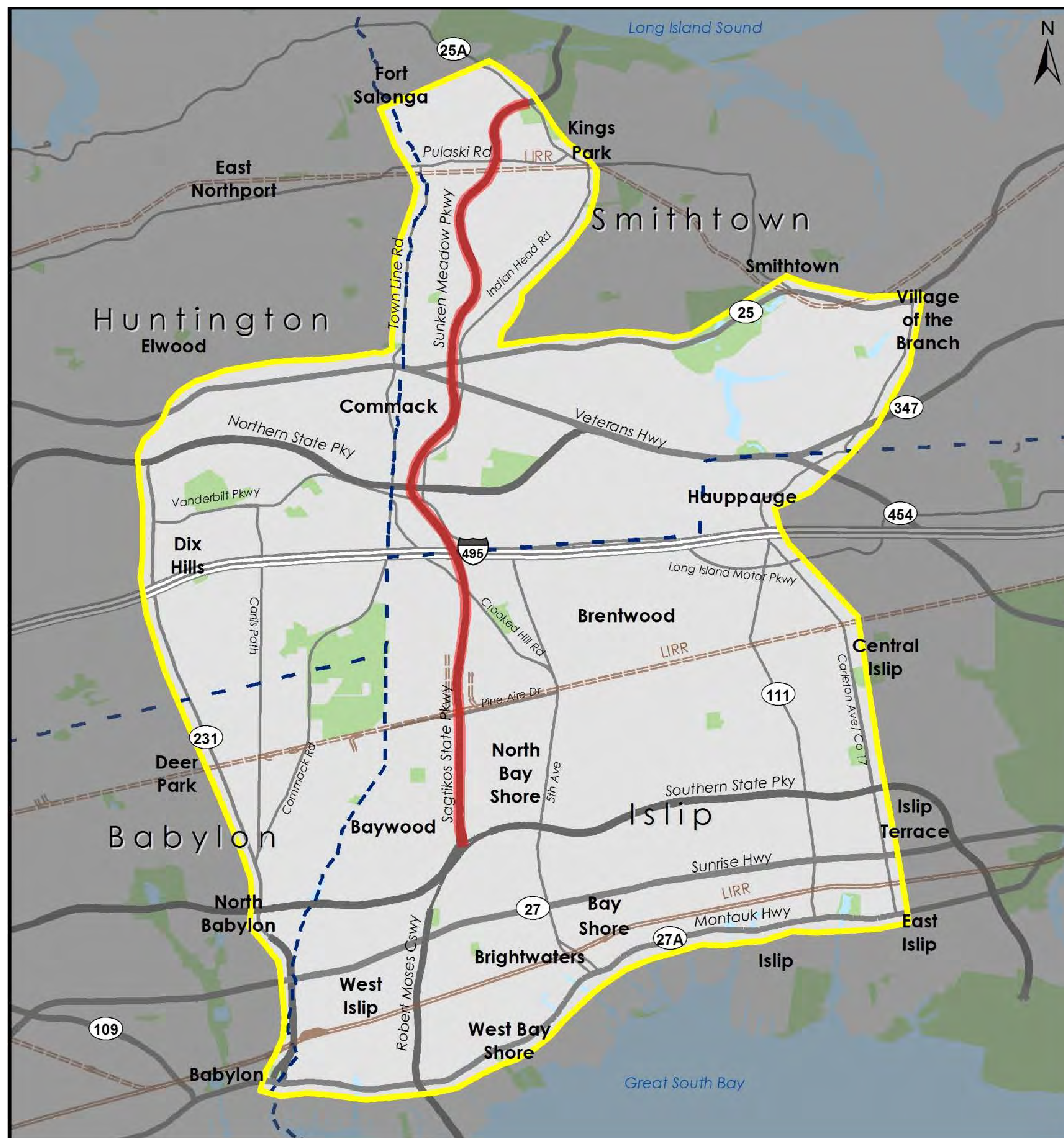
The Sagtikos State Parkway handles approximately 90,000 vehicles per day between the Southern State Parkway and the Long Island Expressway (I-495). The Sunken Meadow State Parkway handles approximately 65,000 vehicles per day between the Long Island Expressway and NY 25 and approximately 30,000 vehicles per day north of NY 25 to the parkway's end at NY 25A.



Project Study Area

— Primary Study Area

□ Secondary Study Area



Study Scope

- ➔ Traffic Inventory
- ➔ Highway and Bridge Inventory
- ➔ Analysis of Existing Operations
- ➔ Future Travel Forecasts / Operations

Study Purpose

- ➔ Identify safety and operational deficiencies
- ➔ Support growth trends and economic developments
- ➔ Support regional movement of people and goods
- ➔ Improve aging and deficient parkway infrastructure features
- ➔ Minimize impact to the environment
- ➔ Develop short and long term improvements to the corridor

Objectives

- ➔ Improve safety and traffic operations.
- ➔ Reduce congestion and delays on the Sagtikos Corridor.
- ➔ Maintain parkway nature and improve the visual environment.
- ➔ Minimize socio-economic and environmental impacts on the surrounding communities by mitigating the affects of any physical or operational changes.
- ➔ Develop effective highway infrastructure design changes that improve system mobility.
- ➔ Correct geometric deficiencies.
- ➔ Mitigate effects or minimize disturbance to National Register Eligible character defining features of the historic parkway corridor.
- ➔ Improve parkway signage and communication system (i.e. Variable Message Signs).



Current SAG – SM Conditions Summary

Southern State Parkway to Fort Salonga Road

➔ 11.5 Mile Corridor

➔ Major Access

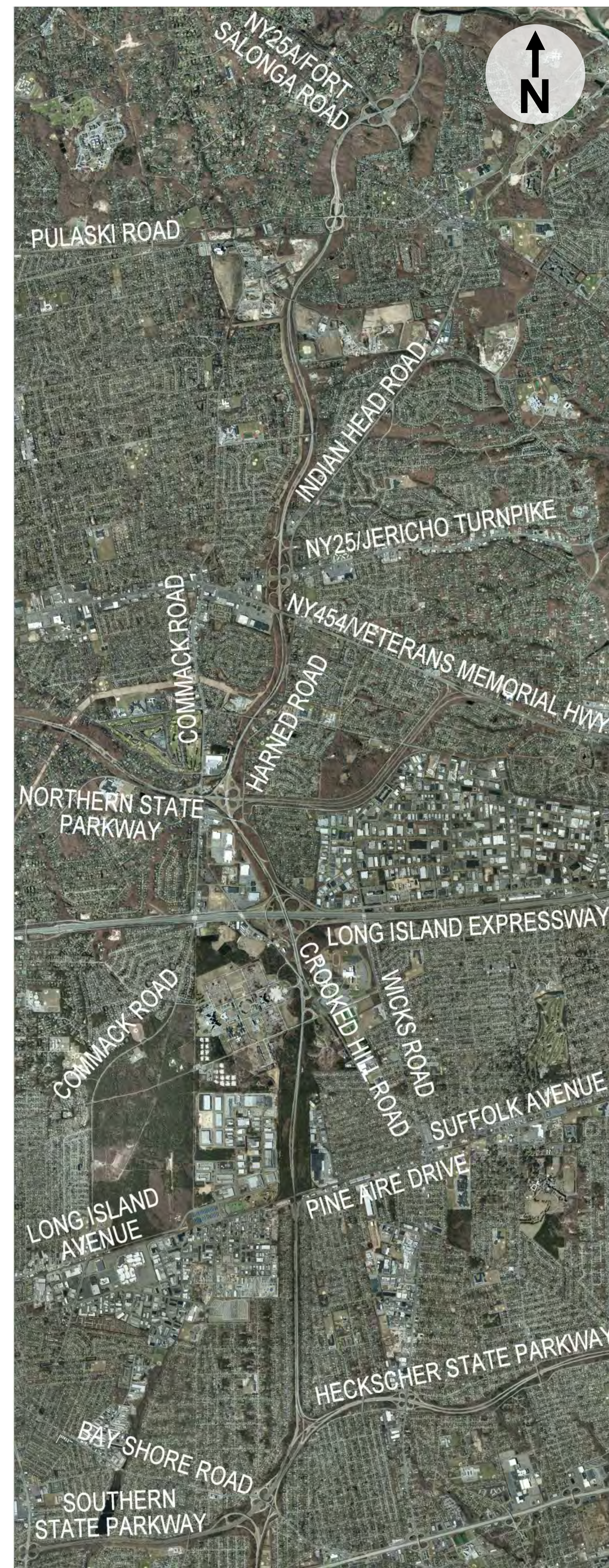
- ➔ Southern State/Heckscher State Pkwy
- ➔ Long Island Expressway (I-495)
- ➔ Northern State Parkway

➔ Local Access

- | | |
|--------------------------|---------------------------|
| ➔ Pine Aire Dr | ➔ Veterans Hwy (NY454) |
| ➔ College Rd | ➔ Jericho Tpk (NY25) |
| ➔ J & H Rds | ➔ Indian Head Rd (CR14) |
| ➔ Crooked Hill Rd (CR13) | ➔ Old Indian Head Rd |
| ➔ Vanderbilt Pkwy (CR67) | ➔ Pulaski Rd (CR11) |
| ➔ Harned Rd (CR14) | ➔ Fort Salonga Rd (NY25A) |

➔ Bridge Structures

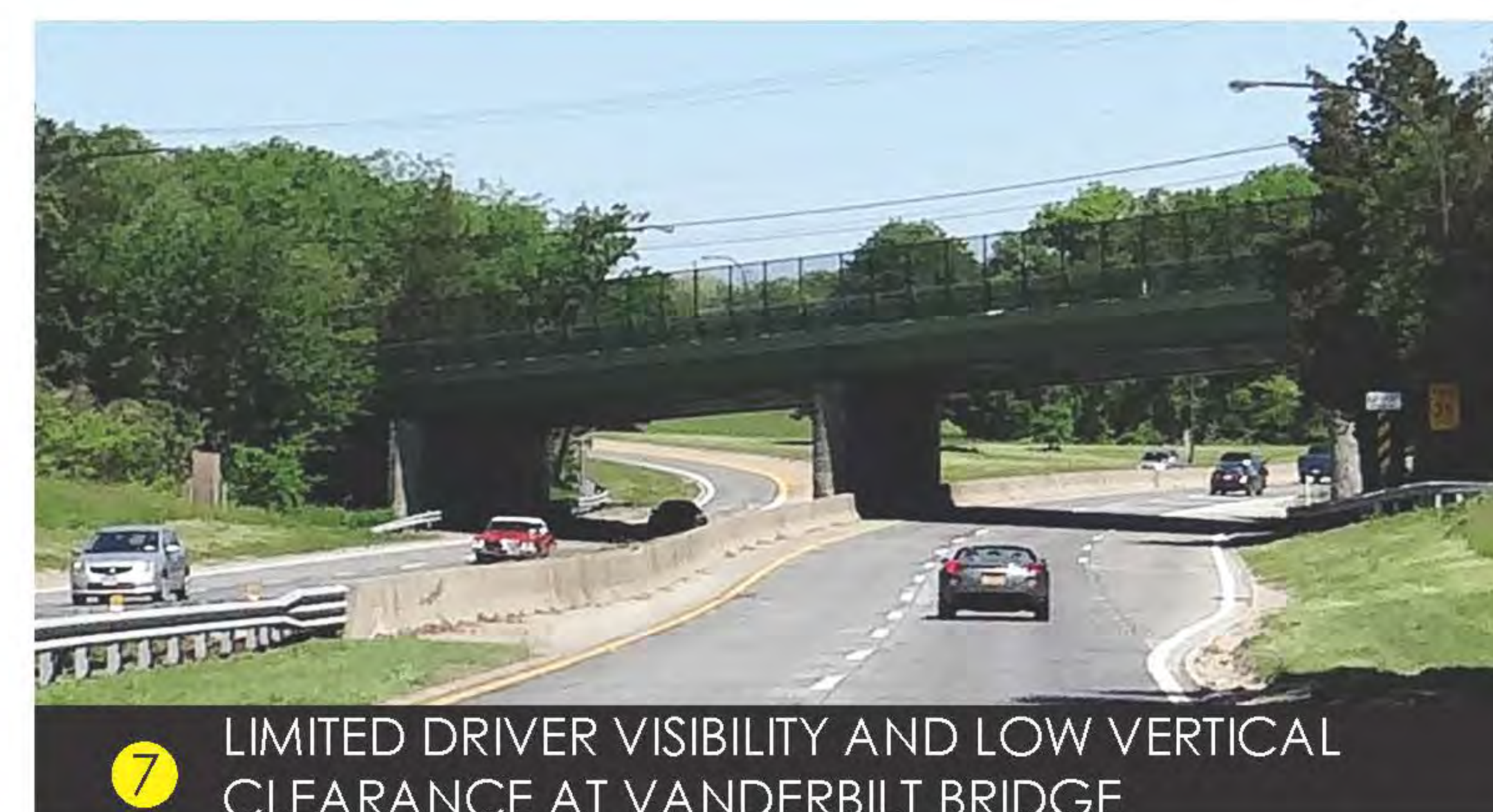
- ➔ 21 Bridges: 11 concrete (arch shape), & 10 steel



Current SAG – SM Conditions

- ➔ Narrow medians and shoulders
- ➔ Short access ramps / acceleration lanes
- ➔ Tight loop ramps
- ➔ Reduced driver's visibility at access ramps
- ➔ Low vertical clearance (similar to other parkways on Long Island):
 - ➔ College Road
 - ➔ Vanderbilt Parkway
 - ➔ Northern State Parkway
 - ➔ Old Northport Road

Sagtikos State Parkway-Current Conditions



Sunken Meadow State Parkway-Current Conditions



1 NARROW MEDIAN & SHOULDERS AT NEW HIGHWAY



2 NARROW MEDIAN & SHOULDERS UNDER VETERAN'S MEMORIAL HIGHWAY BRIDGE



3 CONGESTION AT EXIT RAMP TO JERICO TURNPIKE



4 SHORT WEAVE ON SUNKEN MEADOW AT NY 25 / JERICO TURNPIKE



5 NARROW MEDIAN & SHOULDERS UNDER SCHOLAR LANE BRIDGE



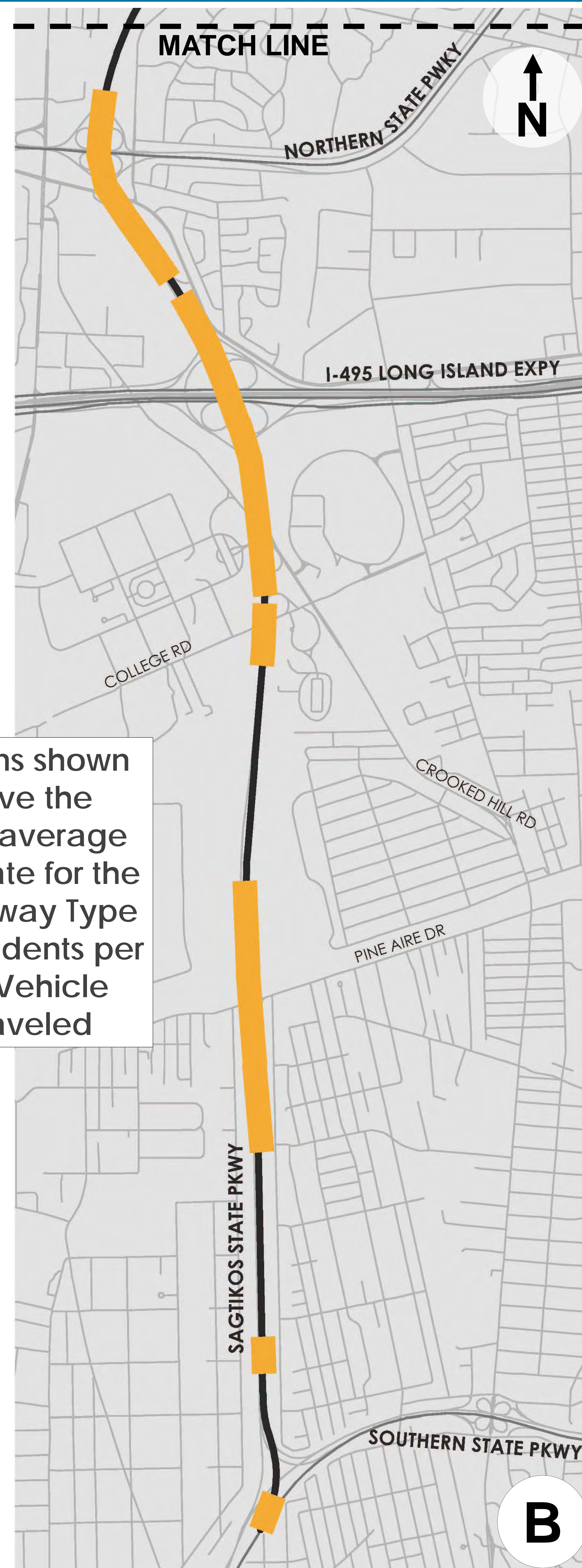
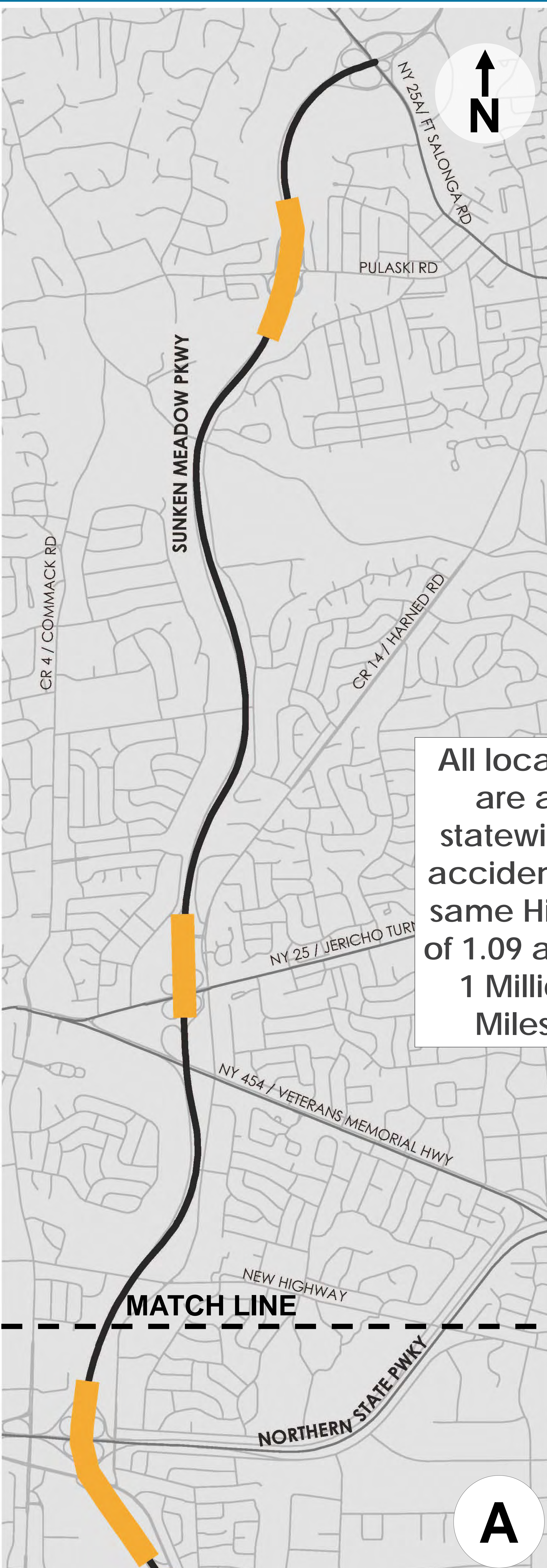
6 LOW VERTICAL CLEARANCE AT OLD NORTHPORT RD BRIDGE



7 NARROW MEDIAN AND SHOULDERS AT PULASKI RD



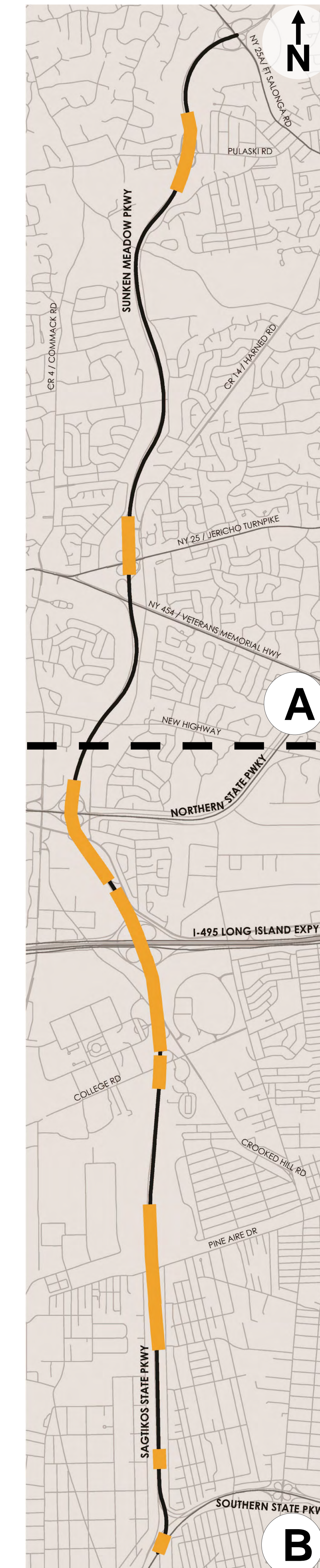
8 NARROW MEDIAN & SHOULDERS AT FORT SALONGA RD BRIDGE



All locations shown are above the statewide average accident rate for the same Highway Type of 1.09 accidents per 1 Million Vehicle Miles Traveled



Existing High Accident Locations



Public Input Summary

TYPE OF PUBLIC INPUT	NUMBER OF COMMENTS IN AGREEMENT	TYPE OF PUBLIC INPUT	NUMBER OF COMMENTS IN AGREEMENT
GENERAL COMMENTS AND OBSERVATIONS	38	RECONSTRUCT INTERCHANGES	4
NOT IN FAVOR OF WIDENING THE PARKWAY	17	WIDEN THE SHOULDERS	4
ADD BIKE PATH / MULTI-USE PATH	16	KEEP TRUCKS OFF OF THE PARKWAY	4
IN FAVOR OF WIDENING THE PARKWAY	12	INCREASE MASS TRANSIT OPTIONS	3
MAINTAIN PARKWAY LOOK / AESTHETICS	8	KEEP BUSES ON THE PARKWAY	3
INADEQUATE ACCELERATION, DECELERATION, AND AUXILIARY LANES ON THE PARKWAY	7	REMOVE SCHOOL BUSES FROM PARKWAY	3
ADD RAMP METERING	5	POOR TRAFFIC SIGNALS IN SECONDARY STUDY AREA	2

Note:

The following data was received from the public from April 14th, 2015 through May 22nd, 2015.



Alternative Types

- ➔ Early Action Alternatives
- ➔ Long Term Alternatives

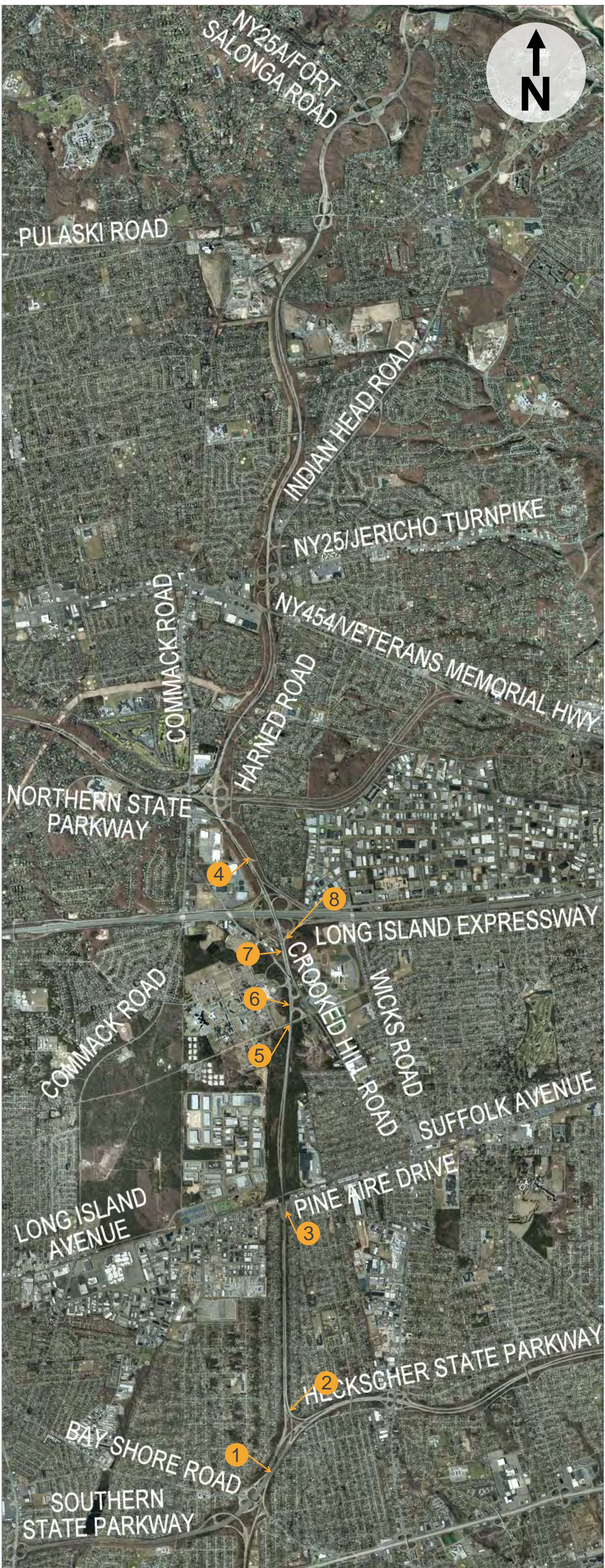





Early Action Alternatives Considered

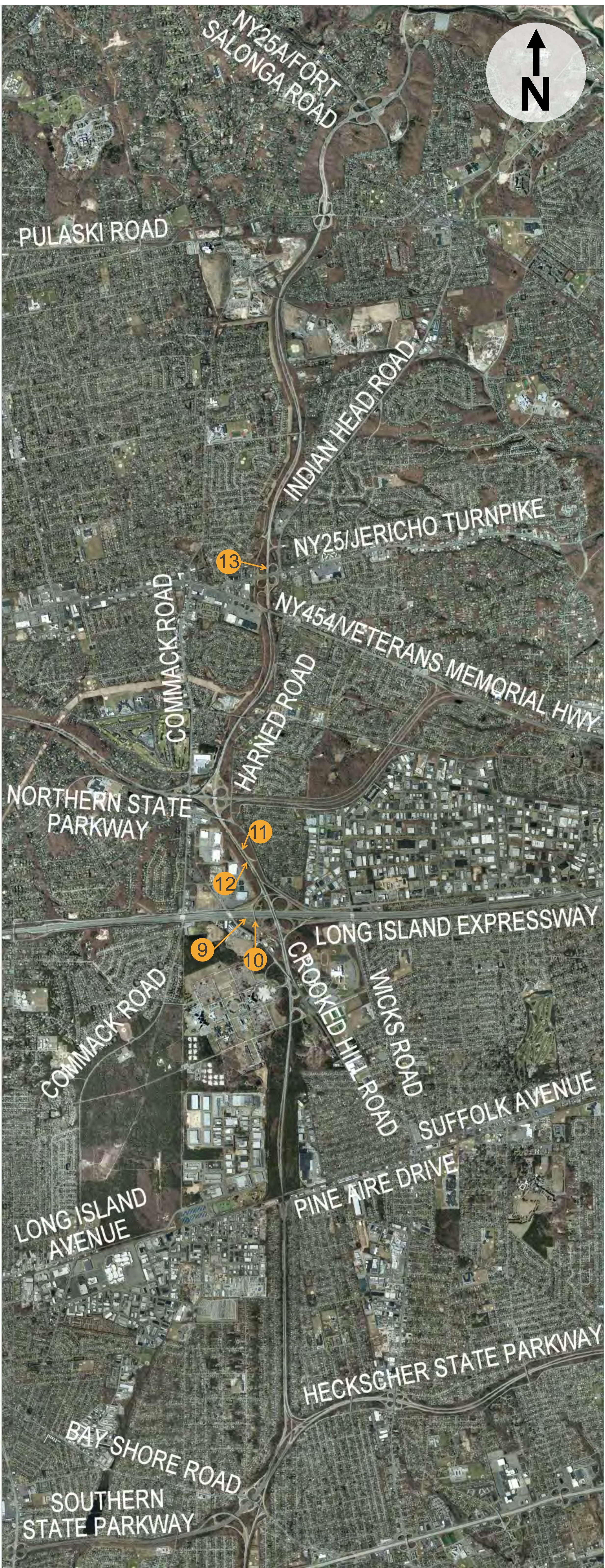
- ➔ Make Safety Improvements
 - ➔ Extend Auxiliary Lane / Ramp Improvements
 - ➔ Modify Signage & Striping
 - ➔ Add Ramp Metering & Queue Detection
- ➔ Create Crooked Hill Road Access
- ➔ Improve College Road Diamond Interchange



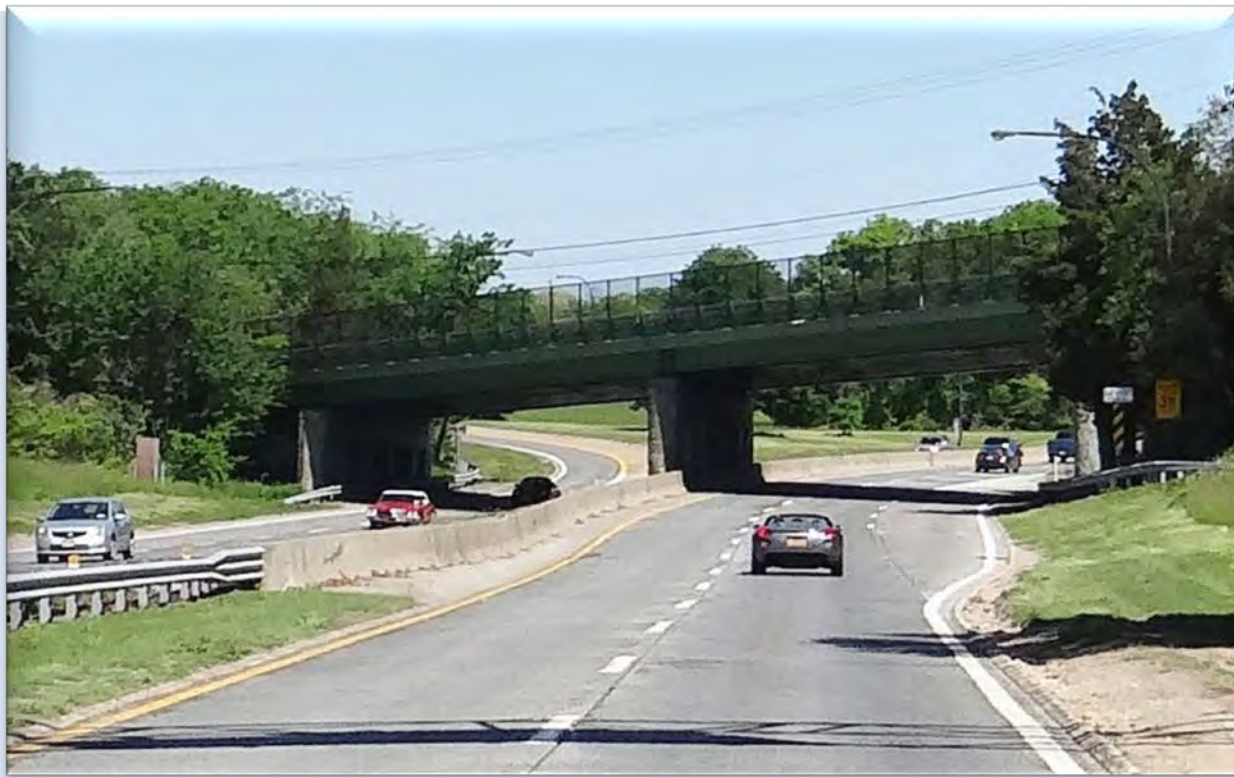

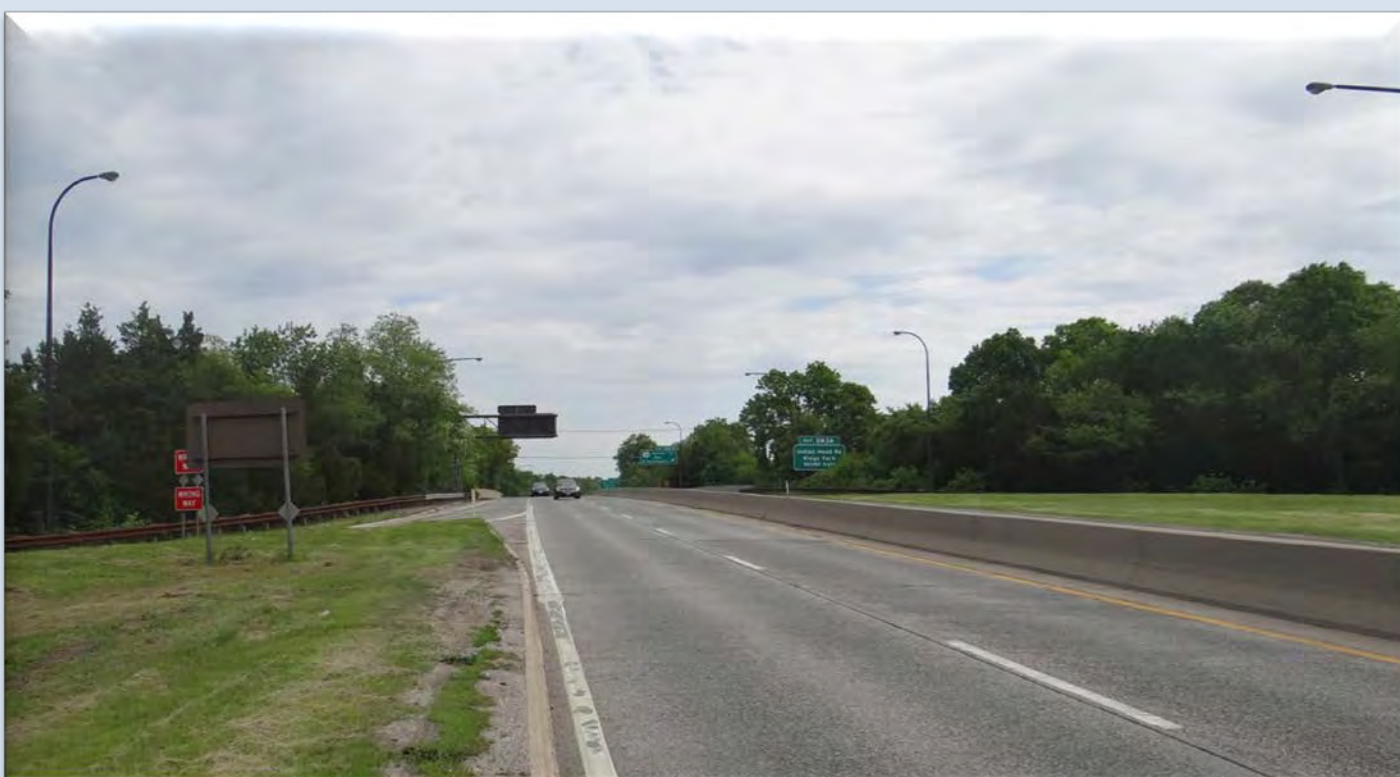
Feasible Early Action Alternatives



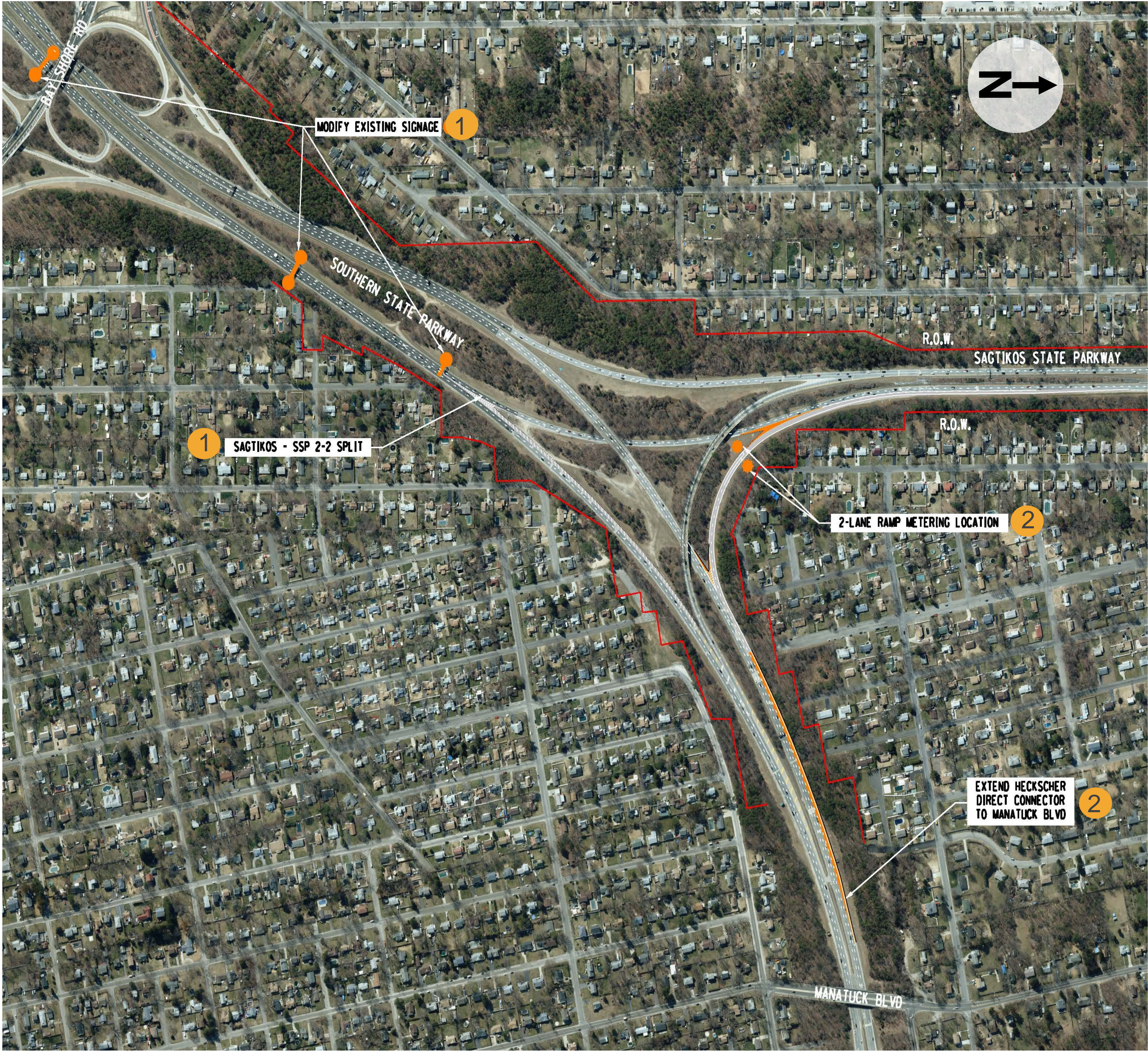
ISSUES ADDRESSED		EXISTING CONDITIONS
1	SOUTHERN STATE PARKWAY (EB) / SAGTIKOS (NB) SPLIT	<ul style="list-style-type: none">Merging and Weaving of EB VehiclesHigh Traffic Volume and CongestionHigh Accident LocationImprove Safety and Traffic OperationsImprove Parkway Signage  <p>Overhead Sign at Southern State Parkway / Sagtikos Split</p>
2	SOUTHERN STATE PARKWAY (WB)	 <p>Merge From WB Heckscher to NB Sagtikos</p>
3	PINE AIRE DRIVE	
4	VANDERBILT PARKWAY	
5	COLLEGE ROAD DIAMOND INTERCHANGE	<ul style="list-style-type: none">High Accident LocationImprove Safety and Traffic OperationsCorrect Deficiencies 
6	AUXILIARY & ACCELERATION LANE BETWEEN SB ON-RAMP AND COLLEGE ROAD ON SB SAGTIKOS	<ul style="list-style-type: none">Poor Sight Distance Under Crooked Hill Road BridgeHigh Accident LocationImprove Safety and Traffic OperationsCorrect Deficiencies <p>Sagtikos Looking South From Crooked Hill Road Bridge</p>
7	WB - LIE TWO-LANE RAMP MERGE ONTO SB SAGTIKOS	<ul style="list-style-type: none">High Volume RampHigh Accident LocationImprove Safety and Traffic OperationsCorrect Deficiencies  <p>LIE Two Lane Entrance Ramp onto SB Sagtikos</p>
8	SAGTIKOS (NB) / CROOKED HILL ROAD EXIT RAMP TO LIE (EB) – (RAMP 'E')	<ul style="list-style-type: none">Weaving on Sagtikos (NB) at Ramp ExitHigh Accident LocationImprove Safety and Traffic Operations  <p>EB LIE Entrance Ramp 'E'</p>

Feasible Early Action Alternatives

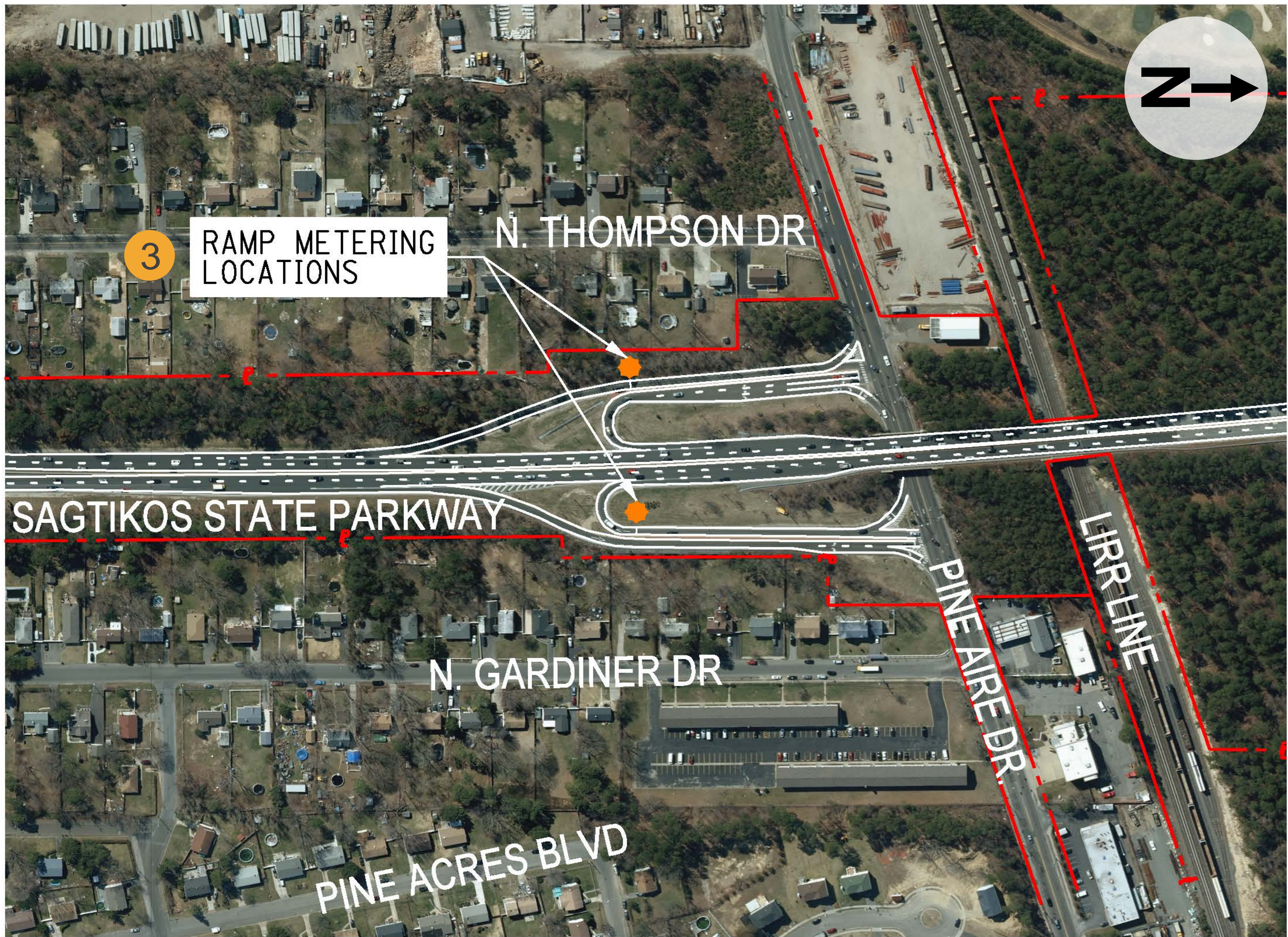


	ISSUES ADDRESSED	EXISTING CONDITIONS
9 EB - LIE EXIT RAMP TO CROOKED HILL ROAD	<ul style="list-style-type: none">• Provide Direct Access from EB LIE to Crooked Hill Road• Reduce Congestion on Sagtikos (SB) College Rd Ramps• Develops Effective Highway Infrastructure Design Changes That Improve System Mobility• Reduces Congestion and Delays on the Sagtikos Corridor• Improve Safety and Traffic Operations	 <p>LIE Semi-Direct Ramp 'B' & 'Q' Merge Area</p>
10 WB - LIE EXIT RAMP TO CROOKED HILL ROAD	<ul style="list-style-type: none">• Provide Direct Access from WB LIE to Crooked Hill Road• Reduce Volume on Sagtikos (SB) Between Ramp Connections• Improve Highway Infrastructure Changes That Improve System Mobility• Reduces Congestion and Delays on the Sagtikos Corridor• Improve Safety and Traffic Operations	 <p>LIE Semi-Direct Ramp 'Q'</p>
11 SAGTIKOS (NB) AUXILIARY/ WEAVE LANES BETWEEN LIE AND NORTHERN STATE PARKWAY	<ul style="list-style-type: none">• High NB Weave Volumes• Traffic Congestion / Low Travel Speed• High Accident Location• Improves Safety and Traffic Operations• Correct Deficiencies	 <p>NB Sagtikos Looking North at Vanderbilt Bridge</p>
12 SAGTIKOS (SB) AUXILIARY LANE BETWEEN LIE AND NORTHERN STATE PARKWAY	<ul style="list-style-type: none">• Improves Traffic Flow Conditions on Sagtikos• High Accident Location• Improves Safety and Traffic Operations• Maintains Parkway Nature• Correct Deficiencies	 <p>SB Sagtikos Looking South at LIE Interchange</p>
13 AUXILIARY AND RECOVERY LANES AT NY 25 / JERICHO TURNPIKE (NB & SB)	<ul style="list-style-type: none">• High SB Weave Volumes• Traffic Congestion at Jericho Turnpike Interchange• High Accident Location• Corrects Geometric Deficiencies	 <p>SB Sagtikos Looking North at Jericho Turnpike Interchange</p>

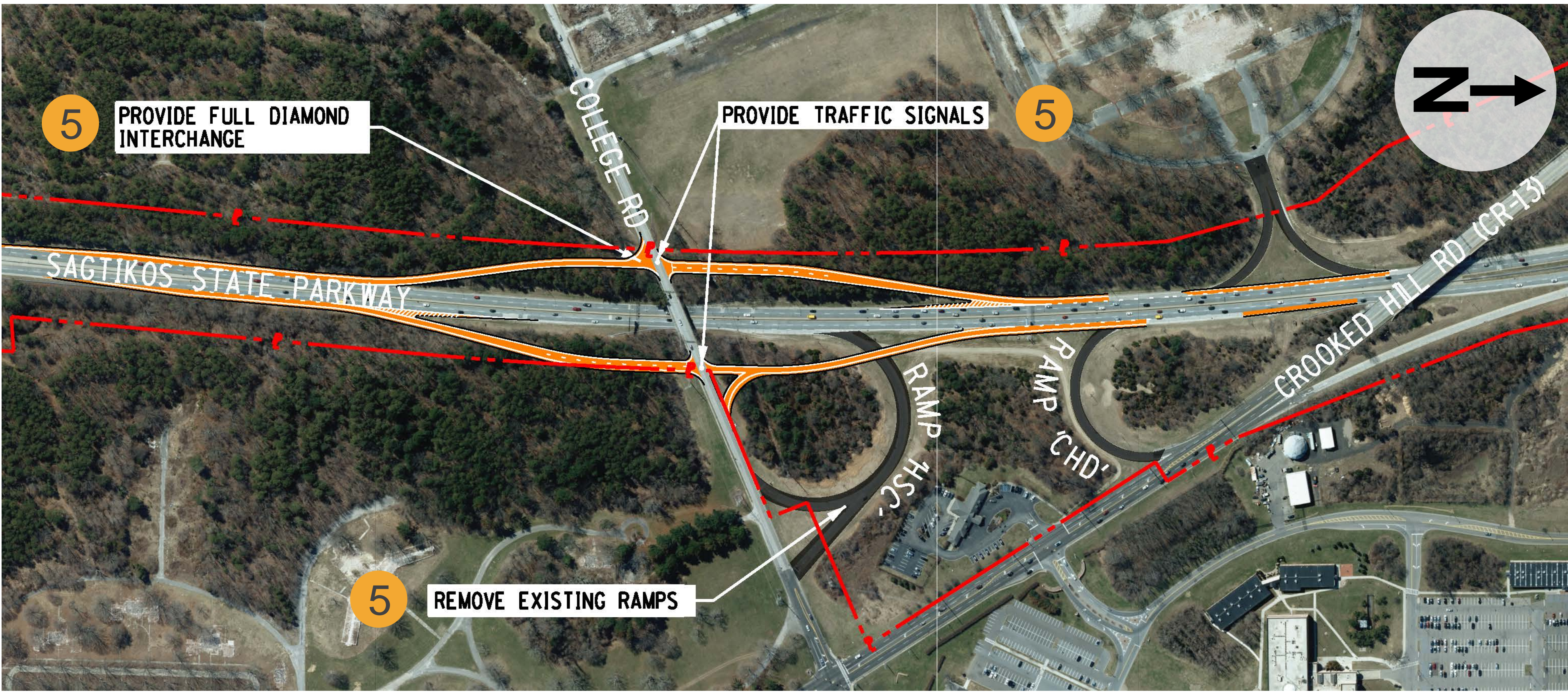
Feasible Early Action Alternatives



1 2 SOUTHERN STATE PARKWAY INTERCHANGE



3 PINE AIRE DRIVE RAMPS



5 COLLEGE ROAD DIAMOND INTERCHANGE

Feasible Early Action Alternatives



6 7 8 9 10 COLLEGE ROAD TO LONG ISLAND EXPRESSWAY

Feasible Early Action Alternatives

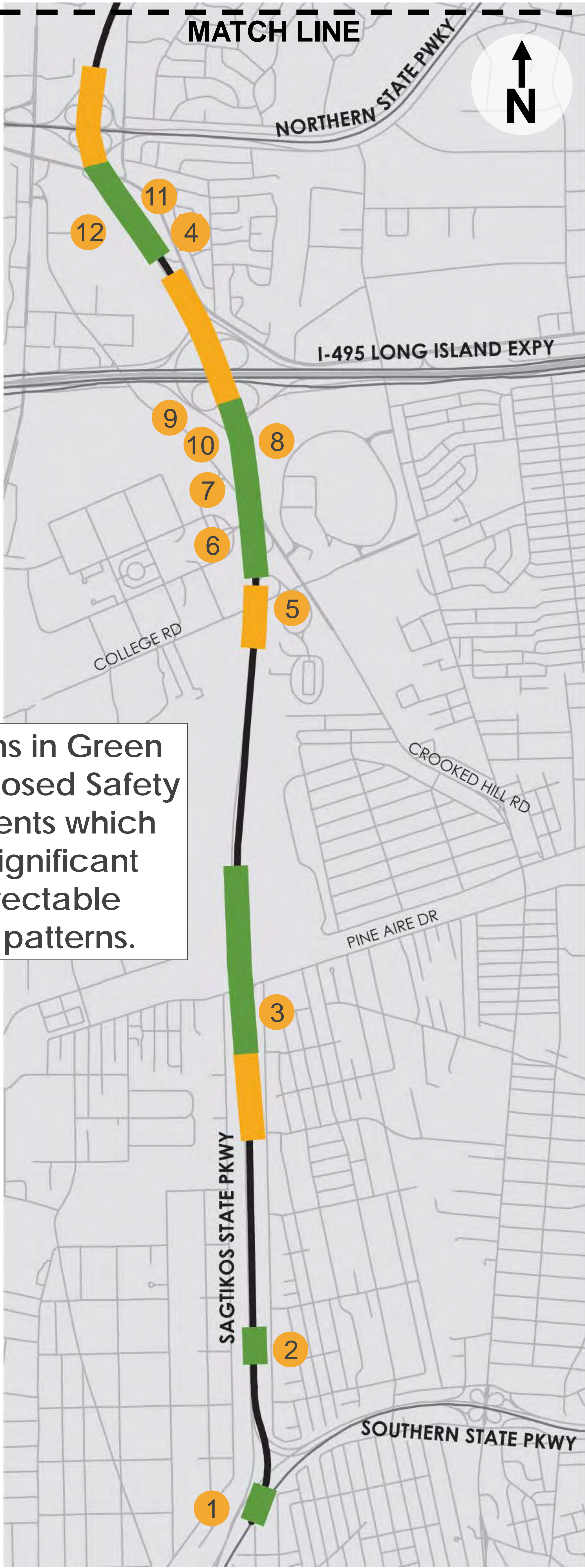
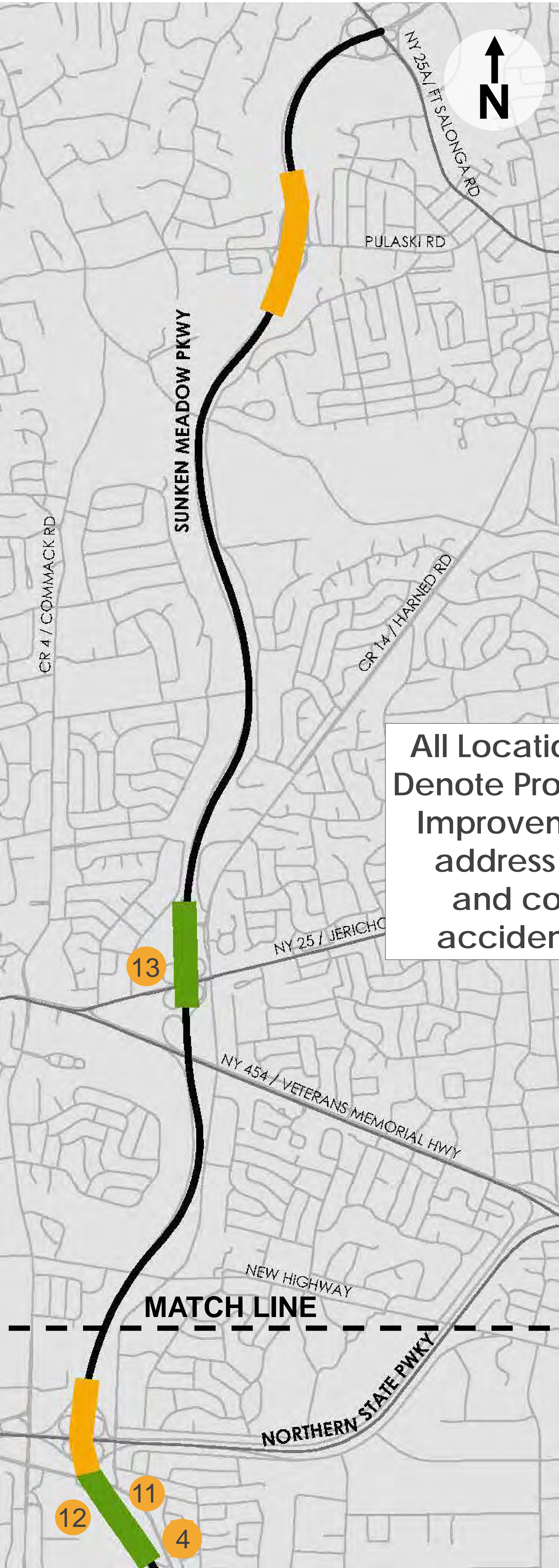


**4 11 12 LONG ISLAND EXPRESSWAY
TO NORTHERN STATE PARKWAY**



**13 NY 25 / JERICHO TURNPIKE
INTERCHANGE**

Feasible Early Action Alternatives – Safety Improvements



		SAFETY IMPROVEMENTS
1	SIGNING SOUTHERN STATE PARKWAY (EB) / SAGTIKOS (NB) SPLIT	• Reduction in Sideswipe Crashes – Signage Gives Vehicles Time to Maneuver
2	• SOUTHERN STATE PARKWAY (WB) • PINE AIRE DRIVE • VANDERBILT PARKWAY	• Reduction in Rear End Collisions – Metering oncoming Traffic Limits Stop-and-Go Condition
3		
4		
5	COLLEGE ROAD DIAMOND INTERCHANGE	• Reduction In Overall Crashes – Reconfiguration Of Substandard Ramps Improves Safety And Operations; Reduces Congestion
6	AUXILIARY & ACCELERATION LANE BTWN SB ON-RAMP TO COLLEGE ROAD ON SB SAGTIKOS	• Reduction in Rear End Collisions – increased Lane Lengths Give Vehicles More Area to Maneuver and Decrease Congestion on Mainline
7	LIE TWO-LANE RAMP MERGE ONTO SB SAGTIKOS	• Reduction in Rear End Collisions – Lane Addition Reduces Congestion
8	SAGTIKOS (NB) / CROOKED HILL ROAD EXIT RAMP TO LIE (EB) – RAMP ‘E’	• Reduction in Rear End Collisions – Lane Addition Creates More Manageable Weave and Reduces Congestion on Mainline
9	EB LIE EXIT RAMP TO CROOKED HILL ROAD	• Reduction in Overall Crashes – Volume Reduction on SB Sagtikos Reduces Congestion
10	WB LIE EXIT RAMP TO CROOKED HILL ROAD	• Reduction in Overall Crashes – Volume Reduction on SB Sagtikos Reduces Congestion
11	SAGTIKOS (NB) AUXILIARY/ WEAVE LANES BETWEEN LIE AND NORTHERN STATE PARKWAY	• Reduction in Rear End Collisions – Additional Weave Lane Reduces Conflict Points and Congestion
12	SAGTIKOS (SB) AUXILIARY LANE BETWEEN LIE AND NORTHERN STATE PARKWAY	• Reduction in Rear End Collisions – Additional Lane Reduces Conflict Points and Congestion
13	AUXILIARY AND RECOVERY LANES AT JERICO TURNPIKE (NY25)	• Reduction in Median and Guiderail Crashes – Lane Additions allow More Room to Maneuver and Reduces Congestion on Mainline

LEGEND:

High Crash Location
(Above Statewide Average of 1.09 accidents per 1 Million Vehicle Miles traveled)

Locations Improved with EA Alternatives
(Expected reductions in crashes)

Feasible Long Term Alternatives

Corridor

- ➔ Construct Additional NB & SB Travel Lanes On Parkway with Bridge Widening
- ➔ Construct Additional Travel Lanes on Parkway With Parallel Service Roads

Interchanges





- ➔ Construct New / Reconfigured Interchanges

Note:

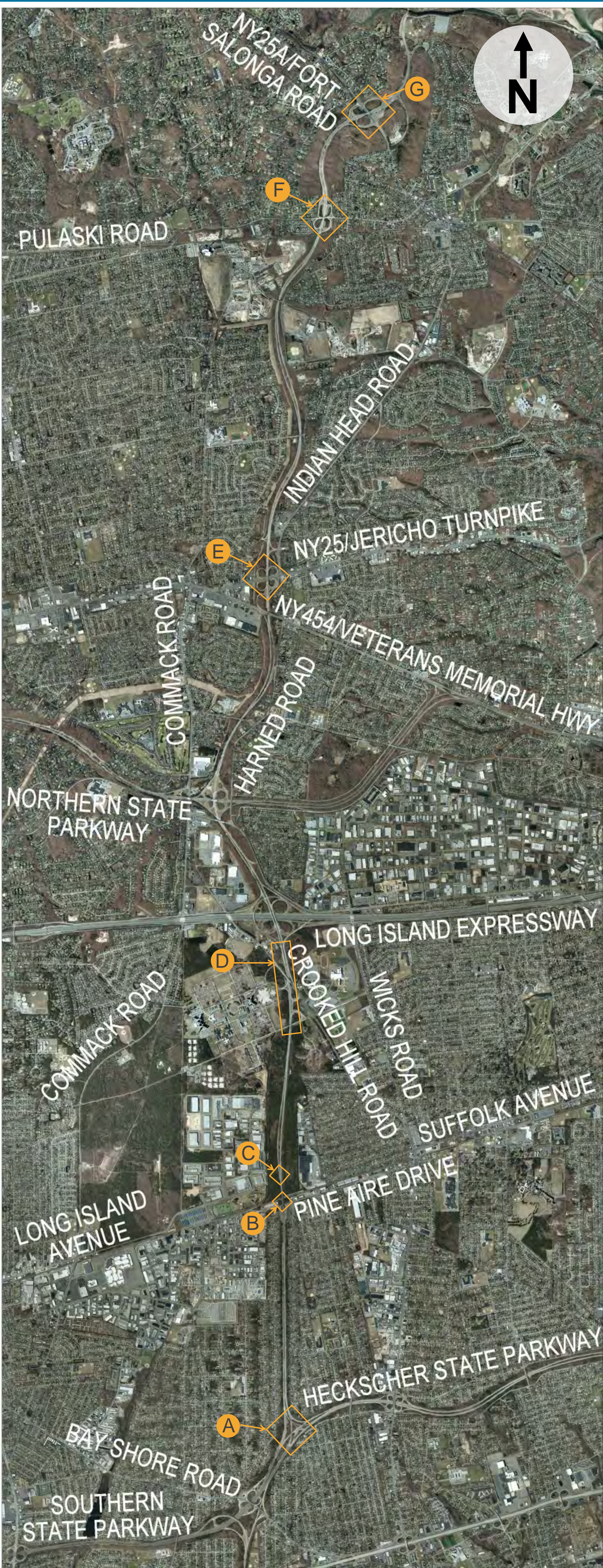
All Build Alternatives include Intelligent Transportation System (ITS), Variable Message Signs (VMS) and Multi Modal Options.




Feasible Long Term Corridor Alternatives Considered



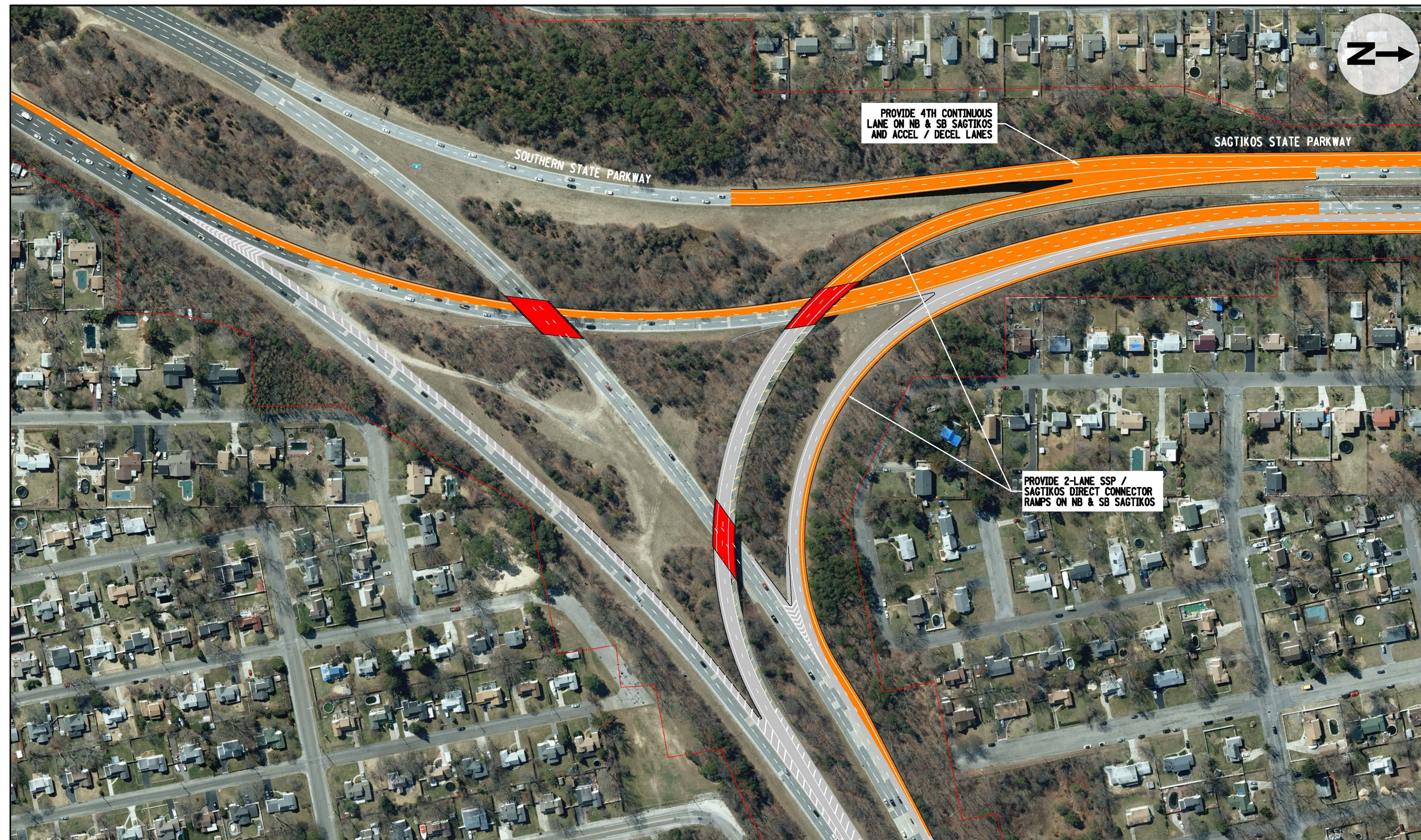
	ISSUES ADDRESSED	EXISTING CONDITION PHOTO
<u>NO-BUILD:</u> 0 EXISTING CONDITIONS REMAIN	<ul style="list-style-type: none">• None	 SB Sagtikos at Crooked Hill Road Bridge
<u>CONSTRUCT ADDITIONAL NB & SB TRAVEL LANES ON PARKWAY WITH BRIDGE WIDENING:</u> 1 SOUTHERN STATE PARKWAY TO LONG ISLAND EXPRESSWAY 2 SOUTHERN STATE PARKWAY TO NORTHERN STATE PARKWAY 3 SOUTHERN STATE PARKWAY TO JERICO TURNPIKE	<ul style="list-style-type: none">• Improve Traffic Operations on Sagtikos• Improve Acceleration / Deceleration Lanes• Improve Aging and Deficient Parkway Infrastructure• Support Growth Trends and Economic Developments• Improve Traffic and Safety Operations• Reduce Congestion and Delays On The Sagtikos Corridor• Correct Geometric Deficiencies	 NB Sagtikos at Pine Aire Drive  Merge from LIE Access to SB Sagtikos
<u>CONSTRUCT ADDITIONAL TRAVEL LANES ON PARKWAY WITH PARALLEL SERVICE ROADS:</u> 4 SERVICE ROADS FROM PINE AIRE DRIVE TO LONG ISLAND EXPRESSWAY 5 SERVICE ROADS FROM COLLEGE ROAD TO LONG ISLAND EXPRESSWAY	<ul style="list-style-type: none">• Improve Traffic Operations on Sagtikos• Improve Acceleration / Deceleration Lanes• Improve Weaving Between Parkway and Connection Ramps• Support Growth Trends and Economic Developments• Reduce Congestion and Delays On The Sagtikos Corridor• Correct Geometric Deficiencies	 SB Sagtikos Between Crooked Hill Road and LIE

Feasible Long Term Interchange Alternatives Considered



ISSUES ADDRESSED		EXISTING CONDITION PHOTO
CONSTRUCT NEW / RECONFIGURED INTERCHANGES		
A SOUTHERN STATE PARKWAY (Additional lanes on SSP / NB & SB Sagtikos direct connector ramps)	<ul style="list-style-type: none">Correct DeficienciesImprove Aging and Deficient Parkway InfrastructureImprove Safety and Traffic Operations	 College Road Bridge over Sagtikos State Parkway
B PINE AIRE DRIVE B1 – Reconfigure Existing with All Connections	<ul style="list-style-type: none">Correct DeficienciesImprove Aging and Deficient Parkway Infrastructure	
B2 – Reconfigure Existing with Access Modifications (Maintain NB off-ramp and SB on-ramp)	<ul style="list-style-type: none">Improve Aging and Deficient Parkway InfrastructureReduce Pine Aire Road Access	
B3 – Reconfigure Existing with All Connections and with Parallel Service Roads	<ul style="list-style-type: none">Correct DeficienciesImprove Aging and Deficient Parkway InfrastructureImprove Weaving On The Sagtikos Corridor	 Crooked Hill Road Bridge
C NEW INTERCHANGE NORTH OF PINE AIRE DRIVE TO LONG ISLAND AVENUE C1 – Construct New Connections to NB / SB Sagtikos	<ul style="list-style-type: none">Provide New Access To Long Island AvenueReduce Congestion And Delays On The Sagtikos Corridor	
C2 – Construct New Connections to Parallel Service Roads	<ul style="list-style-type: none">Provide New Access To Long Island AvenueReduce Congestion And Delays On The Sagtikos Corridor	 Northbound Sunken Meadow State Parkway at Jericho Turnpike
D COLLEGE ROAD & CROOKED HILL ROAD WITH SERVICE ROADS	<ul style="list-style-type: none">Improve Aging and Deficient Parkway InfrastructureSupport Growth Trends and Economic DevelopmentsDevelops Effective Highway Infrastructure Design Changes That Improve System MobilityImprove Weaving on the Sagtikos CorridorImprove Safety and Traffic Operations	
E JERICOHO TURNPIKE (NY25)	<ul style="list-style-type: none">Correct Geometric DeficienciesImprove Safety and Traffic Operations	
F PULASKI ROAD (CR11)	<ul style="list-style-type: none">Correct Geometric DeficienciesImprove Safety and Traffic Operations	
G FORT SALONGA ROAD (NY25A)	<ul style="list-style-type: none">Correct Geometric DeficienciesDevelops Effective Highway Infrastructure Design Changes That Improve System MobilityImprove Safety and Traffic Operations	

Feasible Long Term Interchange Alternatives



A SOUTHERN STATE PARKWAY

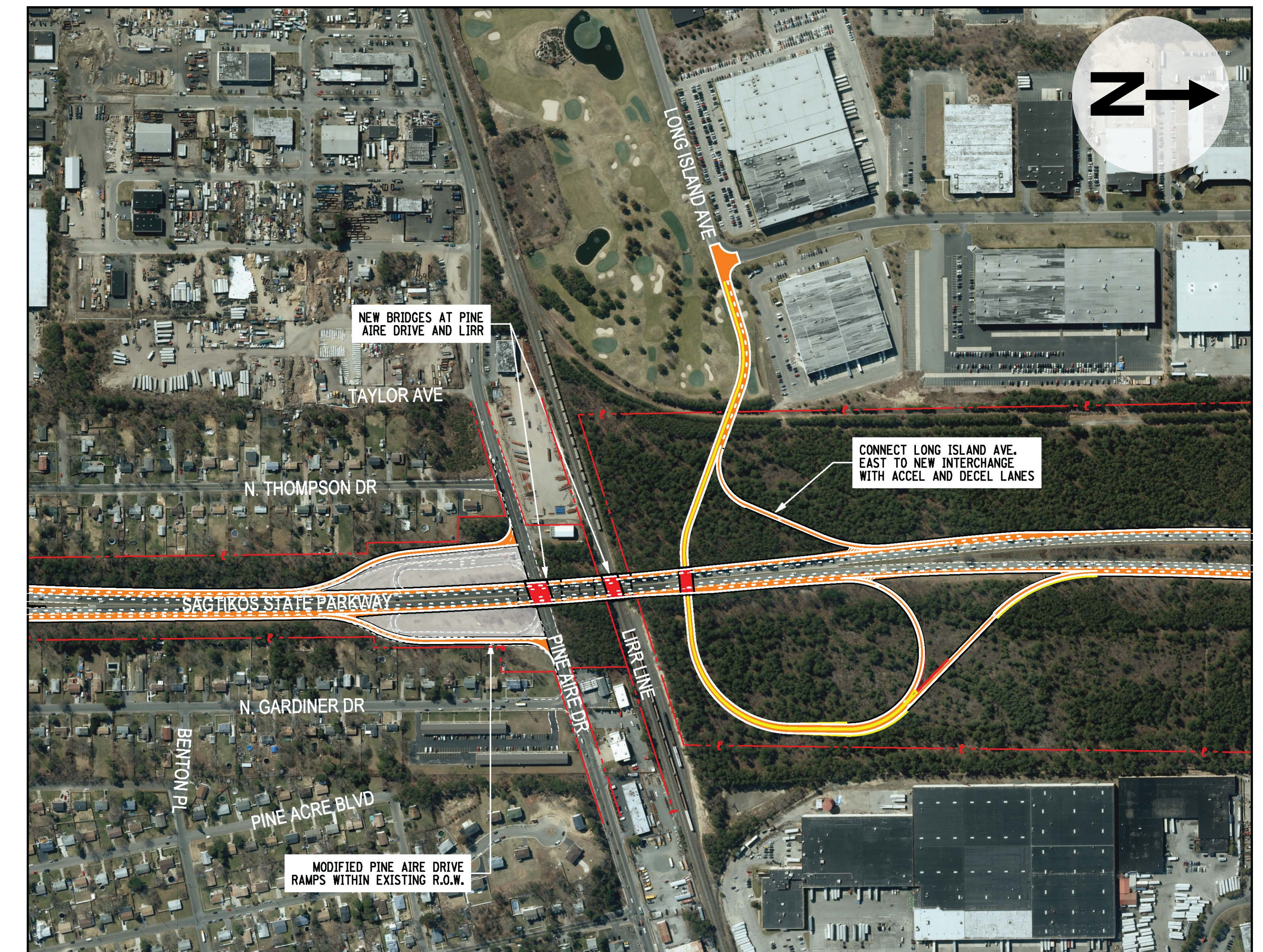
*Construct Additional Lanes
on SSP / NB Sagtikos Direct Connector Ramp*

Feasible Long Term Interchange Alternatives



B1 PINE AIRE DRIVE

Reconfigure Existing with All Connections



B2 PINE AIRE DRIVE

(Reconfigure Existing with Access Modifications)

C1 & LONG ISLAND AVENUE

(Construct New Connections with NB/SB Sagtikos)



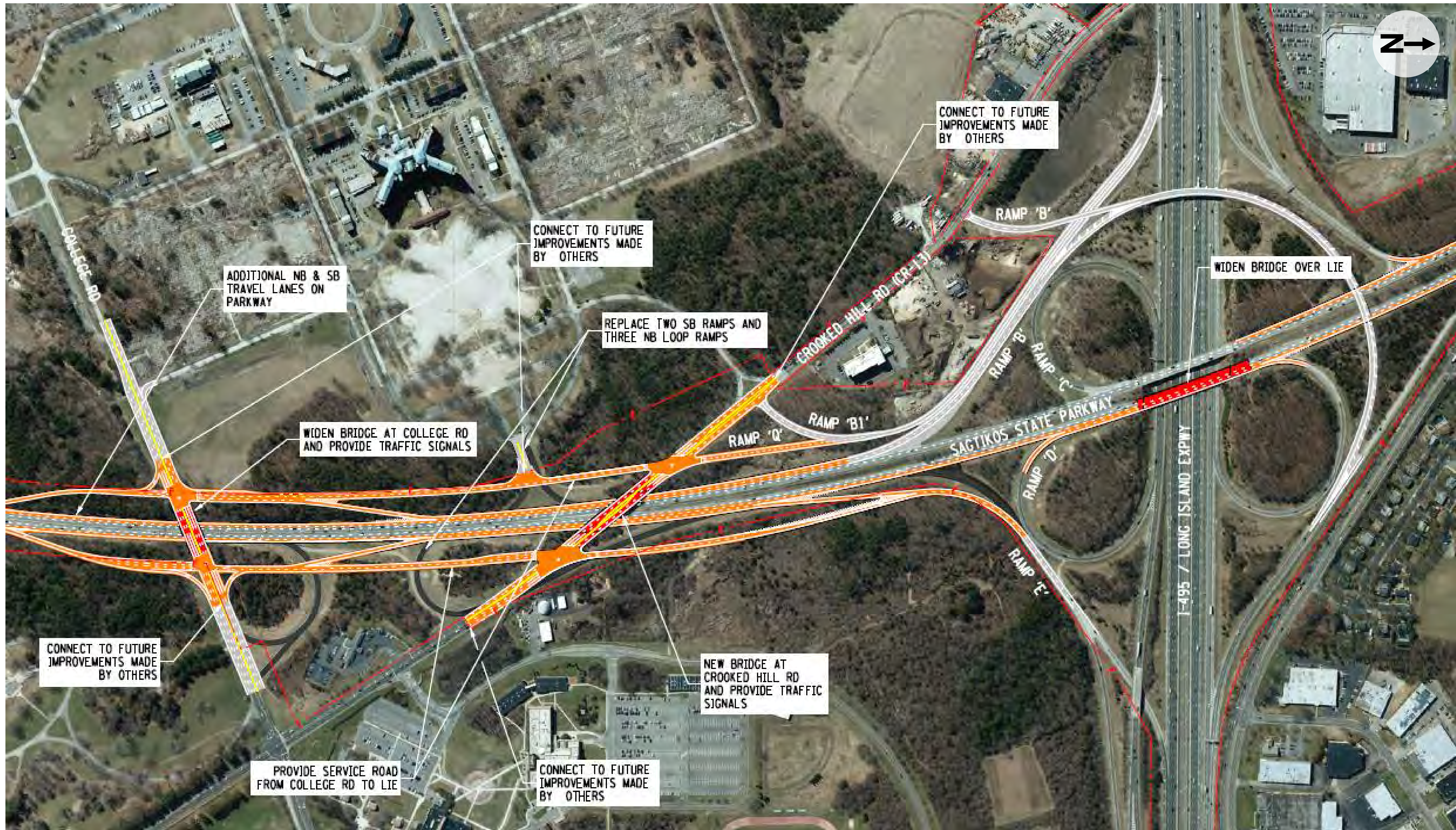
B3 PINE AIRE DRIVE

(Reconfigure Existing with All Connections and with Parallel Service Roads)

C2 & LONG ISLAND AVENUE

(Construct New Connections with Parallel Service Roads)

Feasible Long Term Interchange Alternatives



D COLLEGE ROAD TO CROOKED HILL ROAD

Construct Additional Travel Lanes on Parkway with Parallel Service Roads

Feasible Long Term Interchange Alternatives



E JERICHO TURNPIKE (NY25)
Reconfigure Ramps



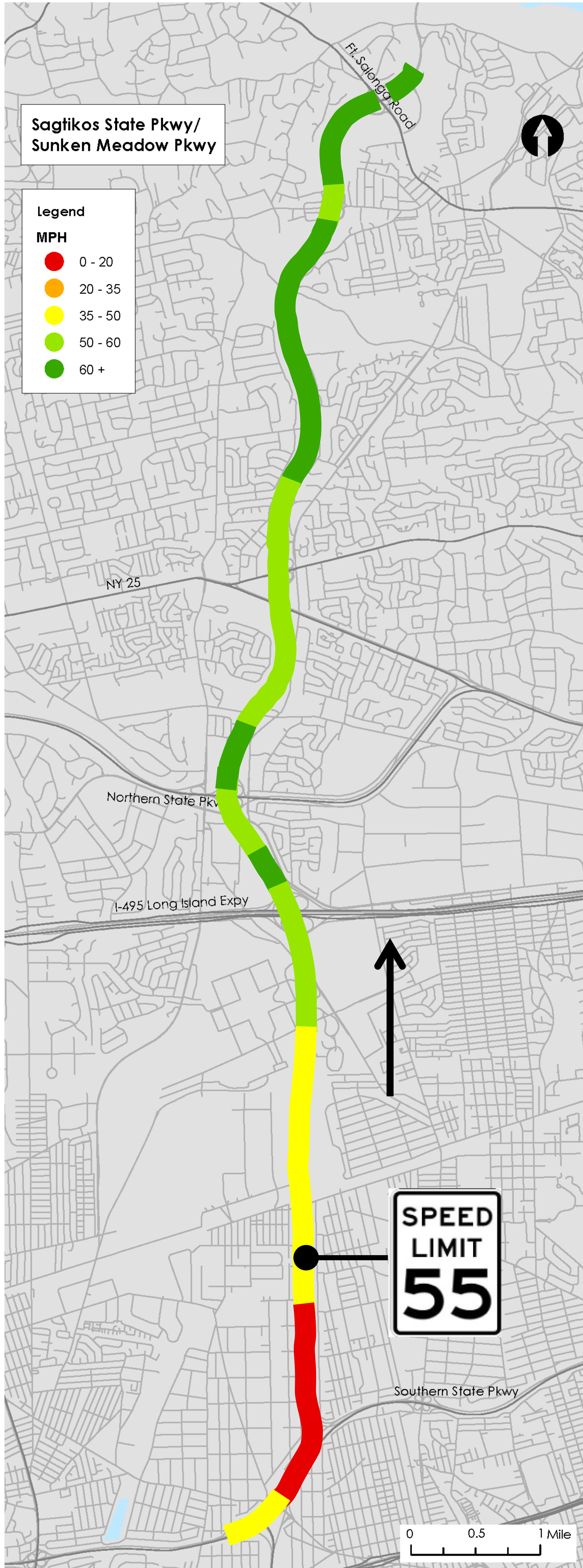
F PULASKI ROAD (CR11)
Reconfigure Ramps



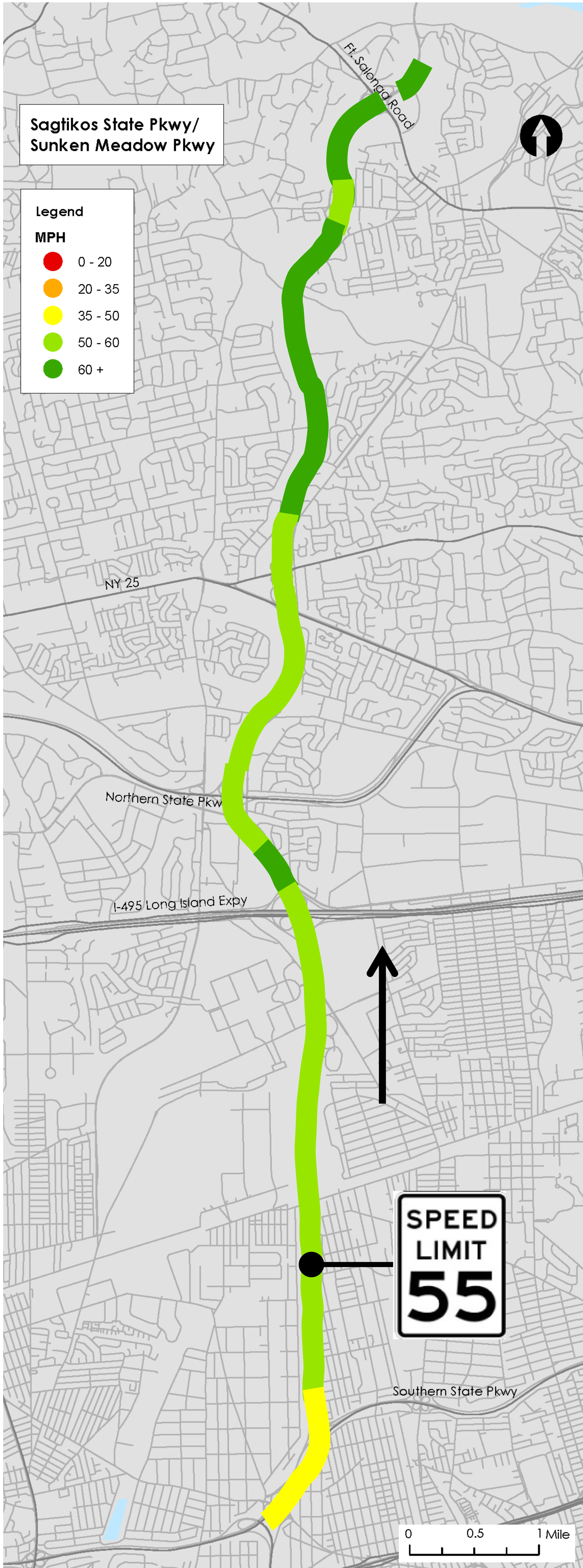
G FORT SALONGA ROAD (NY25A)
Reconfigure Ramps

Northbound AM Peak Period Corridor Speeds

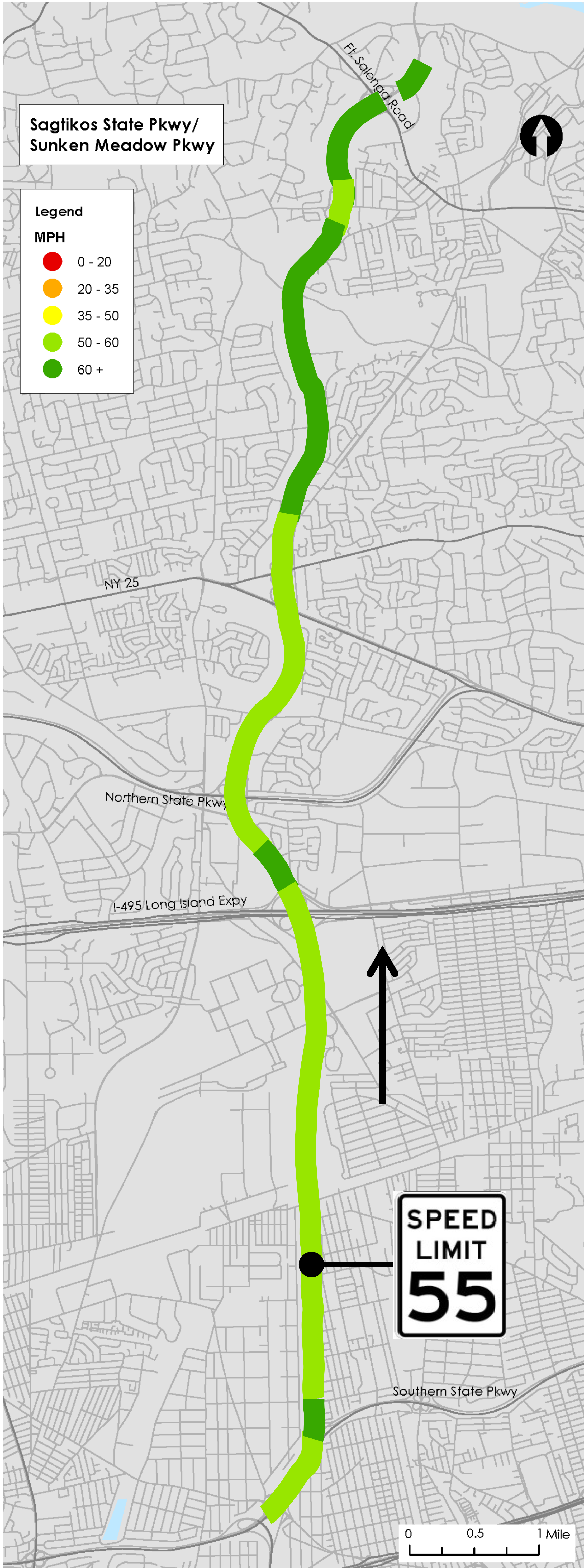
2040 EARLY ACTION,
LONG TERM NO-BUILD



2040 WIDENED PARKWAY

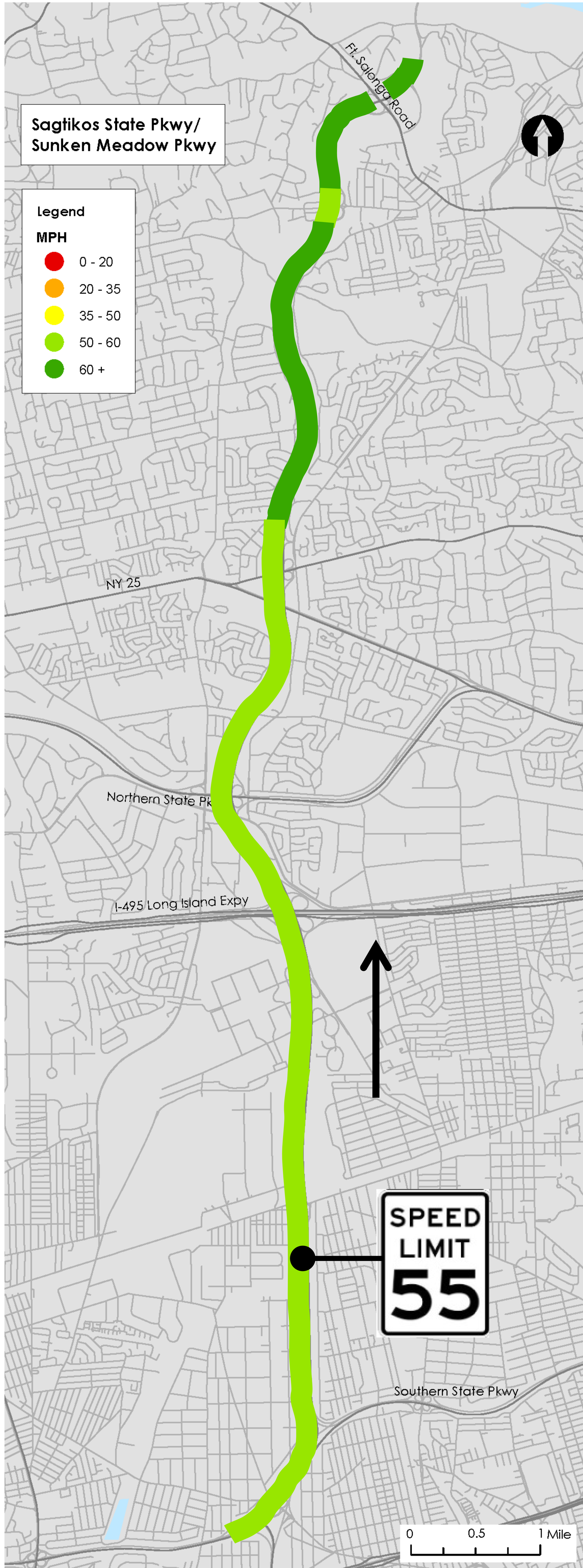


2040 WIDENED PARKWAY
WITH SERVICE ROADS

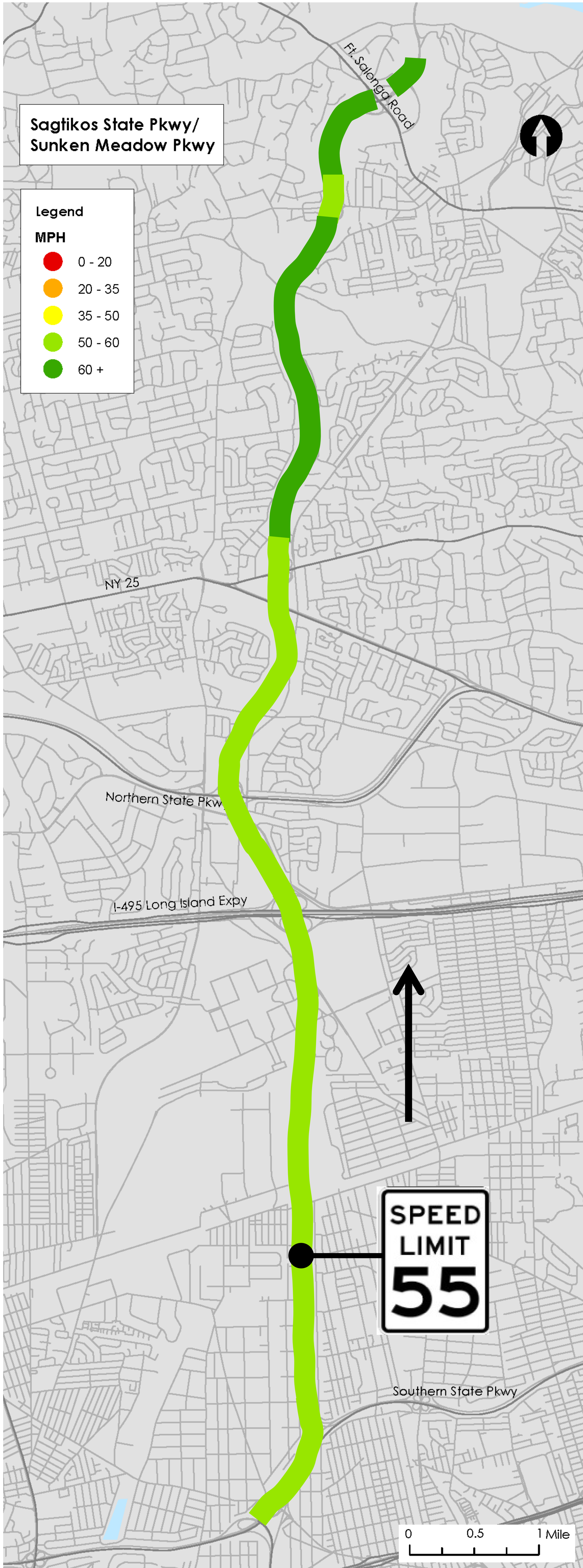


Northbound PM Peak Period Corridor Speeds

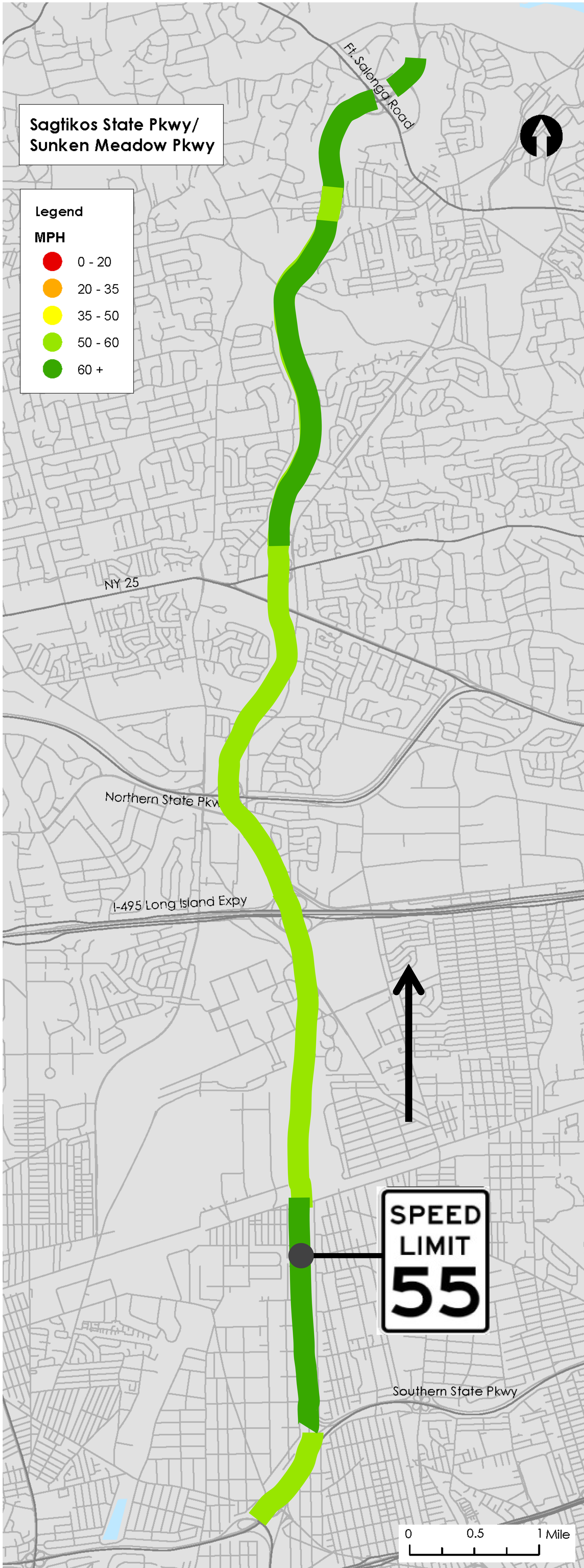
2040 EARLY ACTION,
LONG TERM NO-BUILD



2040 WIDENED PARKWAY

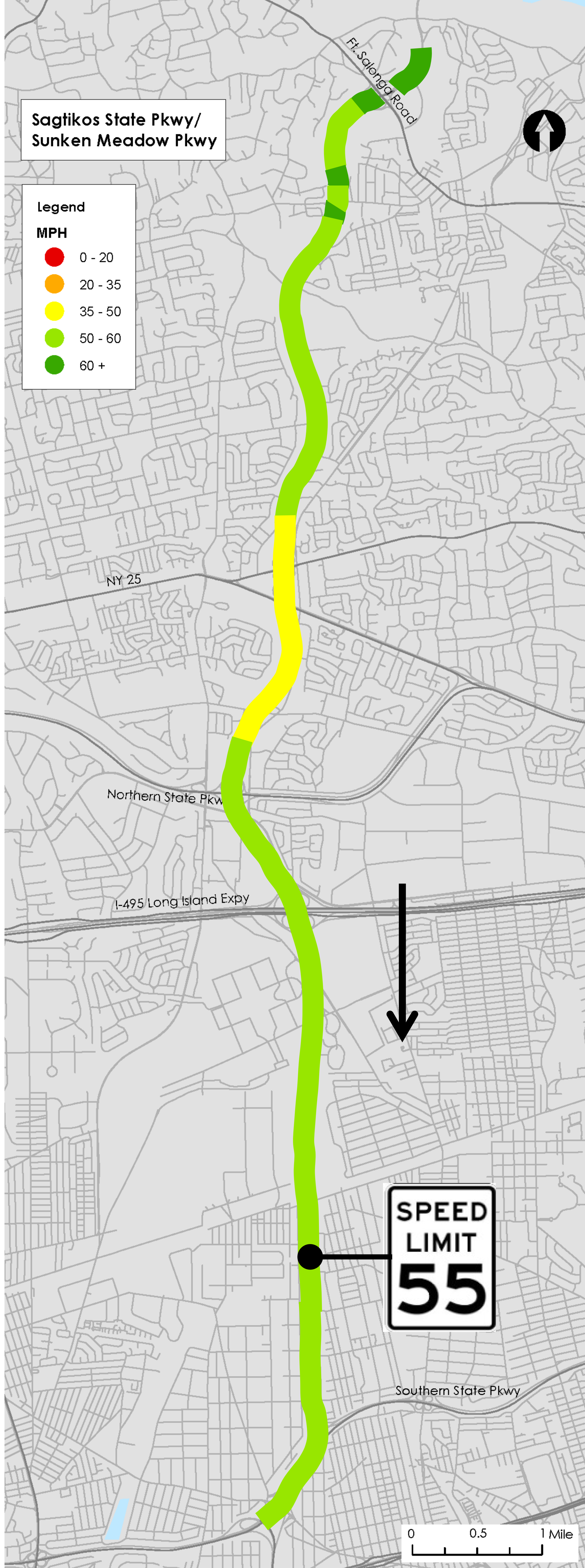


2040 WIDENED PARKWAY
WITH SERVICE ROADS

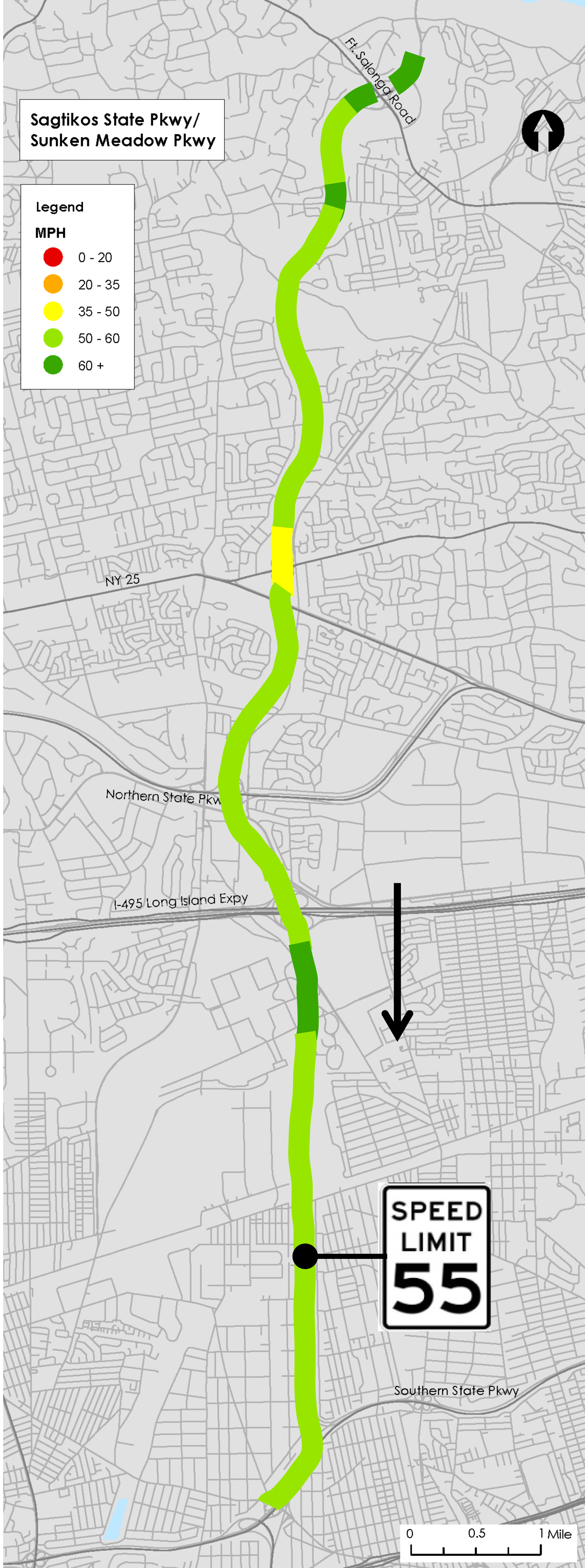


Southbound AM Peak Period Corridor Speeds

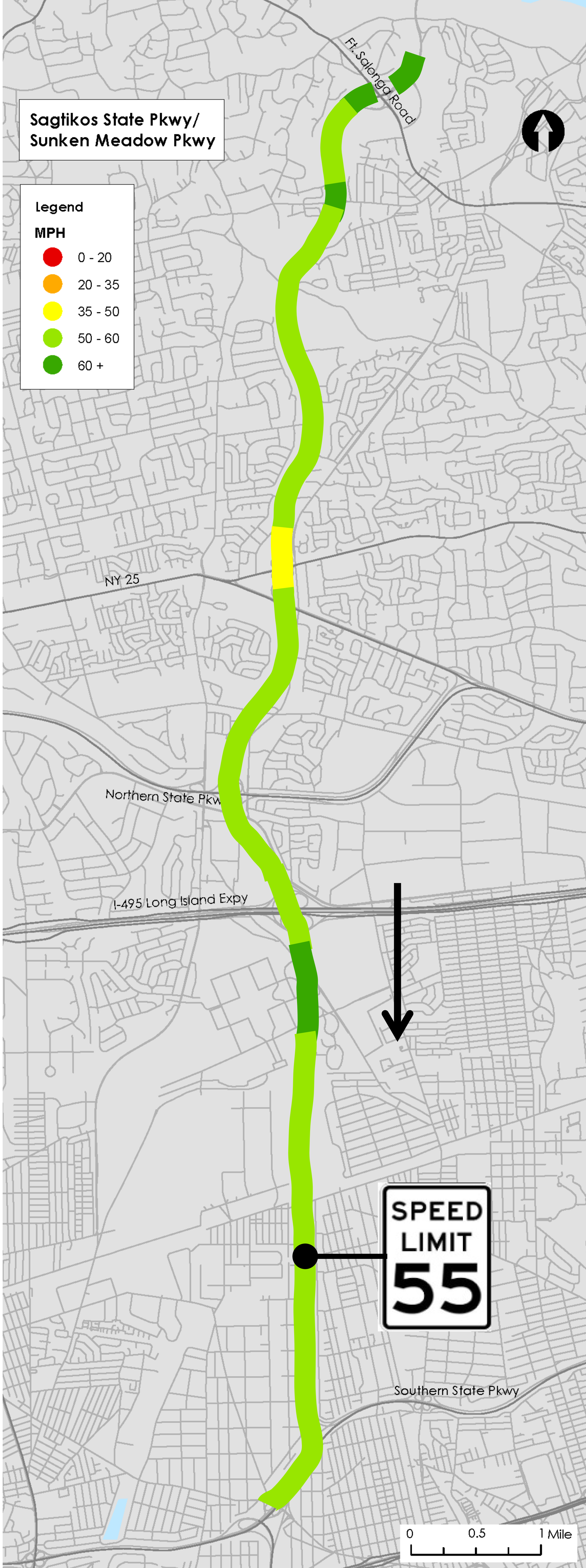
2040 EARLY ACTION,
LONG TERM NO-BUILD



2040 WIDENED PARKWAY

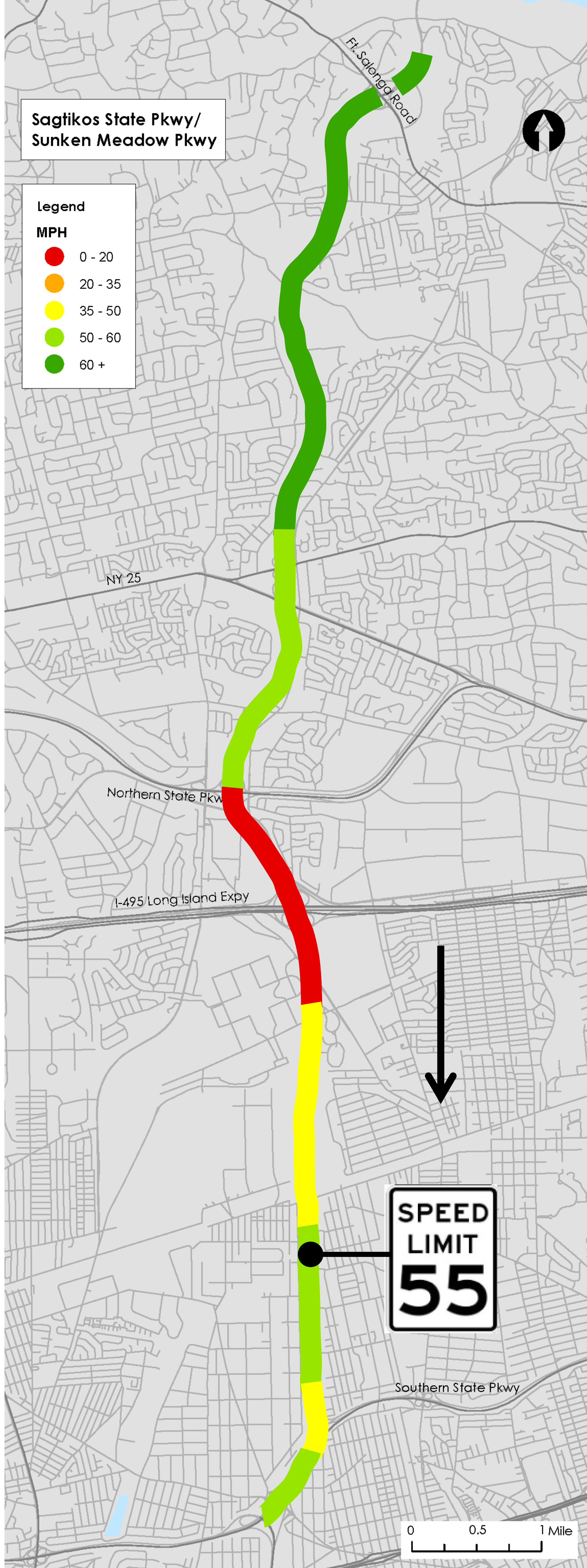


2040 WIDENED PARKWAY
WITH SERVICE ROADS



Southbound PM Peak Period Corridor Speeds

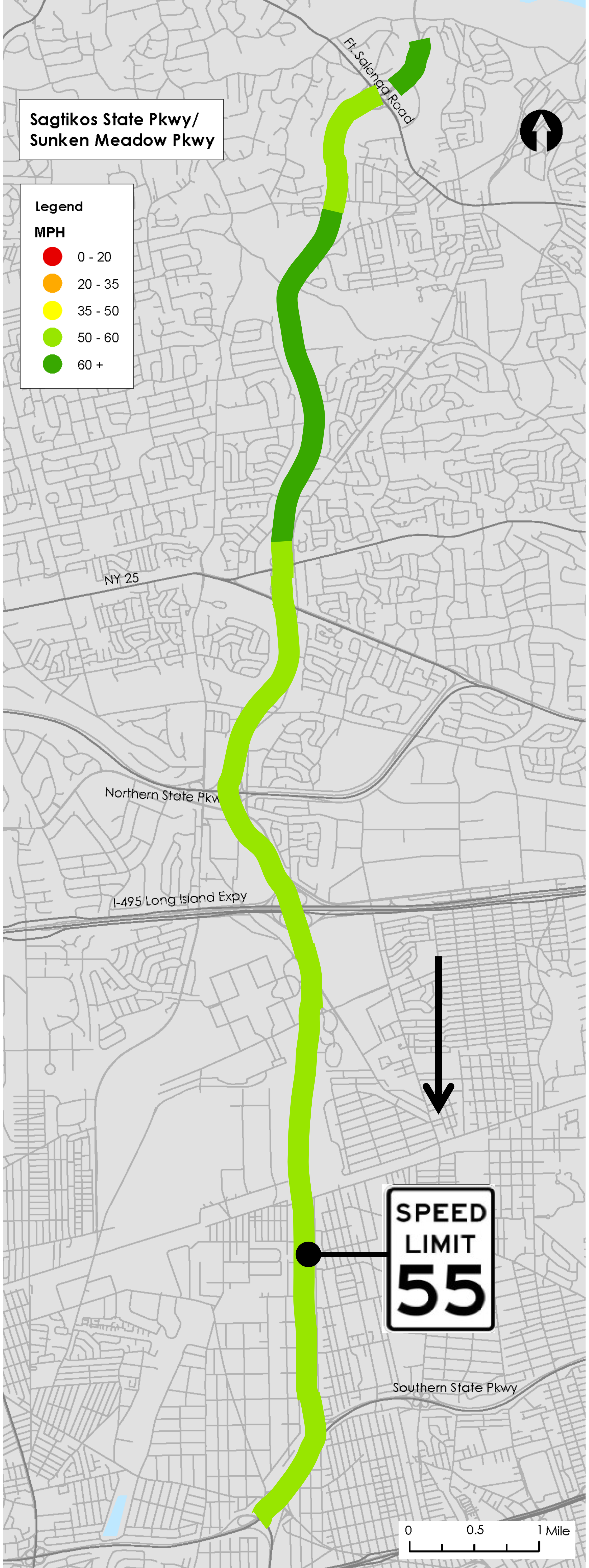
2040 EARLY ACTION,
LONG TERM NO-BUILD



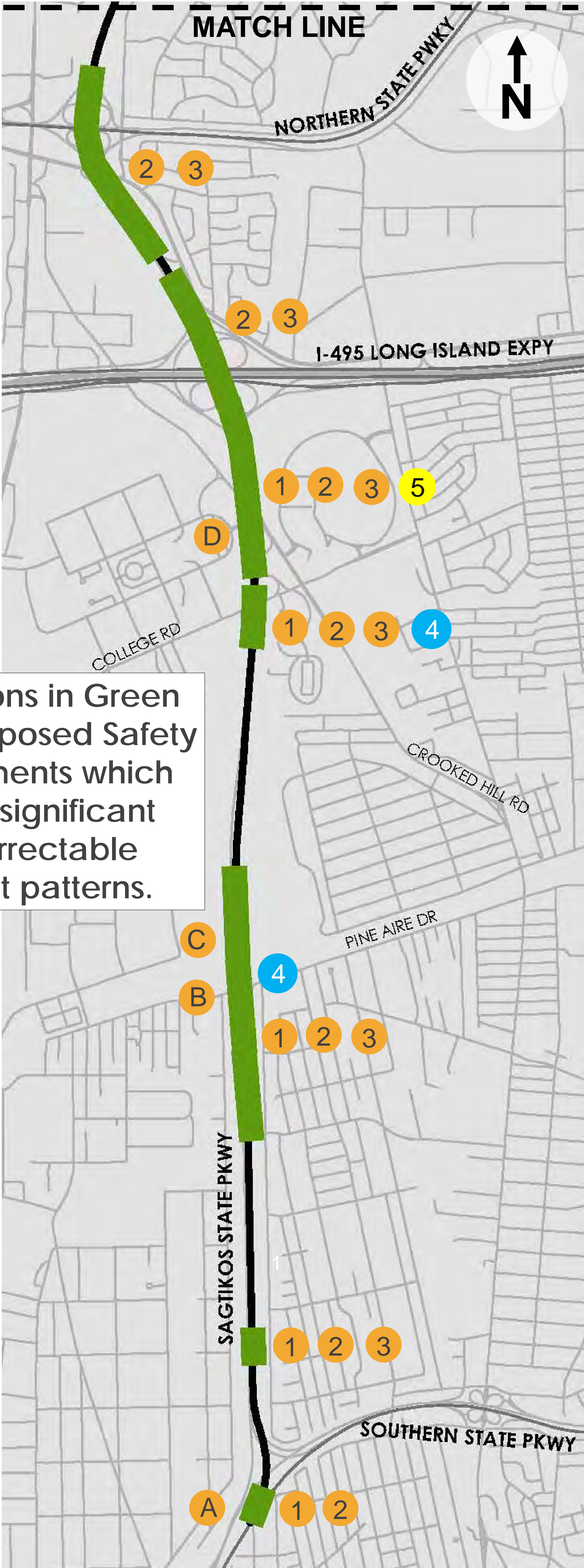
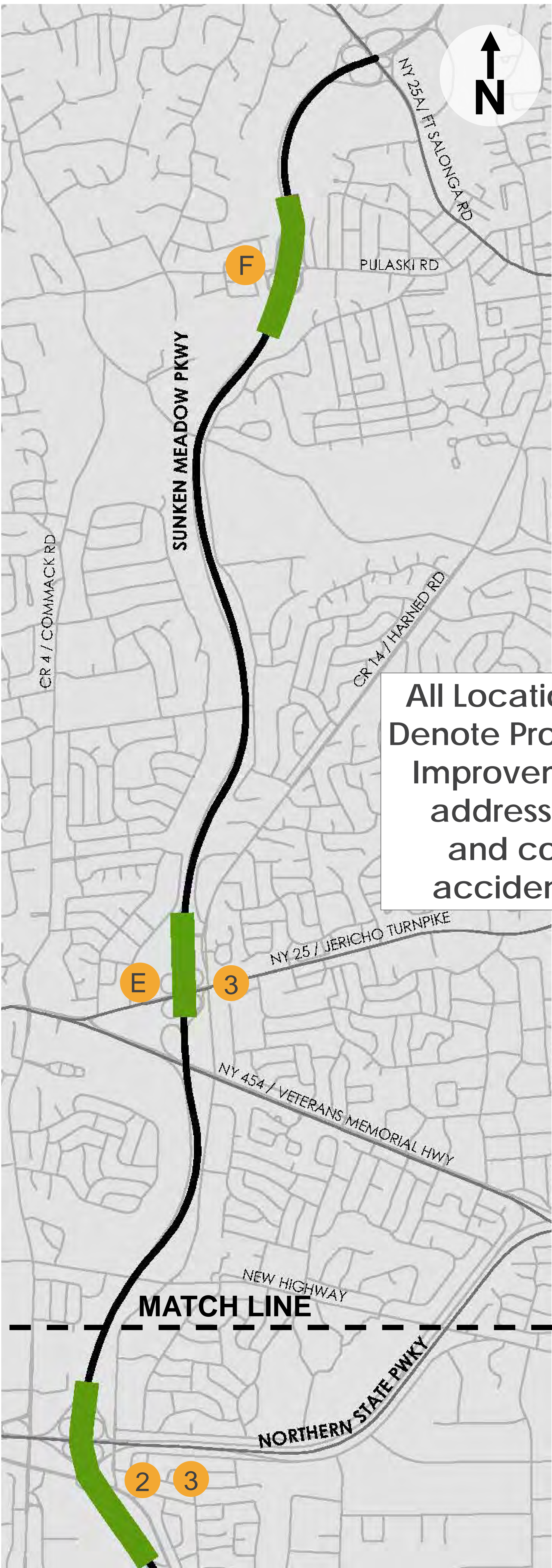
2040 WIDENED PARKWAY



2040 WIDENED PARKWAY
WITH SERVICE ROADS



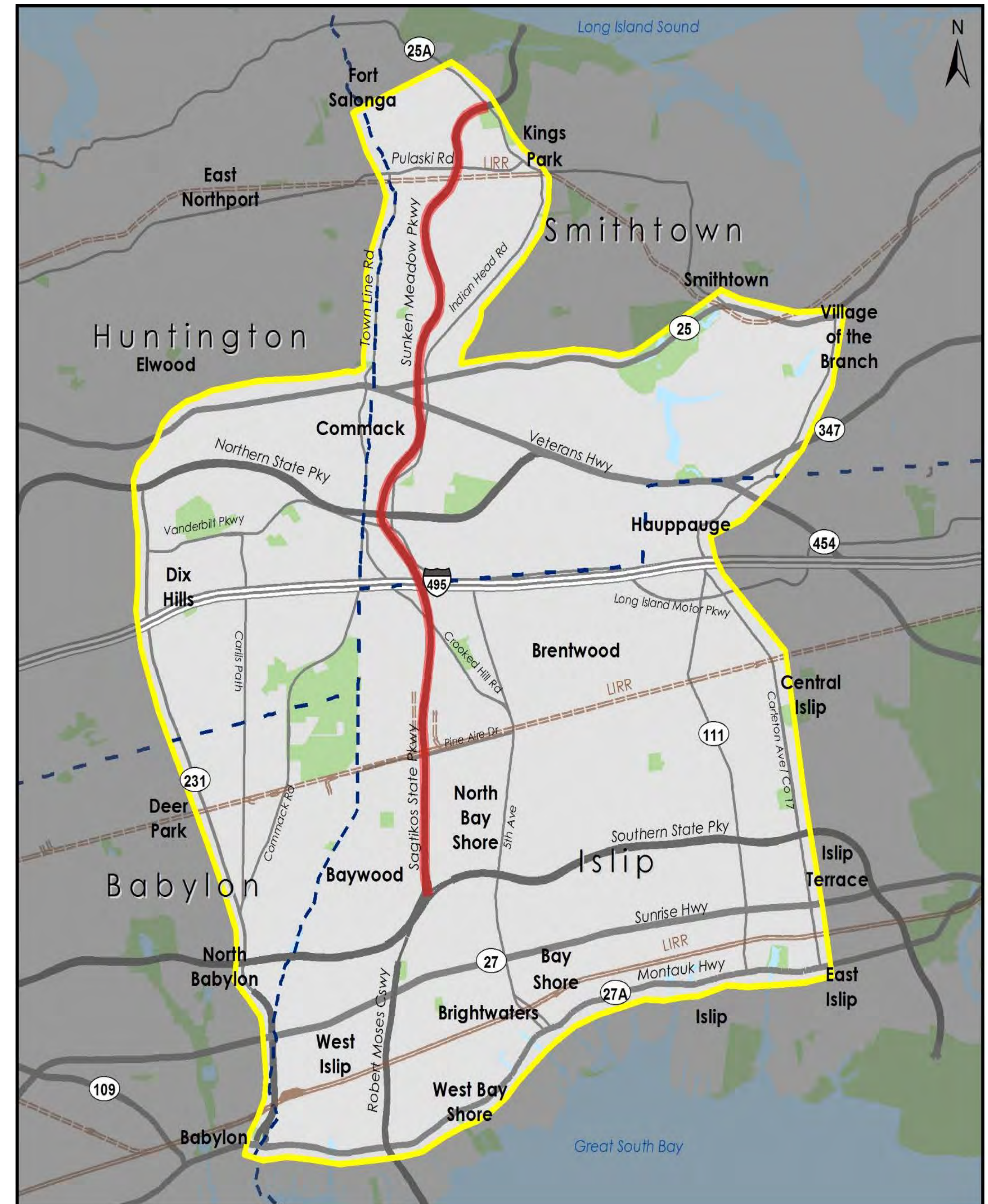
Feasible Long Term Alternatives – Safety Improvements



SAFETY IMPROVEMENTS	
CONSTRUCT ADDITIONAL NB & SB TRAVEL LANES WITH BRIDGE WIDENING:	
1 SOUTHERN STATE PARKWAY TO LONG ISLAND EXPRESSWAY	• Reduction in all Crash Types – Lane Addition Reduces Congestion on Mainline
2 SOUTHERN STATE PARKWAY TO NORTHERN STATE PARKWAY	
3 SOUTHERN STATE PARKWAY TO JERICO TURNPIKE	
CONSTRUCT ADDITIONAL TRAVEL LANES ON PKWY WITH PARALLEL SERVICE ROADS:	
4 SERVICE ROADS FROM PINE AIRE DRIVE TO COLLEGE ROAD	• Reduction in all Crash Types – Service Road Displaces Volume Away From Mainline and Reduces Congestion
5 SERVICE ROADS FROM COLLEGE ROAD TO LONG ISLAND EXPRESSWAY	• Reduction in all Crash Types – Service Road Displaces Volume Away From Mainline and Reduces Congestion
CONSTRUCT NEW/RECONSTRUCTED INTERCHANGES:	
A SOUTHERN STATE PARKWAY	• Reduction in Rear End Collisions – Reconstruction and Lane Addition Reduces Congestion
B PINE AIRE DRIVE	
B1 – Reconfigure Existing with All Connections	• Reduction in Rear End Collisions – Reconstruction Replaces Substandard Ramps and Reduces Congestion
B2 – Reconfigure Existing with Access Modifications (Maintain NB off-ramp and SB on-ramp)	• Reduction in Rear End Collisions – Reconstruction Replaces Substandard Ramps and Reduces Congestion
B3 – Reconfigure Existing with All Connections and with Parallel Service Roads	• Reduction in Rear End Collisions – Reconstruction Replaces Substandard Ramps and Reduces Congestion
C NEW INTERCHANGE NORTH OF PINE AIRE DRIVE TO LONG ISLAND AVENUE	
C1 – Construct New Connections to NB / SB Sagtikos	• Reduction in all Crash Types – New Interchange Replaces Substandard Ramps and Reduces Congestion
C2 – Construct New Connections to Parallel Service Roads	• Reduction in all Crash Types – New Interchange Replaces Substandard Ramps and Reduces Congestion
D COLLEGE ROAD & CROOKED HILL ROAD WITH SERVICE ROADS	• Reduction in Rear End Collisions – Reconstruction Improves Weaving Area; Service Road Reduces Congestion
E JERICO TURNPIKE (NY25)	• Reduction in Median and Guiderail Crashes – New Interchange Corrects Geometric Deficiencies
F PULASKI ROAD (CR11)	• Reduction in Median and Guiderail Crashes – New Interchange Corrects Geometric Deficiencies
LEGEND:	
High Crash Location (Above Statewide Average of 1.09 accidents per 1 Million Vehicle Miles traveled)	
Locations Improved with LT Alternatives (Expected reductions in crashes)	

Next Steps

- ➔ Review and Summarize Public Comments
- ➔ Issue Final Report



Your input is valuable to us!

NYSDOT representatives are here to help – please ask!

Please complete a Comment Sheet provided to give us your input regarding NYSDOT's Sagtikos – Sunken Meadow State Parkway Study.

Suggestions for Comment Sheet:

- ➡ What are your thoughts regarding the Early Action Alternatives?
- ➡ What is your preference regarding the Long Term Alternatives?

THANK YOU FOR COMING!

Please address additional comments or questions to:

Sagtikos/Sunken Meadow State Parkway Project Team,
Project Identification Number 0339.09
New York State Department of Transportation
Region 10 Planning
250 Veterans Memorial Highway, Room 5A-16
Hauppauge, New York 11788

Or

Email: R10-RPIC@DOT.NY.GOV
Phone: (631) 952-2051

We would like to have your comments no later than December 31, 2016