

Andrew J. Spano
County Executive

Department of Planning
Joyce M. Lannert, AICP
Commissioner

PLAN. & PROG. MGMT.
REGION 8
NOV 30 2001

November 27, 2001

Ms. Angelina Foster
Mid Hudson South Transportation Coordinating Committee
Eleanor Roosevelt New York State Office Building
4 Burnett Boulevard
Poughkeepsie, NY 12603

Re: Westchester County's Transportation Enhancement Program Applications

Dear Ms. Foster:

It is my pleasure to submit, on behalf of the County of Westchester, six project proposals for funding under the TEA 21 - Transportation Enhancement Program. These projects were crafted in direct response to the stated objectives and provisions of the Transportation Enhancement Program.

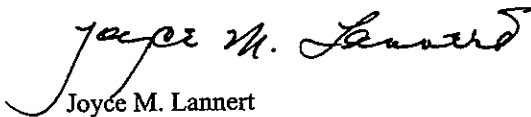
The applications being submitted are for the following projects:

- South County Trailway - Dunwoodie Golf Course to New York City
- RiverWalk: Hastings-on-Hudson
- RiverWalk: Irvington
- Bronx River Parkway Reservation Pathway Expansion
- Westchester Avenue Bicycle Route
- Hillside Woods Link Trail

All of the projects submitted propose to expand opportunities for intermodal transportation in the County or provide important trailway connections in the County's 90-mile trailway system.

We look forward to your favorable consideration of these project proposals for transportation enhancement funding.

Sincerely,



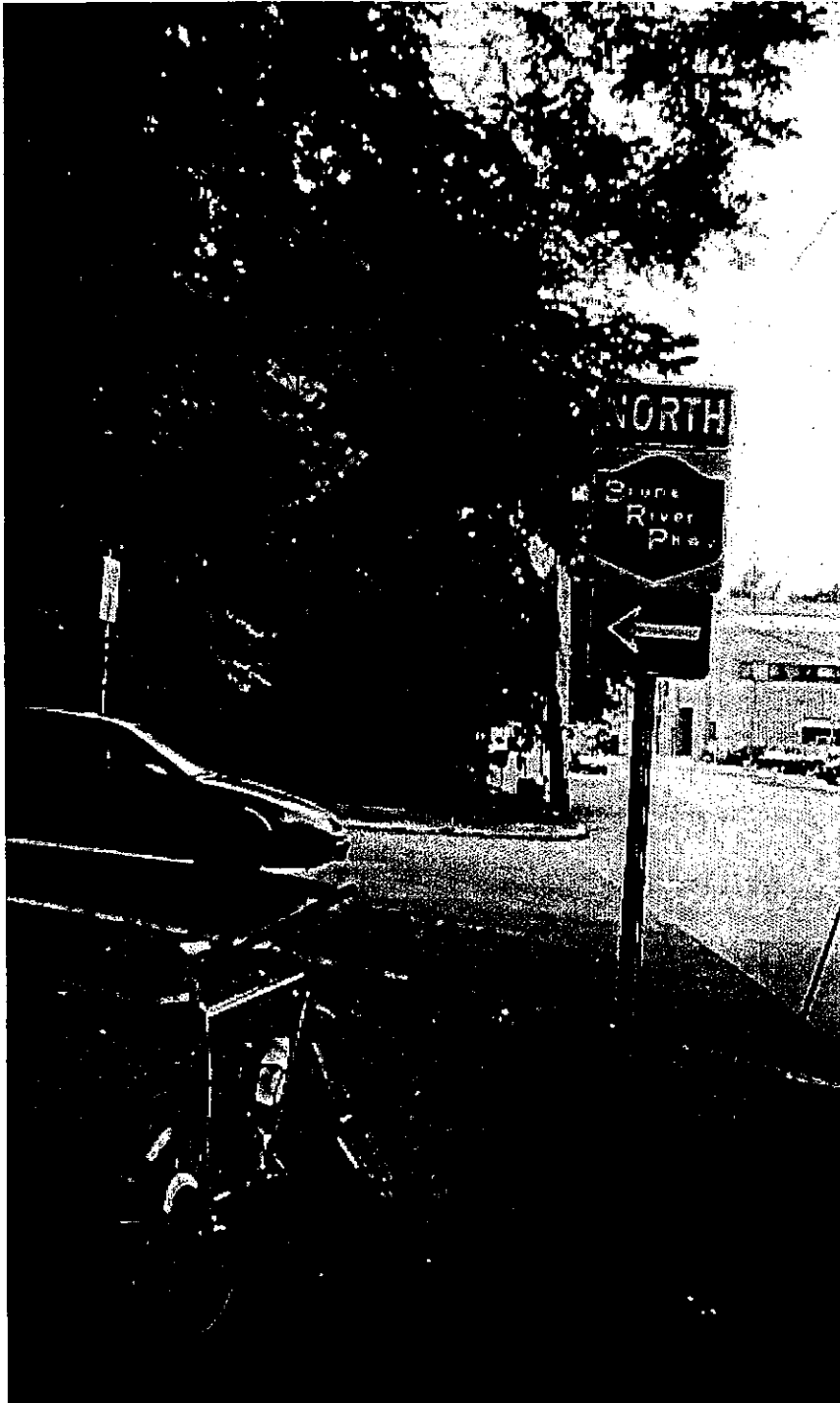
Joyce M. Lannert
Commissioner

JML/LKP
Enc.

cc: Andrew J. Spano, County Executive
Stanley Motley, Commissioner, Parks, Recreation & Conservation
Larry C. Salley, Commissioner, Transportation
Jerry Mulligan, Deputy Commissioner, Planning
Linda Pina, Planner, Design and Facilities Planning

432 Michaelian Office Building
148 Martine Avenue
White Plains, New York 10601

Telephone: (914)285-4400 Fax: (914)285-9093 Website: westchestergov.com



BRONX RIVER PARKWAY RESERVATION PATHWAY EXPANSION

**TEA-21
Transportation
Enhancements
Program
Application**

**Submitted by
Westchester County
and
The City of Yonkers**

November 2001

PLAN. & PROG. MGMT.
REGION 8

NOV 30 2001

TEA-21 Transportation Enhancement Program

PROJECT PROPOSAL EXECUTIVE SUMMARY

Project Name	Bronx River Parkway Reservation Pathway Extension		
Project Applicant	Westchester County and City of Yonkers	Project Sponsor (if different from applicant)	
Applicant Contact Person	Hinda Pina Mario Caruso	Contact Telephone	(914) 995-4410 (914) 377-6562
Sponsor Contact Person	Same	Contact Telephone	
County	Westchester	Borough / Municipality	
Project Total Cost	\$1,313,927	Federal Funds	\$1,051,140

Enhancement Project Category (Check one):

- | | |
|--|---|
| <input checked="" type="checkbox"/> Facilities for Bicycles & Pedestrians, Including Safety Programs | <input type="checkbox"/> Establishment of Transportation-Related Museums |
| <input type="checkbox"/> Acquisition of Scenic Easements & Scenic/Historic Highway Programs | <input type="checkbox"/> Preservation of Abandoned Rail |
| <input type="checkbox"/> Scenic/Historic Highway Programs, Including Tourist/Welcome Centers | <input type="checkbox"/> Control & Removal of Outdoor Advertising |
| <input checked="" type="checkbox"/> Landscaping & Other Scenic Beautification | <input type="checkbox"/> Archeological Planning & Research |
| <input checked="" type="checkbox"/> Historic Preservation | <input type="checkbox"/> Mitigation of Water Pollution Due to Highway Runoff |
| <input type="checkbox"/> Rehabilitation/Operation of Historic Transportation facilities | <input type="checkbox"/> Environmental Mitigation to Reduce Vehicle-Caused Wildlife Mortality |

PROJECT DESCRIPTION

(limited to the space below)

The Bronx River Parkway Reservation Pathway Expansion Project extends the Reservation's pathway from its current terminus at Palmer Road south 3.8 miles to the Yonkers/New York City border where Bronx River Road intersects McLean/Nereid Avenues. The new pathway would be constructed within the Reservation lands, which are owned and/or maintained by Westchester County, and the City of Yonkers' easternmost roadways.

APPLICATION FORM

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

TEA-21 TRANSPORTATION ENHANCEMENTS PROGRAM

FOR DOT USE ONLY

Region & Proposal I.D. #:

8047

Date Received from Sponsor:

11/30/01

Processed By:

[Signature]

Completeness & Eligibility

Verified: Yes No

Within MPO Area? No Yes Which MPO? MHSTCC

Regional or MPO Priority Ranking: # _____ of _____

Date Submitted to TEAC: _____

TEAC Decision: Approve Disapprove

APPLICANT/SPONSOR INSTRUCTIONS: Please refer to the TEA-21, Transportation Enhancements Program, Guidebook for Applicants and Sponsors for line-by-line guidance and definitions.

The number of copies to submit and where to submit them can vary depending upon location. Appended to this application form is a sheet identifying the names of the persons to whom project application should be sent, the from in which they must be sent, and the number of copies required.

PROJECT IDENTIFICATION NUMBER (PIN):

(ASSIGNED BY NYSDOT)

APPLICANT INFORMATION

PLAN. & PROG. MGMT.
REGION 8
NOV 30 2001

1. Co-applicant. If a group, please describe.

- A. ~~Joyce M. Lannert~~ *Jerry Mulligan*
Commissioner of Planning
Westchester County
- B. John D. Spencer
Mayor
City of Yonkers

2. Applicant's mailing address and county.

- A. Department of Planning
Michael
Room 432, 148 Martine Avenue
White Plains, NY 10601
- B. Yonkers Planning Bureau
87 Nepperhan Avenue, Room 320
Yonkers, NY 10701

3. Contact person. Title.

- A. Linda Pina: Planner, Design and Facilities Planning
Westchester County Department of Planning
- B. Mario Caruso Principal Planner
City of Yonkers Planning Bureau

4. Telephone/fax, including area code and hours of availability.

- A. (914) 995-4410 B. (914) 377-6562
Fax (914) 995-9093 Fax (914) 377-6552

SPONSOR INFORMATION

5. Sponsor's mailing address and county.

(Same)

6. Contact person. Title.

(Same)

7. Telephone/fax, including area code and hours of availability.

(Same)

PROPOSAL INFORMATION

8. Proposal name.

Bronx River Parkway Reservation Pathway Extension

9. Proposal location. Please describe and identify on a map; see # 11 below.

The Bronx River Parkway Reservation Pathway Expansion Project extends the Reservation's pathway from its current terminus at Palmer Road south 3.8 miles to the Yonkers/New York City border where Bronx River Road intersects McLean/Nereid Avenues. The new pathway would be constructed within the Reservation lands, which are owned and/or maintained by Westchester County, and the City of Yonkers' easternmost roadways.

9a. In MPO area? NO X YES If yes, which MPO
New York Metropolitan Transportation Council (NYMTC)

9b. Is Project on the MPO's TIP? X NO YES

10. Enhancement activity type. Please check appropriate category or categories:

<input checked="" type="checkbox"/>	Provision of facilities for pedestrian and bicyclists including safety and educational activities for bicyclists and pedestrians
<input type="checkbox"/>	Acquisition of scenic easements and scenic or historic sites
<input type="checkbox"/>	Scenic or historic highway programs; provisions of tourist and welcome center facilities
<input checked="" type="checkbox"/>	Landscaping and other scenic beautification
<input checked="" type="checkbox"/>	Historic preservation
<input type="checkbox"/>	Rehabilitation and operation of historic transportation buildings, structures or facilities including historic RR facilities and canals
<input type="checkbox"/>	Establishment of transportation-related museums
<input type="checkbox"/>	Preservation of abandoned railway corridors including conversion and use for pedestrian or bicycle trails
<input type="checkbox"/>	Control and removal of outdoor advertising
<input type="checkbox"/>	Archaeological planning and research
<input type="checkbox"/>	Mitigation of water pollution due to highway runoff
<input type="checkbox"/>	Environmental mitigation to reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.

11. Proposal description: See Attachment B

12. Public Use and Access: See Attachment C

13. Benefits: See Attachment D.

Costs

14. Local Match to be provided and source(s):	\$ 66,663 Westchester County \$ 196,124 City of Yonkers \$ 262,787 TOTAL
15. Transportation Enhancement Program Funds Requested:	\$ 1,051,140
16. Total \$ (Document cost estimate in Attachment E)	\$ 1,313,927
17. Local match is what percentage of total cost? (14/16)	20%

18. Preliminary Implementation Schedule: See Attachment F. Note dates when key activities are planned to be started and completed.

19. Evidence of eligibility and relationship to surface transportation:

19a. Explain how the project qualifies for eligibility under one of the 12 categories.

19b. Explain how the project relates to the surface transportation system:
See Attachment G.

20. Evidence of support for your proposal: See Attachment H.

21. Checklist. Please check all items that are attached:

- Attachment A – description of applicant (line 1)
- Attachment B – proposal description (line 11)
- Attachment C – public use and access (line 12)
- Attachment D – benefits. (Line 13)
- Attachment E – documentation of cost estimate (lines 14, 15, 16)
- Attachment F – implementation schedule (line 18)
- Attachment G – evidence of eligibility (line 19)
- Attachment H – evidence of support (line 20)

SIGNATURES

22a. Signature of Co-Applicant

23a. Date of Signature

X Joyce M. Lannert

11/30/07

22b. Signature of Co-Applicant

23b. Date of Signature

X John D. Spencer

11/27/01

24. Co-Applicant's Name and Title (typed)

a. **Joyce M. Lannert
Commissioner of Planning
Westchester County**

b. **John D. Spencer
Mayor
City of Yonkers**

25. Signature of Co-Sponsors

26. Date of Signature

X (Same)

27. Sponsor's Name and Title (typed)

(Same)

Signature indicates that the non-federal share of the proposal's cost, as well as design, environmental, construction, inspection, maintenance and other responsibilities are assured by the applicant and/or sponsor

GENERAL OVERVIEW

This proposal focuses on a series of comprehensive improvements that will extend the Bronx River Parkway Reservation pathway southward to the Bronx/Westchester border. The National Register--Bronx River Parkway Reservation was built to house both the country's first limited access roadway and a series of meandering pathways for recreational purposes. With the creation of the connecting Sprain Brook Parkway and years of road widening south of where these parkways connect, pathways were lost. This proposal looks to recapture this historic resource by 1) installing a path along certain stretches of wooded Reservation land, 2) widening road shoulders and 3) utilizing existing stretches of the City of Yonkers' easternmost roadways. When complete, 3.8 miles of bicycle and pedestrian paths will be created from the pathway's current terminus at Palmer Road to the City of Yonkers' southern border with New York City.

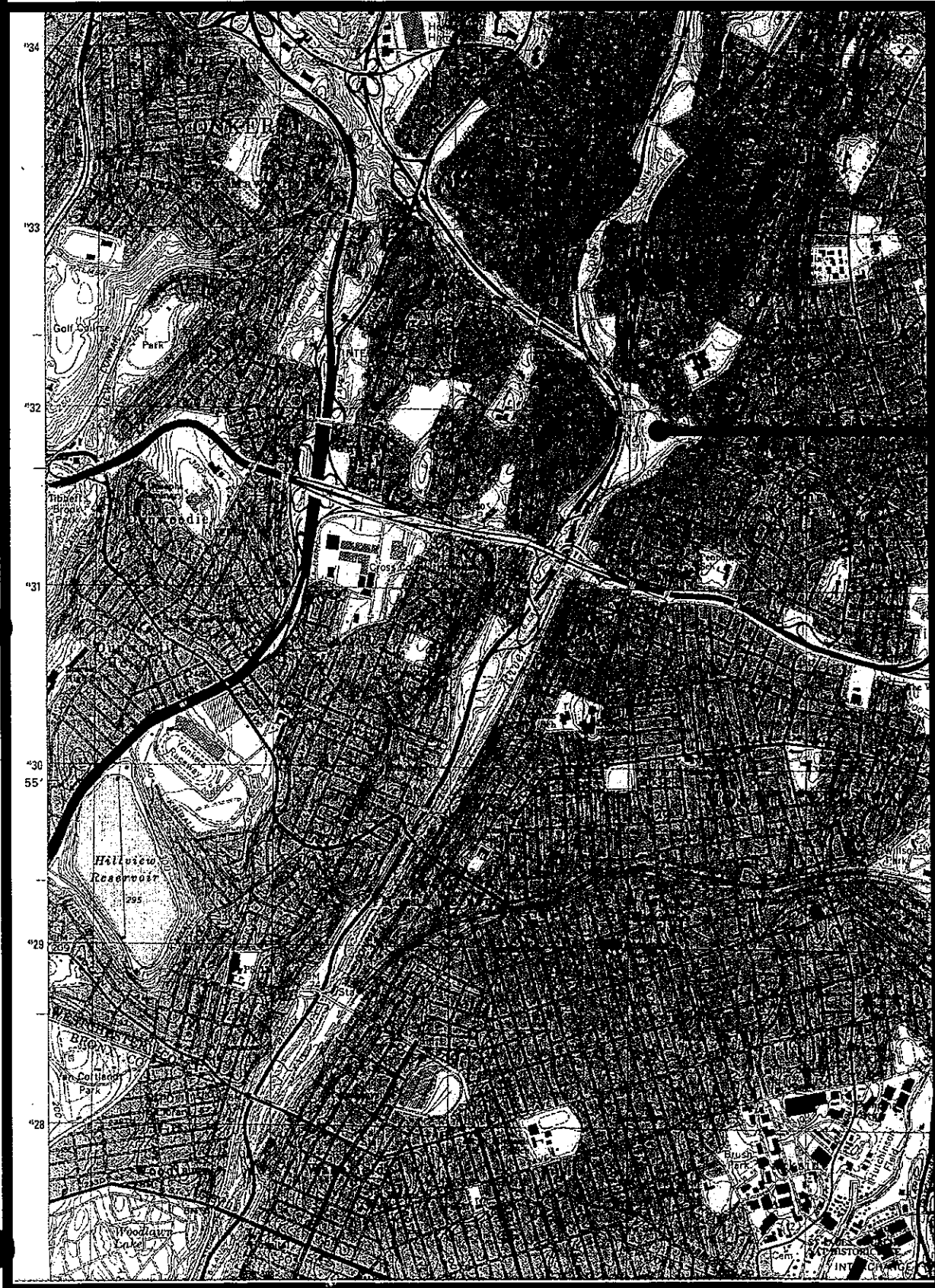
The proposed pathway will be part of one of the most accessible segments within the New York metropolitan area's transportation network. It is the unique place where New York City's transportation lines meet Westchester and the rest of New York's northern suburbs. The public transportation resources that run through or within close proximity to the project area include five stations of the Metro North Harlem Line and one station of the Metro North New Haven Line, the northern end points of the #2 and #5 MTA Subways, seven Westchester County Bee Line bus routes and three MTA bus lines (see Intermodal Context Map). In terms of regional auto transportation, the Bronx River, Cross County and Sprain Brook Parkways all traverse the project area.

This proposed pathway would enhance connections to various community resources and business activity centers. The proposed pathway will run through one Yonkers' park and adjacent to another park. The paths at the entrance way to the Yonkers' owned Bronx River Community Center would be improved. The proposal will also connect to the area's historic past by installing interpretive plaques along the route to describe the Bronx River Parkway Reservation. Lastly the 3.8 mile pathway will run past or near six commercial areas including from north to south 1) Bronxville's village center, 2) Pondfield Road West, 3) Bronx River Road at Midland Avenue/Broad Street, 4) Yonkers Avenue, 5) Bronx River Road-Key Food Center and 6) McLean Avenue.

Bicycle and pedestrian safety is also a major focus of this proposal. Along the project route there are several entrance and exit ramps from the Bronx River Parkway, one entrance to the Cross County Parkway and several major roadway intersections. Improvements will focus on proper traffic signage, bikeway signage and striping at these major crossings. Safety improvements will also include replacing deteriorated and missing sections of guardrails along Yonkers' eastern roadways (see *Photo 1*). Dilapidated road shoulders will be replaced and widened in certain sections.

Creating solutions to an on-street parking issue will also be part of this proposal. There is a great demand for parking along the high-density apartment areas of Bronx River Road and Midland Avenue. Along much of these stretches of roadway there is a mix of parallel and perpendicular parking within deteriorated road shoulders and wooded areas of the Bronx River Parkway Reservation (see *Photo 2*). This proposal will pave and organize these parking spaces. Organizing these spaces and converting parallel spaces to perpendicular spaces, where the road width permits, will create a much needed increase in parking. These portions of roadway will be a complimentary mix of parking areas, landscaped areas, recreation pathways and natural wooded areas (see *Site Plan Illustration*).

These comprehensive improvements will serve the recreational and commutation needs of more than 42,000 residents in the primary area of southeast Yonkers and approximately 400,000 residents throughout the greater Yonkers and Bronx River valley communities. This pathway extension will fill in a "missing link" in Westchester's trail network and connect to the New York City's proposed pathway along its' portion of the Bronx River Parkway.



**BRONX
RIVER
PARKWAY
RESERVATION**

Mount Vernon
Quadrangle

New York

7.5 Minute Series

THE BRONX RIVER PARKWAY RESERVATION: THEN AND NOW

The Bronx River Parkway Reservation, stretching from Bronx Park in The Bronx to the Kensico Dam Plaza in Valhalla, contains the first limited access roadway in the United States designed specifically for recreating with an automobile. Completed in 1928, the Reservation is a totally composed landscape, designed as a sewage and flood control project for the Bronx River. Design elements of the Reservation, in addition to the roadway, are a series of vehicular bridges spanning the Parkway, and pedestrian bridges spanning the Bronx River and its tributaries serving a network of pathways that parallel the roadway.

The Reservation's original pathways served to link The Bronx and the eleven surrounding Westchester communities to the varied environs with the Reservation. The reconfigured Bronx River and its open spaces through which the pathways ran provided locations for recreational activities ranging from swimming, ice skating, and horse back riding to scouting, picnicking, and baseball. Today, while the reservation's pathway segments are not as extensive as its original network they still continue to facilitate recreational activities such as walking, jogging, bicycling, and in-line skating.

Today, the Bronx River Parkway Reservation Pathway serves to connect transit nodes serving various modes of public transportation in addition to providing recreational opportunities. The Metro North Railroad's Harlem Branch parallels and runs through the Reservation, with many of its stations within several hundred feet of current pathway segments. The level of ridership along the portions of the Metro North Railroad flanking the Reservation has experienced such a level of growth to necessitate the construction of a third railroad track.

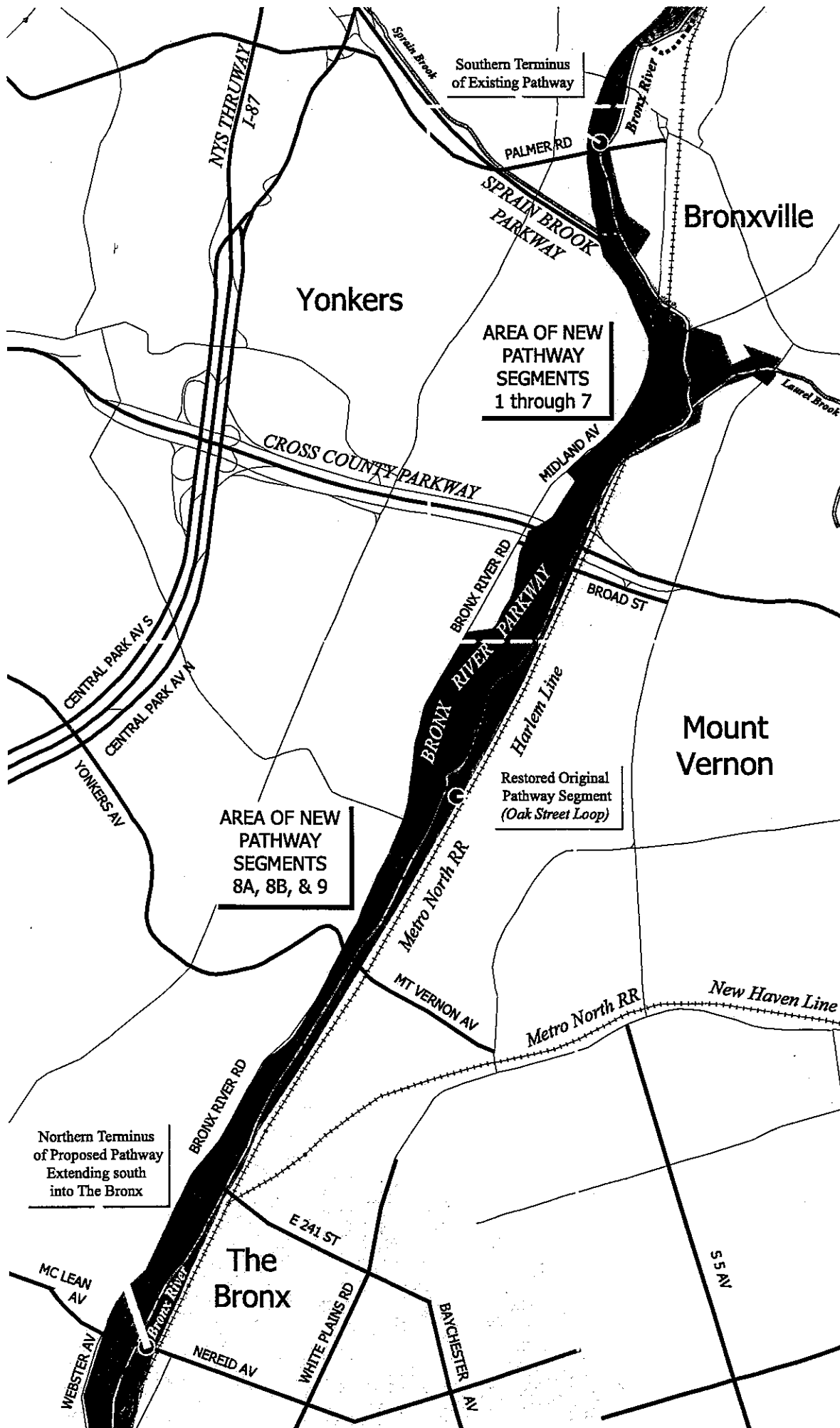
The northern most 2/3rds (or 10 miles) of the Reservation, from the intersection of the Sprain and Bronx River Parkways to the Kensico Dam Plaza retains many of its original elements and design characteristic. The enduring and unique qualities that exist within this section of the Reservation are recognized through its listing on the National Register of Historic Places.




While the modernization of the Bronx River Parkway Reservation south of its intersection with the Sprain Brook Parkway has meant the loss of many of its original design elements and pathways, there are opportunities to restore or recreate some of these elements. Some segments of the original pathways can be rebuilt and connected to their adjacent street networks, provide connections to existing transit facilities, residential communities, and commercial centers. In other areas, Reservation right-of-ways exist that are large enough to accommodate new segments of pathways. Pathways paralleling the Reservation can also be built along the shoulders of adjacent local streets. To link these various off-road and at-road pathways, on-road bike routes will be established.

The development of these new pathways will serve to extend the Reservation's existing pathway system south for an additional 3.8 miles. Access to transit facilities will also be enhanced. Five Metro North Harlem Line stations, one New Haven Line station and seven Westchester County Bee Line bus routes run through or near the project area. These new pathways and bike routes will also serve to link Westchester residents with the NYC Transit network via its close proximity to bus routes and subway stations in The Bronx. The southern terminus of the proposed pathway development also corresponds to the northern point of an expanded pathway system along the Bronx River Parkway Reservation in the Bronx.

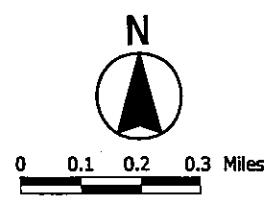
BRONX RIVER PARKWAY RESERVATION PATHWAY EXPANSION

ATTACHMENT B CONTEXT MAP



-  Bronx River Parkway Reservation
-  Pathway Segments Locations
-  Existing Reservation Pathways

A 87 Spano
 S 35 Spano
 33 Valletta
 C 18 Lacey
 17 Engel



Southern Terminus of Existing Pathway

AREA OF NEW PATHWAY SEGMENTS 1 through 7

AREA OF NEW PATHWAY SEGMENTS 8A, 8B, & 9

Restored Original Pathway Segment (Oak Street Loop)

Northern Terminus of Proposed Pathway Extending south into The Bronx

THREE LEVELS OF TREATMENT

Along the 3.8 miles of proposed bicycle and pedestrian pathway, there are three proposed treatments:

SIGNED SHARED ROADWAY

Improvements will include bikeway signage, guardrail replacements and tree pruning or removal where necessary. However, no new pathway will be created; the bikeway will run within the existing roadway. This treatment will run for 1.8 out of the 3.8 miles and is highlighted in purple on the Project Plan.

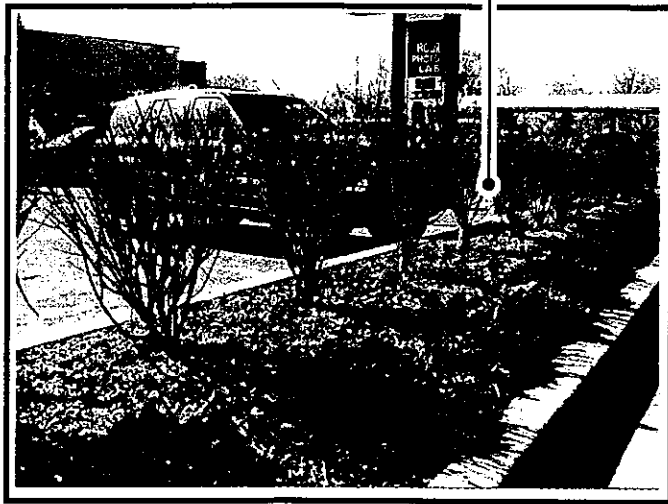
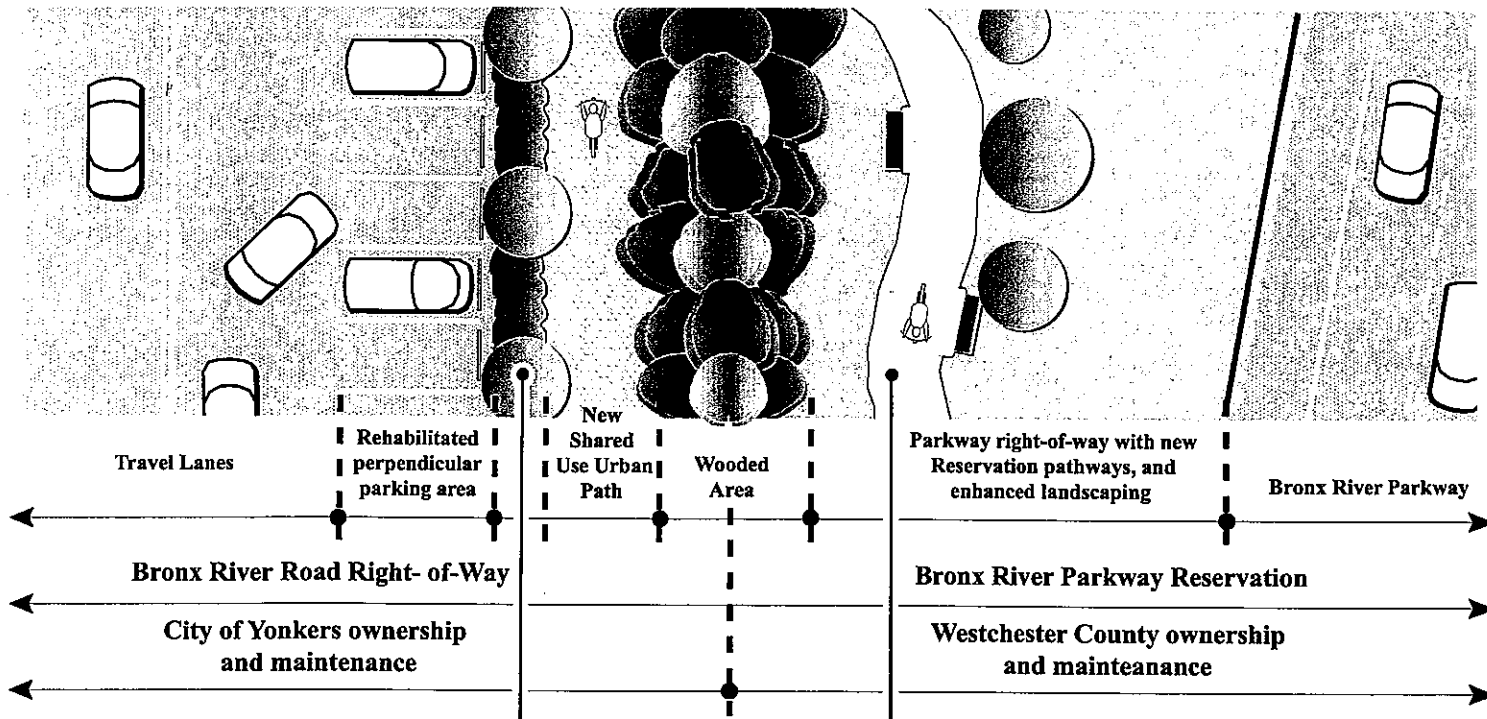
SHARED USE URBAN PATH

This would involve creating an 8 foot dedicated pathway alongside the easternmost Yonkers streets. Other improvements will include relocating the curb, creating a 3-foot wide landscape buffer and repaving and organizing the adjacent parking areas. This treatment will be used in three sections totaling .93 of a mile and is highlighted in yellow on the Project Plan.

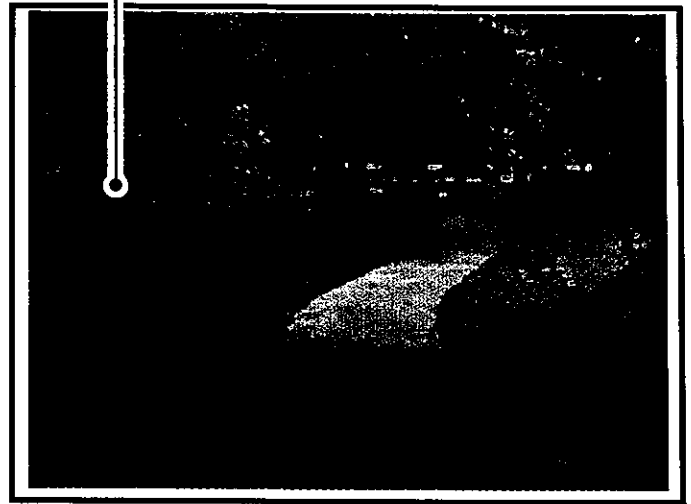
SHARED USE RESERVATION PATH

The main focus of this treatment would be creating an 8-foot path within the natural wooded areas of the Bronx River Parkway Reservation. This will include tree removals and pruning to allow the path to meander through the wooded areas. Amenities such as benches as interpretive plaques regarding history would be installed. This type of treatment is proposed in three sections totaling 1.07 miles and is highlighted in red on the Project Map.

The site plan segment below illustrates the type of improvements to be undertaken as part of the Bronx River Parkway Reservation Pathway Expansion Project



A landscaped buffer area, like the one shown above that was recently installed in Yonkers, would be created to safely separate the new shared use urban pathways from the improved perpendicular parking areas along Bronx River Road.



The finished appearance of the new Reservation pathways created through this project would be similar in appearance to the photo above which showing an existing section of the Bronx River Parkway Reservation pathway network.

PROJECT PLAN OVERVIEW

NEW PATH	LOCATION		LENGTH In Miles	EXISTING CONDITION	PROPOSED TREATMENT	IMPROVEMENTS	OWNERSHIP
	From Intersection of	To Intersection of					
1	Bronx River Parkway Reservation at Palmer Road	Bronx River Parkway Reservation at Dewitt Avenue	0.24	Grassed Area	Shared Use Reservation Path	8 Ft Wide Asphalt Path	Westchester County
2	Bronx River Parkway Reservation at Dewitt Avenue	Desmond Avenue and Midland Avenue	0.34	Paved Roadway	Signed Shared Roadway	Bikeway Signage, Guard Rail Improvements, Tree Pruning and/or Removal	City of Yonkers
3	Desmond Avenue and Midland Avenue	Midland Avenue and Florida Avenue	0.17	Paved Roadway / Dirt Shoulder	Shared Use Urban Path	Dedicated 8 Ft Wide Asphalt Pathway, Curb Relocation, 3Ft Wide Landscape Buffer, Repaving of Perpendicular Parking Area	City of Yonkers
4	Midland Avenue and Florida Avenue	Midland Avenue and Cross County Parkway West Ramp	0.22	Wooded area	Shared Use Reservation Path	8 Ft Wide Asphalt Path	State of New York/ Westchester County Maintenance
5	Midland Avenue and Cross County Parkway West Ramp	Midland Avenue, Broad Street and Bronx River Road	0.19	Paved Roadway	Shared Use Urban Path	Dedicated 8 Ft Wide Asphalt Pathway, Curb Relocation, 3Ft Wide Landscape Buffer, Shoulder Improvements	City of Yonkers
6	Midland Avenue, Broad Street and Bronx River Road	Southern End of Bronx River Road Shopping District	0.06	Paved Roadway	Signed Shared Roadway	Bikeway Signage	City of Yonkers
7	Southern End of Bronx River Road Shopping District	Bronx River Road and Northern Boundary of Scotti Park	0.21	Paved Roadway	Signed Shared Roadway	Bikeway Signage, Paved Shoulder/ Streetscape Improvements	City of Yonkers
8A	Bronx River Road and Northern Boundary of Scotti Park	Bronx River Road and Sherwood Avenue	0.71	Paved Roadway / Dirt Shoulder	Shared Use Urban Path	Dedicated 8 Ft Wide Asphalt Pathway, Curb Relocation, 3Ft Wide Landscape Buffer, Repaving of Perpendicular Parking Area	City of Yonkers
8B	Bronx River Road and Northern Boundary of Scotti Park	Bronx River Road and Mile Square Road	0.47	Grass / Wooded Areas	Shared Use Reservation Path	8 Ft Wide Asphalt Path	Westchester County
9	Bronx River Road and Sherwood Avenue	Bronx River Road and McLean Avenue	1.19	Paved Roadway	Signed Shared Roadway	Bikeway Signage, Guard Rail Improvements, Tree Pruning and/or Removal	City of Yonkers

ALL PATHS	From Intersection of	To Intersection of	TOTAL
	Bronx River Parkway Reservation at Palmer Road	Bronx River Road and McLean Avenue	3.80 MILES

A BIKE RIDE THROUGH THE PROJECT AREA

The most effective way to visualize the proposed pathway is to describe it as a bicyclist traveling from north to south. Imagine biking south on the existing dedicated path alongside the Bronxville Lake. The next road crossing is Pondfield Road West where a turn to the east brings one directly to Metro North's Bronxville station and the village center and a turn to the right puts you on a commercial and high rise apartment district in the Armour Villa neighborhood of Yonkers. Continuing south is the last segment of path, which uneventfully terminates at Palmer Road next to Lawrence Hospital.

SEGMENT 1 - Shared Use Reservation Path

The first segment of the proposed path would lead one along a new 8-foot wide asphalt path running through an existing grass area along the east bank of the Bronx River. Throughout this segment benches and interpretive plaques describing the history of the Bronx River Parkway Reservation will be installed. Half way through this quarter mile section will be a striped crossing of the northbound Bronx River Parkway exit and entrance ramp. Here trees and overgrowth will be pruned and removed to enhance visibility for motorists and bicyclists (*see Photo 3*). The path then continues through the meadow until it meets the intersection of the Dewitt Avenue Bridge.

SEGMENT 2 - Signed Shared Roadway

Signs would direct one to turn right across the Dewitt Avenue Bridge into Yonkers. Then bikeway signs would direct one to turn left on Desmond Avenue. Along this stretch the wooded areas of the adjacent Reservation land would be pruned and thinned out. Dilapidated guardrails would be replaced and the southbound exit of the Parkway would be clearly striped and marked with "Share the Roadway" signs (*see Photo 4*).

SEGMENT 3 - Shared Use Urban Path

Once past the Midland Avenue Bridge one would travel on a dedicated path along the eastern shoulder of Midland Avenue. Curbs would be relocated and new catch basins would be installed. A three-foot wide landscape strip would buffer bicyclists and pedestrians from the bare retaining wall of the Parkway.

SEGMENT 4 - Shared Use Reservation Path

After the intersection of Florida Avenue one would be lead off-road again onto a dedicated path through the wooded area of the Reservation. Throughout this segment benches and interpretive plaques describing the history of the Bronx River Parkway Reservation will be installed. Several trees and overgrowth would need to be removed. Along Midland Avenue deteriorated guiderails would be replaced and parking areas repaved (*see Photo 5*).

SEGMENT 5 - Shared Use Urban Path

Once back onto Midland Avenue there would be a striped and signed entrance to the Cross County Parkway West. At this point the curb would be relocated out and a dedicated bike path would be installed. The path would be separated from the existing sidewalk by a 3 foot landscape buffer strip as it passes by several high-rise apartment buildings. At the intersection with Broad Street, one could continue south or turn left towards the Fleetwood train station.

SEGMENT 6 - Signed Shared Roadway

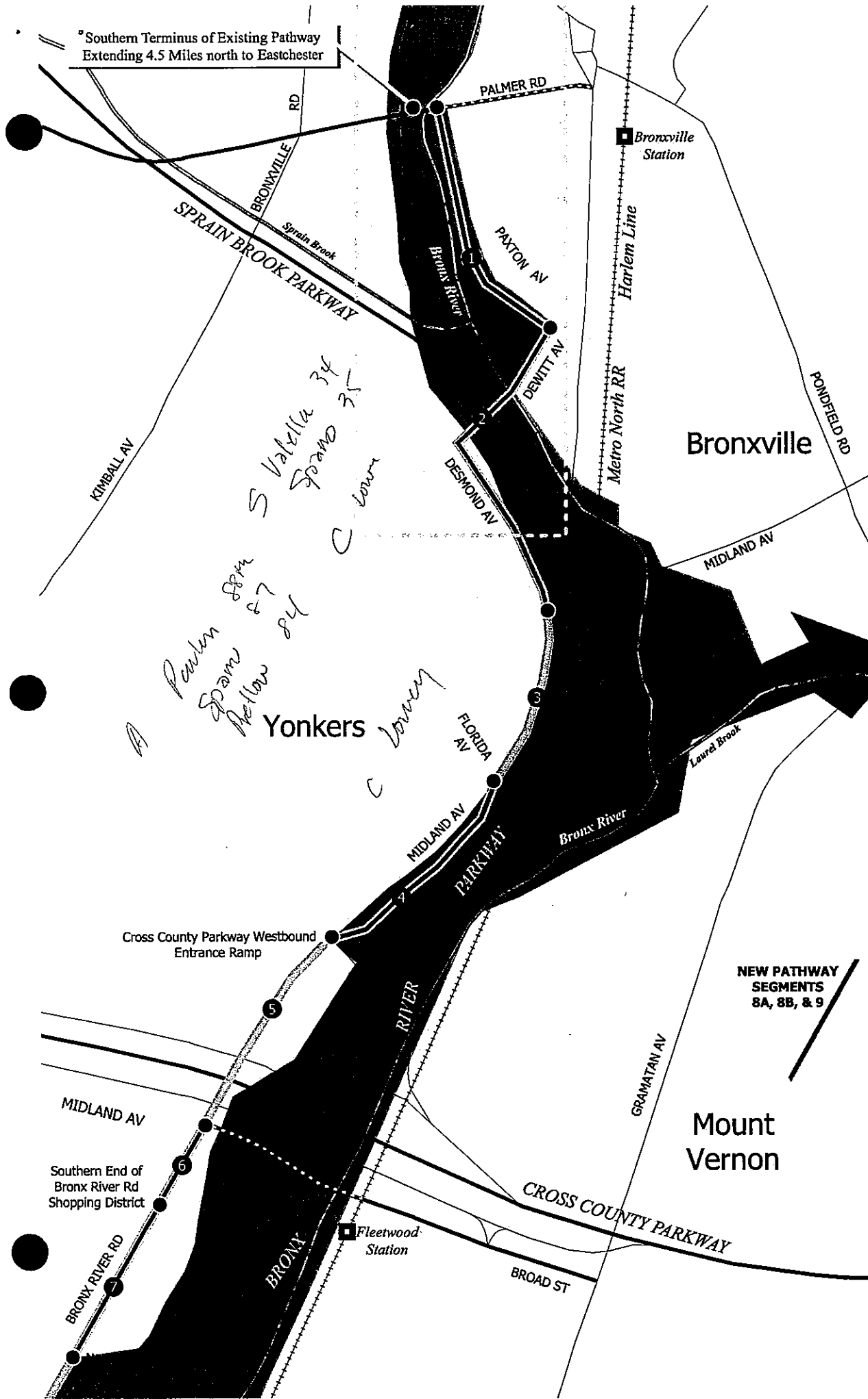
Riding along the roadway signs would direct one passed the commercial district, which recently underwent streetscape improvements by the City of Yonkers. In this segment bike racks will be installed to allow one the opportunity to utilize the area's convenience shopping.













SEGMENT 7 - Signed Shared Roadway

South of the shopping district will be an extension of the streetscape improvements which include new sidewalks and a paving block strip. Here the deteriorated road shoulder would also be repaved.

BRONX RIVER PARKWAY RESERVATION PATHWAY EXPANSION

ATTACHMENT B PROJECT PLAN



-  **SEGMENT 1**
Shared Use Reservation Path
-  **SEGMENT 2**
Signed Shared Roadway
-  **SEGMENT 3**
Shared Use Urban Path
-  **SEGMENT 4**
Shared Use Reservation Path
-  **SEGMENT 5**
Shared Use Urban Path
-  **SEGMENT 6**
Signed Shared Roadway
-  **SEGMENT 7**
Signed Shared Roadway
-  Bronx River Parkway Reservation
-  Section of Reservation within the National Register of Historic Places Boundary
-  Existing Reservation Pathways
-  PATHWAY SEGMENT ENDPOINTS
-  Pathway Link to Train Station

NEW PATHWAY SEGMENTS 8A, 8B, & 9



0 300 600 Feet

SEGMENT 8A - Shared Use Urban Path

Beginning at the northwest corner of Scotti Park a dedicated path would be created alongside Bronx River Road. The curb would be relocated and new catch basins would be installed. Here the pathway would pass an enhanced entrance of the Bronx River Community Center, which provides public restrooms for bicyclists and pedestrians (*see Photo 6*). South of the community center, a section of a historic stone wall will be restored (*see Photo 7*). A three-foot wide landscape strip would buffer the pathway from a repaved perpendicular parking area and continue south to the intersection of Sherwood Avenue. At Sherwood Avenue signage would direct one left across the Parkway bridge to the Oak Street Loop, a portion of the Reservation's historic pathway that has been recently restored.

SEGMENT 8B - Shared Use Reservation Path

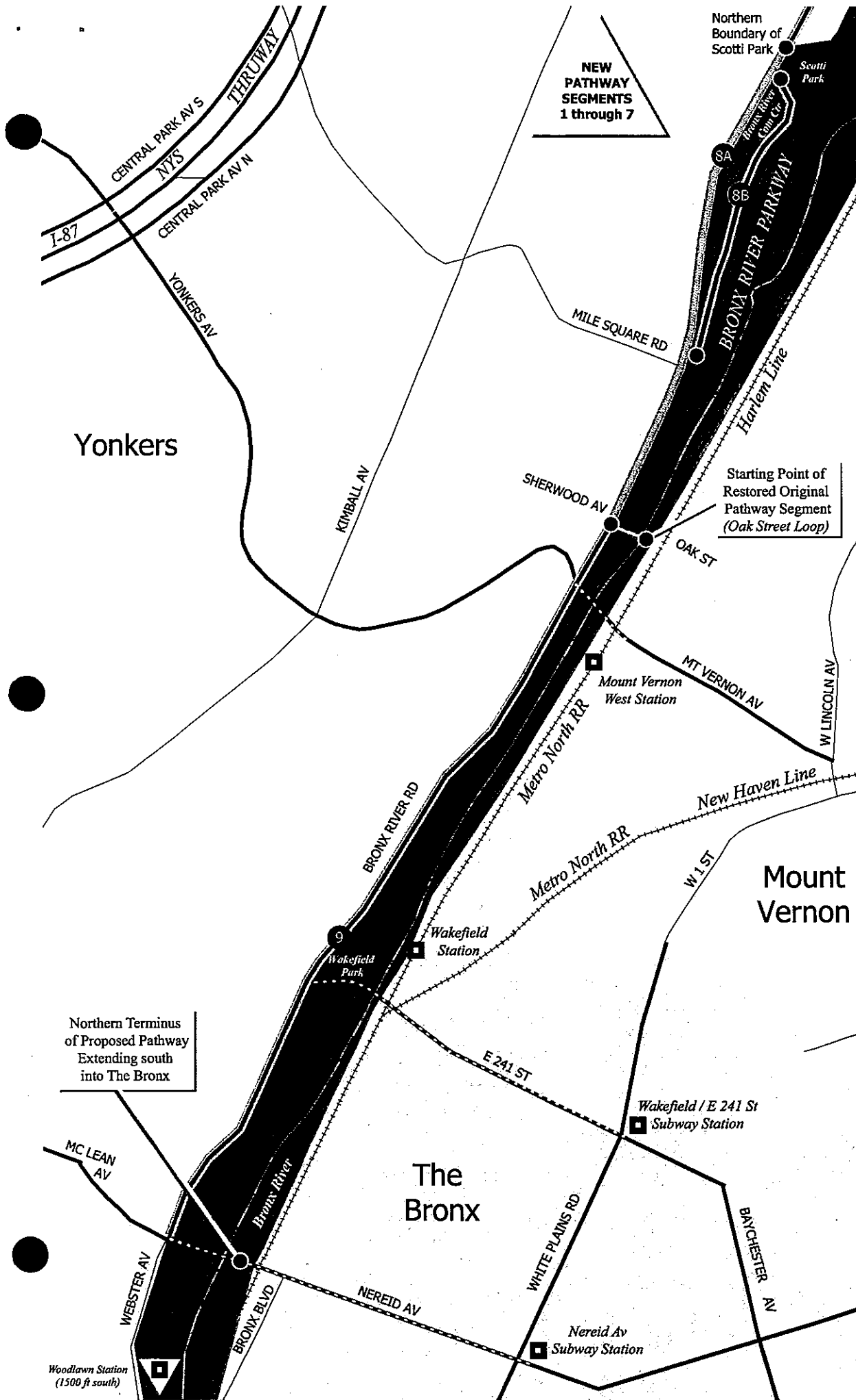
Like Segment 8A, this segment also begins at the northwest corner of Scotti Park, but allows one to bike within and through the park. A unique feature will be the relocation and restoration of an historic stone marker of the original Bronx River Parkway Reservation (*see Photo 8*). Throughout this segment benches and interpretive plaques describing the history of the Bronx River Parkway Reservation will be installed. Trees will be pruned and removed to make room for a dedicated path. One could then travel down an expanded driveway into the park and along a path behind the Bronx River Community Center (*see Photo 9*). The asphalt path would continue along the grass area and meet back with Segment 8A at Mile Square Road and the southbound exit ramp of the Parkway (*see Photo 10*).








SEGMENT 9 - Signed Shared Roadway

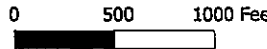
The remaining 1.2 miles would utilize the existing roadbed of Bronx River Road and provide "Share the Roadway" signage on both northbound and southbound lanes. For safety reasons, guardrails will be replaced and trees will be pruned and trimmed where necessary. This segment also provides an enhanced connection to the small Yonkers' playground at Wakefield Park. Signage will direct one towards the Metro North stations of: Mt Vernon West near Yonkers Avenue, Wakefield near Wakefield Avenue and Woodlawn near the southern terminus of McLean/Nereid Avenue. Signage will also direct one to the end stations of the #2 and #5 subway lines. Lastly, signage at the southern terminus would lead one across the Nereid Avenue Bridge to the bike and pedestrian pathway proposed by the New York City Parks Department.

BRONX RIVER PARKWAY RESERVATION PATHWAY EXPANSION

ATTACHMENT B PROJECT PLAN



-  **SEGMENT 8A**
Shared Use Urban Path
-  **SEGMENT 8B**
Shared Use Reservation Path
-  **SEGMENT 9**
Signed Shared Roadway
-  Bronx River Parkway Reservation
-  Existing Reservation Pathways
-  PATHWAY SEGMENT ENDPOINTS
-  Pathway Link to Train Station



Northern Terminus of Proposed Pathway Extending south into The Bronx

NEW PATHWAY SEGMENTS 1 through 7

Starting Point of Restored Original Pathway Segment (Oak Street Loop)

Woodlawn Station (1500 ft south)



PHOTOGRAPH 1

Replacing dilapidated and missing sections of guiderails will improve both the aesthetics and safety of the pathways.



PHOTOGRAPH 2

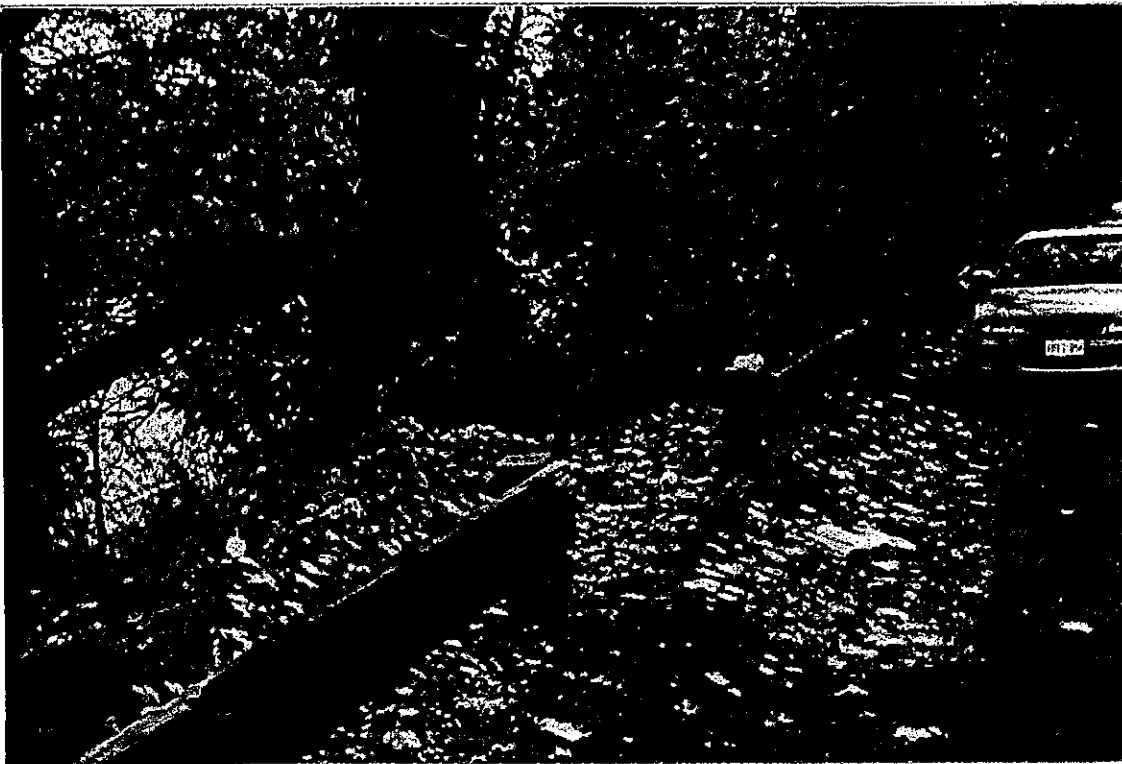
Perpendicular and parallel parking exists within deteriorated road shoulders of Bronx River Road and the wooded areas of the Parkway Reservation.

The proposal will organize and pave these areas and subsequently create more parking in this densely populated area.



PHOTOGRAPH 3

Fallen trees and overgrowth will be removed to make way for a new asphalt pathway through this area of the Parkway Reservation.



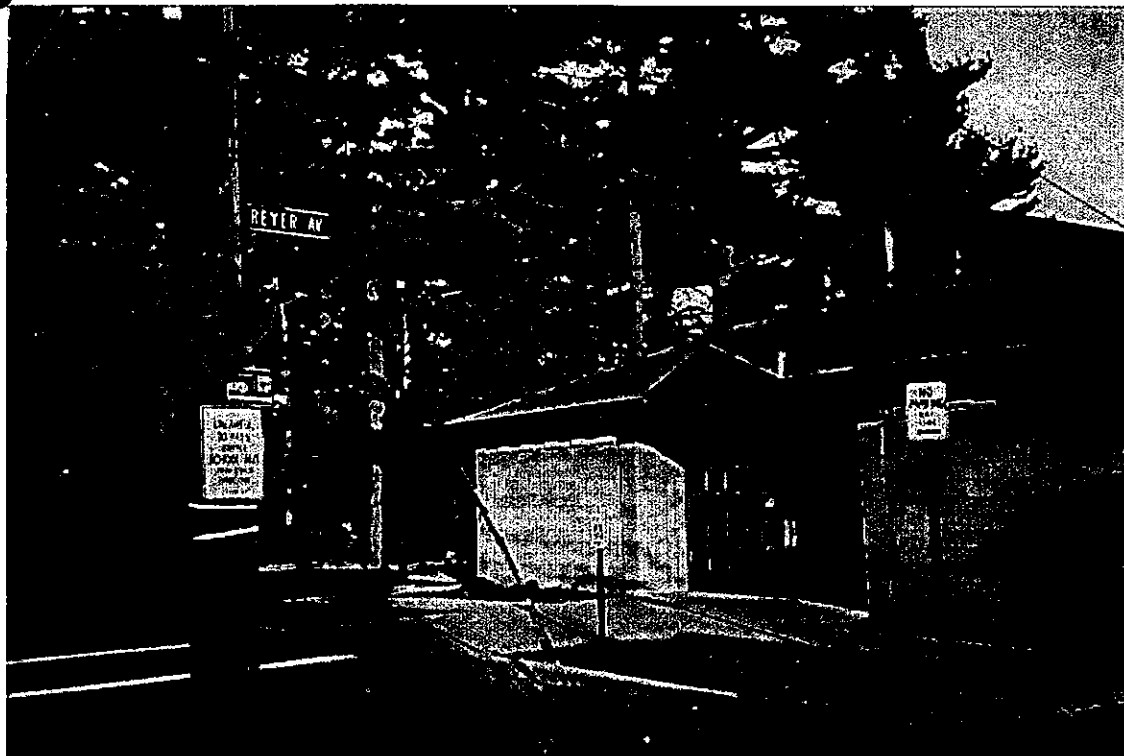
PHOTOGRAPH 4

Segment 4 as with many others throughout the proposal will need deteriorated and missing guiderails replaced to improve safety for bicyclists, pedestrians and motorists alike.



PHOTOGRAPH 5

The off-road bike path will be buffered from the traffic lanes by a perpendicular parking area. Bikeway and traffic signs will improve the safety of the crossing at the Cross County Parkway West entrance ramp and other major intersections.

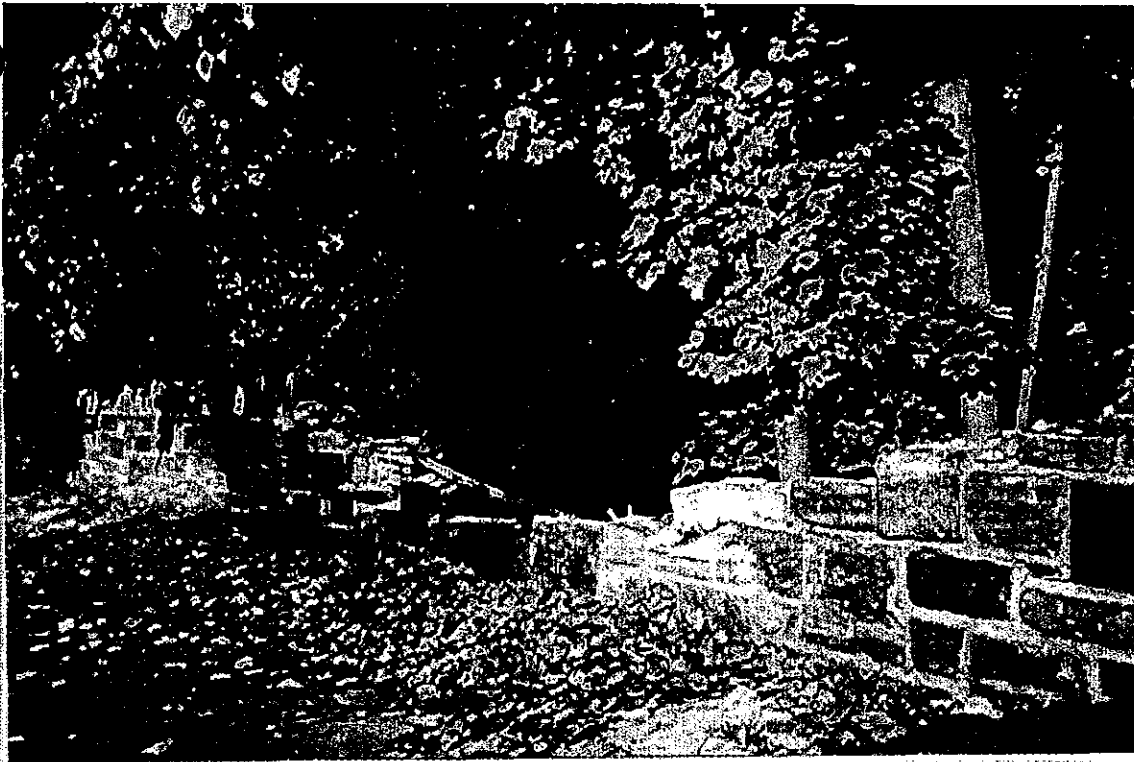


PHOTOGRAPH 6

The proposal will create a new pathway and landscaping at the entranceway of the Bronx River Community Center.

PHOTOGRAPH 7

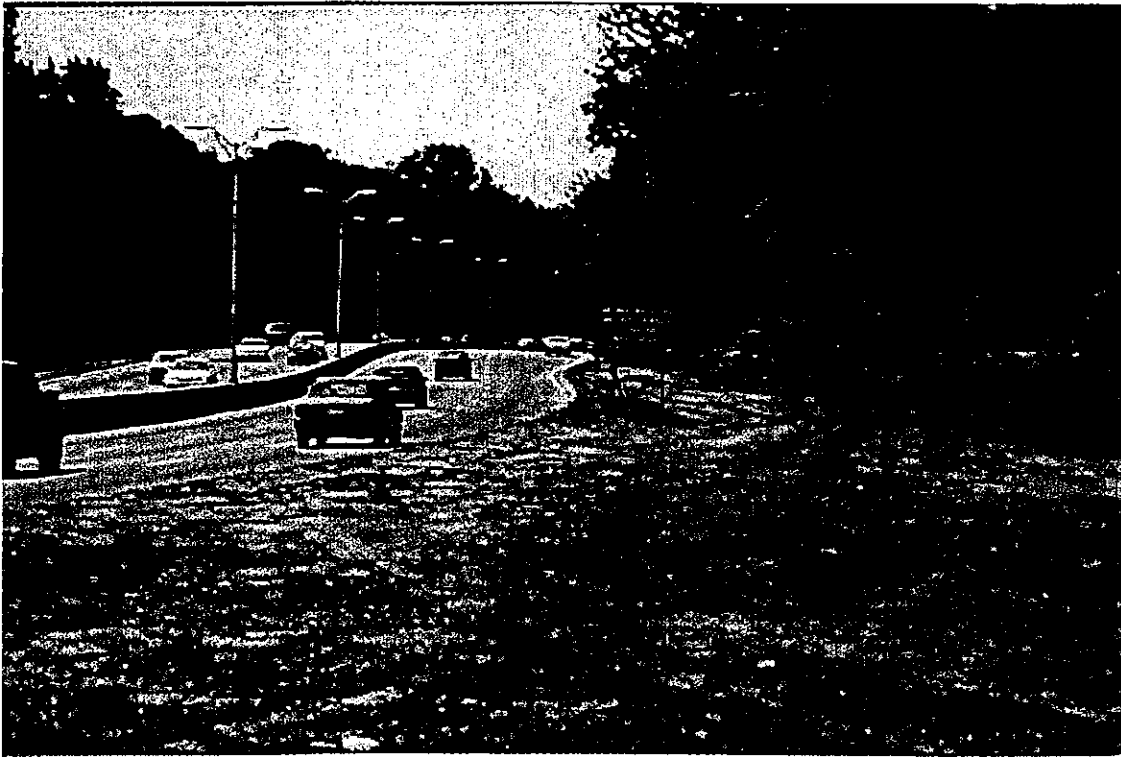
This deteriorated section of historic stone wall will be restored.



PHOTOGRAPH 8

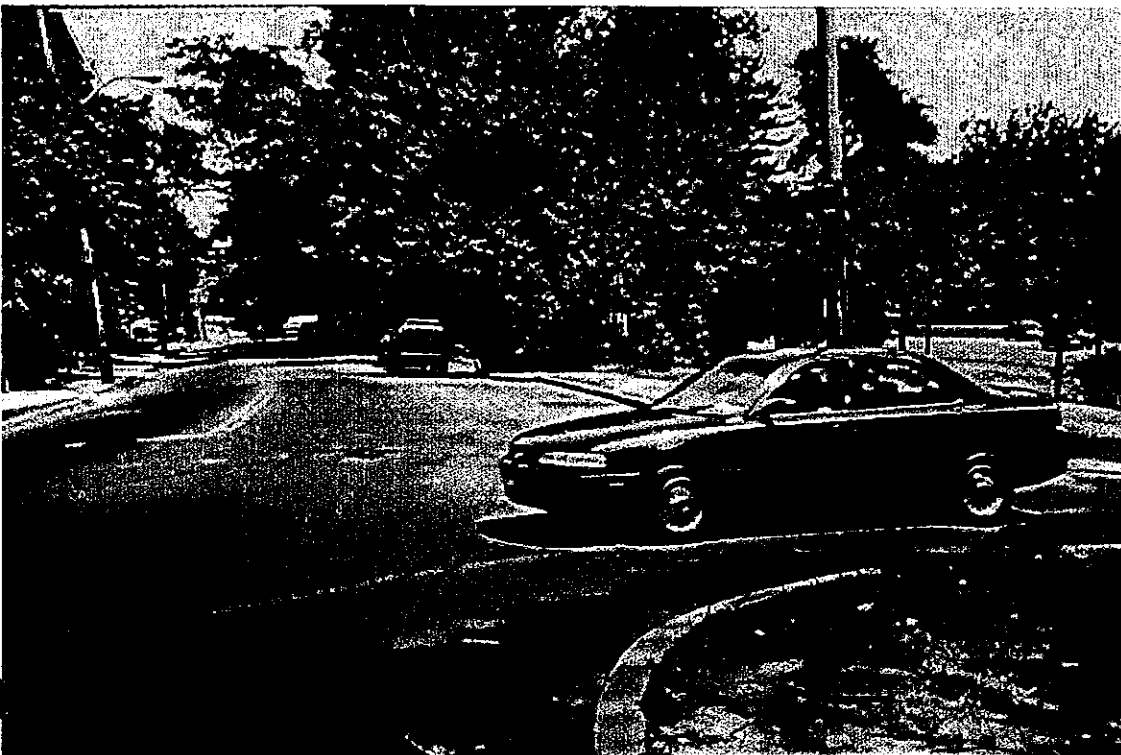
This original marker of the Bronx River Parkway Reservation currently sits in a desolate wooded area of Scotti Park. Graffiti will be removed and the stone will be restored and relocated along the pathway.





PHOTOGRAPH 9

A New pathway will be installed within this open grass area that leads behind the Bronx River Community Center.



PHOTOGRAPH 10

This is the Bronx River Parkway exit ramp at the intersection of Bronx River Road and Mile Square Road.

Creating a safe crossing with this exit ramp and other parkway ramps and major roadways will be a major component of this plan.

SUPPORT FOR OTHER PLANS

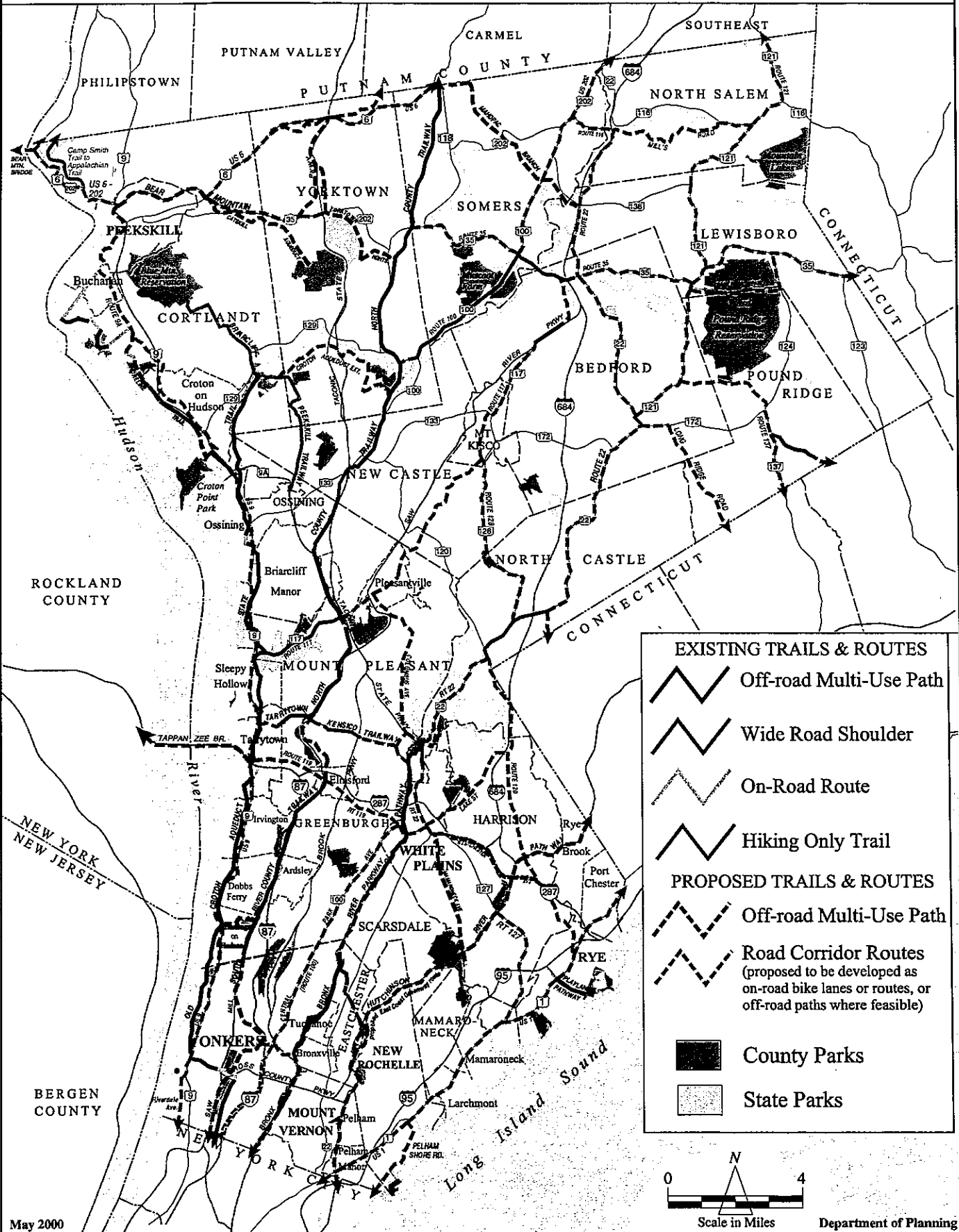
The Bronx River Parkway Pathway Extension Proposal is consistent with several plans that affect policies in the area. The City of Yonkers Comprehensive Plan of 2000, *Connections*, defines as one of its recreation goals to "establish new or extend existing greenways, trailways and bikeways". The Westchester County sponsored *Bronx River Parkway Comprehensive Corridor Management Plan* of 1999 clearly identifies extending the Bronx River Pathway south to recapture this lost segment. The extension of this pathway is also specifically identified in the Westchester County Parks Master Plan Phase I report completed in March 1998 by Vollmer Associates. This proposal also conforms to the Westchester County Plan, *Patterns for Westchester: the Land and the People* and the Regional Plan Association's New York's Third Regional Plan, which both encourage development around public transportation routes. The project area is the densest pocket of population in Westchester and is served by four forms of public transportation.

Westchester County's current trail system has evolved from over twenty-five years of planning and implementation. The Bronx River Parkway Reservation Pathway is a significant off-road trail component of the recently completed Tri-County Bicycle and Pedestrian Master Plan, which mapped a railway and bike route system for Westchester, Putnam and Rockland counties. The Urban Form Policy adopted by the County Planning Board in 1975, the 1985 Urban Form Refinement of that policy, and the latest update called *Patterns for Westchester: the Land and the People*, all recommend the establishment of a countywide system of linear open space recreational elements. These elements include parkway and road right-of-ways, abandoned railroad and aqueduct right-of-ways, and active utility transmission and surface aqueduct routes. The 1996 Residential Recreation Preference Survey identified bicycling, jogging/walking and nature study as leading activities requested for expansion in Westchester County.

In 1999, the Westchester County Parks, Recreation and Conservation Board, in cooperation with the County Planning Board, jointly adopted a Parks and Open Space policy based on the linear open space/recreational concept set forth in the Urban Form report. The Parks and Open Space Policy had as a major component the creation of a countywide trailway system for both bicycling and hiking. Included in the system was Bronx River Parkway Reservation Pathway.

The planning and development of the county-wide network has been an initiative undertaken by Westchester County's Planning Department, with assistance provided by the Department of Parks, Recreation, and Conservation and engineering assistance provided by the Department of Public Works. The Department of Parks, Recreation and Conservation will be responsible for maintaining the sections of the pathway on County property, while the City of Yonkers will maintain the pathways developed on its property.

WESTCHESTER COUNTY, NEW YORK



May 2000

Westchester
gov.com
Andrew J. Spano
County Executive

County Trail & Bike Route System

PUBLIC USE AND ACCESS

The proposal's success is based on maximizing the public use and access. The proposed pathway, much like the existing pathway, will be accessible to all anytime of the day and regardless of residency. People can use the pathways for walking, jogging, biking or in-line skating. Except for the driveway into Scotti Park within Segment 8B, the pathway is generally flat and accessible to all disabled persons. Public restrooms will be available to pathway users at the Bronx River Community Center during business hours which are Monday, Tuesday, Wednesday and Fridays from 12 – 4 PM and during evening events.

The project life is indefinite, but general maintenance and periodic resurfacing will need to occur. Pathway signage and striping will inform people of this new resource.

BENEFITS

The Bronx River Parkway Pathway Extension Proposal will produce a number of benefits to residents of Yonkers and throughout Westchester County and beyond. The focus of the proposal is to allow people the opportunity to experience a safe and enjoyable walk, jog, bike ride or skate through diverse settings. The asphalt pathway will meander through wooded areas, suburban roadways, municipal parks and urban roadways. There are more than 42,000 residents in southeast Yonkers near the project area, according to Census 2000 figures. These are the people who would be most likely to utilize the proposed pathway for both commuting and recreation purposes. The pathways' recreational benefits would extend to the approximately 400,000 residents who live within Westchester's portion of the Bronx River valley. The municipalities that abut both the new and existing Bronx River Parkway Reservation Pathway include from south to north: Yonkers, Mount Vernon, Bronxville, Tuckahoe, Eastchester, Scarsdale, Hartsdale, White Plains, and Mount Pleasant.

Although difficult to quantify, it is safe to assume that the proposed pathway will attract users from outside the area. The pathway's proximity to five stations of the Metro North Harlem Line, one station of the Metro North New Haven Line and other forms of mass transit makes it possible for residents from Manhattan, Putnam County or Connecticut the opportunity to enjoy this resource. Similarly the proximity of the Bronx River, Cross County and Sprain Parkways makes it readily accessible to regional motorists looking for a unique place to walk or bring their bike for a ride. With the New York City Parks Department slated to improve the Bronx River Pathway within the Bronx, tens of thousands of other residents will benefit from this trail network.

SEGMENT 1

1275 Feet or 0.24 Miles

Intersection of BRP Reservation at Palmer Road to Intersection of BRP Reservation at Dewitt Avenue

<u>Project Item</u>	<u>Comments</u>	<u>Cost/ Unit</u>	<u>Quantity</u>	<u>Total Cost</u>
Clearing and Grubbing		Flat Fee		\$5,000
Excavation and Disposal		\$15 CY	285	\$4,275
Embankment in Place		\$25 CY	100	\$2,500
Subbase Course (Modified)		\$50 CY	220	\$11,000
Bituminous Asphalt Concrete Pavement		\$55 TON	150	\$8,250
Sawcutting Pavement		\$5 LF	20	\$100
Concrete Curb - Type BB		\$20 LF	40	\$800
Concrete Curb Removal		\$7.50 LF	40	\$300
Turf Establishment		\$3,000 ACRE	0.292	\$875
Plant Materials		FLAT FEE		\$1,000
Installation and Spreading of Topsoil		\$45 CY	120	\$5,400
Maintenance and Protection of Traffic		FLAT FEE		\$3,000
Traffic Signage		\$200 EA	11	\$2,200
Reflectorized Pavement Stripes		\$1.50 LF	200	\$300
Interpretive Historic Plaques		\$750 EA	2	\$1,500
Benches		\$500 EA	4	\$2,000
Bike Racks		\$2,500 EA	1	\$2,500
Miscellaneous Additional Work		FLAT FEE		\$4,500
Testing of Materials and Field Testing Equipment		FLAT FEE		\$500
Construction Subtotal				\$56,000
Topographic Survey		FLAT FEE		\$2,500
Preliminary Engineering		15% of Construction Subtotal		\$8,400
Construction Administration		25% of Construction Subtotal		\$14,000

TOTAL COST OF SEGMENT 1**\$80,900****SEGMENT 2**

1800 Feet or 0.34 Miles

Intersection of BRP Reservation at Dewitt Avenue to Intersection of Desmond Avenue and Midland Avenue

<u>Project Item</u>	<u>Comments</u>	<u>Cost / Unit</u>	<u>Quantity</u>	<u>Total Cost</u>
Clearing and Grubbing		Flat Fee		\$5,000
Guide Rails		\$20.00 LF	500	\$10,000
Guide Rail End Sections		\$750.00 EA	4	\$3,000
Maintenance and Protection of Traffic		FLAT FEE		\$3,000
Traffic Signage		\$200 EA	11	\$2,200
Reflectorized Pavement Stripes		\$1.50 LF	800	\$1,200
Reflectorized Pavement Symbols		\$150 EA	4	\$600
Miscellaneous Additional Work		FLAT FEE		\$2,000
Construction Subtotal				\$27,000
Topographic Survey		FLAT FEE		\$2,500
Preliminary Engineering		15% of Construction Subtotal		\$4,050
Construction Administration		25% of Construction Subtotal		\$6,750

TOTAL COST OF SEGMENT 2**\$40,300**

SEGMENT 3

900 Feet or 0.17 Miles

Intersection of Desmond Avenue and Midland Avenue to Intersection of Midland Avenue and Florida Avenue

<u>Project Item</u>	<u>Comments</u>	<u>Cost / Unit</u>	<u>Quantity</u>	<u>Total Cost</u>
<i>Clearing and Grubbing</i>		Flat Fee		\$1,000
<i>Removal of Old Asphalt Paving</i>		\$3 SY	200	\$600
<i>Excavation and Disposal</i>		\$15 CY	900	\$13,500
<i>Embankment in Place</i>		\$25 CY	71	\$1,775
<i>Crushed Stone Aggregate Subbase Course</i>		\$35 CY	20	\$700
<i>Subbase Course (Modified)</i>		\$50 CY	36	\$1,800
<i>Bituminous Asphalt Concrete Pavement</i>		\$55 TON	23	\$1,265
<i>Sawcutting Pavement</i>		\$5 LF	900	\$4,500
<i>Concrete Curb - Type BB</i>		\$20 LF	900	\$18,000
<i>Concrete Curb Removal</i>		\$7.50 LF	900	\$6,750
<i>Catch Basins</i>		\$4,000 EA	2	\$8,000
<i>Plant Materials</i>		FLAT FEE		\$5,000
<i>Maintenance and Protection of Traffic</i>		FLAT FEE		\$5,000
<i>Traffic Signage</i>		\$200 EA	11	\$2,200
<i>Reflectorized Pavement Stripes</i>		\$1.50 LF	400	\$600
<i>Reflectorized Pavement Symbols</i>		\$150 EA	1	\$150
<i>Miscellaneous Additional Work</i>		FLAT FEE		\$4,500
<i>Testing of Materials and Field Testing Equipment</i>		FLAT FEE		\$500
Construction Subtotal				\$75,840
<i>Topographic Survey</i>		FLAT FEE		\$2,500
<i>Preliminary Engineering</i>		15% of Construction Subtotal		\$11,376
<i>Construction Administration</i>		25% of Construction Subtotal		\$18,959
TOTAL COST OF SEGMENT 3				\$108,675

SEGMENT 4

1150 Feet or 0.22 Miles

Intersection of Midland Avenue and Florida Avenue to Intersection of Midland Avenue and Cross County Parkway West Ramp

<u>Project Item</u>	<u>Comments</u>	<u>Cost / Unit</u>	<u>Quantity</u>	<u>Total Cost</u>
<i>Clearing and Grubbing</i>		Flat Fee		\$10,000
<i>Excavation and Disposal</i>		\$15 CY	257	\$3,855
<i>Embankment in Place</i>		\$25 CY	90	\$2,250
<i>Subbase Course (Modified)</i>		\$50 CY	200	\$10,000
<i>Bituminous Asphalt Concrete Pavement</i>		\$55 TON	135	\$7,425
<i>Sawcutting Pavement</i>		\$5 LF	20	\$100
<i>Concrete Curb - Type BB</i>		\$20 LF	40	\$800
<i>Concrete Curb Removal</i>		\$7.50 LF	40	\$300
<i>Guide Rails</i>		\$20.00 LF	500	\$10,000
<i>Guide Rail End Sections</i>		\$750.00 EA	2	\$1,500
<i>Turf Establishment</i>		\$3,000 ACRE	0.262	\$785
<i>Plant Materials</i>		FLAT FEE		\$1,000
<i>Installation and Spreading of Topsoil</i>		\$45 CY	110	\$4,950
<i>Maintenance and Protection of Traffic</i>		FLAT FEE		\$3,000
<i>Traffic Signage</i>		\$200 EA	11	\$2,200
<i>Reflectorized Pavement Stripes</i>		\$1.50 LF	180	\$270
<i>Interpretive Plaques</i>		\$750 EA	2	\$1,500
<i>Benches</i>		\$500 EA	4	\$2,000
<i>Miscellaneous Additional Work</i>		FLAT FEE		\$4,000
<i>Testing of Materials and Field Testing Equipment</i>		FLAT FEE		\$500
Construction Subtotal				\$66,435
<i>Topographic Survey</i>		FLAT FEE		\$2,500
<i>Preliminary Engineering</i>		15% of Construction Subtotal		\$9,965
<i>Construction Administration</i>		25% of Construction Subtotal		\$16,610
TOTAL COST OF SEGMENT 4				\$95,510

BRONX RIVER PARKWAY RESERVATION PATHWAY EXPANSION

ATTACHMENT E
COST ESTIMATES

SEGMENT 5

1000 Feet or 0.19 Miles

Intersection of Midland Avenue and Cross County Parkway West Ramp to Intersection of Midland Avenue, Broad Street and Bronx River Road

<u>Project Item</u>	<u>Comments</u>	<u>Cost / Unit</u>	<u>Quantity</u>	<u>Total Cost</u>
Clearing and Grubbing		Flat Fee		\$1,000
Removal of Old Asphalt Paving		\$3 SY	225	\$675
Excavation and Disposal		\$15 CY	1000	\$15,000
Embankment in Place		\$25 CY	79	\$1,975
Crushed Stone Aggregate Subbase Course		\$35 CY	22	\$770
Subbase Course (Modified)		\$50 CY	40	\$2,000
Bituminous Asphalt Concrete Pavement		\$55 TON	26	\$1,430
Sawcutting Pavement		\$5 LF	1000	\$5,000
Concrete Curb - Type BB		\$20 LF	1000	\$20,000
Concrete Curb Removal		\$7.50 LF	5000	\$37,500
Plant Materials		FLAT FEE		\$5,000
Installation and Spreading of Topsoil		\$45 CY	335	\$15,075
Maintenance and Protection of Traffic		FLAT FEE		\$5,000
Traffic Signage		\$200 EA	7	\$1,400
Reflectorized Pavement Stripes		\$1.50 LF	445	\$668
Reflectorized Pavement Symbols		\$150 EA	4	\$600
Interpretive Plaques		\$750 EA	2	\$1,500
Miscellaneous Additional Work		FLAT FEE		\$4,500
Testing of Materials and Field Testing Equipment		FLAT FEE		\$500
Construction Subtotal				\$119,593
Topographic Survey		FLAT FEE		\$2,500
Preliminary Engineering		15% of Construction Subtotal		\$17,939
Construction Administration		25% of Construction Subtotal		\$29,898

TOTAL COST OF SEGMENT 5 \$169,930

SEGMENT 6

300 Feet or 0.06 Miles

Intersection of Midland Avenue, Broad Street and Bronx River Road to Southern End of Bronx River Road Shopping District

<u>Project Item</u>	<u>Comments</u>	<u>Cost / Unit</u>	<u>Quantity</u>	<u>Total Cost</u>
Plant Materials		FLAT FEE		\$2,000
Bike Racks		\$2,500 EA	2	\$5,000
Miscellaneous Additional Work		FLAT FEE		\$1,000
Construction Subtotal				\$9,600
Preliminary Engineering		15% of Construction Subtotal		\$1,440
Construction Administration		25% of Construction Subtotal		\$2,400

TOTAL COST OF SEGMENT 6 \$13,440

SEGMENT 7

1100 Feet or 0.21 Miles

From Southern End of Bronx River Road Shopping District to Intersection of Bronx River Road and Northern Boundary of Scotti Park

<u>Project Item</u>	<u>Comments</u>	<u>Cost / Unit</u>	<u>Quantity</u>	<u>Total Cost</u>
<i>Clearing and Grubbing</i>		Flat Fee		\$4,000
<i>Removal of Old Asphalt Paving</i>		\$3 SY	245	\$735
<i>Excavation and Disposal</i>		\$15 CY	1100	\$16,500
<i>Embankment in Place</i>		\$25 CY	87	\$2,175
<i>Crushed Stone Aggregate Subbase Course</i>		\$35 CY	25	\$875
<i>Subbase Course (Modified)</i>		\$50 CY	44	\$2,200
<i>Bituminous Asphalt Concrete Pavement</i>		\$55 TON	26	\$1,430
<i>Sawcutting Pavement</i>		\$5 LF	1100	\$5,500
<i>Concrete Curb - Type BB</i>		\$20 LF	1100	\$22,000
<i>Concrete Curb Removal</i>		\$7.50 LF	1100	\$8,250
<i>Granite Pavers</i>		\$145 SY	370	\$53,650
<i>Plant Materials</i>		FLAT FEE		\$1,000
<i>Installation and Spreading of Topsoil</i>		\$45 CY	370	\$16,650
<i>Maintenance and Protection of Traffic</i>		FLAT FEE		\$5,000
<i>Traffic Signage</i>		\$200 EA	10	\$2,000
<i>Miscellaneous Additional Work</i>		FLAT FEE		\$4,500
<i>Testing of Materials and Field Testing Equipment</i>		FLAT FEE		\$500
Construction Subtotal				\$146,965
<i>Topographic Survey</i>		FLAT FEE		\$2,500
<i>Preliminary Engineering</i>		15% of Construction Subtotal		\$22,045
<i>Construction Administration</i>		25% of Construction Subtotal		\$36,740
TOTAL COST OF SEGMENT 7				\$208,250

SEGMENT 8A

3750 Feet or 0.71 Miles

Intersection of Bronx River Road and Northern Boundary of Scotti Park to Intersection of Bronx River Road and Sherwood Avenue

<u>Project Item</u>	<u>Comments</u>	<u>Cost / Unit</u>	<u>Quantity</u>	<u>Total Cost</u>
Clearing and Grubbing		Flat Fee		\$5,000
Removal of Old Asphalt Paving		\$3 SY	225	\$675
Excavation and Disposal		\$15 CY	665	\$9,975
Embankment in Place		\$25 CY	295	\$7,375
Crushed Stone Aggregate Subbase Course		\$35 CY	10	\$350
Subbase Course (Modified)		\$50 CY	595	\$29,750
Bituminous Asphalt Concrete Pavement		\$55 TON	385	\$21,175
Concrete Curb - Type BB		\$20 LF	3750	\$75,000
Concrete Curb Removal		\$7.50 LF	1750	\$13,125
Catch Basins		\$4,000 EA	4	\$16,000
Turf Establishment		\$3,000 ACRE	0.25	\$750
Plant Materials		FLAT FEE		\$15,000
Installation and Spreading of Topsoil		\$45 CY	400	\$18,000
Maintenance and Protection of Traffic		FLAT FEE		\$15,000
Traffic Signage		\$200 EA	10	\$2,000
Reflectorized Pavement Stripes		\$1.50 LF	1670	\$2,505
Reflectorized Pavement Symbols		\$150 EA	7	\$1,050
Interpretive Plaques		\$750 EA	2	\$1,500
Benches		\$500 EA	4	\$2,000
Miscellaneous Additional Work		FLAT FEE		\$12,000
Testing of Materials and Field Testing Equipment		FLAT FEE		\$1,000

Construction Subtotal				\$249,230
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Topographic Survey		FLAT FEE		\$2,500
Preliminary Engineering		15% of Construction Subtotal		\$37,385
Construction Administration		25% of Construction Subtotal		\$62,308

TOTAL COST OF SEGMENT 8A				\$351,422
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BRONX RIVER PARKWAY RESERVATION PATHWAY EXPANSION

ATTACHMENT E
COST ESTIMATES

SEGMENT 8B

2500 or 0.47 Miles
Feet

Intersection of Bronx River Road and Northern Boundary of Scotti Park to Intersection of Bronx River Road and Mile Square Road

<u>Project Item</u>	<u>Comments</u>	<u>Cost / Unit</u>	<u>Quantity</u>	<u>Total Cost</u>
Clearing and Grubbing		Flat Fee		\$10,000
Excavation and Disposal		\$15 CY	440	\$6,600
Embankment in Place		\$25 CY	196	\$4,900
Crushed Stone Aggregate Subbase Course		\$35 CY	7	\$245
Subbase Course (Modified)		\$50 CY	390	\$19,500
Bituminous Asphalt Concrete Pavement		\$55 TON	255	\$14,025
Concrete Curb - Type BB		\$20 LF	500	\$10,000
Concrete Curb Removal		\$7.50 LF	500	\$3,750
Turf Establishment		\$3,000 ACRE	1	\$3,000
Plant Materials		FLAT FEE		\$2,000
Installation and Spreading of Topsoil		\$45 CY	400	\$18,000
Maintenance and Protection of Traffic		FLAT FEE		\$3,000
Traffic Signage		\$200 EA	4	\$800
Reflectorized Pavement Stripes		\$1.50 LF	1110	\$1,665
Reflectorized Pavement Symbols		\$150 EA	4	\$600
Interpretive Historic Plaques		\$750 EA	2	\$1,500
Benches		\$500 EA	4	\$2,000
Miscellaneous Additional Work		FLAT FEE		\$8,000
Testing of Materials and Field Testing Equipment		FLAT FEE		\$700
Construction Subtotal				\$110,285

Topographic Survey		FLAT FEE		\$2,500
Preliminary Engineering		15% of Construction Subtotal		\$16,543
Construction Administration		25% of Construction Subtotal		\$27,572

TOTAL COST OF SEGMENT 8B \$156,900

SEGMENT 9

6300 or 1.19 Miles
Feet

Intersection of Bronx River Road and Sherwood Avenue to Intersection of Bronx River Road, Neroid Avenue and Webster Avenue

<u>Project Item</u>	<u>Comments</u>	<u>Cost / Unit</u>	<u>Quantity</u>	<u>Total Cost</u>
Clearing and Grubbing		Flat Fee		\$15,000
Guide Rails		\$20.00 LF	500	\$10,000
Guide Rail End Sections		\$750.00 EA	4	\$3,000
Maintenance and Protection of Traffic		FLAT FEE		\$20,000
Traffic Signage		\$200 EA	40	\$8,000
Miscellaneous Additional Work		FLAT FEE		\$5,000
Testing of Materials and Field Testing Equipment		FLAT FEE		\$500
Construction Subtotal				\$61,500

Topographic Survey		FLAT FEE		\$2,500
Preliminary Engineering		15% of Construction Subtotal		\$9,225
Construction Administration		25% of Construction Subtotal		\$15,375

TOTAL COST OF SEGMENT 9 \$88,600

PROJECT COST SUMMARY

SEGMENT 1	Intersection of Bronx River Parkway Reservation at Palmer Road to Intersection of Bronx River Parkway Reservation at Dewitt Avenue	\$80,900
SEGMENT 2	Intersection of Bronx River Parkway Reservation at Dewitt Avenue to Intersection of Desmond Avenue and Midland Avenue	\$40,300
SEGMENT 3	Intersection of Desmond Avenue and Midland Avenue to Intersection of Midland Avenue and Florida Avenue	\$108,675
SEGMENT 4	Intersection of Midland Avenue and Florida Avenue to Intersection of Midland Avenue and Cross County Parkway West Ramp	\$95,510
SEGMENT 5	Intersection of Midland Avenue and Cross County Parkway West Ramp to Intersection of Midland Avenue, Broad Street and Bronx River Road	\$169,930
SEGMENT 6	Intersection of Midland Avenue, Broad Street and Bronx River Road to Southern End of Bronx River Road Shopping District	\$13,440
SEGMENT 7	From Southern End of Bronx River Road Shopping District to Intersection of Bronx River Road and Northern Boundary of Scotti Park	\$208,250
SEGMENT 8A	Intersection of Bronx River Road and Northern Boundary of Scotti Park to Intersection of Bronx River Road and Sherwood Avenue	\$351,422
SEGMENT 8B	Intersection of Bronx River Road and Northern Boundary of Scotti Park to Intersection of Bronx River Road and Mile Square Road	\$156,900
SEGMENT 9	Intersection of Bronx River Road and Sherwood Avenue to Intersection of Bronx River Road, Nereid Avenue and Webster Avenue	\$88,600
TOTAL COST	BRONX RIVER PARKWAY RESERVATION PATHWAY EXPANSION	\$1,313,927

IMPLEMENTATION SCHEDULE

COMPONENT	START DATE	COMPLETION DATE
AGREEMENT PROCESS	June 2002	August 2002
DESIGN APPROVAL DOCUMENT	September 2002	November 2002
DETAILED DESIGN	December 2002	June 2003
BID	July 2003	August 2003
CONTRACT AWARDING	September 2003	October 2003
CONSTRUCTION	November 2003	April 2005

EVIDENCE OF ELIGIBILITY

This proposal meets the criteria for **three of the twelve** eligibility categories, numbers 1, 4 and 5.

1. Provision of facilities for bicycles and pedestrians including safety and educational activities

- a. The main focus of this proposal is to create an extension of 3.8 miles of pathway for bicycle and pedestrian use, which will be accomplished in three ways: 1) creating new off-road trails, 2) widening road shoulders to accommodate a dedicated pathway or 3) sharing the existing roadway through signage.
- b. This 3.8 miles of improved pathway will be a link to a much larger network of trails throughout Westchester and the Bronx.
- c. Bike racks will be installed along the project area near commercial centers and the Bronx River Community Center. This will enhance the connectivity to these activity centers.
- d. Bike racks may possibly be placed, with the cooperation of Metro North, at the five train stations near the area. This would facilitate the use of bicycles for commutation purposes.
- e. In terms of safety, traffic signs, bikeway signs, and striping will encourage caution among motorists especially at the many Parkway exit/entrance ramps and major roadway crossings.
- f. Dilapidated and missing sections of guardrails will be replaced to ensure bicycle and pedestrian safety.
- g. In general, the proposed pathway enhances connections to the mass transportation network that surrounds the area including 5 Metro North stations, 7 Westchester County bus lines, 2 subway lines and three MTA bus lines.

4. Landscape and other scenic beautification

- a. In three of the project segments totaling more than a mile, a three-foot wide landscape strip will be installed to buffer it from adjacent parking areas. This both softens the look of the pathway, while providing a safe distance from parked vehicles.
- b. In Segment 7 streetscape improvements, recently installed by the City of Yonkers in the commercial area near Bronx River Road and Broad Street, will be continued further south for approximately a quarter mile. These improvements will include new sidewalks and a decorative granite-paving strip.
- c. Invasive growth will be removed and overgrown trees will be pruned to allow the dedicated pathway to meander through nearly 1 mile of the Parkway Reservation.

5. Historic Preservation

- a. The Bronx River Parkway and Reservation was the first limited access parkway in the United States. The 10-mile section which has retained much of its historic character from the Sprain Brook Parkway intersection is on the National Register of Historic Places.
- b. The northernmost segment of this proposal is within the National Register portion of the Reservation.
- c. The remainder of the proposed pathway both recaptures some of the lost historic pathways and provides tens of thousands of residents the opportunity to bike, jog, in-line skate or walk along the National Register portions.
- d. An original stone marker dating to 1915, currently full of graffiti and hidden in Scotti Park, will be historically restored and relocated.
- e. Several interpretive plaques describing the history of the Bronx River Parkway Reservation will be installed throughout the proposed pathway.

RELATIONSHIP TO THE TRANSPORTATION NETWORK

Function: All of the proposed improvements are physically part of and help connect the various modes of an extremely well served transportation network. The pathway will run for stretches within the Reservation of the Bronx River Parkway and other stretches along Yonkers easternmost roadways that include the arterials Bronx River Road and Midland Avenue as well as two local roads, Desmond and Dewitt Avenues. The Westchester County Bee-Line bus #26 runs along Bronx River Road, which is where most of the proposed pathway will run. The pathway intersects several parkway entrance and exit ramps as well as major roads. —

The following is a list of the major transportation routes that the pathway runs along, intersects or is within a quarter mile of:

- 5 MetroNorth Harlem Line Stations (Bronxville, Fleetwood, Mt. Vernon West, Wakefield and Woodlawn)
- 1 MetroNorth New Haven Line Station (Woodlawn)
- 7 Westchester County Bee Line bus routes (#7,25,26,30,42, 52 and 55)
- 2 MTA Subway Lines (the #2 and #5)
- 3 MTA Bus Lines (Bx16, Bx31, Bx 41)
- 3 parkways (the Bronx River Parkway, Cross County Parkway, and the Sprain Brook Parkway)
- 8 major roadway arterials (Palmer Road, Midland Avenue, Broad Street, Bronx River Road, Mile Square Road, Yonkers/Mt Vernon Avenue, Wakefield Avenue/E 241st Street and McLean/Nereid Avenue)
- The southern terminus of the existing pathway of the National Register Listed - Bronx River Parkway Reservation.

Proximity: All of the proposed improvements are on the intermodal transportation network as described in the previous section. The intent is to improve and increase the use of the transportation network by residents, workers and visitors of the area.

Impact: This proposal will have a positive impact to the surrounding community both aesthetically and functionally. Aesthetically the proposal's biggest impact will be "cleaning up" a very unorganized parking area along Bronx River Road's eastern edge. Designated curbed areas will replace a scattering of parking on deteriorated road shoulders and uninviting wooded areas. In many stretches the new pathway will run east of these parking areas with a landscape buffer between them to soften the look. Replacing dilapidated guardrails will both provide increased safety and aesthetics. New bikeway signage, traffic signage and striping will create safer crossings at the many parkway and major roadway intersections throughout the project area. Most importantly, this 3.8 miles of pathway will reclaim the pathways that were once part of the Bronx River Parkway Reservation and create a link to Westchester's growing trail network.

BRONX RIVER PARKWAY RESERVATION PATHWAY EXPANSION

ATTACHMENT G INTERMODAL CONTEXT

New Pathway Segments

Pathways established within the Reservation, along side local roads, and as part of shared signed roadways, will create a 3.8 mile extension of the Bronx River Parkway Reservation Pathway System

Metro - North Railroad

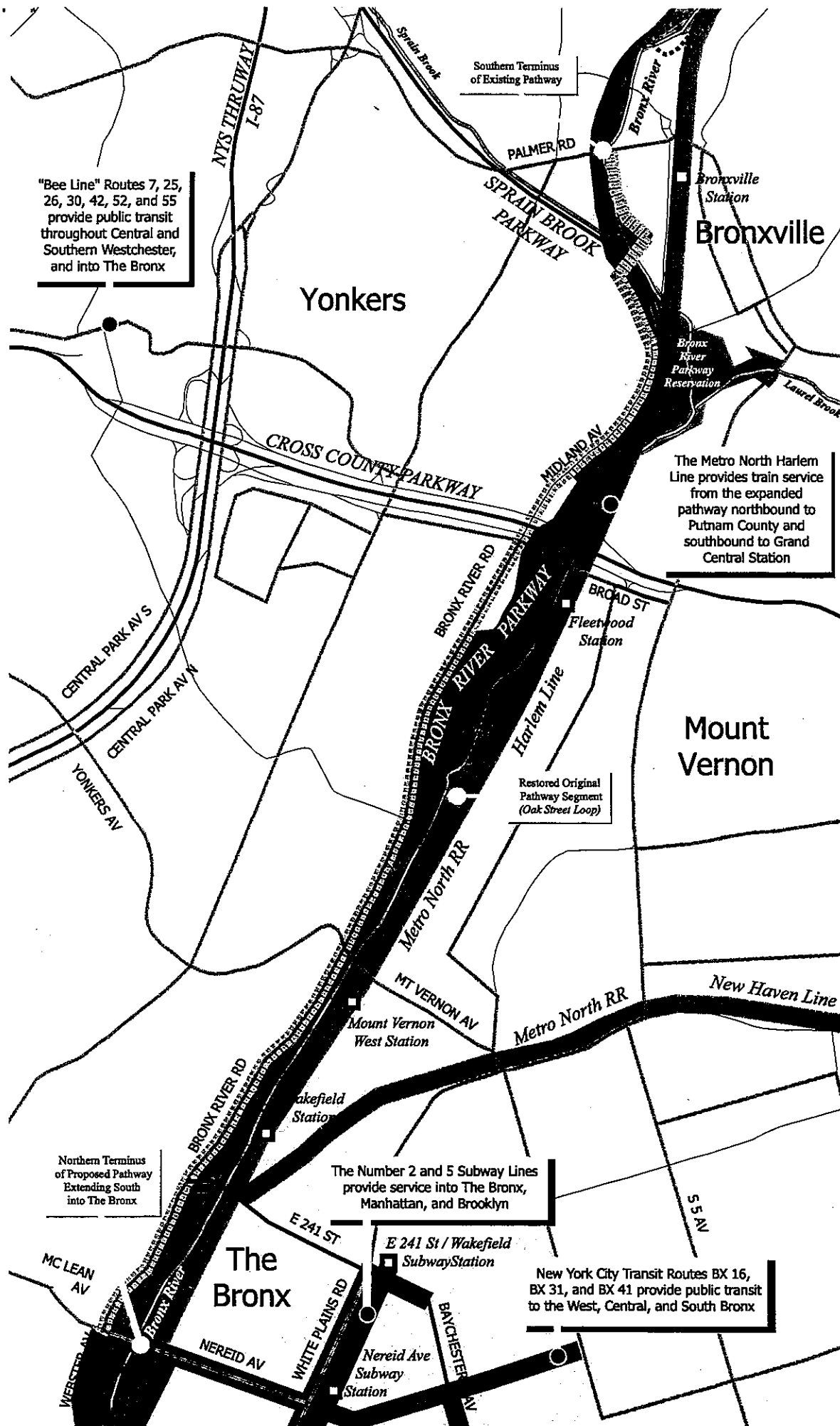
MTA / NYC Subway

MTA / NYC Transit

Westchester County
"Bee Line" Bus



0 0.1 0.2 0.3 Miles



"Bee Line" Routes 7, 25, 26, 30, 42, 52, and 55 provide public transit throughout Central and Southern Westchester, and into The Bronx

The Metro North Harlem Line provides train service from the expanded pathway northbound to Putnam County and southbound to Grand Central Station

Northern Terminus of Proposed Pathway Extending South into The Bronx

The Number 2 and 5 Subway Lines provide service into The Bronx, Manhattan, and Brooklyn

New York City Transit Routes BX 16, BX 31, and BX 41 provide public transit to the West, Central, and South Bronx

PUBLIC TRANSPORTATION RIDERSHIP

SERVICE PROVIDER	SERVICE LINE	STOP / STATION / ROUTE	AVERAGE WEEKDAY RIDERSHIP	AVERAGE SATURDAY RIDERSHIP	AVERAGE SUNDAY RIDERSHIP	ANNUAL RIDERSHIP (2000)
Westchester County "Bee Line" Bus	Route 7	Yonkers-Mount Vernon-New Rochelle	7,643	4,489	1,312	2,240,514
	Route 25	The Bronx - Yonkers	3,982	3,685	1,536	1,285,077
	Route 26	The Bronx - Yonkers	404	150	No Service	109,984
	Route 30	Yonkers - Bronxville - New Rochelle	2,151	811	No Service	586,446
	Route 42	The Bronx - Mount Vernon - New Rochelle	4,747	2,607	1,115	1,398,908
	Route 52	The Bronx - Mount Vernon - Bronxville	Data	Unavailable	For	Route
	Route 55	The Bronx - Mount Vernon - Yonkers	2,063	1,374	386	614,890
MTA / NYC Bus Transit	Bx 16	E 233rd Street / Nereid Avenue	5,533	3,080	2,946	2,226,612
	Bx 31	Eastchester Road	10,742	900	733	785,864
	Bx 41	Webster Avenue/ White Plains Road	30,814	28,214	18,383	12,945,534
MTA / NYC Subway	Number 5 Line	W241st Street / Wakefield	3,141	2,027	1,458	992,541
	Numbers 2 and 5	Nereid Avenue	2,798	1,098	708	811,341
Metro North Railroad	Harlem Line	Average Weekday Inbound Ridership (To Grand Central Station)				
		Bronxville	3024			
		Fleetwood	2350			
		Mount Vernon West	1147			
		Wakefield	253			
		Woodlawn	717			

EVIDENCE OF SUPPORT

Letters from the following organizations and agencies have been received as additional evidence of support for the project and are attached to this section:

- Westchester County Historic Preservation Advisory Committee
- The Bronx River Parkway Reservation Conservancy
- Bronx River Alliance
- City of New York Parks and Recreation

Westchester County
*Historic Preservation
Advisory Committee*

Barbara Davis, Chair

Andrew J. Spano, County Executive

c/o Westchester County Planning Department
Michaelian Office Building
148 Martine Avenue, 4th Floor
White Plains, NY 10601

Ms. Joyce Lannert, Commissioner
Westchester County Planning Department
Michaelian Office Building
148 Martine Avenue, 4th Floor
White Plains, NY 10601

November 29, 2001

Dear Joyce:

The Westchester County Historic Preservation Advisory Committee fully supports the co-sponsored TEA-21 proposal for the Bronx River Parkway Reservation Pathway Expansion. As the volunteer board charged with advising the County on its historic resources, we support the proposal to enhance and beautify this valued treasure.

By being the nation's first limited access roadway and being built with a comprehensive set of recreational pathways that meandered along the river's edge, the Bronx River Parkway Reservation earned a place on the National Register of Historic Places. While much of these original pathways remain, other stretches have been lost south of the Sprain Brook Parkway and Cross County Parkway intersections. We support the County and the City of Yonkers' efforts to reclaim these original pathways and create new ones on or near the Reservation.

Once complete, the extended pathways will restore the recreational opportunities that were envisioned by the creators of the Bronx River Parkway Reservation 76 years ago and will further advance its presence as a regional and national historic resource.

Sincerely,

Barbara Davis

Barbara Davis,
Chairman
Historic Preservation Advisory Committee



November 29, 2001

Commissioner Joyce Lannert
Westchester County Planning Department
148 Martine Avenue
White Plains, NY 10601

Dear Commissioner Lannert,

I am writing to you on behalf of the Bronx River Parkway Reservation Conservancy, Inc. to express our support of your TEA-21 Transportation Enhancement Program Application requesting funds to extend the Bronx River Parkway Reservation Pathway from its current terminus at Palmer Road, south 3.8 miles, to the Yonkers/New York City border where Bronx River Road intersects McLean/Nereid Avenues.

The Bronx River Parkway Reservation's original pathways served to link the Bronx and the eleven surrounding Westchester communities to the varied environs along the Reservation. Your TEA-21 grant application proposes improvements which will serve the recreational needs of more than 42,000 residents in the primary area of southeast Yonkers and several hundred thousand residents throughout Westchester County. It will facilitate recreational activities such as walking, jogging, and bicycling. This pathway extension will fill in one of the "missing links" within Reservation's pathway network and connect to the New York City's proposed pathway along its' portion of the Bronx River Parkway.

In addition, an original stone marker dating to 1915, currently full of graffiti and hidden in Scotti Park, will be historically restored and relocated along the rehabilitated pathway.

The Bronx River Parkway Reservation Conservancy, Inc. advocates for the restoration of a contiguous pathway along the Reservation, from the New York City border to the Kensico Dam, and we strongly support your efforts to secure funding for the southern pathway extension via a TEA-21 Grant.

Sincerely yours,



Betsy Dolan – Executive Director
Bronx River Parkway Reservation Conservancy, Inc.

BRONX
RIVER



ALLIANCE

Joyce Lannert
Commissioner of Planning
Westchester County Dept of Planning
148 Martine Ave
White Plains, New York 10601

November 26, 2001

Dear Commissioner Lannert:

The Bronx River Alliance is a new non-profit organization that serves as a coordinated voice for the river. We work in partnership with over 60 community groups, environmental groups, government agencies, businesses, and schools to protect, improve and restore the Bronx River corridor and greenway so that they can be healthy ecological, recreational, educational and economic resources for the communities through which the river flows.

Part of our purpose is to create continuous multi-use greenway that links Bronx River communities from the Westchester-New York City border to the South Bronx and beyond.

The Bronx River Alliance supports the City of Yonkers' Bronx River Parkway Pathway Extension Proposal to establish and enhance a critical greenway link in the Bronx River Greenway. The proposed pathways connect with the Bronx River Alliance and New York City Parks Department proposal for the reconstruction and extension of the Bronx River Greenway at the New York City border.

We look forward to working with Yonkers to make these important recreation and transportation amenities within these Bronx River communities.

Sincerely,

Jenny Hoffner
Acting, Bronx River Administrator/Executive Director
The Bronx River Alliance

Cc: Mario Caruso, City of Yonkers Planning
Joshua Laird, Colleen Alderson, City of New York/Parks & Recreation



City of New York
Parks & Recreation

The Arsenal
Central Park
New York, New York 10021

Henry J. Stern
Commissioner

Joshua R. Laird
Chief of Planning

(212) 360-3402
sirius@parks.nyc.gov

November 26, 2001

Ms. Angelina Foster
Staff Director
Mid-Hudson South Transportation Coordinating Committee
Eleanor Roosevelt New York State Office Building
4 Burnett Boulevard
Poughkeepsie, New York 12603

**Re: Bronx River Parkway Pathway Extension
Enhancements Application**

Dear Ms. Foster:

I am pleased to be writing in support of the TEA-21 Transportation Enhancements application for the Bronx River Parkway bicycle and pedestrian path submitted by the City of Yonkers and Westchester County. This extension of the trail from Palmer Road to New York City will provide nearly four miles of new pathways, creating an important link in the regional trail along the Bronx River.

City of New York/Parks & Recreation maintains 4 miles of the Bronx River Greenway in Bronx Park and Bronx River Park, which is used by bicyclists, joggers and pedestrians. The City of New York has committed \$11 million to date in City Capital funds for ongoing trail development, with the intention of restoring the entire seven-mile corridor for public use. We would be delighted to see the development of the Westchester County southern connection, which would link to our CMAQ-funded project for a northern connection.

The project proposed for Enhancements funding by Westchester County will create a regional facility of almost 16 miles when complete, accomplishing an important goal for Enhancements funding by filling a gap in the regional transportation network.

We look forward to the completion of this important trail segment and the addition of a new transportation corridor and recreation space for the region.

Sincerely,

Joshua Laird