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US Route 11 over Tioughnioga River Bridge Project







Public Information Meeting – September 13, 2022
Village of Whitney Point, Broome County

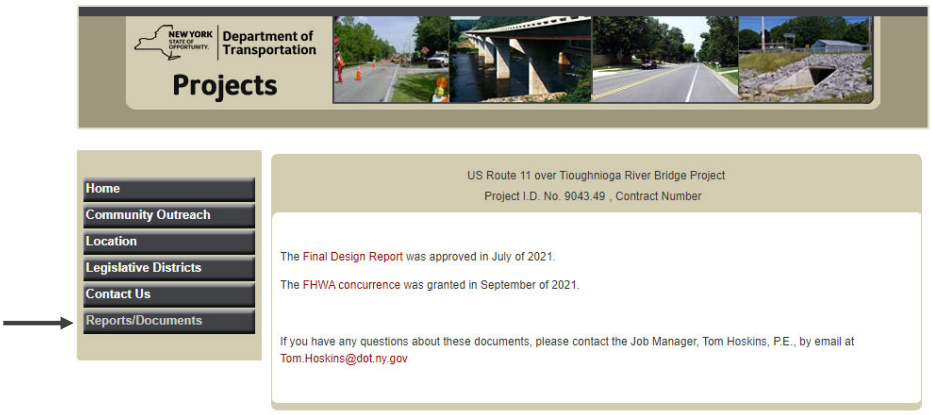
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Project Staff

- Tom Hoskins, P.E., Job Manager
- Rich Dearstyne, P.E., Design Engineer
- Jennifer Donlin, Real Estate Specialist
- Scott Cook, Regional Public Information Officer

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Availability of Project Documents



Project Website: www.dot.ny.gov/Rt11BridgeWhitneyPoint

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- The Design Report and design approval letter from the Federal Highway Administration are available on the project website under the Reports/Documents tab.
- Presentation materials from the public information meeting are available on the project website under the Community Outreach tab.

Presentation Purpose

- Introduce feasible design
- Impacts to the public
- Comments may be submitted:
  - By email or request a form: Tom.Hoskins@dot.ny.gov
  - Download a comment form to submit a written comment by mail at the project website: www.dot.ny.gov/Rt11BridgeWhitneyPoint
  - Call Tom Hoskins, PE, Job Manager at 607-721-8097 to request a project comment form and mail written comments
- Comments requested by September 27, 2022

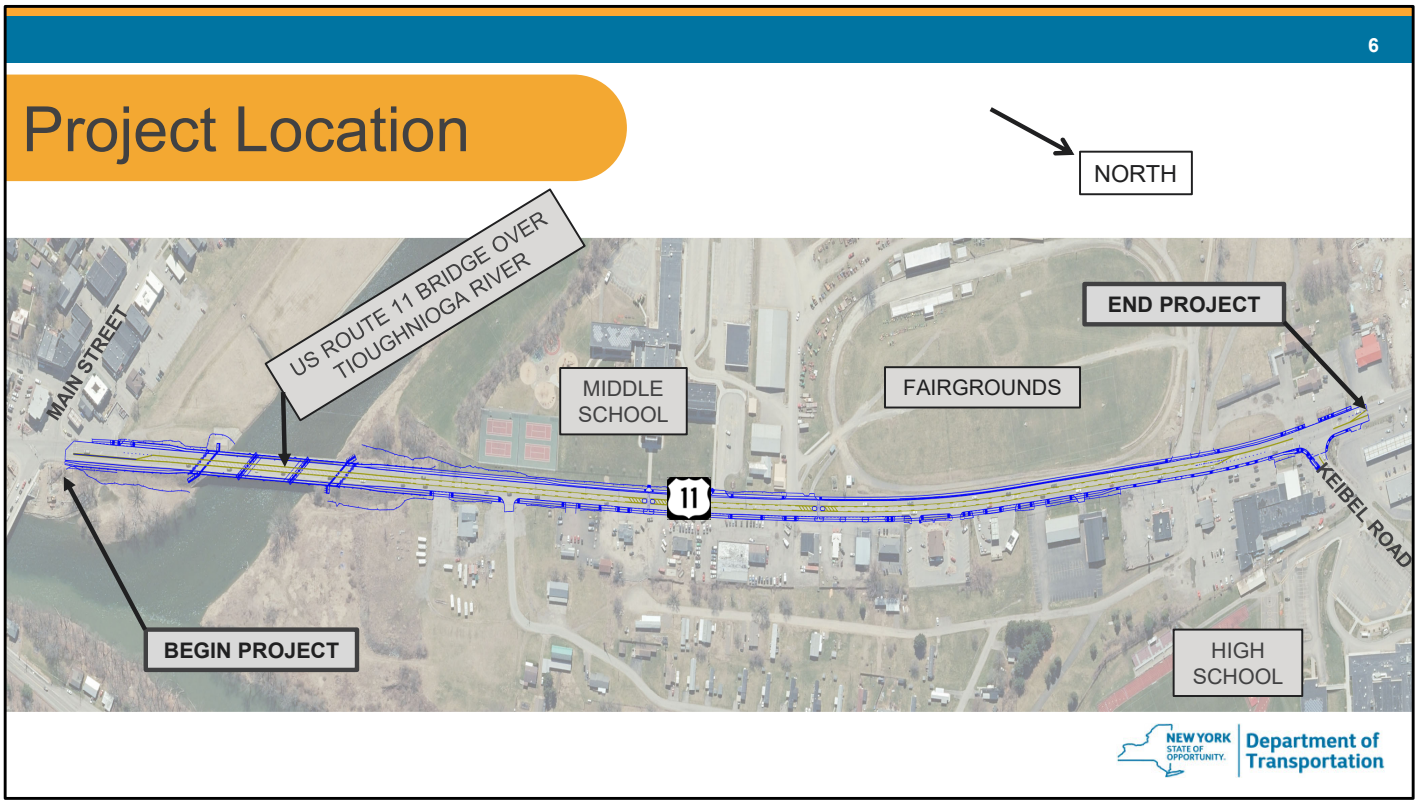
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- Contact Tom Hoskins, Job Manager, with any questions, comments or suggestions.
- Public comments are requested by September 27, 2022.

Agenda

- Project Location
- Existing Conditions
- Project Objectives
- Proposed Work
- Property Impacts
- Environmental Considerations
- Construction Staging
- Cost and Schedule

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- Overview map of general project location on US Route 11 from Main Street to Keibel Road in the village of Whitney Point, Broome County.
- The total project length is approximately 1 mile.

Existing Conditions

Bridge Identification No. (BIN): 1008320

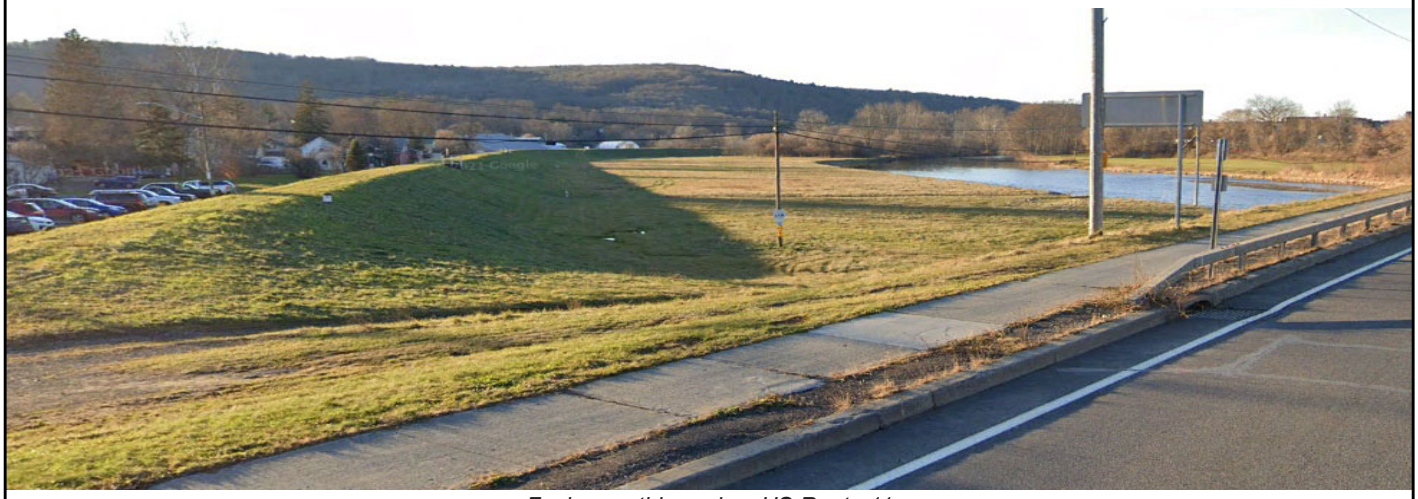


Bridge is safe for travel but is approaching end of service life

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- The existing bridge was built in 1947 and carries US Route 11 over the Tioughnioga River in the village of Whitney Point.
- The bridge is showing signs of deterioration and is approaching end of service life.
- The bridge is on the State's Flood Watch List because it is non-redundant (piers and abutments are not built on piles).
- The bridge provides a vital connection to businesses, recreation and community facilities along US Route 11.
- The estimated daily traffic in the project area is approximately 11,000 vehicles per day.

Existing Conditions



Facing northbound on US Route 11

Existing Flood Control Levee – US Army Corp of Engineers

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- The embankment for the current bridge was constructed in the 1940's and serves as part of the existing flood control levee to help provide flood protection for the village of Whitney Point.
- The levee is maintained under the jurisdiction of the United States Army Corp of Engineers.
- Any work on the bridge and the surrounding area will require close coordination with both NYS Department of Environmental Conservation and the United States Army Corp of Engineers.

Existing Conditions



Facing northbound from the intersection of Main Street and US Route 11

Address accident rate at intersection of Main Street and US Route 11

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- The intersection of Main Street and US Route 11 has an accident rate that is twice the statewide average of similar roadway facilities.
- A large portion of the accidents is associated with cars making a left turn into the gas station from the northbound lane of US Route 11. This left turn movement results in rear end collisions or right angle / left turn accidents, commonly referred to as a T-Bone type accident.
- Accident rates at the other intersections within the project limits are below the statewide average for similar roadway facilities.

Existing Conditions







Address drainage and pedestrian facilities throughout the corridor

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- The US Route 11 project corridor has sidewalks along the west side of the roadway, but limited sidewalks along the east side.
- Crosswalks exist at the project's north and south limits of Main Street and Keibel Road, but not at the Middle School and Fairgrounds where pedestrians are also likely to cross.
- Drainage will be addressed in low points along the corridor.

Project Objectives

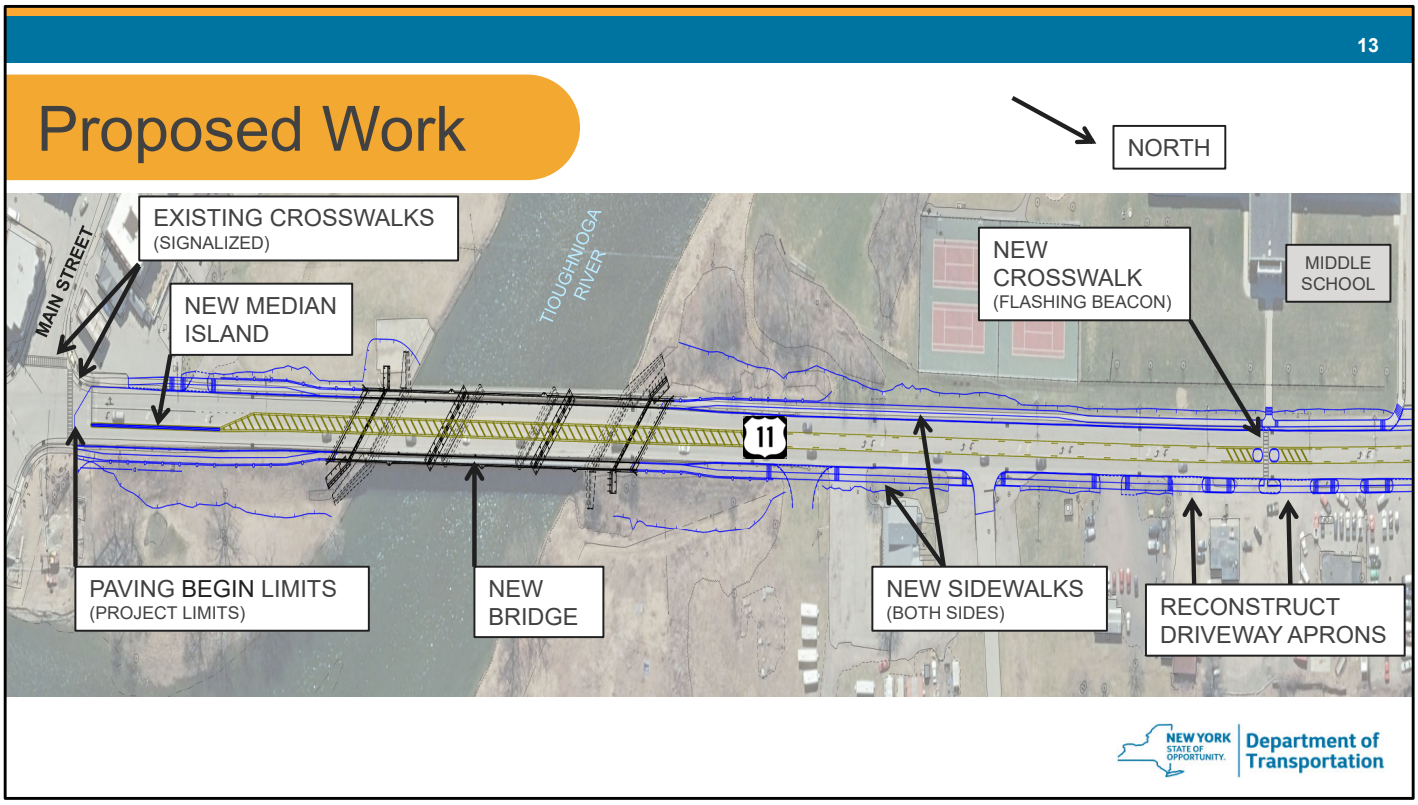
1. Restore the bridge Condition Rating to a 5 or greater (at or above sound condition) for at least 30 years while minimizing the life cycle cost of maintenance and repair.
2. Remove bridge from State's Flood Watch List.
3. Enhance existing pedestrian facilities along routes to nearby schools and businesses.
4. Enhance safety and implement crash reduction measures.

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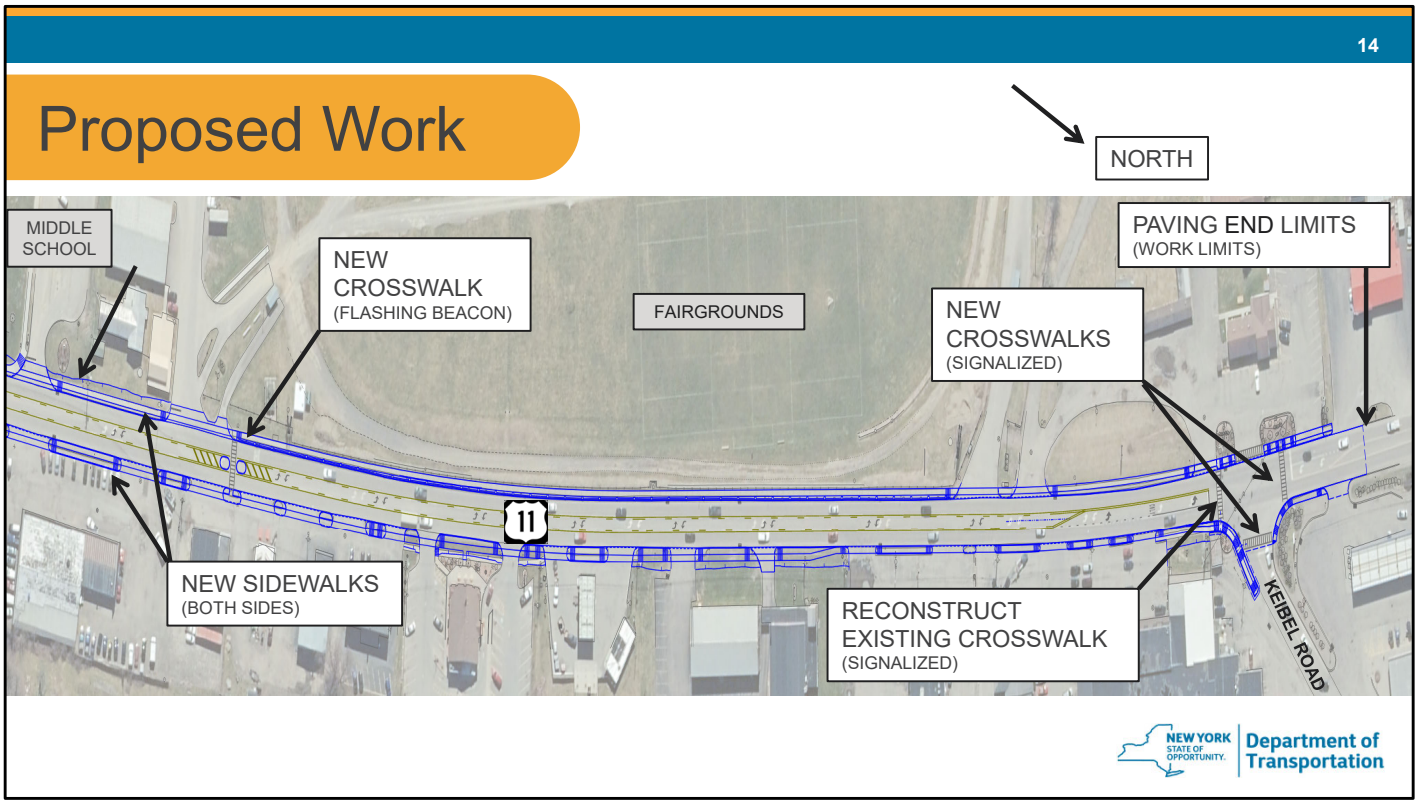
Proposed Work

- Complete bridge replacement of US Route 11 over Tioughnioga River
- New pavement on Route 11 between Main Street and Keibel Road
- New sidewalks and curb ramps on north and southbound sides of US Route 11 in compliance with Americans with Disabilities Act
- Two new mid block crossings with Rectangular Rapid Flashing Beacons (RRFB) in front of the Middle School and the Fairgrounds
- Two new crosswalks with new pedestrian signal equipment at the intersection of Route 11 and Keibel Road
- Enhance drainage and reconstruct driveway aprons

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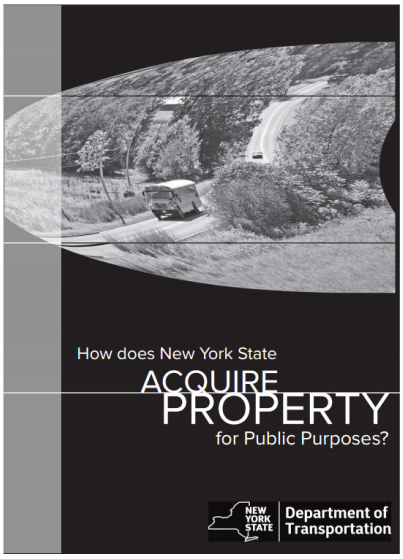


- The image above shows the first half of the project beginning at the intersection of US Route 11 and Main Street.
- The existing bridge will be replaced with a new bridge on the same alignment.
- As a crash reduction measure, a small raised island will be installed on the north leg of the US Route 11 and Main Street intersection to restrict left turn movements into the gas station driveway on Route 11.
- A mid-block crossing with a rectangular rapid flashing beacon (RRFB) will be installed in front of the Tioughnioga Riverside Academy (Whitney Point Middle School).
- Sidewalks will be installed on both sides of US Route 11 in compliance with the Americans with Disabilities Act.
- Driveway aprons within the project limits will be reconstructed in compliance with current design standards.



- The image above shows the second half of the project ending at the intersection of US Route 11 and Keibel Road.
- A mid-block crossing with rectangular rapid flashing beacon will be installed at the entrance of the Fairgrounds.
- The existing crosswalk on the south leg of the intersection crossing Route 11 will be reconstructed.
- New signalized crosswalks will be installed on the north leg of the intersection crossing Route 11, and on the east leg crossing Keibel Road.
- Sidewalks will be installed on both sides of US Route 11 in compliance with the Americans with Disabilities Act.
- Driveway aprons within the project limits will be reconstructed in compliance with current design standards.

Property Impacts



Property acquisitions will be required for project construction and maintenance

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- Representatives from the New York State Department of Transportation's Regional Right-of-Way Office have contacted impacted property owners.

Environmental Classifications

- **NEPA**- National Environmental Policy Act
  - Class II Categorical Exclusion (No Significant Impact)
- **SEQR**- State Environmental Quality Review Act
  - Non-Type II (No Significant Effect)



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- The National Environmental Policy Act (NEPA) requires transportation agencies to consider potential impacts to the social and natural environment. The transportation needs of the public must also be considered in reaching a decision that is in the best overall public interest.
- Under NEPA, the US Route 11 over Tioughnioga River Bridge Project is categorized as a Class II Categorical Exclusion. This means the project actions do not individually or cumulatively have a significant environmental effect and is excluded from the requirement to prepare an Environmental Assessment or Environmental Impact Statement.
- In New York State, SEQR (State Environmental Quality Review Act) requires the sponsoring governmental body to identify and mitigate the significant environmental impacts of the activity it is proposing.
- The US Route 11 over Tioughnioga River Bridge Project has a SEQR determination of non-Type II, which is a determination of no significant effect and does not require further SEQR review.

Environmental Considerations

CULTURAL RESOURCES

- Phase 1 and Phase 2 archeological surveys conducted.
- Several sites of interest – No adverse impacts.

VISUAL IMPROVEMENTS

- North and South of Bridge
  - New sidewalks, pavement, and pavement markings
- Bridge
  - Designed to visually complement the recently constructed adjacent bridge (East Main Street over Tioughnioga River)



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- Phase 1 and Phase 2 archeological surveys were conducted for this project. Impacts will be minimized to cultural resource sites within the project limits.
- Areas north and south of the bridge are predominantly commercial. The new curbs, sidewalks, driveway aprons, pavement and pavement markings will enhance the visual aesthetics of these areas.
- The aesthetic features on the new bridge, including the bridge rail and roadway lighting, have been designed to visually complement the adjacent bridge recently constructed in the village which carries East Main Street over the Tioughnioga River.

Environmental Permits

NYS Department of Environmental Conservation

- State Pollutant Discharge Elimination System (SPDES) General Permit
- Article 16 – Flood Control Land Use Permit
- Water Quality Certification (Section 401)

US Army Corps of Engineers (USACE)

- US Army Corps of Engineers, Section 404 Nationwide Permit #3 - Maintenance
- Section 408 Approval of Modification and Alterations of Corps of Engineers Project

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- Environmental permit applications have been submitted for approval.
- Required coordination and approvals from third party agencies may impact the project schedule.

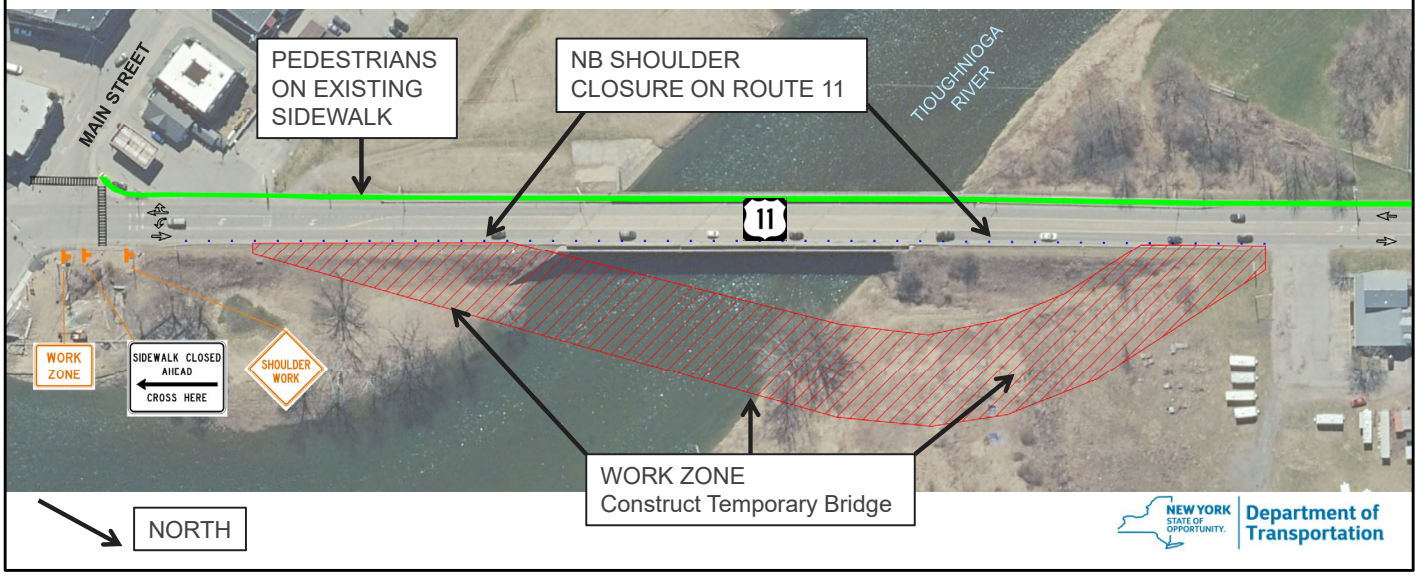
Construction Overview / Work Zone Traffic Controls

- **Pre-Stage 1** – Construct Temporary Bridge
- **Stage 1** – Construct New Bridge
- **Stage 2** – Construct Northbound Sidewalks / Pavement
- **Stage 3** – Construct Southbound Sidewalks / Pavement
- **Post-Stage 3** – Final top course paving, pavement markings and the final punch list items / clean up

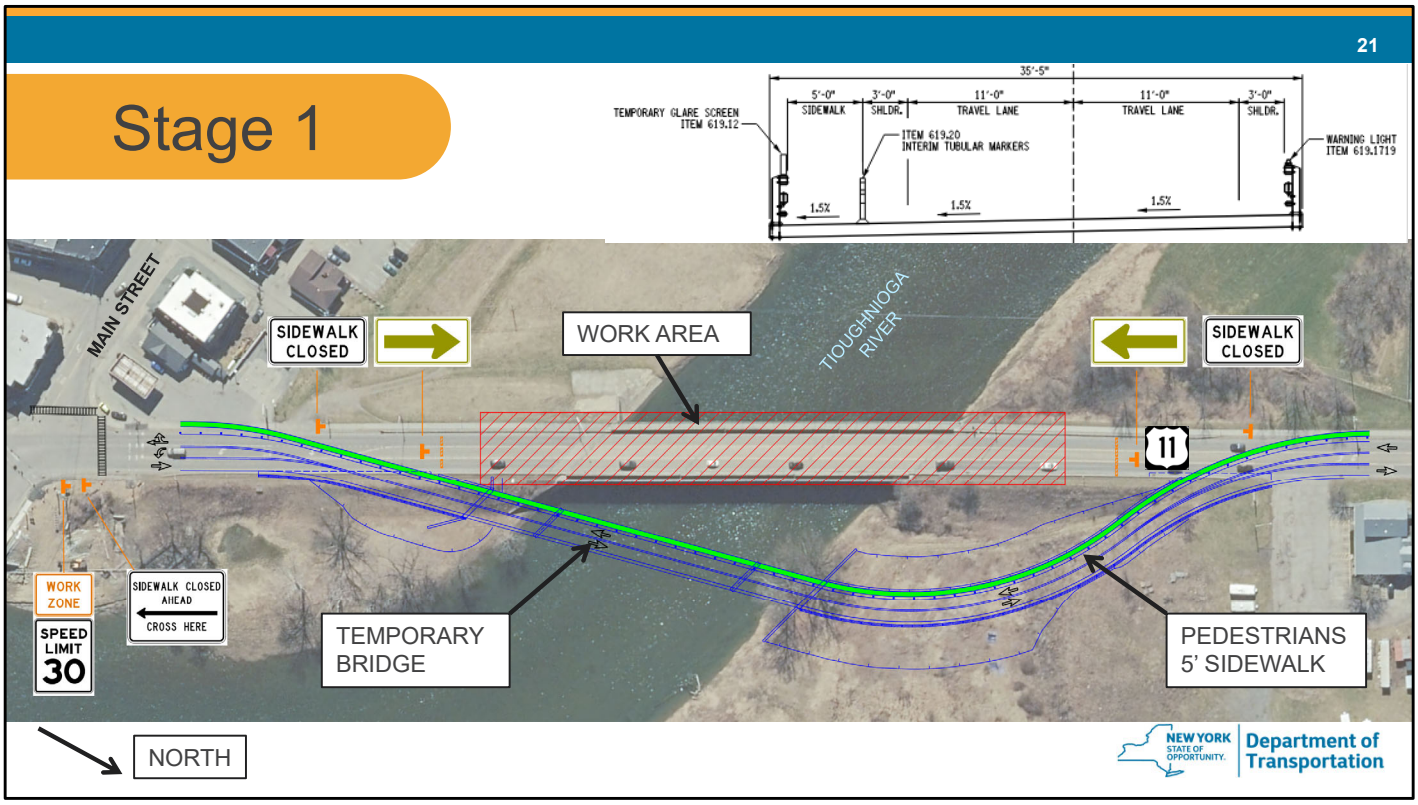
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- Pre-stage 1 and Post-stage 3 construction will not significantly change traffic patterns as they currently operate today.
- Stages 1, 2, and 3 are the main stages which will require changing traffic patterns during construction.
- The speed limit will be reduced from 40 mph to 30 mph for the three main stages of construction.
- Access for bicyclists and pedestrians, and access to driveways will be provided throughout the corridor for all stages of construction.
- School facilities will not be directly impacted by construction.

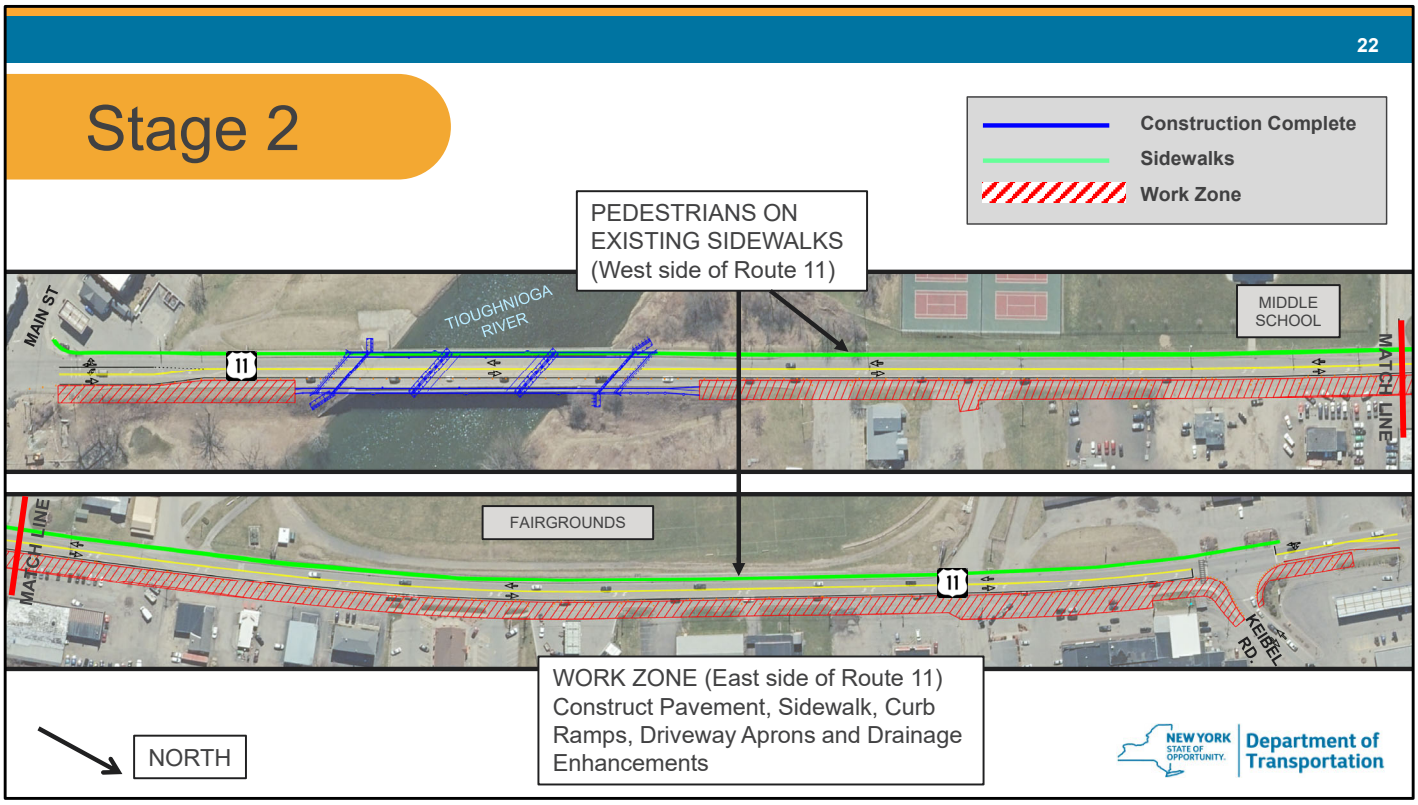
Pre-Stage 1



- Pre-stage 1 will focus on constructing the temporary bridge and pedestrian walkway.
- The northbound shoulder in the area of the existing bridge will be closed. However, the bridge will remain open and continue to manage traffic during this stage.
- Signage will be installed to direct pedestrians to cross the road at the intersection US Route 11 and Main Street to avoid the work zone.
- Pedestrians will be able to use the sidewalks on the west side of the road and the existing bridge (shown in green on slide above).

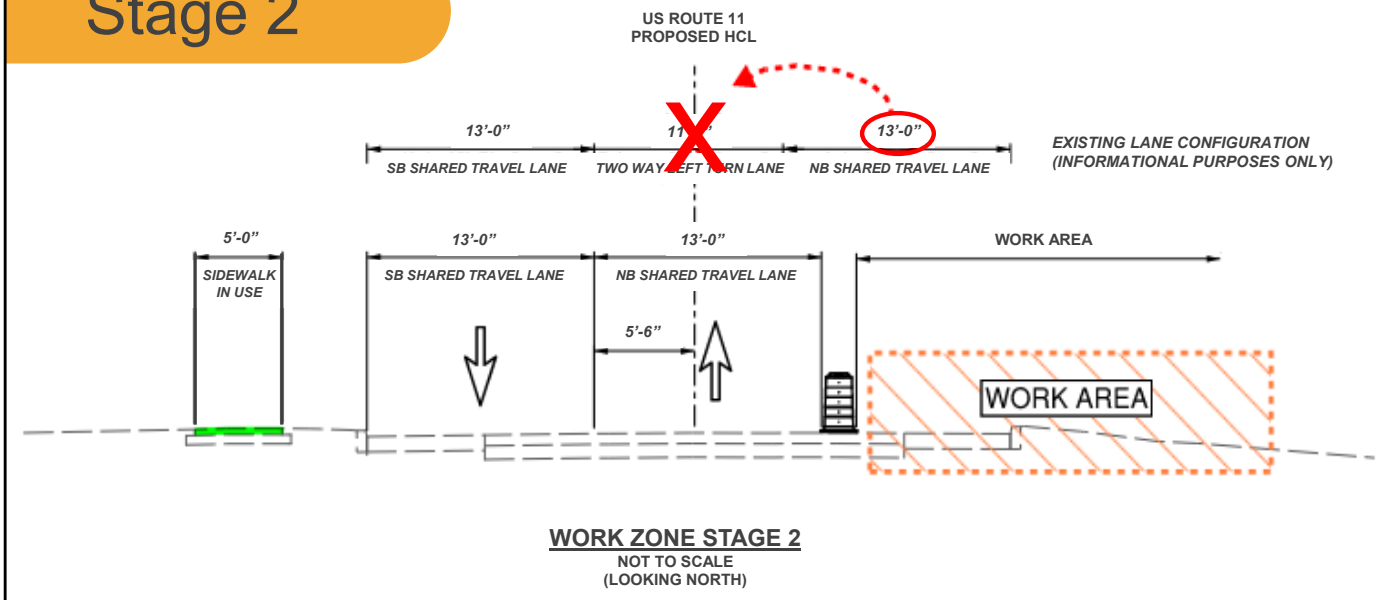


- Stage 1 will begin after the temporary bridge is constructed and will focus on constructing the new bridge.
- The existing bridge will be closed, and traffic will be managed on the temporary bridge during this stage (shown in blue on slide above).
- The temporary bridge will have 11-foot travel lanes with 3-foot shoulders in each direction to accommodate motorists and bicyclists.
- The existing sidewalk on the west side of the bridge will be closed. Pedestrians will be diverted to the walkway (shown in green on slide above) which will be constructed adjacent to the temporary bridge.



- The top graphic shows the project limits beginning from the intersection of US Route 11 and Main Street. The match line matches to the bottom graphic which shows the project limits ending at the intersection of US Route 11 and Keibel Road.
- Stage 2 will focus on completing work on the east side of Route 11. It will begin once the new bridge is constructed, and the temporary bridge is removed.
- Traffic will be managed on the new bridge and shifted to the west side of the roadway. Pedestrians will use the existing sidewalk on the west side of Route 11.
- This stage will require temporarily eliminating the center turn lane to manage alternating one-way traffic and accommodate construction in the work zone.
- Construction will occur north and south of the new bridge, and will involve installing new pavement, sidewalks, and curb ramps; reconstructing driveway aprons; and enhancing drainage systems.
- Sidewalk work in front of the middle school and Fairgrounds may be completed during Stage 1 to minimize impacts to school operations and during the County Fair.

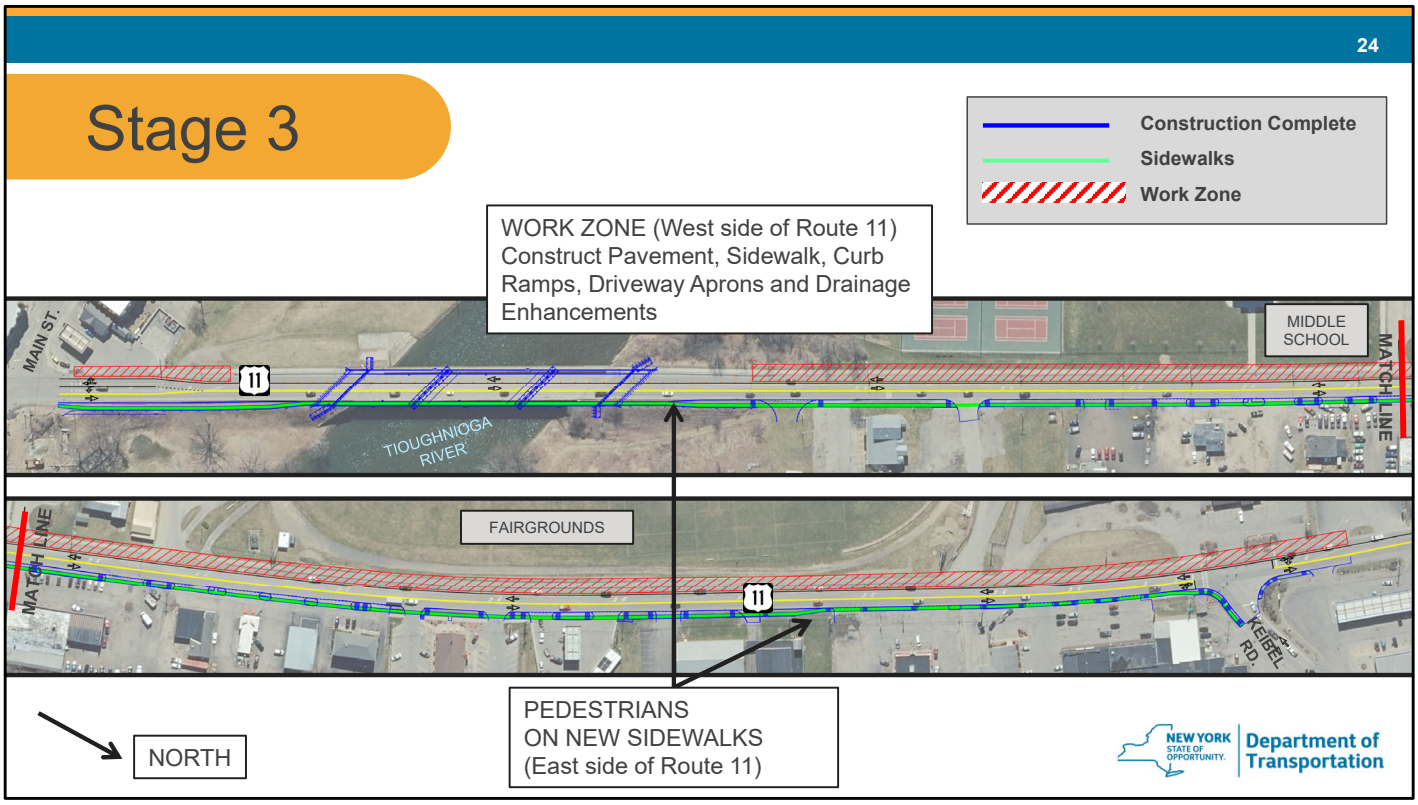
Stage 2



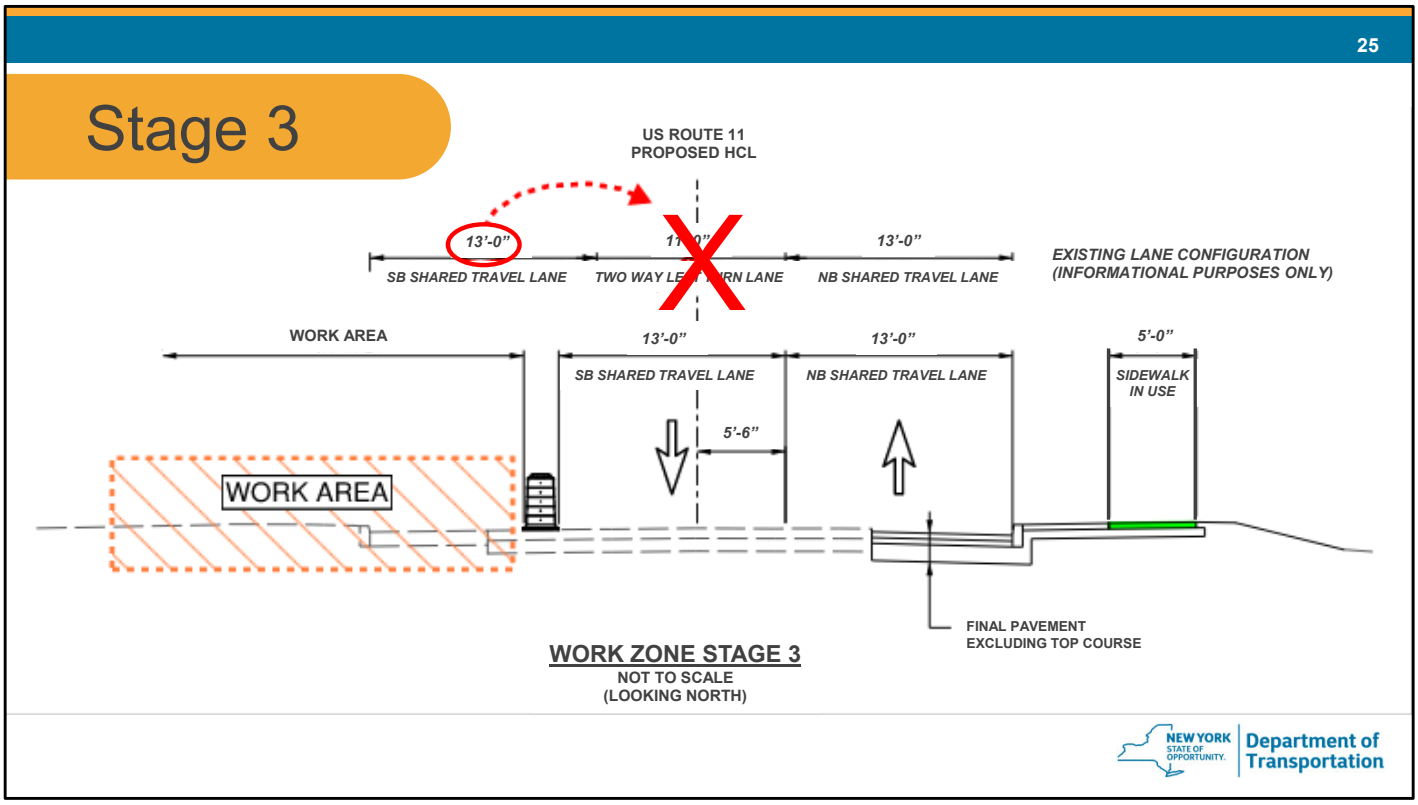
WORK ZONE STAGE 2
NOT TO SCALE
(LOOKING NORTH)

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- This slide shows the Stage 2 traffic configuration in section view with traffic shifted to the west.
- The top portion shows the current lane configuration: a 13-foot southbound lane on the left; an 11-foot two way left turn lane in the center; and a 13-foot northbound lane on the right.
- The bottom portion shows the lane reconfiguration during construction: 13-foot northbound and southbound travel lanes and the temporary elimination of the two way left turn center lane.
- Driveway access is planned to be maintained. This may require nighttime construction, or businesses/properties with multiple driveways to have one closed temporarily.
- Construction personnel will work with businesses and property owners during construction to minimize impacts during construction.



- The top graphic shows the project limits beginning from the intersection of US Route 11 and Main Street. The match line matches to the bottom graphic which shows the project limits ending at the intersection of US Route 11 and Keibel Road.
- Stage 3 will focus on completing work on the west side of Route 11.
- Traffic will continue to be managed on the new bridge and shifted to the east side of the roadway. Pedestrians will use the new sidewalk on the east side of Route 11.
- This stage will also require temporarily eliminating the center turn lane to manage alternating one-way traffic and accommodate construction in the work zone.
- Similar to Stage 2, construction will occur north and south of the new bridge and will involve installing pavement, sidewalks, and curb ramps; reconstructing driveway aprons; and enhancing drainage systems.



- This slide shows the Stage 3 traffic configuration in section view with traffic shifted to the east.
- The top portion shows the current lane configuration: a 13-foot southbound lane on the left; an 11-foot two way left turn lane in the center; and a 13-foot northbound lane on the right.
- The bottom portion shows the lane reconfiguration during construction: 13-foot southbound and northbound travel lanes and the temporary elimination of the two way left turn center lane.
- Driveway access is planned to be maintained. This may require nighttime construction, or businesses/properties with multiple driveways to have one closed temporarily.
- Construction personnel will continue to work with businesses and property owners during construction to minimize impacts during construction.

Post-Stage 3

- Final traffic configuration
- Daily lane closures or traffic shifts as needed to finish the top course paving and pavement markings.
- Final punch list items (final signage, landscaping, grading)
  - Work outside of the Roadway
- Remove construction debris

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- Post-stage 3 will be the final stage of construction.
- Traffic will operate in the final configuration as it is today with a northbound and southbound travel lane and a two-way left turn center lane.
- Daily lane closures and traffic shifts will be used to finish pavement work.
- Additional work outside of the roadway such as landscaping, grading, signage and general clean up will be completed.

Project Cost and Schedule

- Plans, Specifications and Estimate Submission (Sept 2022)
- Finalize Property Acquisitions (Fall 2022)
- Publish Advertised and Bid Documents (Winter 2022-2023)
- Contract Letting (Spring 2023)
- Contract Award (Late Spring/Summer 2023)
- Construction Start (Summer 2023)
- Construction End (Spring/Summer 2025)

Estimated Construction Cost: **$20 M**

Cost and schedule are subject to change as overall program resources dictate

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- The estimated construction cost is $20 Million.
- The submission of Plans, Specifications and Estimate (PS&E) will be finalized this September. The PS&E submission will provide the relevant contract information to facilitate the construction bidding and award process.
- The project is scheduled to be advertised for bids this winter.
- Bids will be open at the Contract Letting which is anticipated to take place in Spring 2023.
- The project is anticipated to be awarded for construction start in Summer 2023. Construction is expected to last two years ending in the Spring/Summer 2025.

Question and Answer Period

Deadline for Written Comments: September 27, 2022

NYSDOT Contact: Tom Hoskins, PE, Job Manager

Email: Tom.Hoskins@dot.ny.gov

Tel: (607) 721-8097

Address: 44 Hawley Street, 13th Floor, Binghamton, NY 13901

Project Website: www.dot.ny.gov/Rt11BridgeWhitneyPoint

Please reference PIN 904349 in your correspondence

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