

General Project & Outreach Questions

Who is funding the Planning and Environment Linkage (PEL) study?

- This Troy Menands Bridge NY 378 PEL was funded as part of the 2019-2024 Capital District Transportation Improvement Plan. Total amount allocated is \$866,000 with an 80% Federal and 20% State split.

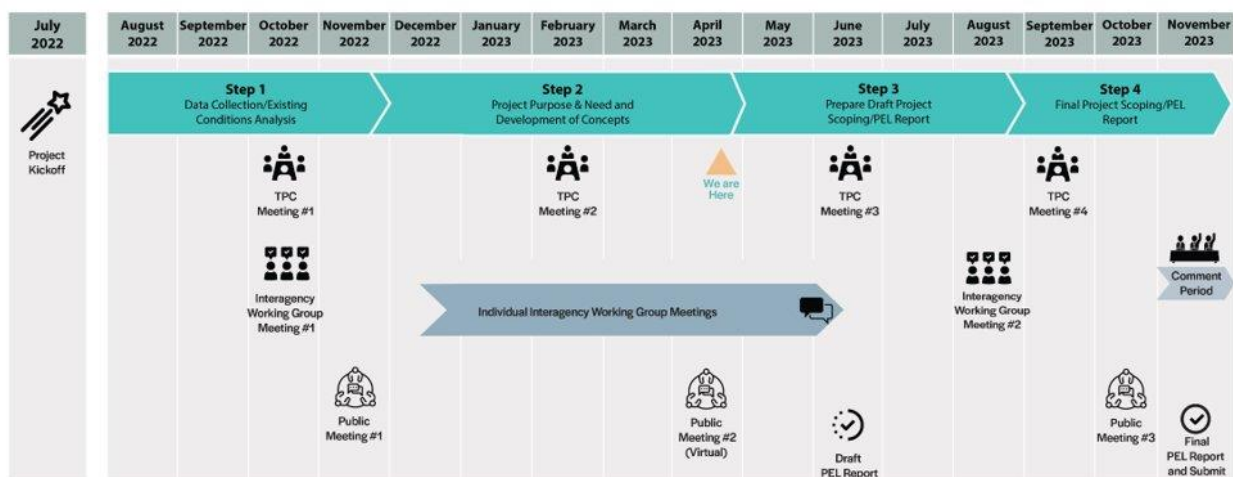
What entities are conducting the study and underlying research?

- NYSDOT Region One Planning and their consultant team, led by the engineering firm WSP, are conducting the study and underlying research.

What is the timeline for the remainder of the PEL study?

- Please see the timeline graphic below. We anticipate another public meeting in October 2023, and a final PEL report to be completed by the end of 2023.

Troy-Menands Bridge Planning and Environment Linkages Study, Albany and Rensselaer Counties
Project Schedule / Public Involvement Activities



Has funding been committed for the eventual project? What is timeline and next steps to secure funding?

- Funding is not committed for the design or construction of this project. NYSDOT is seeking both federal and state funding. Completing the PEL provides a competitive advantage for this project in securing future funding.

Can you conduct additional engagement with the South Troy/Osgood Neighborhood Association, and greenspace entities including the Rensselaer Land Trust, Narrows: Cascade and Heritage Trail group and others?

- NYSDOT will reach out to the South Troy/Osgood Neighborhood Association as well as the Rensselaer Land Trust and the Narrows: Cascade and Heritage Trail group for input on this project.

- **Will participants of this meeting be directly invited to the next meeting?**
- Anyone who attended the April 26, 2023, Zoom Public Meeting will be added to project update emails and notifications of future public meetings.

Will the presentation from the public meeting be posted online? have access to this meeting or the slides in the future?

- Yes, a link to the presentation has been added to the project website:
www.dot.ny.gov/troymenandsbridge/reports

Is there a survey question to identify who is on this call/where their interests lie? For example, if there are more people from South Troy or the East Greenbush suburbs.

- A question regarding the location and interests of the meeting attendees was not asked at the meeting. This type of information will be included in the questions during future meetings.

Who can I contact with additional questions or feedback?

- You can contact: Susan.Olsen@dot.ny.gov; Greg.Wichser@dot.ny.gov; Bernard.Kalus@wsp.com

Traffic Analysis

What information do you have from traffic experts on their recommendations if any?

- The traffic engineers will evaluate the concepts presented at the meeting to determine their impact on traffic flow and safety. Recommendations will be based on this analysis and will be shared at future meetings.

Is the crash data inclusive of crashes involving non-motorized users?

- Yes. Crashes involving pedestrians and bicyclists are included in the analysis.

Could you explain the definition of an overtaking crash?

- Overtaking or passing means one vehicle going past another slower moving vehicle that is travelling in the same direction.

Has any traffic research been done on the Menands side of the bridge?

- Yes. The traffic data collection and analysis include NYS 378 up to and including the interchange with I-787.

What can be done about the traffic on Morrison Avenue, which is usually already backed up early in the morning?

- The traffic engineers will evaluate the concepts presented at the meeting to determine their impact on traffic flow and safety. Some of the concepts will change traffic flow patterns which would most likely reduce the demand for Morrison Avenue. The results of the traffic

analysis, including impacts to conditions on Morrison Avenue, will be used to evaluate the effectiveness of the concept in meeting project objectives.

What can be done about traffic on Stowe Avenue? Getting off Stowe Avenue at peak hours is difficult, as Stowe Avenue is often used as a short cut to the bridge.

- The traffic engineers will evaluate the concepts presented at the meeting to determine their impact on traffic flow and safety. Some of the concepts will change traffic flow patterns which would most likely reduce the demand for traffic to use Stowe Avenue as a detour during peak hours. The results of the traffic analysis, including its impact to conditions on Stowe Avenue, will be used to evaluate the effectiveness of the concept in meeting project objectives.

Concept Questions

Which concepts eliminate the use of the existing bridge?

- All concepts, except for concept one, would eliminate the existing bridge and replace it with a new bridge.

How long would it take to remove the old bridge? To build the new bridge?

- Construction phasing and scheduling will be evaluated in future phases of the project development process.

If the bridge was relocated, would this transfer traffic issues to the Route 4 corridor, and potentially increase crashes?

- Relocating the bridge could change traffic patterns and affect traffic operations on adjacent roadways. The PEL makes use of the CDTC Regional Traffic Model which will consider alternative bridge locations and how those locations could affect traffic patterns. In addition, the study area was expanded to include the Route 4 corridor to evaluate how these changed traffic patterns would affect operations on the roadways included as part of the study area.

What if any of the concepts incorporate access improvement for redevelopment of the South Troy industrial area? Could this be integrated in Concept 4 or other concepts?

- The PEL is the initial phase of the project development process. The PEL is focused on evaluating the feasibility of rehabilitating or replacing the bridge and determining an optimal corridor location should a new bridge be required. Future phases of the project will look at items like access improvements to specific areas within the project study area.

How will greenspace be integrated with the tech park, which has trails and ravines not indicated as such?

- We are not yet at that stage of analysis, but potential impacts to existing/future dedicated greenspace will be part of the screening process.

How would the various concepts impact the bike and pedestrian trail running under the existing bridge, both permanently and during construction? Both are important to running and bike clubs locally and statewide.

- Bicycle and pedestrian connections and facilities are stated as part of the Purpose and Needs statement for this Troy-Menands Bridge PEL project: the idea is to carry this Purpose and Needs statement through to NEPA. When funding becomes available for a major rehabilitation or replacement, for a project of this magnitude, the inclusion of bicycle and pedestrian amenities are a given and the expectation is that the connection to the Mohawk Hudson and Empire State Trail will be reestablished whether the bridge is rehabilitated or relocated. Temporary impacts during construction may be necessary but will be dependent on construction staging and will be evaluated in future phases of the project.

Has feasibility of a roundabout at the Mill Street intersection already been determined considering the grade?

- No. This idea will be investigated during future phases of the project.

Has the geology of these hillsides been considered with the split, which is notorious for slope failures?

- Further investigations will be required during design to determine the exact site conditions for any concepts that are chosen to move forward in the process.

Can Concept 9 integrate a bike/pedestrian connection at Water Street

- Multimodal transportation (including bike and pedestrian) connections will be considered during the evaluation process of all the Concepts.

Has tying the tech park into Glenmore Road been considered to alleviate congestion on Morrison Avenue?

- This tie-in point was considered but is not feasible due to recent development in this area.

How would Glenmore, Bloomingrove, and Williams Roads get on the roundabout?

- The Concepts will be developed in more detail to consider how the local roadways can make connections to the mainline roadway corridor.

Is there analysis of where eastbound traffic is going (i.e. most to HVCC? Or only at specific times? Most into troy, etc.?)

- The existing conditions traffic analysis does show how traffic moves through the study area. In general, during the AM peak hour just over 75% of eastbound bridge traffic make a right on either Morrison Avenue or Mill Street and travel to Route 4 in the vicinity of HVCC. During the PM peak hour approximately 60% of eastbound bridge traffic make a right on either Morrison Avenue or Mill and travel to Route 4 in the vicinity of HVCC.

Can the selected concept improve bike/pedestrian connections to the bus stop at Broadway and Cemetery Avenue, which is a BRT stop which the study identified as high-volume?

- Impacts and improvements to existing bike and pedestrian facilities will be evaluated as part of the screening process.

Have you considered a flyover coming down Morrison Avenue on to the bridge?

- Concept 3 changes the approach from the bridge to the Morrison Avenue intersection and eliminates the need for eastbound bridge traffic to turn right and westbound traffic to turn left. This concept will first be analyzed as a traditional at-grade intersection since it is the most cost-effective solution. Additional measures, such as grade separation, will be evaluated if the at-grade intersection operations are unacceptable.