



MEETING MINUTES

Meeting Title:	Public Information Meeting Rte. 28A Bridge Replacement over Esopus Creek	Date/Time:	12/16/14 10 am
Prepared By:	Myrosia Dragan, P.E. - WSP	Location:	Town Meeting Hall
Reviewed By:	David Weiss, P.E. - WSP	Distributed	
Distribution:	Town of Olive, Supervisor NYCDEP	File Number:	
Attendees:	(see attached sign-in sheet)		

Summary:

A public information meeting was held regarding the proposed replacement of the Rt.28A bridges over the Esopus Creek and RR tracks by the NYCDEP. The meeting consisted of a presentation describing the proposed project, followed by an open question and answer period.

Meeting Notes:

1. Introduction
 - a. The Town Supervisor opened the meeting and turned it over to the NYCDEP for their presentation of the proposed bridge replacement project.
 - b. NYCDEP stated that the purpose of this public meeting was to get feedback from the community early in the design process, allowing for incorporation of community input as the design is developed.
2. NYCDEP Project Presentation

(Note: Presentation slides are available at <http://town.olive.ny.us>)

 - a. Project overview:
 - i. The project includes replacement of two bridges: the Rt. 28A bridge over the Esopus Creek and the adjacent Rt. 28A bridge over the abandoned CMRR tracks. The bridges are to be replaced due to their structural and geometric deficiencies. Improvements to the roadway geometry and the intersection of Rt. 28A and Rt. 28 are also included in the project.
 - ii. In order to minimize traffic disruptions, the new bridges are proposed to be constructed parallel to the existing Rt. 28A roadway and bridges.

Traffic will be carried by the existing bridges during construction and will shift to the new bridges upon completion.

- iii. The project is in the early stages, with an anticipated design completion date in 2019. The anticipated construction duration is two years, with a 2020 start date.
- iv. NYCDEP anticipates another public meeting with the Town and community around July 2015, to present and discuss the bridge replacement alternatives developed during the design process.

3. Town Flood Advisory Committee

- a. The Town of Olive Flood Advisory Committee was formed in January 2014 to address repeated flooding of the Boiceville business district.
- b. The Town retained Woidt Engineering to perform a Local Flood Analysis and Flood Mitigation Plan, under the NYCDEP Watershed Stream Management program. Analysis to start in February, anticipated completion in 14 months.
- c. Woidt Engineering noted that the bridge over the Esopus is a constriction point. It was also noted that opening the flood plain adjacent to and downstream of the bridge may be considered as a flood mitigation option.
- d. The Town requested that the City coordinate design efforts with Woidt Engineering.

4. Question and Answer period

Community member: Can you say with absolute certainty that there will be no road closures – detour due to road closure adds 25 minutes of travel time?

Response: Construction of the bridges on a new, parallel alignment is proposed to minimize traffic disruption. Traffic will remain on existing bridges until new bridges are constructed. Short-term closures or alternate one-way traffic may be needed when shifting traffic from the existing to the new bridges. NYCDEP noted that they will coordinate with the school bus company during construction, as they did during recent construction work at the dividing weir.

Olive Fire Department: Concerned with the impact on response time.

Response: Contractor is always required to notify and coordinate with all emergency services regarding any short-term or longer road closures. Fire department will be invited to project construction meetings.

Community member: Concerned that providing a roundabout at the Rt. 28/28A intersection would lead to awkward, potentially unsafe, truck movements.

Response: A roundabout is one of several intersection types that will be analyzed and evaluated, as per NYSDOT requirements. Several alternatives will be studied, and public comment/input will be considered before an alternative is selected.

Community member: There are S-curves on Rt. 28A south/west of the bridges that should be straightened.

Response: NYCDEP is undertaking a separate project that will address the roadway S-curves beyond the limits of this project. It is likely that this work will be done prior to the bridge replacement work.

Woidt Engineering: Will consideration be given to raising bridge profile to mitigate bridge constriction of floodwaters?

Response: Raising the bridge profile may be considered. This must be balanced with the need to modify the profile to improve the current, substandard sight distance on the roadway.

Town Board member: Any inclusion of rail/trail access?

Response: Bicycle/pedestrian accommodation on the bridges will be provided.

Ulster County: The county requires that the opening and vertical clearances at the existing RR bridge be maintained.

Flood Advisory Committee member: Flood mitigation is crucial to businesses in Boiceville. As such, we encourage the removal of embankment between the Railroad and Esopus bridges to improve flood plain conditions.

Response: This comment was noted. Impacts and/or improvements to floodplains within the project limits will be reviewed during design.

Community member: Concern with poor sight distance at hump over RR bridge.

Response: The design will incorporate improvement to the non-standard sight distance.

Community member: What will be the lifespan of new bridges.

Response: Bridges will be designed for 75-year service life.

Area resident: Traffic/safety issues are paramount. Encourage incorporating pedestrian/bicycle/tourism improvements and traffic calming measures. Roundabouts work well in Europe. The school board has conducted traffic studies as part of their “Safe Crossings” investigations – may be applicable here.

Response: The school board’s traffic study data will be requested.

Olive Fire Department: Existing intersection has little if any accident history. Concern that trucks would have difficulty slowing down into and out of roundabout due to hill, especially during inclement weather.

Response: This will be considered in the evaluation of intersection alternatives.

Community member: What about moving the bridges and roadway much further south, to eliminate the S-curves on Rt. 28A south/west of the bridges.

Response: The new roadway/bridges are currently proposed to be located immediately parallel to the existing.

Community member: What happens to the old bridges and roadway?

Response: The existing bridges and roadway will be demolished. Their former locations will be restored to a natural state.

Community member: With the roadway re-alignment, will affected driveways be lengthened and homeowners provided permanent easements on City property?

Response: Driveways would be extended as required. Regarding easements, it is early to say definitively, but likely yes.

Trout Unlimited member: What effect will there be on stream flows during construction?

Response: No changes to Shendakan portal operations (releases) are anticipated. Contractor will have to accommodate existing flows. There are seasonal restrictions on work in the stream due to trout spawning that contractor must observe.

Town Board member: Can NYCDEP publish notice of future public meetings in newspapers? Can the Town utilize a Facebook page dedicated to the project?

Response: NYCDEP will consult with their Press Office. DEP does maintain a Facebook page but it is not project specific.

Town Supervisor: Can the NYCDEP S-curve improvement and bridge replacement projects be combined?

Response: The roadway S-curve improvement project will be completed prior to the bridge replacement project.

Town Supervisor: With the potential realignment of Rt. 28A, will the town-owned Cold Brook Road need to be extended?

Response: Yes.

Attachments:

1. Sign-In Sheet (*pending, requested from Town Supervisor*)
2. Presentation slides