



# Meeting Summary

## CAT-252 Esopus Creek and Rte. 28A Bridge Public Information Meeting #2

October 27, 2015 at 5:00 PM  
Town Meeting Hall, Town of Olive, NY

**Attendance:**

Public		
Name	Affiliation	Email
Ron Aja		<a href="mailto:ronaja@ngp@gmail.com">ronaja@ngp@gmail.com</a>
Drew Baggus	Town of Olive	<a href="mailto:bogeyalb@yahoo.com">bogeyalb@yahoo.com</a>
Aaron Bennet	Ulster County	<a href="mailto:aben@co.ulster.ny.us">aben@co.ulster.ny.us</a>
Brian Burns	Olive Highway Department	
Tony Cocozza	Resident and Trout Unlimited	<a href="mailto:flyfish@hvc.rr.com">flyfish@hvc.rr.com</a>
Peter Friedel		<a href="mailto:pfriedeltownofolive@gmail.com">pfriedeltownofolive@gmail.com</a>
Jack Giudiffa	Resident	<a href="mailto:bobbanred3@aol.com">bobbanred3@aol.com</a>
Dawn Giuditta	Town of Olive	<a href="mailto:olivetownclerk@hvc.rr.com">olivetownclerk@hvc.rr.com</a>
Purdy Halstead	Resident	
Ruth Halstead	Resident	
Jody Hoyt	TU & Flood Commission	
Ed Kahil	Resident	<a href="mailto:ekahil@hvc.rr.com">ekahil@hvc.rr.com</a>
Scott Kolden	Town of Olive	<a href="mailto:skolden@gmail.com">skolden@gmail.com</a>
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John Pree	Ulster Legal	
Sylvia Rozzelle	Town of Olive	<a href="mailto:olivesupervisor@hvc.rr.com">olivesupervisor@hvc.rr.com</a>
Jim Sofranko	Town of Olive	<a href="mailto:jimsofrankotownofolive@gmail.com">jimsofrankotownofolive@gmail.com</a>
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Chriss Winne	Town of Olive	<a href="mailto:cwinne44@gmail.com">cwinne44@gmail.com</a>
Ternice Winne	Resident	<a href="mailto:ternice@gmail.com">ternice@gmail.com</a>
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Project Team		
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The purpose of this meeting was to inform Town of Olive residents of the proposed plan and design for the replacement of the Esopus Creek and Route 28A Railroad Bridges. This is the second Public Information Meeting held to discuss program status, address questions and solicit input.

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Town of Olive Supervisor Sylvia B. Rozzelle welcomed everyone to the town meeting and introduced all attendees.

Ray G. Girgis, PE, New York City Department of Environmental Protection, opened the presentation by thanking everyone for taking personal time to attend this important meeting. He began by providing a brief history of the project and describing the existing conditions of the bridges and roadway. The focus of the project includes:

- Replacement of the Esopus Creek and Rte. 28A Railroad Bridges
- 28A S-Curve: Nonstandard horizontal S-curve
- 28A Railroad Bridge: Nonstandard vertical sight distance
- Route 28A/Route 28 Intersection: Nonstandard Y-type intersection
- Esopus Creek Bridge: Nonstandard bridge and shoulder width

To date, the project team has completed a topographic and boundary survey, hydraulic analysis, traffic study, and environmental screening. In coordination with Woidt Engineering, the project team is conducting alternatives analysis, public outreach, and agency coordination. Upcoming design work includes subsurface investigations (soil borings).

The CAT-252 Esopus Creek and Rte. 28A Bridge project identifies four primary objectives:

- Provide a new structure based on current NYSDOT standards with a service life of 75-years
- Improve bridge, approach roadway and intersection geometry
- Address/improve hydraulic performance in coordination with Town of Olive's Flood Mitigation Study
- Provide for future bicycle/pedestrian accommodation per the Ulster County Inter-governmental Agreement

In addition to addressing project objectives, the project also will strive to achieve a gold sustainability rating. Sustainable design areas include natural resource management, sustainable land use, waste reduction/resource conservation, and energy conservation/reduction in greenhouse gas emissions.

Currently under consideration and evaluation are three project alternatives:

- No build option: Retain existing structure in its current condition. Receive additional structural flags. Leads to reduced load-carrying capacity and eventual closure
- Bridge rehabilitation option: Work includes repair of all deteriorated concrete bridge elements, structural deck repair or replacement, and railing and transition rail replacement. Repair not cost-

effective option due to extent of deterioration—does not improve safety or hydraulic performance, permit for bicycles accommodation or allow for roadway geometric improvements

- Bridge replacement option: Complete removal of existing structures and replace with new bridges on a parallel alignment. Option satisfies all project objectives

Alternatives are under analysis and a preferred alternative will be determined based on ability to address project objectives. George Fowler, Woitd Engineering, discussed how design options are being evaluated in conjunction with on-going flood study to identify strategy that will maximize flood reduction.

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## Project Schedule & Next Steps

Presenter: Ray G. Girgis, PE

### Schedule:

- Project Kickoff – July 2014
- Final Basis of Design Report (BODR) – August 2016
- 30% Design – October 2017
- 60% Design – July 2018
- 90% Design – January 2019
- 100% Design – July 2019
- Begin Construction – December 2020
- Complete Construction – November 2023
- Closeout – 2025

### Next Steps:

- Finalize Facility Plan
- Perform soil borings
- Prepare Basis of Design Report
- Initiate coordination with NYC Public Design Commission (PDC)
- Continue coordination with NYSDOT
- Continue State Environmental Quality Review (SEQR)
- Initiate 30% design

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## Public Comments & Questions

- Will the height of the crest [curve] be changed?
  - Yes potentially, this is currently under evaluation.
- Will the old crest curve be removed?
  - Yes, the roadway will be improved to address the limited sight distance.
- Did the project team consider including an acceleration lane southbound to avoid accidents? Can be dangerous for trucks and larger vehicles.
  - The traffic studies don't indicate the need for an acceleration lane. However, we will discuss with NYSDOT as they are the approving authority.
- Line of sight may be obstructed at the end of the T-intersection by a vehicle making a left turn.
  - Will investigate location of stop bar to improve visibility.

- How much of the creek will get widened?
  - Still under evaluation at this point. Hydraulic modeling will determine benefit of longer bridge/changes to channel.
- After the old bridge is removed, what happens to the piers?
  - Piers will be cut down below stream bed elevation and covered. You will not be able to see remaining piers.
- During construction of the new bridge, will there ever be full road closures?
  - No, the old roadway will be used when new structure is being constructed parallel to the existing. When completed, traffic will move to new structure and old roadway/bridge will be removed. At no point in construction will there be a full road closure requiring a detour.
- Has the design of the new bridge rails been thought about/determined?
  - Not yet, but the intent will be to incorporate a NYSDOT approved system while considering aesthetics.
- How firm is the project schedule?
  - Will try to keep to schedule to the best of ability but there are many different factors at play that can disrupt.