

IMPACTS TO TRAFFIC DURING CONSTRUCTION

Smith Hill Road will be closed to all traffic at both ends of the bridge during construction. A signed detour route will be posted for eastbound and westbound traffic utilizing the adjacent roadway network, specifically; Curtis Coopers Road to Curtis Road (CR 4) to NY Route 415. Temporary signals will be installed at the CR 4/NY 415 intersection. The detour is approximately 4.3 miles in length and would take about 7 minutes to drive.

This detour is anticipated to be in place from February through November of the construction year (2024) and will be maintained by Steuben County during the project. Access up to the bridge including all driveways adjacent to the bridge will be maintained throughout the project duration. A representative of the Steuben County Department of Public Works will be on-site full-time during construction and will be available to address questions, complaints and problems related to the project.

Proposed Detour Route



COMMENTS

A loose comment form is included with this brochure. Further questions, comments, or concerns can be addressed to:

Steuben County Department of Public Works
3 East Pulteney Square
Bath, New York 14810
Phone: 607-664-2479
Email: SCatherman@SteubenCountyNY.gov
Attn: Mr. Stephen Catherman, PE
County Bridge Engineer



STEUBEN COUNTY DEPARTMENT OF PUBLIC WORKS

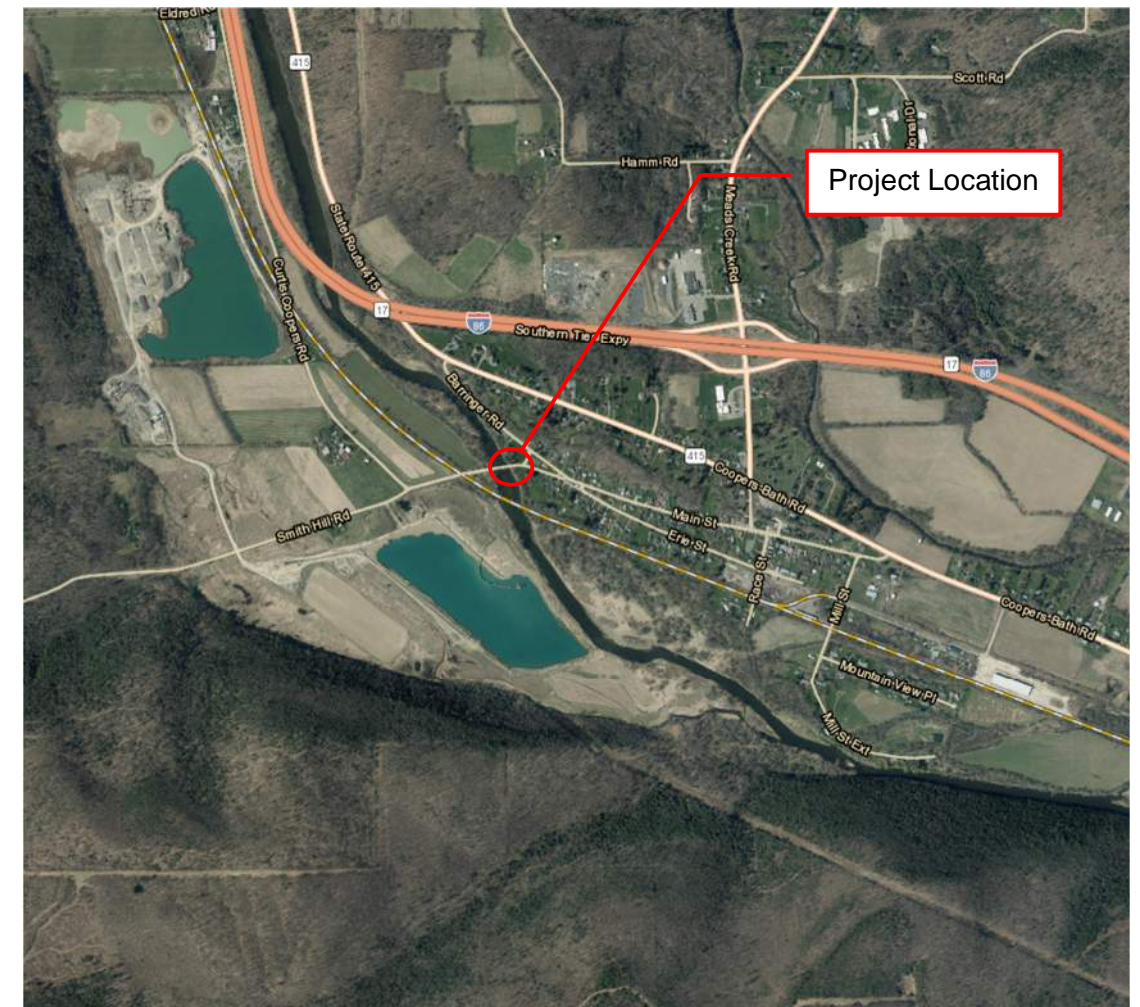
Eric Rose - Commissioner, Steuben County Dept. of Public Works

PUBLIC INFORMATION MEETING

Topic: Replacement of the Smith Hill Bridge over the Cohocton River

Place: Coopers Plains Long Acres Fire Department
210 Main Street
Coopers Plains, NY 14870

Date: November 16, 2022 – 5:00 PM



MEETING PURPOSE

The purpose of this informational meeting is to provide an opportunity for interested individuals to become acquainted with the project and express comments to Steuben County staff and the project team. There will be a short presentation, after which feel free to review the exhibits provided and to ask questions of the staff.

PROJECT DESCRIPTION & LOCATION

This project involves the replacement of the existing Smith Hill Road Bridge over the Cohocton River located in the Town of Erwin. The work limits would extend along Smith Hill Road approximately from 300 feet west of the bridge to 240 feet east of the bridge. Project work would generally include: removal of the existing truss bridge and concrete foundations and construction of new pile supported concrete foundations, a new multi-beam bridge with concrete deck, and bridge railing. A limited amount of full-depth roadway reconstruction will be performed at each end of the bridge to tie the new bridge into the existing roadway along with new guide rail, signing, and striping.

BRIDGE HISTORY & NEED FOR THE PROJECT

The existing 180-foot long steel truss bridge was originally constructed in 1936. The bridge received a deck and roadway stringer replacement in 1989, and a sidewalk was added on the right side of the bridge in 2004. The bridge is now 86 years old.

The driving need for this project is the continued deterioration of the bridge's structural members resulting in past flagged conditions and ever-increasing cost and efforts associated with inspection, maintenance and repairs (both planned and unplanned). Additionally, the bridge is currently posted for "No Trucks with R Permits" and has geometric features that no longer meet current standards including; lane and shoulder widths, restricted vertical clearance and insufficient waterway opening during flood flows.

PROJECT OBJECTIVES

- Complete the project with minimal disruption to the surrounding residences, agricultural properties, businesses and natural resources.
- Improve the bridge's condition rating by providing a structure with a load carrying capacity meeting current standards and a service life of 75 years in the most cost-effective manner while minimizing the future cost of maintenance and repair.
- Improve the hydraulic performance of the bridge by providing a waterway opening that meets or exceeds the National Flood Insurance Regulations.
- Improve the roadway and railings to better conform to present geometric and safety standards and eliminate existing non-standard and non-conforming bridge and roadway features.

PROJECT SCHEDULE

Scope/Design Approval	January 2023
ROW Acquisitions	August 2023
Construction Start	February 2024
Construction Complete	November 2024

PREFERRED ALTERNATIVE & COST

A total of 4 alternatives in addition to the no-build option were investigated to determine the most cost-effective means to achieve the project objectives. Only 1 alternative was found to meet the project objectives:

Two Span Bridge:

Project work would include full removal and replacement of the existing bridge with a new bridge set along the existing horizontal alignment. The new bridge would be a 210-foot long, two-span multi-beam superstructure with a concrete deck, railings, new concrete end supports, and a new concrete bridge pier located in the center of the Cohocton River. All foundations would be placed on driven piles and protected with stone riprap. The total travel width of the new bridge would be 8-foot wider than the existing bridge and feature two 11-foot lanes and 4-foot shoulders. The beams would be either steel or precast concrete depending on material cost and availability.

To accommodate the depth of the new bridge beams and provide a waterway opening that meets standards, the roadway immediately adjacent to and over the new bridge would be raised approximately 2-foot and then graded to tie back into the existing roadway over a distance of approximately 300-foot west of the bridge and 240-foot east of the bridge. There would be minor impacts to one private driveway on the northeast quadrant and to one farm entrance at the northwest quadrant. Additionally, tree removals would be required based on the required excavations and need for construction access. Replacement tree plantings will be considered in final design. New guide railing, signing and striping, minor grading with topsoil and seeding as well as utility pole relocations (as discussed below) would complete the project work. Minor right-of-way acquisitions, temporary and permanent easements, and grading releases would be required to complete the work. This alternative meets the project objectives and has an anticipated construction cost of \$4,625,000.

ENVIRONMENTAL CONCERNS

This project has been studied for social, economic, and environmental considerations. It is anticipated that construction of this project will have no negative environmental effects. The Contractor will be required to control vibrations, noise, dust, soil erosion and sedimentation caused by construction operations. work would predominately be performed during normal working hours Monday through Friday.

UTILITY IMPACTS

Five utility poles have been identified to be in conflict with the proposed bridge replacement and require relocation prior to the start of construction. Close coordination between the design team and the various utility owners will be required to determine the proposed locations and whether they are permanently or temporarily relocated. Relocation of the poles is the responsibility of the utility owner.

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