New York State
Department of Transportation

Public Information Meeting
Project Identification Number (PIN) 975339
Beaverkill Bridge Rehabilitation Project
Town Highway 30 (Craigie Clair Road) over Beaverkill
Bridge Identification Number (BIN) 3357260
Town of Rockland, Sullivan County

Joan McDonald, Commissioner
John R. Williams, P.E., Regional Director

June 27, 2013
6:00 p.m.
Beaverkill Valley Volunteer Fire Department
1524 Beaverkill Road
Lew Beach, New York

Purpose of Meeting

The purpose of this meeting is to discuss an upcoming bridge rehabilitation project: Project Identification Number (PIN) 9753.39 Town Highway 30 (Craigie Clair Road) over the Beaverkill. Public involvement is invaluable in defining and shaping transportation projects for the benefit of the highway user, the community, and the general public. The New York State Department of Transportation (NYSDOT) encourages your comments and input on this project, as well as any other transportation related concerns you may have. Information received from the public at tonight's meeting or at other points during project development will be documented and will be used along with other project information to shape project decisions.

Project Description

The Beaverkill Covered Timber Bridge is located in the Town of Rockland, Sullivan County, in the Beaverkill State Campground. The bridge (BIN 3357260) carries Craigie Clair Road over the Beaverkill and connects the two portions of the campground.

The Beaverkill Covered Timber Bridge is an important historic asset of New York State. The bridge is a Town Lattice timber bridge originally built in 1865. The bridge was listed on the National Register of Historic Places on October 3, 2007. The proposed project seeks to repair the bridge so it can be reopened to traffic and preserve the historic nature of the bridge for future generations.

Project Objectives

The project has been developed to achieve the following objectives:

1) Restore the bridge sufficiently to reopen the bridge to vehicular traffic while maintaining the 3 ton posting limit and height restriction of 6'6". This means cars and small SUVs will be able to drive across the bridge but larger vehicles such as commercial trucks and school buses will be prohibited.
2) Maintain the historic nature of the covered timber bridge providing access across the Beaverkill. Driving across the covered bridge is an experience to be preserved for future generations.
3) Maintain the historic integrity of the bridge structure. NYSDOT is working with the State Historic Preservation Officer to keep the bridge as it was designed so it looks and functions as it was originally intended in 1865.
4) Provide preventive maintenance features such as protection from insect and fungal damage and appropriate fire retardation measures. These treatments will protect the bridge from potential damage.
5) Prepare record plans of the bridge to be used for this repair project and future projects.

Current Status of Bridge

As of January 28, 2013, the bridge was closed to all vehicular traffic by the New York State Department of Transportation, and on March 18, 2013, the bridge was also closed to pedestrians. During a detailed inspection conducted as part of this project, it was determined that some of the elements of the bridge have deteriorated to the point that they can no longer support the 3 ton limit. NYSDOT is working with the NYS Department of Environmental Conservation and the Town of Rockland to make interim repairs so the bridge can be reopened this summer.

Alternatives

For this project, the following alternatives have been considered:

Alternative 1: No Build Alternative

The "No Build" Alternative consists of not doing any work on the bridge at this time and is used to provide a comparison with the preferred alternative. This alternative would result in continued deterioration of the bridge requiring the bridge to remain closed to all vehicular, pedestrian, and bicycle traffic. This alternative does not meet the project objectives. This is not the preferred alternative.

Alternative 2: Bridge Replacement in its Current Location

This alternative consists of replacing the existing bridge in its current location. This alternative would provide a structurally sound crossing over the Beaverkill, but it would not maintain the historic integrity of the covered bridge or the experience of driving across the covered bridge. This alternative does not meet the project objectives and is not being considered.

Alternative 3: Replace with a New Bridge in a New Location while Maintaining the Existing Bridge as a Pedestrian Bridge

This alternative consists of building a new bridge for vehicular traffic in a new location while completing just a partial rehabilitation of the existing covered bridge to maintain it for pedestrian use only. This alternative would require maintenance of the existing bridge to address structural damage and continued maintenance to prevent deterioration; however, it does not maintain the historic nature of the Beaverkill bridge crossing because you could no longer drive across the covered bridge. The alternative would also add the cost burden of maintaining a second structure. This alternative does not meet the project objectives and is not being considered.

Alternative 4: Rehabilitate the Existing Bridge

This alternative consists of rehabilitating the existing bridge so it will be able to carry vehicular, pedestrian and bicycle traffic. The 3 ton weight limit and 6'6" height restrictions will remain in place. The rehabilitation will require extensive repairs and replacements of the deteriorated bridge members. **This alternative meets all of the project objectives and is the preferred alternative.**

Off-Site Detour

It is proposed that the bridge be closed during construction and an off-site detour be utilized. The detour route is currently in place while the bridge is closed to all vehicular, pedestrian and bicycle traffic.

Representatives from the Beaverkill Campground requested that pedestrian access be provided during construction while the campground is open. However, during construction there will be additional supports placed inside the bridge to hold it up while the work is done. These additional supports would make it dangerous for the public to walk across and impossible to ride a bicycle across the bridge. Using a temporary structure was investigated, but the cost is approximately $100,000 and would likely require additional environmental studies. Therefore, pedestrian and bicycle access will not be provided during construction.

Private Property Impacts

This project will not impact private property. All access to the bridge and Beaverkill will be from the campground site.

Project Cost and Schedule

The Federal Government has provided $1,500,000 for the rehabilitation of the Beaverkill Bridge. The project needs have been prioritized to maximize the benefit of the construction funds and be able to keep the bridge open to bicycle, pedestrian and vehicular traffic. However, there is not enough funding at this time to do all of the needs identified.

Construction of the bridge rehabilitation project is currently scheduled to begin in Fall 2014 and be completed by Fall 2015.

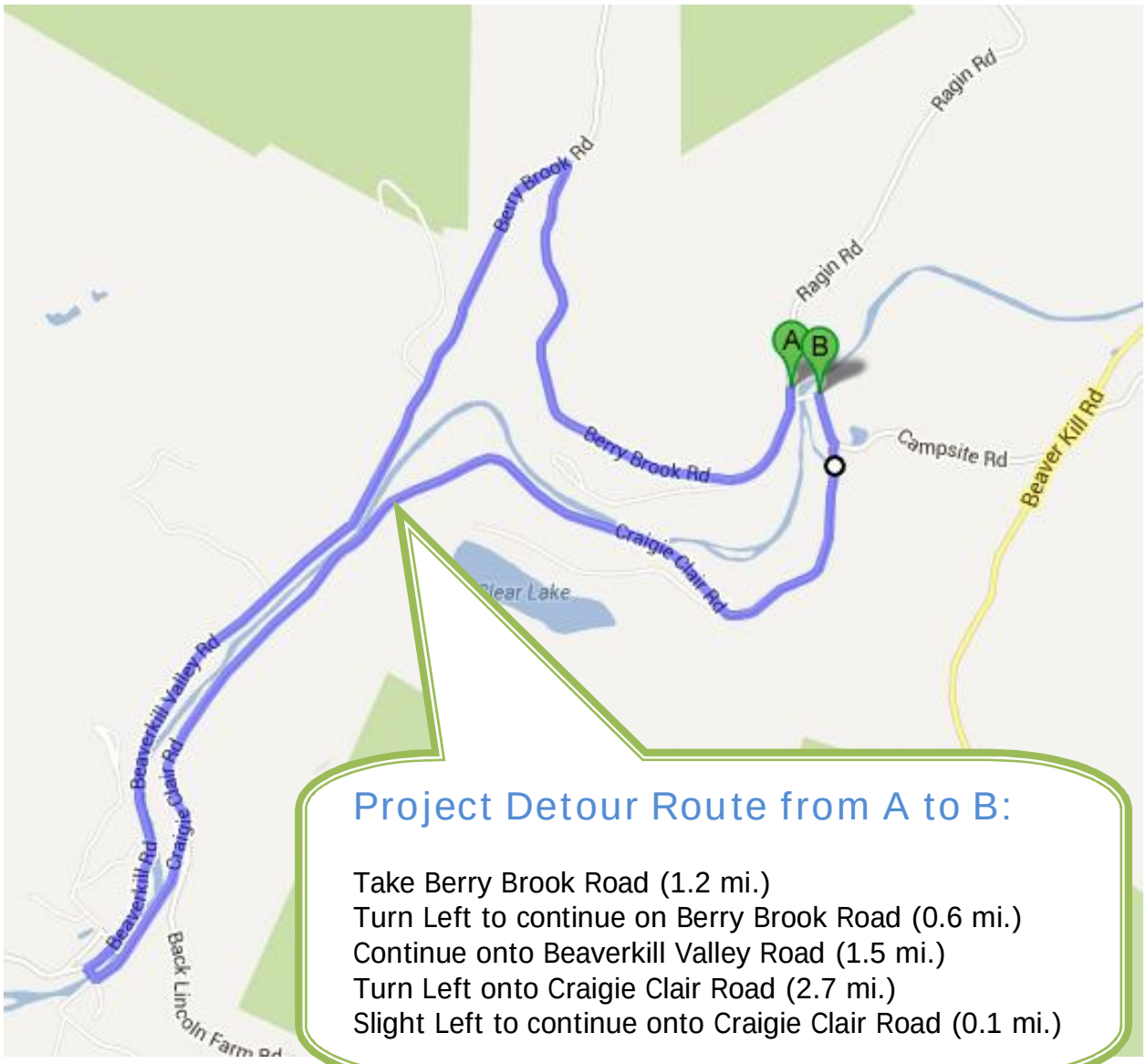
Contacts

If you have any questions or comments, or would like to discuss the project in more detail, please contact the NYSDOT Project Manager listed below. Please include the six-digit Project Identification Number (PIN) 975339 when you contact us.

Dev Devadoss, Project Manager
New York State Department of Transportation
Region 9 Design
44 Hawley Street
Binghamton, NY 13901-3200
Telephone: (607) 721-8662
Email: Dev.Devadoss@dot.ny.gov

Comments can be made using the enclosed comment form or by email.

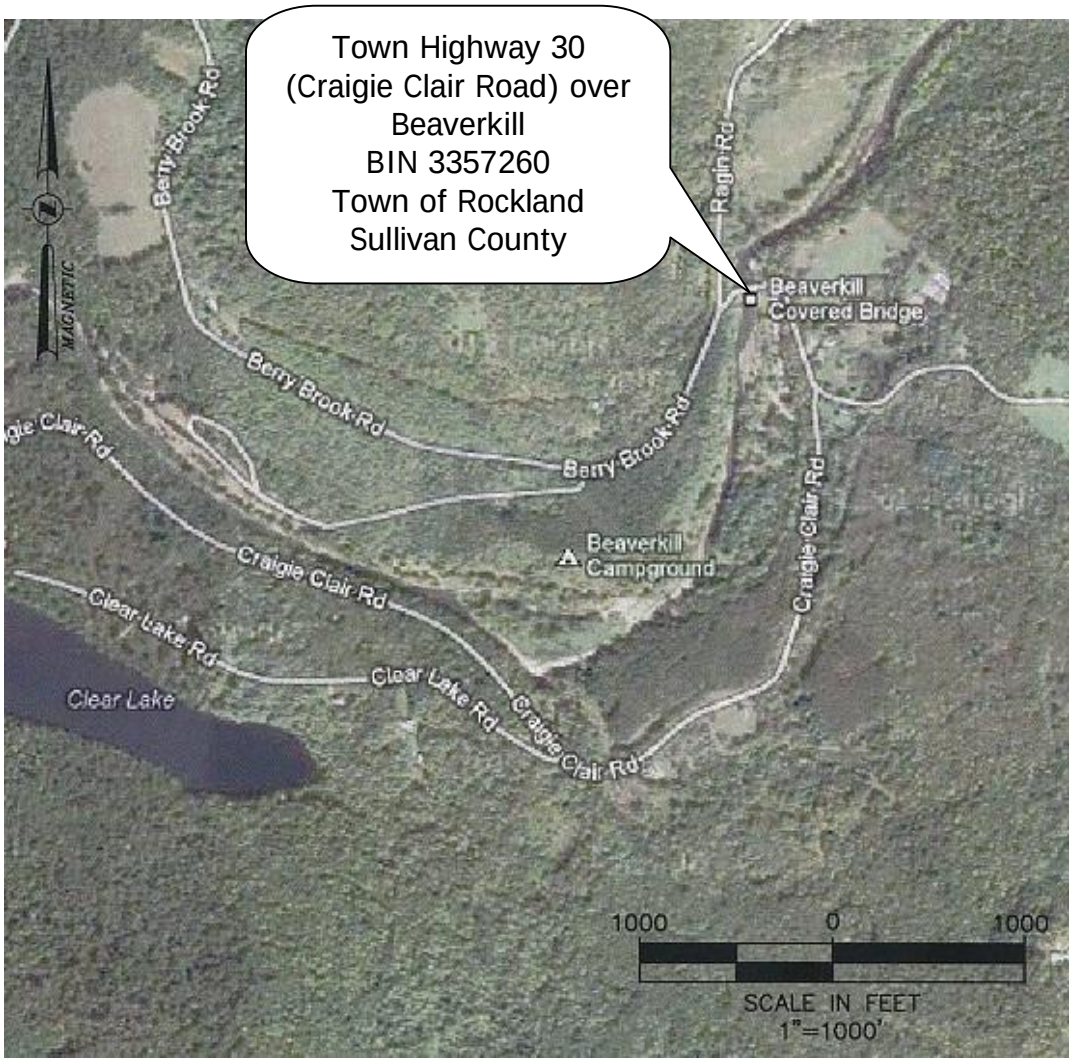
PROJECT DETOUR MAP



Project Detour Route from A to B:

Take Berry Brook Road (1.2 mi.)
Turn Left to continue on Berry Brook Road (0.6 mi.)
Continue onto Beaverkill Valley Road (1.5 mi.)
Turn Left onto Craigie Clair Road (2.7 mi.)
Slight Left to continue onto Craigie Clair Road (0.1 mi.)

PROJECT LOCATION MAP



PUBLIC COMMENT FORM

PIN 9753.39 Town Highway 30 (Craigie Clair Road) over Beaver Kill
Bridge Rehabilitation Project
Town of Rockland, Sullivan County
Public Information Meeting
June 27, 2013

We want your ideas, comments and questions! Please submit your comments on this form to a Department of Transportation representative at the Sign-In table this evening or mail it to the address on the reverse side by July 17, 2013. Comments can also be e-mailed to Dev.Devadoss@dot.state.ny.us. **Thank you!**

Please Print

Your name: _____ Date: _____

Your address: _____

_____

PROJECT COMMENTS:

How did you find out about tonight's meeting? Please check all that apply.

☐ Letter ☐ Radio ☐ Television ☐ Newspaper

☐ Word of Mouth ☐ Other (please specify)_____

What could be improved for future meetings (i.e. format, length, location, notification method, etc.)?

(Please tape shut before mailing. *Do not staple.*)

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U. S.
Postage
Required

Mr. John R. Williams, P.E.
Regional Director
ATTN: Dev Devadoss, Project Manager
NYSDOT Region 9
44 Hawley Street
Binghamton, New York 13901

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