NEIGHBORHOOD MEETING

Interstate 86 Conversion Project
NYS Route 17/I-81 Interchange
City of Binghamton
Town of Dickinson
Broome County
PIN 9500.61

ROOSEVELT ELEMENTARY SCHOOL
9 OGDEN STREET, BINGHAMTON
FEBRUARY 28, 2006
5:00 PM – 8:00 PM

Mr. John R. Williams, P.E.
Regional Director
NYS DOT Region 9
44 Hawley Street
Binghamton, NY 13901
PUBLIC COMMENT FORM

NYS Route 17/1-81 Interchange
City of Binghamton and Town of Dickinson, Broome County
P.I.N. 9500.61
Neighborhood Meeting - February 28, 2006
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 in time to be received by March 14, 2006 to the address on the reverse side.
(Please Print)

Your Name: ___________________________ Date: ___________________________
Your Address: ___________________________ Zip: ___________________________

COMMENTS:

________________________________________________________________________
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(Please tape shut before mailing – do not staple)
NOISE ANALYSIS
A traffic noise study was completed to evaluate potential noise impacts produced by traffic and construction associated with the development of the proposed alternative. The noise analysis included the following steps according to FHWA and NYSDOT policy:
1. Identify existing activities and developed lands within the project limits that can be impacted by highway noise.
2. Measure existing noise levels at identified areas.
3. Determine the existing and future critical hour noise levels.
4. Determine traffic noise impacts. Impacts occur when:
   - Traffic noise levels approach within 1 decibel (dB) or exceed FHWA noise abatement criteria (67 dB).
   - Predicted future traffic noise levels exceed the existing noise levels by 6 dB or more.
5. Evaluate acoustical feasibility of traffic noise abatement measures.
   - Substantial reduction in noise levels (10 dB), or
   - Minimum reduction of 7 dB at the properties with the highest noise level impacts.
6. Evaluate the cost-effectiveness of construction of noise abatement structures.
   - Maximum of $50,000 per benefited residence (FHWA and NYSDOT policy).
   - Residence is considered benefited when a 5 dB reduction in traffic noise can be achieved.

PROJECT COSTS
The preliminary estimated construction cost for the Phase 1 project is $94.2 million with the LaGrange Street Interchange and $101.6 million with the Prospect Street Interchange. The preliminary estimated construction costs for the Phase 2 project are $79.0 million for Alternative D7, $93.0 million for Alternative D7B and $160.0 million for Alternative D7C.

PROJECT SCHEDULE
Final design for the Phase 1 project is scheduled to begin in mid 2006 and be completed by late 2007, while final design for the Phase 2 project is scheduled to begin in early 2008 and be completed in 2009. Construction for the Phase 1 project is scheduled to begin in 2008 and be completed by 2010 and construction of the Phase 2 project is scheduled to begin in 2010 and be completed by 2012.

PROJECT OBJECTIVES
The project objective is to develop a multi-phase construction project using context sensitive design that will:
- Eliminate the operational deficiencies of NY 17 EB and WB to allow designation as Interstate 86 for this portion of NY 17.
- Eliminate the structural deficiencies of the bridges that carry NY 17/81 over the Chenango River by replacing them with structures that are based on current design standards, which provide adequate capacity over the design life of the structure.
- Provide transportation improvements that will reduce or eliminate the potential of vehicular conflict/accidents and improve safety conditions at identified problem locations between the NY 17/81 Interchange and the eastern/southern project limit.

PROJECT EVOLUTION
The NY 17/81 Interchange and adjacent section of NY 17 were constructed in the early 1960’s. Average daily traffic volumes on NY 17 in the project area have increased from about 35,000 at the time of completion to about 67,000 today. In 1995, the NYSDOT completed the Interstate 81/NYS Route 17 Interchange Study for the project area which identified a number of safety and operational problems and attributed these problems to increased traffic volumes and various design shortcomings. The study recommended solutions ranging from minor improvements to full reconstruction involving new freeway alignments and new interchange configurations. The Interstate 81/NYS Route 17 Interchange Study did not result in the advancement of major capital projects, but subsequent rehabilitation projects incorporated some of the study’s recommended safety and operational improvements as interim measures.

Legislation occurred in July 1998 to allow conversion of NY 17 to Interstate 86. In July 2000 there were two public information meetings conducted by NYSDOT and BMTS during the scoping phase of the project to familiarize the public and the business community with the project and to obtain their input early in the project development process. The purpose of the meetings was to identify those issues that the public feels are most important to consider in the further development of the project. Two concepts were continued to preliminary design which began in September 2002. Since the beginning of preliminary design, the two concepts have been refined into a single alternative that has additional sub-options to address specific concerns and problem locations within the project area. Two public informational meetings have been held since the beginning of preliminary design, the first on August 23, 2005 at Roosevelt Elementary School and the second at Binghamton Community College on November 3, 2005.
PROJECT IMPROVEMENTS
The proposed alternative, Alternative D7, will eliminate the operational deficiencies that negatively affect the safety of the NYS Route 17/Interstate 81 Interchange and will allow for designation as Interstate 86. The project will be designed and constructed in two phases. The improvements to NY 17 EB and WB, from the western project limit to the Chenango River, that are being completed in the Phase 1 project are those necessary to receive Interstate 86 designation for this portion of NY 17. The remainder of the work in the Phase 1 project and the Phase 2 project are necessary to eliminate structural, safety and capacity deficiencies within the project area.

Alternative D7 – Phase 1
Phase 1 of the proposed alternative will eliminate the operational deficiencies of the NY 17 EB and NY 17 EB/I-81 NB ramp (Ramp EA) diverge and the NY 17 WB and I-81 SB/NY 17 WB ramp (Ramp EB) merge. This will be accomplished by shifting the NY 17 EB/Ramp EA diverge and the NY 17 WB/Ramp EB merge to the tangent west of Prospect Mountain. The NY 17 EB and WB bridges over Mygatt Street will be reconstructed to accommodate the new roadway configuration and provide improved vertical clearance over Mygatt Street. The NY 17 EB off ramp to Front Street (Ramp F) will be reconstructed to provide a 700 foot long parallel deceleration lane along NY 17 EB along with a three-lane approach to US 11. The 4-lane section where I-81 NB and the ramp from NY 17 EB come together is being extended approximately 500 feet to provide additional length to merge prior to the taper to three lanes. US 11 is proposed to be reconfigured to provide a single lane southbound approach on US 11 at its intersection with Ramp F. A raised median is also proposed to separate the 2 northbound and 1 southbound lanes on US 11 from where US 11 crosses beneath the NY 17 EB bridge to the intersection with Ramp F.

South of the US 11 intersection with Ramp F, the two US 11 southbound lanes will be extended through the Prospect Street intersection and taper to the existing one lane that continues into the city. In addition, the NY 17 WB exit ramp to Mygatt Street is being eliminated due to the shift in the NY 17 WB/Ramp EB merge point and is being replaced by a partial interchange further to the west. Two alternatives are being investigated for the new partial interchange. The previously stated improvements along NY 17 EB and WB are the improvements necessary to receive Interstate designation for this portion of NY 17. The Phase 1 project will also eliminate the structural deficiencies of the structures that carry NY 17 and I-81 over the Chenango River by replacing these structures adjacent to the existing structures. The NY 17/I-81 bridges over Chenango Street will be replaced in the first phase to accommodate the shifted roadway in Phase 1 and the additional widening necessary for Phase 2. Phase 1 will tie into the existing NY 17/I-81 overlap section approximately 850 feet east of Chenango Street. Retaining walls are required between NY 17 EB, Ramp EA and NY 17 WB due to the vertical difference in elevation between the roadways. Retaining walls are also required along the north side of Prospect Street to support the NY 17 EB embankment due to its shift to the south.
Alternative D7C would construct a partial diamond/cloverleaf ramp configuration to replace the existing cloverleaf configuration. The WB/NB on and off ramps would resemble the cloverleaf ramps of Alternative D7 and the EB/SB on and off ramps would be the same as the diamond on and off ramps of Alternative D7B with a traffic signal or a roundabout at the intersection of the ramps and NY 7. This alternative would provide additional weaving length on the WB/NB collector distributor (CD) road between the loop ramps and would eliminate the weaving movements on NY 7 within Interchange 4. Standard acceleration and deceleration lanes would be provided along the WB/NB CD road and also for the NY 17 EB/SB ramps.

Also as part of the Phase 2 project, approximately 355 meters of the existing 725 meter viaduct (BINs 1013071 and 1013072) that carries the NY 17/81 overlap section over NY 7 (Brandywine Highway), the Canadian Pacific Rail Yard and Broad Avenue, is proposed to be removed and replaced with an embankment section. The section of viaduct that passes over NY 7 will be reconstructed and the remainder of the viaduct will either be rehabilitated and widened or reconstructed to accommodate the additional lanes. The Phase 2 project will tie into the existing roadway configuration approximately 270 meters east of Broad Avenue. Noise walls are proposed along the north side of the NY 17/81 overlap section between the Chenango River and Interchange 4, along the south side of the NY 17/81 overlap section between the end of the Phase 1 noise wall and Interchange 4 and along the north and south side of the overlap section from Broad Avenue to approximately 450 meters east/south of Broad Avenue.

PROPERTY IMPACTS
The primary property impacts occur on the north and south side of the NY 17/81 overlap section between the Chenango River and Interchange 4. Retaining walls are being proposed to minimize property impacts along the north side of the overlap section near Chenango Street. The amount of property impacts on the south side of the overlap section depends on the option selected for the slope treatment that extends down from the highway. There are three options being investigated for the slope treatment on the south side of the NY 17/81 overlap section between Cheri Lindsey Park and Interchange 4. The first option would construct a retaining wall at the approximate existing highway boundary and provide a 10 foot permanent easement for access to the wall. The permanent easement would require the removal of all obstructions with the easement area. The second option would construct a retaining wall at the edge of the roadway, which would minimize the resulting property impacts. The third option would construct a 1 on 2 slope from the edge of the roadway without a retaining wall, which would result in the acquisition of the majority of properties along the south side of the overlap section.

Noise walls are proposed along portions of NY 17 EB, NY 17 WB and on the south side of the NY 17/81 overlap section from the Chenango River bridge to approximately 115 feet east of Chenango Street.

As stated previously, there are two options being investigated for the new partial interchange west of Mygatt Street. The first option is the LaGrange Street Interchange which will provide a NY 17 WB off ramp and on ramp that connect to LaGrange Street approximately 900 feet west of Mygatt Street. This option would lower the LaGrange Street profile near the intersection with Mygatt Street.
The second option is the Prospect Street Interchange which will provide a NY 17 WB off ramp and on ramp that tie into a connector road to Prospect Street. The connector road will cross under a new bridge to be constructed on NY 17 and tie into Prospect Street approximately 1500 feet west of Mygatt Street, just west of Spring Forest Cemetery.

Alternative D7 – Phase 2

Phase 2 of the proposed alternative will eliminate the operational deficiencies of the NY 17/I-81 overlap section by eliminating the weaving movements between the NY 17/I-81 Interchange and Interchange 4. The EB/SB weaving movement will be eliminated by constructing a NY 17 EB direct connect ramp from the west side of the Chenango River to the NY 17/I-81 overlap section that will require I-81 SB traffic to merge with NY 17 EB traffic east of the bridge over NY 7. The NY 17 EB roadway and bridge from Phase 1 will become an off ramp for NY 17 EB traffic to access Interchange 4. I-81 SB traffic to Interchange 4 will need to merge with the NY 17 off ramp traffic.

The WB/NB weaving movement will be eliminated by extending the collector-distributor (C-D) road and constructing a NY 17 WB on ramp that will allow traffic from Interchange 4 to directly access NY 17 WB on the west side of the Chenango River without intermixing with I-81 NB traffic. A new on ramp will also provide access to I-81 NB from the extended C-D road. The NY 17/I-81 overlap section will be widened to provide a 3-lane mainline section in the westbound direction and a 4-lane mainline section in the eastbound direction that will taper to 3 lanes east of the NY 17 EB/I-81 SB bridge over NY 7. There are three alternatives being investigated for improvements to Interchange 4 as part of the Phase 2 project. Alternative D7 retains the cloverleaf configuration and would improve horizontal curve radii, provide additional weaving length on the WB/NB collector distributor (CD) road between the loop ramps and also provide standard acceleration and deceleration lanes along the EB/SB and WB/NB CD roads adjacent to the NY 17/I-81 overlap section.

Alternative D7B would replace the existing cloverleaf configuration of Interchange 4 with a diamond interchange configuration. The weaving movements associated with the cloverleaf configuration would be eliminated and two traffic signals or two roundabouts would be constructed at the intersections of the ramps with NY 7. The EB/SB and WB/NB CD roads would be eliminated and standard acceleration/deceleration lanes would be constructed for the on and off ramps. NY 7 would require widening from just north of Frederick Street to the Bevier Street overpass.
The second option is the Prospect Street Interchange which will provide a NY 17 WB off ramp and on ramp that tie into a connector road to Prospect Street. The connector road will cross under a new bridge to be constructed on NY 17 and tie into Prospect Street approximately 1500 feet west of Mygatt Street, just west of Spring Forest Cemetery.

**Alternative D7 – Phase 2**

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The WB/NB weaving movement will be eliminated by extending the collector-distributor (C-D) road and constructing a NY 17 WB on ramp that will allow traffic from Interchange 4 to directly access NY 17 WB on the west side of the Chenango River without intermixing

Alternative D7B would replace the existing cloverleaf configuration of Interchange 4 with a diamond interchange configuration. The weaving movements associated with the cloverleaf configuration would be eliminated and two traffic signals or two roundabouts would be constructed at the intersections of the ramps with NY 7. The EB/SB and WB/NB CD roads would be eliminated and standard acceleration and deceleration lanes would be constructed for the on and off ramps. NY 7 would require widening from just north of Frederick Street to the Bevier Street overpass.

**ALTERNATIVE D7-PHASE 2**

**CLOVERLEAF INTERCHANGE**

**ALTERNATIVE D7B-PHASE 2**

**DIAMOND INTERCHANGE**

**INFILL VIADUCT**

**TRAFFIC SIGNALS OR ROUNDABOUTS**
Alternative D7C would construct a partial diamond/cloverleaf ramp configuration to replace the existing cloverleaf configuration. The WB/NB on and off ramps would resemble the cloverleaf ramps of Alternative D7 and the EB/SB on and off ramps would be the same as the diamond on and off ramps of Alternative D7B with a traffic signal or a roundabout at the intersection of the ramps and NY 7. This alternative would provide additional weaving length on the WB/NB collector distributor (CD) road between the loop ramps and would eliminate the weaving movements on NY 7 within Interchange 4. Standard acceleration and deceleration lanes would be provided along the WB/NB CD road and also for the NY 17 EB/I-81 SB ramps.

Also as part of the Phase 2 project, approximately 355 meters of the existing 725 meter viaduct (BNs 1013071 and 1013072) that carries the NY 17/I-81 overlap section over NY 7 (Brandywine Highway), the Canadian Pacific Rail Yard and Broad Avenue, is proposed to be removed and replaced with an embankment section. The section of viaduct that passes over NY 7 will be reconstructed and the remainder of the viaduct will either be rehabilitated and widened or reconstructed and widened to accommodate the additional lanes. The Phase 2 project will tie into the existing roadway configuration approximately 270 meters east of Broad Avenue. Noise walls are proposed along the north side of the NY 17/I-81 overlap section between the Chenango River and Interchange 4, along the south side of the NY 17/I-81 overlap section between the end of the Phase 1 noise wall and Interchange 4 and along the north and south side of the overlap section from Broad Avenue to approximately 450 meters east/south of Broad Avenue.

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PROJECT IMPROVEMENTS

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South of the US 11 intersection with Ramp F, the two US 11 southbound lanes will be extended through the Prospect Street intersection and taper to the existing one lane that continues into the city. In addition, the NY 17 WB exit ramp to Mygatt Street is being eliminated due to the shift in the NY 17 WB/Ramp EB merge point and is being replaced by a partial interchange further to the west. Two alternatives are being investigated for the new partial interchange. The previously stated improvements along NY 17 EB and WB are the improvements necessary to receive Interstate designation for this portion of NY 17. The Phase 1 project will also eliminate the structural deficiencies of the structures that carry NY 17 and I-81 over the Chenango River by replacing these structures adjacent to the existing structures. The NY 17/I-81 bridges over Chenango Street will be replaced in the first phase to accommodate the shifted roadway in Phase 1 and the additional widening necessary for Phase 2. Phase 1 will tie into the existing NY 17/I-81 overlap section approximately 850 feet east of Chenango Street. Retaining walls are required between NY 17 EB, Ramp EA and NY 17 WB due to the vertical difference in elevation between the roadways. Retaining walls are also required along the north side of Prospect Street to support the NY 17 EB embankment due to its shift to the south.
NOISE ANALYSIS

A traffic noise study was completed to evaluate potential noise impacts produced by traffic and construction associated with the development of the proposed alternative. The noise analysis included the following steps according to FHWA and NYSDOT policy:

1. Identify existing activities and developed lands within the project limits that can be impacted by highway noise.
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   - Predicted future traffic noise levels exceed the existing noise levels by 6 dB or more.
5. Evaluate acoustical feasibility of traffic noise abatement measures.
6. Minimum reduction in noise levels (10 dB), or
7. Maximum reduction of 7 dB at the properties with the highest noise level impacts.
8. Develop the cost-effectiveness of construction of noise abatement structures.
9. Maximum of $50,000 per benefited residence (FHWA and NYSDOT policy).
10. Residence is considered benefited when a 5 dB reduction in traffic noise can be achieved.

NOISE BARRIER FEASIBILITY

<table>
<thead>
<tr>
<th>Noise Analysis Location</th>
<th>2057 Peak Hour Noise</th>
<th>Barrier Noise Reduction</th>
<th>Acoustical Feasibility</th>
<th># of Benefited Residences</th>
<th>Barrier Cost</th>
<th>Cost Effective</th>
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<tbody>
<tr>
<td></td>
<td>Highest Impact</td>
<td>Average</td>
<td>Benefited Residence</td>
<td></td>
<td>Total</td>
<td>Per Benefited Residence</td>
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<tr>
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<td>75</td>
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<td>C</td>
<td>80</td>
<td>61.1</td>
<td>10 dB</td>
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<td>72</td>
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*It is not feasible to construct a noise wall in this location due to the elevation difference between the roadway and the houses.

PROJECT COSTS

The preliminary estimated construction cost for the Phase 1 project is $94.2 million with the LaGrange Street Interchange and $101.6 million with the Prospect Street Interchange.

The preliminary estimated construction costs for the Phase 2 project are $97.0 million for Alternative D7, $93.0 million for Alternative D7B and $100.0 million for Alternative D7C.

PROJECT SCHEDULE

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PURPOSE OF THIS NEIGHBORHOOD MEETING

This Neighborhood Meeting is being held to provide an overview of the proposed alternatives being considered for reconstruction of the NY 17/81 Interchange. The public is provided with an opportunity to express their comments and concerns regarding the project. NYSDOT wants to hear your views and concerns about the project now, before a formal design recommendation is made. Specific items where input is being sought include the following:

- LaGrange Street Interchange vs. Prospect Street Interchange
- Slope Treatment at east end of LaGrange Street (slope vs. parking lane/stairs/retaining walls)
- Slope Treatment on south side of 17/81 Overlap Section (retaining wall at highway boundary vs. retaining wall at roadway vs. slope)
- Interchange 4 Alternatives (D7 vs. D7B vs. D7C)

The format will be an Open-Forum type meeting that features displays of project information around the room, with the opportunity for the public to informally discuss the project with representatives of the New York State Department of Transportation and their consultants. There are multiple stations set up throughout the room for the separate project phases and alternatives, noise wall analysis and feasibility and right-of-way acquisition. In addition, there is a station showing video simulations of the project that will allow you to view the project from any location within the project area.

Written statements can also be made using the attached comment form, or via separate letters. These statements can be completed and submitted at the Sign-In table at the meeting, or mailed following the meeting. Written statements should be submitted at the meeting or mailed and received by March 14, 2006, at the address below.

Mr. John R Williams, P.E.
Regional Director
NYSDOT Region 9
44 Hawley Street
Binghamton, NY 13901

PROJECT OBJECTIVES

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- Eliminate the operational deficiencies of NY 17 EB and WB to allow designation as Interstate 86 for this portion of NY 17.
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