CITY OF ITHACA
PROJECT INFORMATION PAMPHLET
FOR
CECIL A. MALONE DRIVE OVER FLOOD RELIEF CHANNEL
BRIDGE REPLACEMENT PROJECT
GENERAL:

The Cecil A Malone Drive Bridge Replacement project is in the preliminary design phase. The project is being funded by the New York State Bridge NY program and requires adherence to NYSDOT Local Project Manual (LPM). Outreach to the public is required during the preliminary design phase of the project to present the proposed project and allow interested parties to comment on the proposed work. This pamphlet is being provided to present information regarding this proposed City of Ithaca Bridge Replacement project.

The City welcomes questions and comments on the project information provided. Contact information for providing comments is provided within this pamphlet.

PROJECT LOCATION:

A. ROUTE NAME: Cecil A. Malone Drive  
B. BIN (Bridge ID #): 2210640  
C. FEATURE CROSSED: Flood Relief Channel  
D. CITY: Ithaca  
E. COUNTY: Tompkins  
F. PROJECT LENGTH: 475’ (+/-)

LOCATION MAP - CECIL A. MALONE DRIVE OVER FLOOD RELIEF CHANNEL
PROJECT NEED:

The need for this project is to improve infrastructure with the replacement of the existing Cecil A. Malone Drive Bridge over the Flood Relief Channel. The Cherry Street Industrial Park located on the west side of the Cecil A. Malone Drive Bridge is an important economic center for the City of Ithaca. The Cherry Street Industrial Park located on the west side of the Cecil A. Malone Drive Bridge is a critical link to preserving access to the area, particularly for the heavy vehicles and equipment utilized by companies located in the industrial park. The bridge also provides access to Nate’s Floral Estates, the only mobile home community within the City of Ithaca. In addition, the combination of Cecil Malone Drive, Cherry Street, Taber Street, and Brindley Street also serve as a “short cut” from the West Hill area of Ithaca (Route 79) to the southwest area commercial district. This short-cut route provides an alternative to travelling on the busy Route 13 corridor and the congested one-way Fulton and Meadow Streets. Currently, the existing Cecil Malone Drive Bridge is a constriction point because of its narrow horizontal curb to curb width of only 20 feet. In addition to its importance as vehicle route, the Cecil Malone Drive roadway and bridge are part of the City’s long-term corridor strategy related to the New York State Office of Parks, Recreation and Historic Preservation led Black Diamond Trail.

PROJECT PURPOSE:

The purpose of this project is to replace the existing structurally deficient and functionally obsolete bridge.

PROJECT OBJECTIVES:

1. Replace the existing bridge with a new structure that has a 75-year design service life.
2. Provide a wider bridge cross section that accommodates heavy industrial traffic, pedestrians, and bicycle traffic.
3. Provide a cost-effective design solution that minimizes life cycle cost maintenance and repair costs

ALTERNATIVES EVALUATED:

• No Build (Null Alternative):

The null alternative will maintain the structure on Cecil A. Malone Drive. There will be no improvements made to the structure other than routine maintenance and none of the physical deficiencies will be corrected. The existing pedestrian truss bridge immediately south of the bridge would remain in place. This alternative will not accomplish any of the project objectives, therefore, this alternative has been dismissed.

• Alternative 1 - Bridge Replacement (sidewalks both sides)

This alternative will replace the existing bridge with a new 75 ft. single span structure consisting of two 11 ft. travel lanes, 5 ft. bike lanes and new sidewalks on both sides of the bridge. The existing roadway profile is being raised approximately 3 feet at the bridge to provide the required two (2) foot minimum freeboard above the Q50 design storm. The bridge will be closed to vehicle traffic during construction with the use of an off-site signed detour. The existing pedestrian bridge will be temporarily relocated just outside the excavation limits of the new bridge to provide pedestrian passage during construction. The pedestrian bridge will be removed following completion of the new bridge/approach sidewalks and stored by the City. This alternative satisfies the objectives of replacing the existing single lane structure on Cecil Malone Drive with a two lane structure with
accommodations for bicyclists and pedestrians, restoring the crossing to a condition which provides a minimum 75 year design life, and using cost effective techniques to minimize the life cycle cost of maintenance and repair. This alternative will be carried forward and further evaluated.

- Alternative 2 – Bridge Replacement (leave existing pedestrian bridge)

This alternative will replace the existing bridge with a new 75 ft. single span structure consisting of two 11 ft. travel lanes, 5 ft. bike lanes and a new sidewalk on the north side of the bridge. The existing pedestrian bridge (constructed in 2004) would remain in place and serve as the pedestrian crossing on the south side of the bridge. The bridge will be closed to vehicle traffic during construction with the use of an off-site signed detour. This alternative was eliminated from additional consideration based on the following:

- Due to increased roadway profile necessary to meet hydraulic freeboard criteria, retaining walls between the south edge of the proposed roadway and the existing pedestrian bridge and sidewalk approaches would be required.
- The existing pedestrian bridge will require minor steel repairs and cleaning and painting as part of project in order to extend its service life.
- The remaining service life of the pedestrian bridge is significantly less than the new bridge.
- Construction of a new bridge with sidewalks on both sides eliminates future maintenance and replacement costs associated with the pedestrian structure.

PREFERRED ALTERNATIVE:

Only one reasonable build alternative, Alternative 1- Bridge Replacement (sidewalks both sides), has been identified that meets the project objectives. A decision to enter final design with this alternative will not be made until after the environmental determination and evaluation of the comments on the draft design approval document and comments received from the public outreach phase have been incorporated.

PROJECT SCHEDULE:

<table>
<thead>
<tr>
<th>Activity</th>
<th>Date Occurred/Tentative</th>
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<tbody>
<tr>
<td>Design Approval</td>
<td>December 2020</td>
</tr>
<tr>
<td>ROW Acquisition</td>
<td>August 2021</td>
</tr>
<tr>
<td>Construction Start</td>
<td>April 2022</td>
</tr>
<tr>
<td>Construction Complete</td>
<td>October 2022</td>
</tr>
</tbody>
</table>

PROJECT CONSTRUCTION COST:

Estimated Construction Cost = $1,893,000
EXISTING/PROPOSED BRIDGE DATA

The existing and proposed structures are described below. The project proposes to replace the existing bridge with a new single span bridge on the same horizontal alignment.

<table>
<thead>
<tr>
<th>DATA</th>
<th>EXISTING STRUCTURE</th>
<th>PROPOSED STRUCTURE</th>
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</thead>
<tbody>
<tr>
<td>BIN</td>
<td>2210640</td>
<td>2210640</td>
</tr>
<tr>
<td>Feature Carried/Crossed</td>
<td>Cecil Malone Drive/Flood Relief Channel</td>
<td>Cecil Malone Drive/Flood Relief Channel</td>
</tr>
<tr>
<td>Type of Bridge</td>
<td>Single span steel multi-beam with concrete deck and overlay on concrete abutments founded on piles</td>
<td>Single span multi-beam with composite concrete deck on integral abutments founded on piles</td>
</tr>
<tr>
<td>Number and Length of Spans</td>
<td>Single Span (51 ft.)</td>
<td>Single Span (75 ft.)</td>
</tr>
<tr>
<td>Lane Width(s)</td>
<td>10'-0&quot;</td>
<td>11'-0&quot;</td>
</tr>
<tr>
<td>Shoulder Width(s)</td>
<td>0'</td>
<td>5'-0&quot; (Bike Lanes)</td>
</tr>
<tr>
<td>Sidewalk(s)</td>
<td>None - provided by adjacent 10 ft. wide pedestrian bridge (South Side Only)</td>
<td>Left and Right Sides</td>
</tr>
<tr>
<td>Utilities Carried</td>
<td>City Water and Sewer</td>
<td>City Water and Sewer</td>
</tr>
<tr>
<td>Horizontal Clearance(s)</td>
<td>0.0 ft.</td>
<td>5.0 ft</td>
</tr>
<tr>
<td>Freeboard</td>
<td>Negative (Q50 and Q100)</td>
<td>2.0’ min. (Q50) &amp; pass (Q100)</td>
</tr>
</tbody>
</table>

ANTICIPATED RIGHT-OF-WAY REQUIREMENTS:

In order to construct the project and to provide future access to the site for bridge maintenance by the City of Ithaca it is anticipated that temporary and permanent ROW acquisitions will be required as part of the project. The approximate ROW acquisitions limits are shown on the attached plan and will be finalized during ROW phase of the project. Acquisition of any property as part of the project will follow the Federal Uniform Act and all state, and local requirements.

PROPOSED WORK ZONE TRAFFIC CONTROL

The bridge will be closed to vehicular traffic during construction. Vehicular traffic will utilize a signed off-site detour using Cherry Street, Taber Street, the newly constructed Brindley Street Bridge and roadway, West State Street, South Fulton Street, and South Meadow Street. See proposed detour plans attached.

The existing pedestrian bridge adjacent to the existing bridge will be temporarily moved to the south outside the excavation limits and be used as a pedestrian crossing during construction.

ENVIRONMENTAL CLASSIFICATIONS

NEPA Classification: Class II (Categorical Exclusion)
SEQRA TYPE (State): TYPE I
CEQR TYPE (City): TYPE I
PERMIT COORDINATION

- USACOE AND NYSDEC

COMMENTS:

If you would like to comment on the project or have any questions about the project, please contact the City of Ithaca Engineering Department via email (see below):

City of Ithaca: Addisu Gebre
Project Manager
agebre@cityofithaca.org
REPLACEMENT OF CECIL A. MALONE DRIVE OVER FLOOD RELIEF CHANNEL

EXISTING BRIDGE SECTION
(LOOKING UPSTATION)

EXISTING BEAMS (TYP.)
EXISTING WATER LINE (TO BE RELOCATED)
EXISTING SEWER LINE (TO BE RELOCATED)
EXISTING PEDESTRIAN BRIDGE (TO BE RELOCATED FOR TEMPORARY USE DURING CONSTRUCTION)

23'-0" OUT-OUT
1'-6"
1'-6"
10'-0"
10'-0"
REPLACEMENT OF CECIL A. MALONE DRIVE OVER FLOOD RELIEF CHANNEL

PROPOSED BRIDGE RAILING WITH 2\(\frac{1}{2}\)" DIA. STAINLESS STEEL TOP RAIL (TYP.)

PROPOSED RELOCATED WATER LINE

NEW BEAM (TYP.)

PROPOSED RELOCATED SEWER LINE

PROPOSED BRIDGE SECTION
(LOOKING UPSTATION)
REPLACEMENT OF CECIL A. MALONE DRIVE
OVER FLOOD RELIEF CHANNEL

LEGEND

→ → INDICATING ONE-WAY STREET TRAFFIC
WB → INDICATES WEST-BOUND DETOUR ROUTE
EB ← INDICATES EAST-BOUND DETOUR ROUTE

PROPOSED DETOUR PLAN