

BRIDGE REPLACEMENT PROJECT

South Johnsburg Road (CR 57) over Mill Creek *Town of Johnsburg*

PUBLIC INFORMATION

FACT SHEET

PROJECT PURPOSE: To replace the existing structurally deficient bridge with one that meets current standards and improves hydraulic functionality; and to improve the roadway approaches to accommodate the new structure and enhance the safety of the roadway segment.

PREFERRED ALTERNATIVE – BRIDGE REPLACEMENT

The proposed alternative includes the reconstruction of approximately 500 feet of South Johnsburg Road (CR 57) and the replacement of the existing bridge with a new precast concrete three-sided rigid frame structure. The proposed bridge will consist of three-sided rigid frame units with clear opening of 36.0 ft. and a clear rise of approximately 17.0 ft. at the upstream fascia. The total width of the bridge will be 72'-0". The bridge substructures will consist of cast-in-place concrete footing founded on rock. The roadway section will consist of two 11-foot travel lanes and 5-foot wide shoulders along the entire length of the project.

Bridge Data Table

FEATURE	<i>EXISTING BRIDGE</i>	PROPOSED BRIDGE
Bridge Length (Clear opening)	<i>Total Length ±28.8 ft.</i>	36 ft
Travel lanes	<i>Two – 10.5 ft lanes</i>	Two – 11 ft lanes
Shoulders	<i>4.5 ft shoulders each side</i>	5 ft. shoulders each side
Sidewalks	<i>None.</i>	None.
Load Posting	<i>None.</i>	None
Structure Type	<i>Corrugated steel Arch Structure</i>	Prestressed Concrete Frame Units
Bridge Deck	<i>Earth Filled with an Asphalt Overlay Road Surface</i>	Earth Filled with an Asphalt Overlay Road Surface
Substructure Type	<i>Concrete Footings</i>	Concrete Footings
Bridge Rail	<i>Box Beam</i>	Box Beam

ROADWAY RECONSTRUCTION

Roadway construction will begin approximately 200 ft west of the bridge and extend east to a point 300 ft east of the bridge. The associated roadway and approach work for this alternative will generally match the existing horizontal alignment, with minor improvements to the vertical profile.

The roadway travel lanes will be 11.0 ft and the paved shoulders will be 5.0 ft on each side. New guide rail will be installed at all four corners of the bridge.

RIGHT OF WAY (ROW) ACQUISITION

Property acquisition will be required at the northeasterly quadrant of the project site, to accommodate the construction of the new bridge.

SAFETY IMPROVEMENTS

- ◆ Wider shoulders on the highway approaches & bridge structure.
- ◆ Slightly improved vertical roadway alignments.
- ◆ Increased load carrying capacity.

MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION

The bridge will be closed to vehicular and pedestrian traffic during construction. Traffic will be maintained off-site during construction operations utilizing a detour route consisting of Hudson Street and Garnet Lake Road (CR-72). A dedicated pedestrian detour will not be provided for this project during construction operations.

PROPOSED PROJECT SCHEDULE

Design Approval	May 2020
Final Design & ROW Acquisition Complete	October 2020
Construction Advertising & Bidding	January 2021
Contract Award	March 2021
Construction Begins	April 2021
Construction Ends (Bridge Complete)	October 2021

APPROXIMATE CONSTRUCTION COST: \$1.5 Million

QUESTIONS/COMMENTS

Questions or Comments may be directed to the project design consultant:

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