Public Information Meeting
for
North Hunter Brook Bridge
Preservation Project

Popli Design Group

Purpose of Meeting

Project Stages

- Preliminary Design
- Public Input ← We are here
- Environmental Determination
- Final Design
- Bidding
- Construction

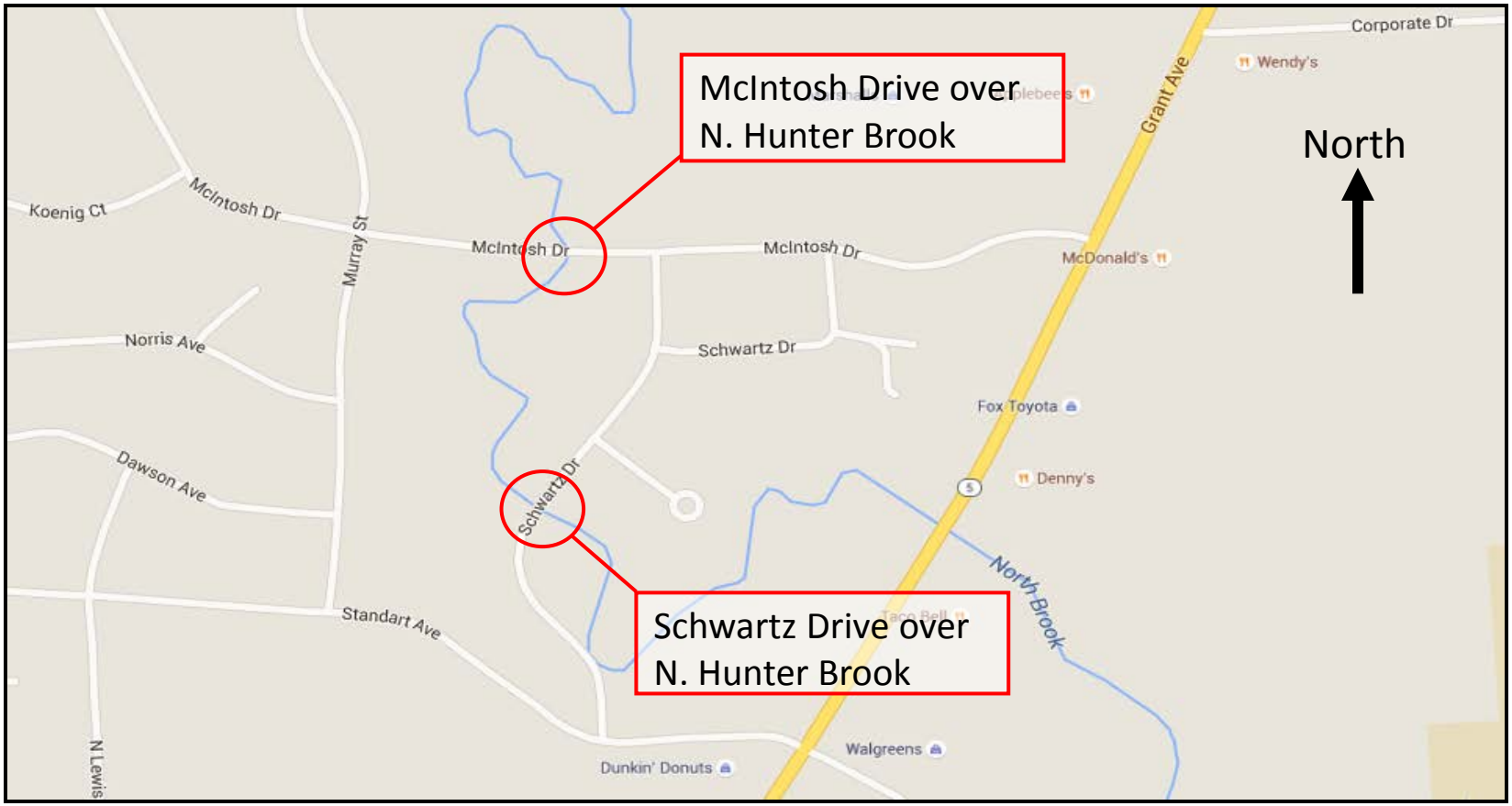
Project Evolution

- Bridge Deficiencies Identified
- Federal Funding Obtained
- Design Consultant Retained

Prime Consultant
Popli Design Group
Rochester, New York

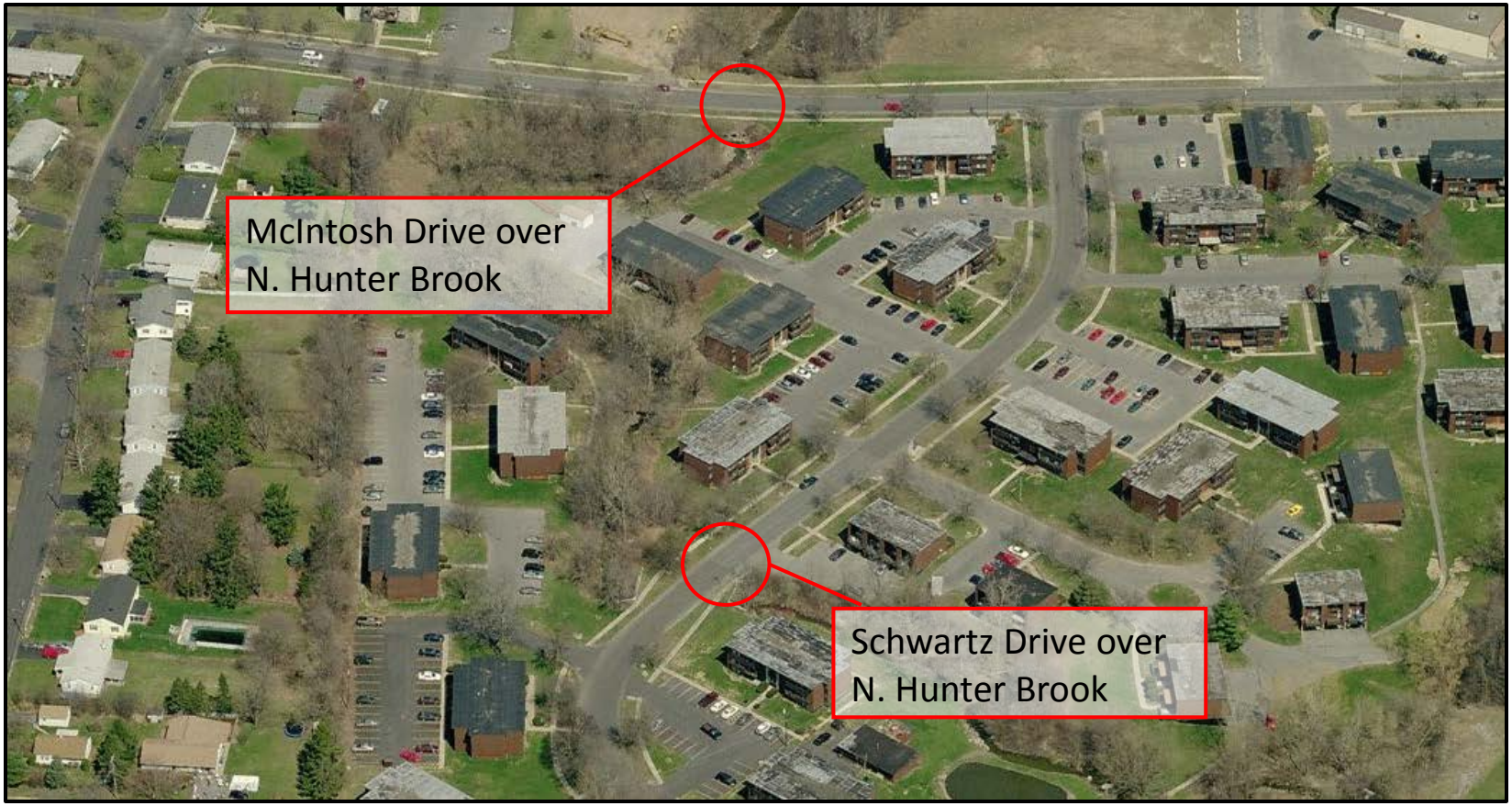
Subconsultant
Ravi Engineering and Land Surveying
Rochester, New York

PROJECT LOCATION



POPLI DESIGN GROUP

PROJECT LOCATION



Existing Conditions

Schwartz Drive Culvert

Popli Design Group

Existing Conditions

Schwartz Drive Culvert

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Existing Conditions

McIntosh Drive Culvert

Popli Design Group

McIntosh Drive Culvert

Existing Conditions

McIntosh Drive Culvert

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Non-standard/Non-conforming Features

Schwartz Drive Culvert

- Sidewalk Width (4 ft vs. 5 ft standard)
- Headlight Stopping Sight Distance (154 ft vs. 200 ft standard)
- Horizontal Curve Radius (200 ft vs. 250 ft standard)
- Freeboard (-2.7 ft vs. 2.0 ft desired) – *overtops roadway*

McIntosh Drive Culvert

- Sidewalk Width (4 ft vs. 5 ft standard)
- Freeboard (-4.0 ft vs 2.0 ft desired) – *does not overtop roadway*

Project Objectives

- Restore structural integrity and extend the service life of the bridges such that no significant repairs are needed for at least 20 years

- Provide adequate stabilization of the stream banks to prevent erosion

Alternatives Considered

- Do Nothing
- Rehabilitate structures by slip-lining them
- Replace the structures

Feasible Alternatives

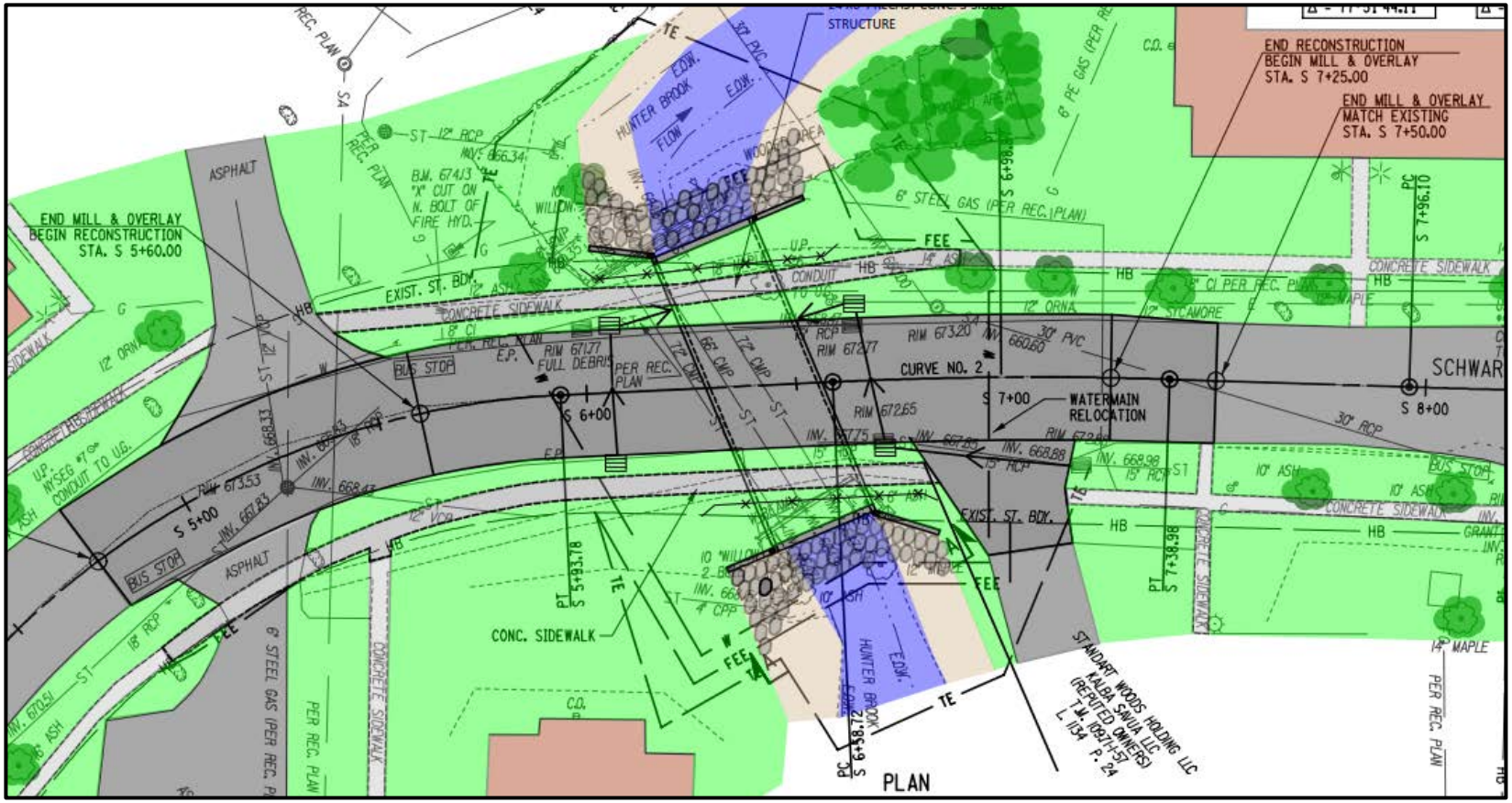
Schwartz Drive Culvert

- Replacement with a single-span, precast concrete three-sided structure

McIntosh Drive Culvert

- Rehabilitation by slip-lining with HDPE pipe and the addition of CIP concrete headwalls

FEASIBLE ALTERNATIVES



Schwartz Drive Culvert

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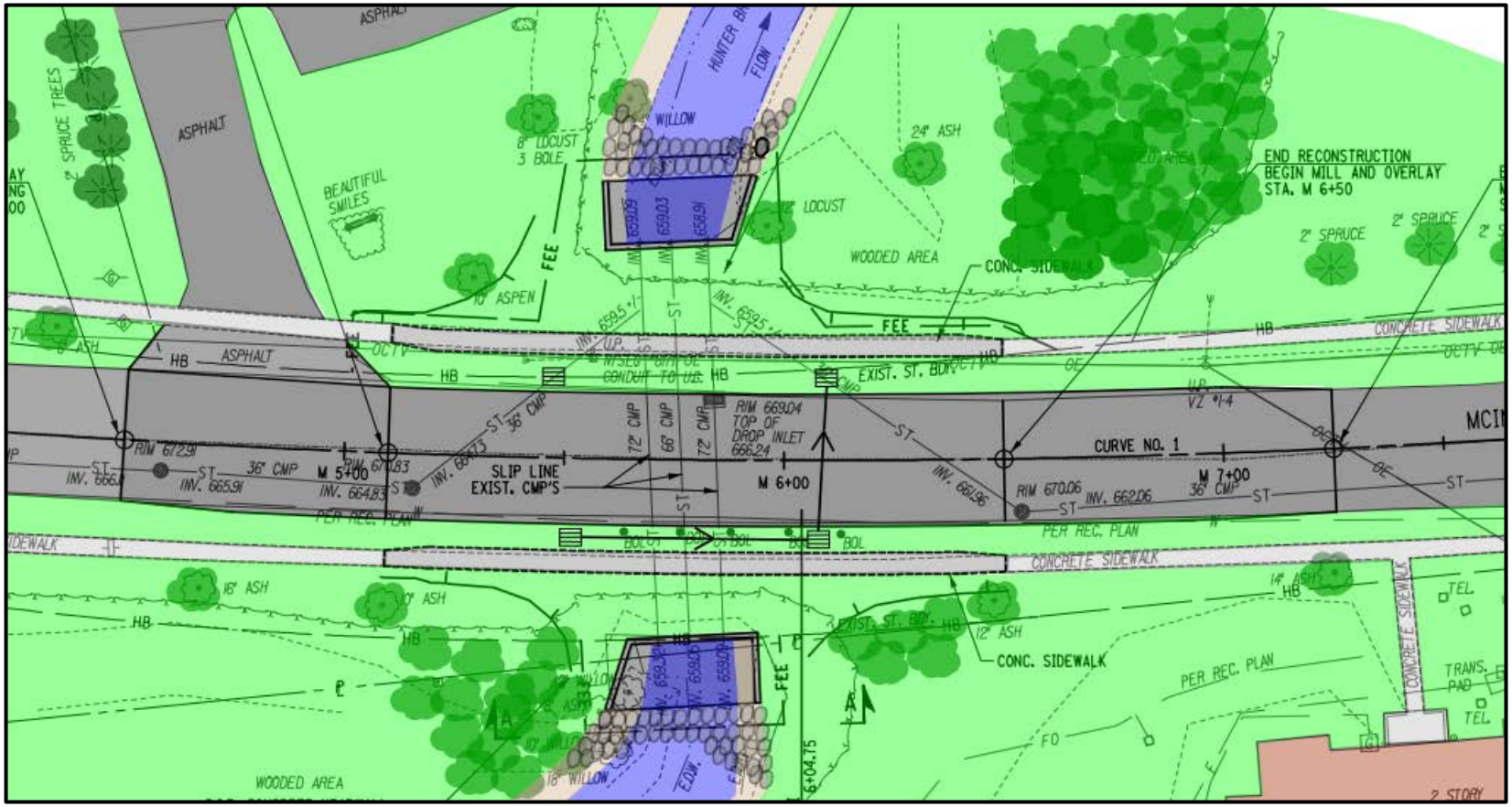
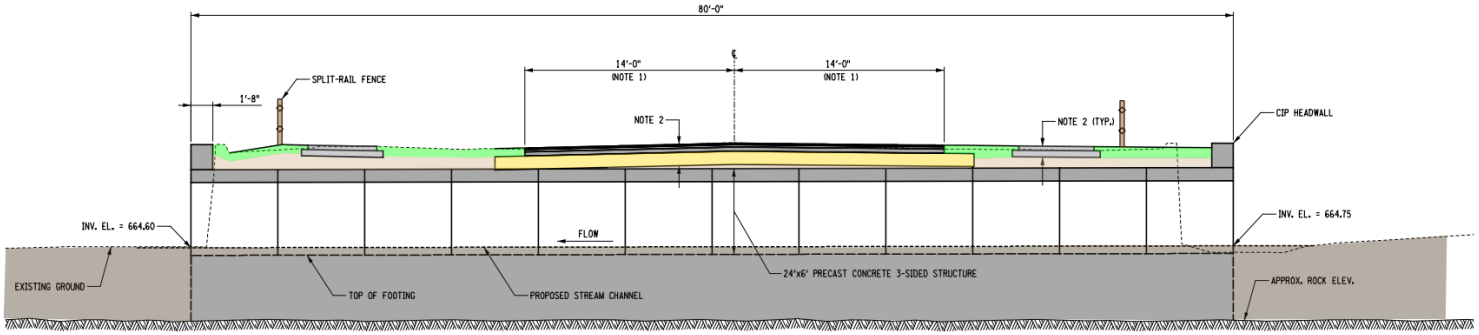
Feasible Alternatives

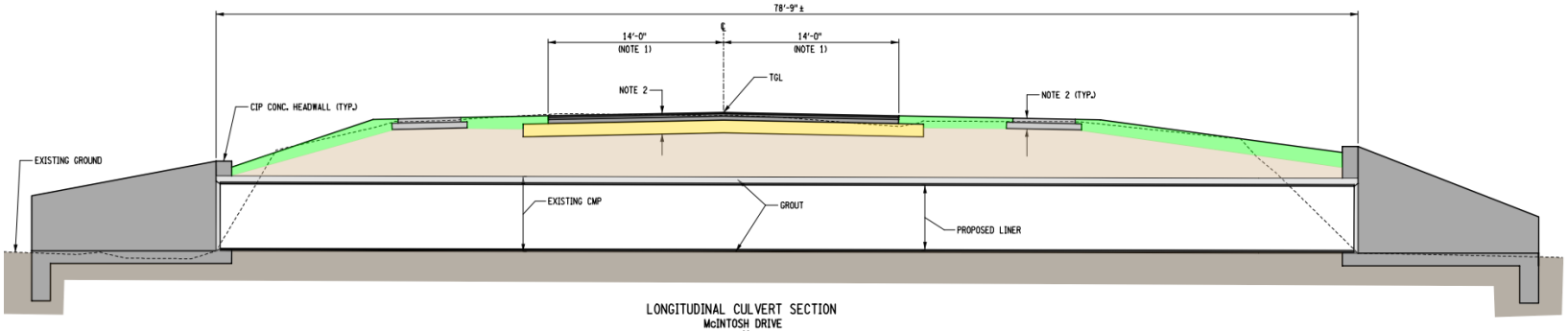


McIntosh Drive Culvert

FEASIBLE ALTERNATIVES



LONGITUDINAL CULVERT SECTION
SCHWARTZ DRIVE
SCALE: 1/8"=1'-0"



LONGITUDINAL CULVERT SECTION
McINTOSH DRIVE
SCALE: 1/8"=1'-0"

Longitudinal Culvert Sections

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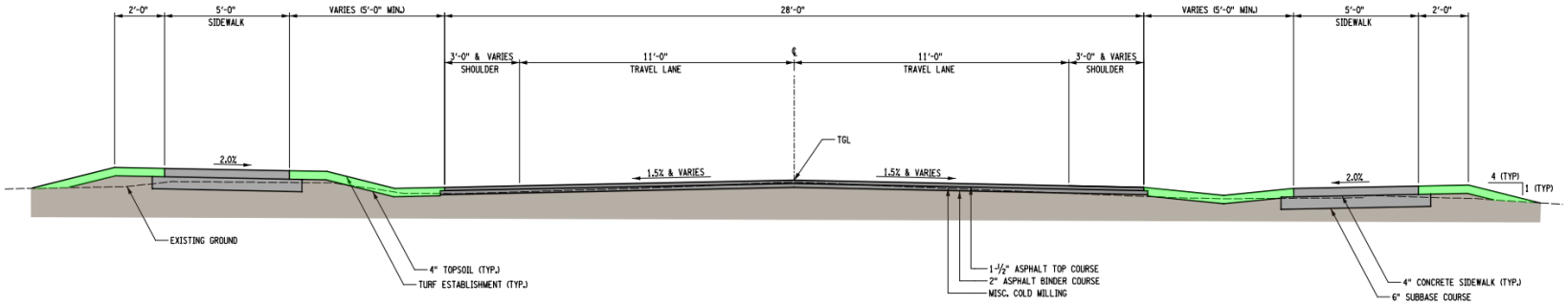
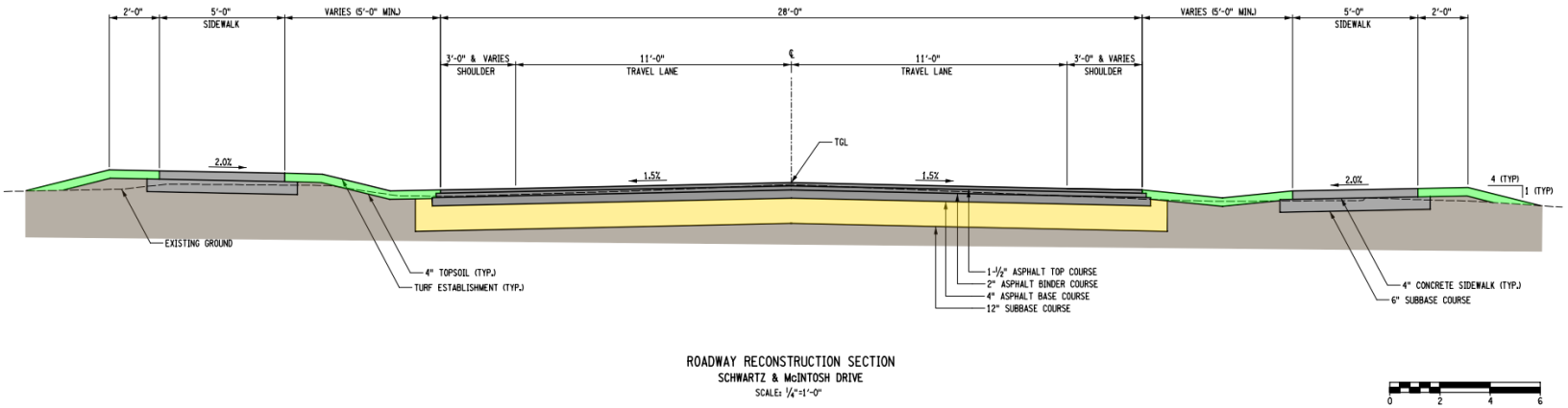
FEASIBLE ALTERNATIVES



ROADWAY MILL & OVERLAY SECTION
SCHWARTZ & McINTOSH DRIVE
SCALE: ¼"=1'-0"



ROADWAY RECONSTRUCTION SECTION
SCHWARTZ & McINTOSH DRIVE
SCALE: ¼"=1'-0"

0 2 4 6

Typical Roadway Sections

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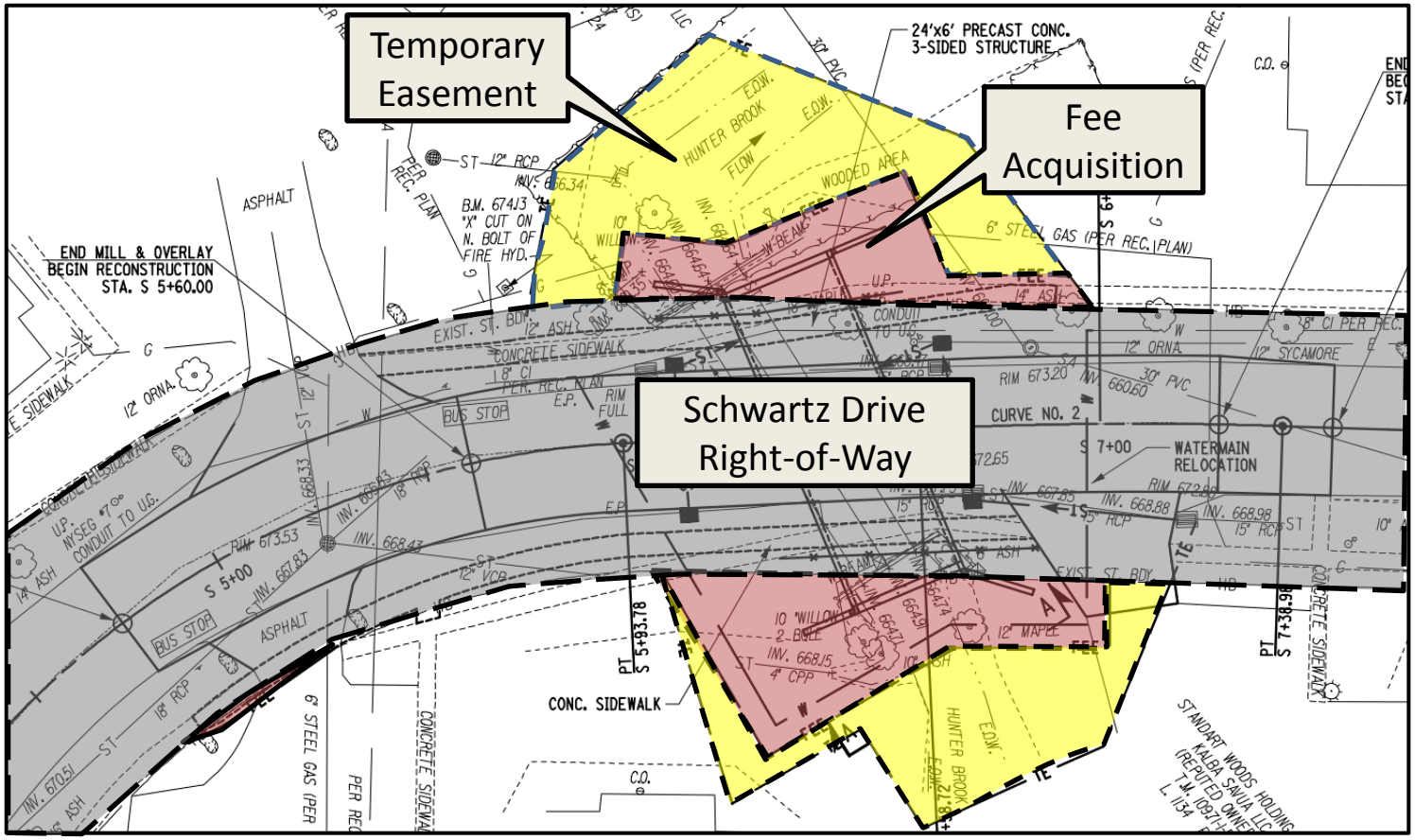
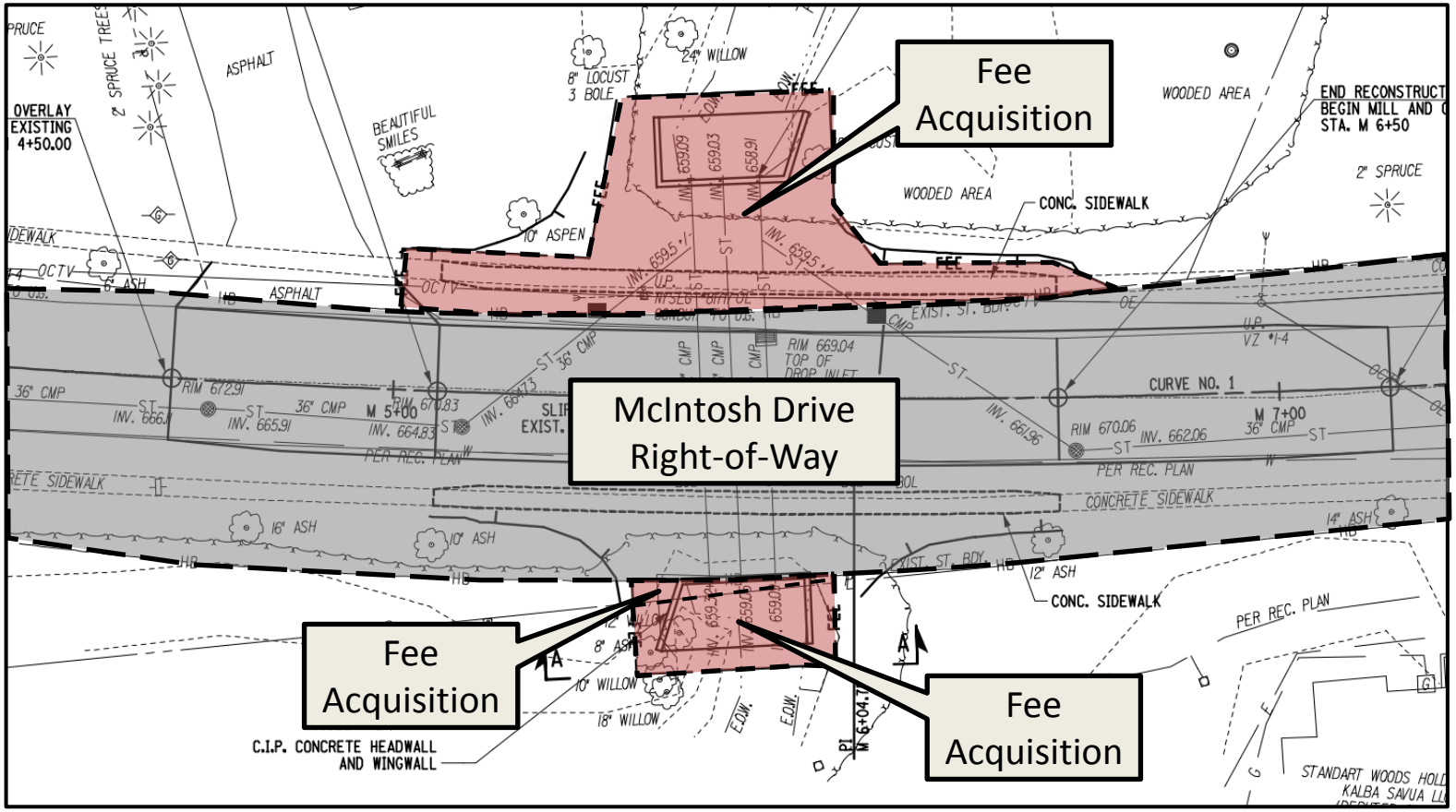
Right-of-Way Acquisitions



Right-of-Way Acquisitions



Project Funding

Estimated Construction Cost

Schwartz Drive Culvert:	$ 653,000
McIntosh Drive Culvert:	$ 509,000
Total	**$ 1,162,000**

Funding Sources

- Federal Highway Administration (FHWA)
- New York State Department of Transportation (NYSDOT)
- City of Auburn

Project Schedule

- Design Approval: Summer 2015
- ROW Acquisition: Fall 2015
- Construction Start: April 2016
- Construction Complete: August 2016