

**Town of Charlton
Saratoga County**

**PUBLIC INFORMATION MEETING
August 12, 2019**

**Regarding the replacement of the bridge over the tributary of the
Mourning Kill on Peaceable Street**

Present: Councilman Grasso, Councilwoman Heritage, Councilman Ranaletto, Councilman Robbins, Supervisor Grattidge, Town Clerk Brenda Mills, Attorney Craig.

Also present: Daniel Eckert, Project Manager and Cody Briere, Design Engineer from MJ Engineering.

The meeting began at 7:00 p.m.

The Town Clerk read the following Legal Notice and confirmed that it was published in the official newspaper, The Daily Gazette on July 13th, 2019:

**NOTICE OF PUBLIC INFORMATIONAL MEETING
CONCERNING THE BRIDGE NEW YORK PROPOSAL TO REPLACE THE BRIDGE
OVER THE TRIBUTARY OF THE MOURNING KILL ON PEACEABLE STREET**

The Town Board of the Town of Charlton wishes to conduct a Public Informational Meeting with respect to the replacement of the bridge over the tributary of the Mourning Kill on Peaceable Street in the Town of Charlton. The Board feels it is in the best interests of Town residents to provide an overview of the project, and provide time for questions and answers with and from the Town Engineer on the project prior to any construction. The Public Informational Meeting will be held at the Town Hall on August 12, 2019, at 7:00 p.m., at which time and place an overview of the project will be presented, and time will be allowed for questions and comments from the public.

Brenda Mills
Town Clerk
7/8/19

Supervisor Grattidge said that this is a Public Information meeting to provide information about the plans for the bridge replacement on Peaceable Street. The plans for the project have begun in 2019, with construction of the new bridge planned for the summer of 2020. The bridge currently has a 4 ton weight limit, and has been found to be in poor condition. The Town flagged the bridge and solicited an Engineering Firm to write a grant application to the NYS BridgeNY program. It is a very competitive grant, however, Charlton was awarded \$997,000.00 which is the estimated cost of replacing the bridge. New York State provides 100% funding for bridge culverts less than 20 feet, and requires a 50 year design life.

Dan Eckert, Project Manager, said that when they inspected the bridge, it looked like a cob job as it was added on to and widened at some point. There is a constricted water flow causing collapsing fill on both sides of the embankments. The bridge currently has a 15 foot travel lane and will be replaced with a 20 foot travel lane and shoulder. It will be designed with a 75 year design life.

Dan Eckert gave the following presentation:

PROJECT AND FUNDING

- In January of 2018, State DOT issued Second Round of the Funding through the BridgeNY Program
- BridgeNY is a funding program to enhance assistance for local governments to rehabilitate and/or replace bridges and culverts
- Program emphasizes addressing poor structural conditions; mitigate weight restrictions or detours; facilitate economic development or increase competitiveness; and improve resiliency and/or reduce the risk of flooding
- Town Officials Identified this Structure's condition as a concern
- Town of Charlton solicited engineering firms to complete the grant application and design upon having the application approved for funding by NYSDOT
- MJ Engineering and Land Surveying, P.C. was awarded the grant writing and project design through a normal RFQ process
- The structure is considered a culvert based upon NYSDOT definitions of bridges and culverts; culverts being structures less than 20 feet in span length
- Through BridgeNY funding, culvert work is 100% state funded via a reimbursement process

PROJECT OBJECTIVES

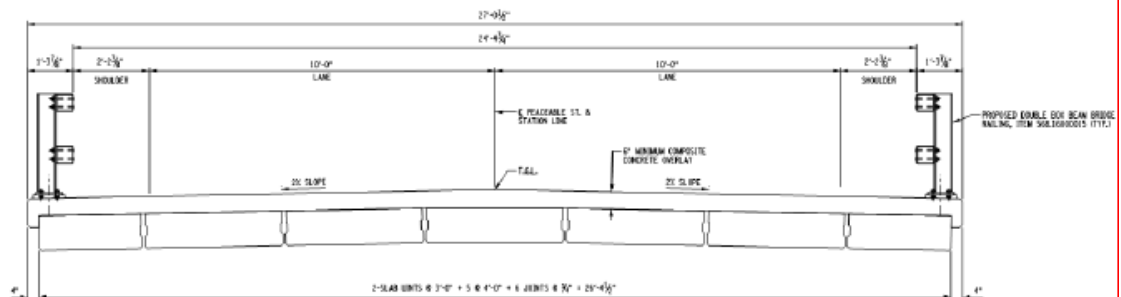
1. Restore the structure condition rating to a state of good repair, for at least 50 years, minimizing life cycle costs and maintenance costs
2. Mitigate the hydraulic vulnerability related to the existing structure
3. Minimize Right-of-Way costs
4. Accelerate Construction to avoid conflict with Local School Districts Schedules
5. Remove load postings
6. Remain within Grant Funding Limits

ALTERNATIVES CONSIDERED:

- Investigated 3 Structural Alternatives, plus the Null or No-Build (Maintenance only) Alternative
- Null or No-Build Alternative is used as the baseline for the other alternatives
- Alternatives were developed utilizing a span length that accommodates USACOE's "bank-full" requirements
- Superstructure types were ranked utilizing NYSDOT's Superstructure Selection Matrix

ALTERNATIVE C

- Prestressed Concrete Slab Units upon Conventional Abutments (dowelled into Rock)
- Cast-in-Place composite concrete overlay
- Preliminary Estimated Construction Cost - \$730,000




PROJECT DATA COMPARISON

	Existing Bridge	Proposed Bridge
Span(ft)	12'-6" (+/-)	32'-4"
Lane Widths (ft)	15' Total Travel Way	2-10' lanes with 2-2' shoulders
Bridge Width (ft)	17'	26' (+/-)
Skew (degrees)	30°	30°
Hydraulic Freeboard (Q50) (ft)	1.12	2.59

DO ALTERNATIVES MEET OBJECTIVES?

Objective	Alt. A	Alt. B	Alt. C
#1 Restore Condition Rating	Meets Objective	Meets Objective	Meets Objective
#2 Hydraulic Vulnerability	Meets Objective	Meets Objective	Meets Objective
#3 ROW Costs	Meets Objective	Meets Objective	Meets Objective
#4 Quick Construction	Meets Objective	Does not meet Objective	Partially meets Objective
#5 Remove Load Postings	Meets Objective	Meets Objective	Meets Objective
#6 Meeting Funding	Meets Objective	Does not meet Objective	Does not meet Objective



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Meets Objective

Partially meets Objective

Does not meet Objective

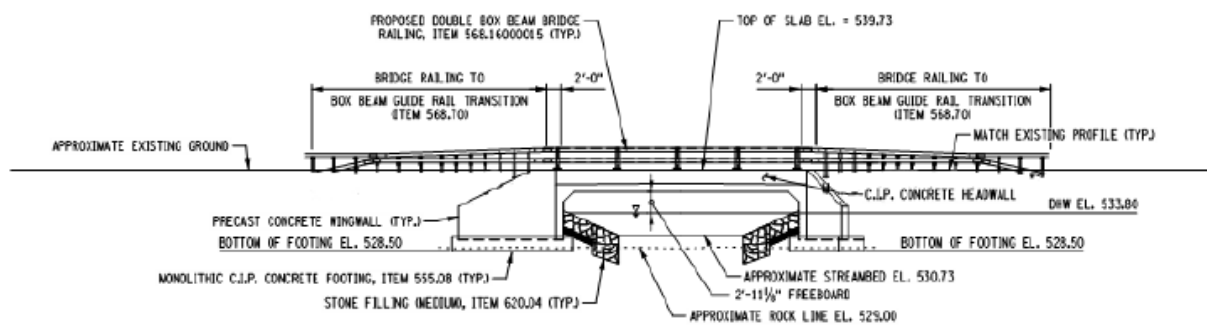
CONCEPTUAL COST COMPARISON

Conceptual Alternative Cost Comparison			
	Alt. A (Frame)	Alt. B (Steel Multi- Girder)	Alt. C (Prestressed Slab Units)
Total Range of Price	\$510 K	\$770 K	\$730 K

Note: Costs derived from recent NYSDOT bid history and recent bid experience

PREFERRED ALTERNATIVE

- Precast Concrete Three-Sided Frame
- Well within grant budget
- Quickest construction time of the alternatives considered
- Meets all the Project and BridgeNY Objectives
- Provides a maintenance friendly Structure



CONSTRUCTION DURATION

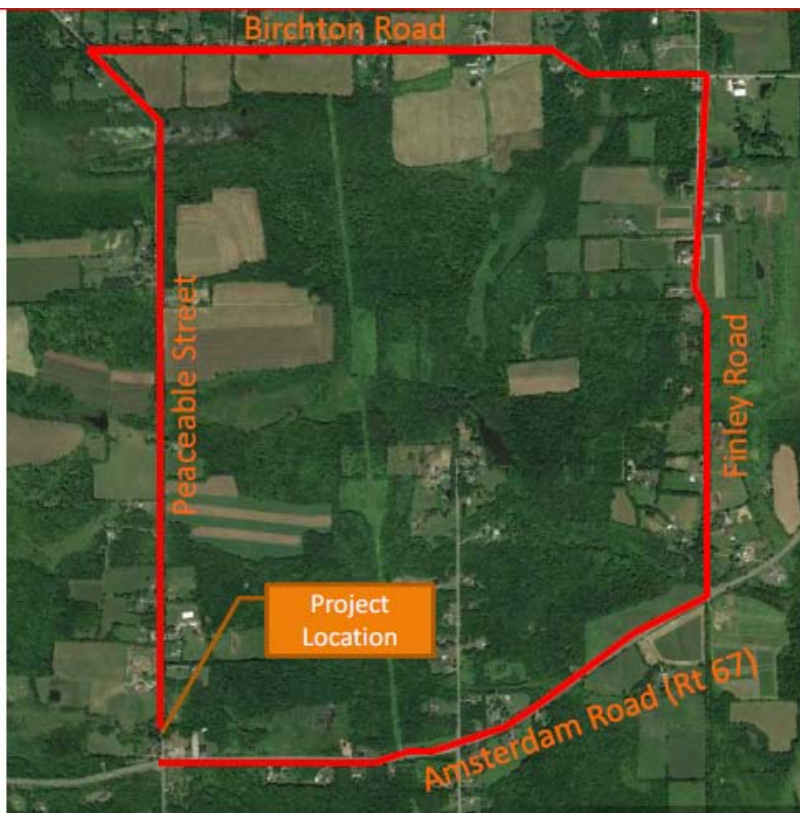
- Using Precast Elements will accelerate construction completion
- Construction to start Day after school is over for the summer, 6/26/2020
- Construction will last all summer of 2020
- Goal to have road open prior to the start of the next School Year.
- Current schedule has Road open 9/1/20
- Total of 46 Business Days – roughly 2 months

WESTBOUND 67 CONSTRUCTION DETOUR

- Peaceable Street will be closed during Construction of new Structure.
- Detour will consist of Birchton, Finley, and Amsterdam Roads (Route 67)
- Total detour length is approximately 4 miles



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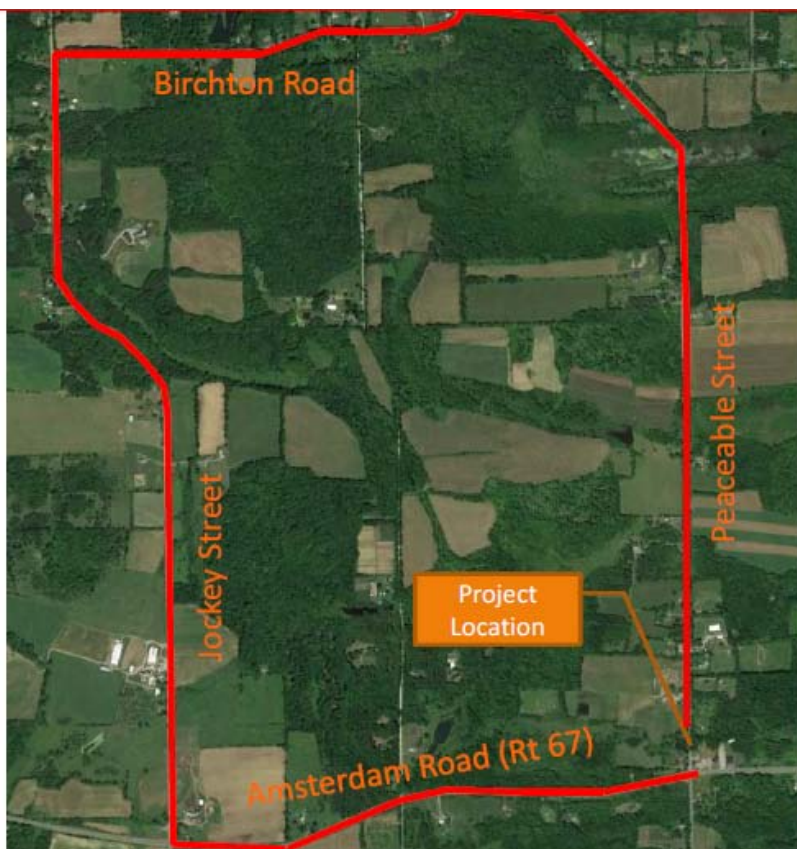


EASTBOUND 67 CONSTRUCTION DETOUR

- Peaceable Street will be closed during Construction of new Structure.
- Detour will consist of Jockey Street, Birchton, and Amsterdam Roads (Route 67)
- Total detour length is approximately 4.5 miles



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NEXT STEPS:

1. Solicit public input to be integrated into the Design Approval Document (DAD)
2. Complete DAD and obtain Design Approval
3. Develop construction documents
4. Receive Construction Authorization from NYSDOT
5. Let Project and Award to Contractor

The Floor was opened to public comment.

Susanne Voigt asked if the Town was sacrificing anything by going with the cheapest option. A: All of the options have a 75 year design life and are the same size. The difference is that it is precast vs. poured concrete. The Town is not sacrificing anything.

Supervisor Grattidge said Mike Emerich was seeing erosion on the ends and having to refill the dirt. This was a very competitive grant and Charlton is very lucky to get it. He thinks the original bridge was built in the 1930's and shortly after, concrete wings were added to the outside to widen it.

An unknown resident said that a portion of Peaceable Street just north of Route 67 is in need of repair and hopes that it will be addressed.

A question was asked about where the contractor's equipment will be parked. A: They will try to keep it in a right of way, but may need to make arrangements with a neighboring landowner. Bud South offered one of his fields if they would like to use it.

The Meeting was closed at 7:34 p.m.

Respectfully submitted,

Brenda Mills
Town Clerk