

## Project Construction Process

- CR97 will be closed prior for the duration of the construction phase as an off-site detour will be provided
- Brown Road will remain open for the duration of the project as an on-site detour will be provided
- The existing pavement will be removed
- The existing bridge deck and existing bridge abutments will be removed
- Proposed abutments will be poured
- Replacement superstructures will be constructed on an altered vertical alignment from the existing structures
- The roadway will be repaved on an adjusted horizontal alignment to improve stopping sight distance

## Traffic Control

An off-site detour will be utilized for CR97. Northbound traffic onto CR97 will be detoured west on Patrick Road, then north onto CR69, then east onto NY177 to CR97. Southbound traffic on CR97 will be detoured west onto NY177, then south onto CR69, then east onto Patrick Road to CR97.

A phased on-site detour will be utilized for Brown Road.

Residents residing within the limits will be allowed access. Traffic control will be provided and set up prior to construction.



## Estimated Construction Cost

This project is being federally and locally funded. The total estimated construction cost for this project is \$3.9 million.

## Project Schedule

Scope/Design Approval: **Fall 2023**  
ROW Acquisition: **Winter 2023/Spring 2024**  
Construction Start: **Spring 2025**  
Construction End: **Fall 2025**

## Project Team

**Jefferson County for  
The Town of Rodman** – Project Sponsor  
**NYSDOT** – Project Liaison and Reviewing Agency  
**Foit-Albert Associates** – Lead Consultant

### Questions or Comments?

Any questions, comments or opinions regarding the affect that the project will have on you or your community are welcomed to be shared with us. For concerns that were not addressed during the public meeting, please send them to us by mail, e-mail or fax using contact information that can be found in the "Contact Information" below. All comments must be received by August 16<sup>th</sup>, 2023.

## Contact Information

**Foit-Albert Associates**  
295 Main Street, Suite 200  
Buffalo, NY 14203  
Fax: 716-856-3961  
Email: [publicinfo@foit-albert.com](mailto:publicinfo@foit-albert.com)

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<http://www.foit-albert.com/>



## Public Hearing Meeting Summary CR97 and Brown Road over Fish Creek Bridge Replacement

**Town of Rodman, New York  
PIN 7753.93**



**Rodman Community Hall  
12509 School Street  
Rodman, NY 13682**



**Jefferson County Highway  
Department  
21897 County Route 190  
Watertown, NY 13601**

## Project Objectives

The existing CR97 and Brown Road bridges over Fish Creek are substandard structures that have exceeded their useful service lives. The goal of this project is to correct the deficient elements and maintain the long-term integrity using cost-effective techniques to minimize the life cycle cost of maintenance and repair and to address geometric deficiencies to improve traffic flow.

## Existing Structures

The existing bridges were built in 1938, which makes them approximately 84± years old. The existing CR97 bridge is a single-span structure that is approximately 35' (total bridge length) by 22.7' (out-to-out width). The existing Brown Road bridge is a single-span structure that is approximately 24' (total bridge length) by 20.7' (out-to-out width). The existing structures are concrete-encased steel multi-girder bridges with a concrete deck. The substructure consists of two abutments, each with a concrete back wall, and concrete wingwalls.

### Structural Concerns

#### CR97 Bridge over Fish Creek

- Both the left and right-side fascia girder concrete encasement has been deteriorated off over the full length of the lower girder which exposes the bottom flange
- There is heavily spalled areas in various locations causing exposed reinforcing bars and further deterioration

#### Brown Road Bridge over Fish Creek

- Concrete encasement below both fascia girders (left and right) are delaminated and heavily spalled



### Substandard Conditions

- The existing bridges have exceeded their useful service lives.
- CR97 bridge is located on a horizontal alignment that results in poor visibility when traveling around the curve.
- CR97 bridge railing posts are undermined to various degrees.
- Deficient ratings of key structural elements at both bridges.
- Brown Road bridge box beam approach rail is mounted low to the ground.
- Galvanizing of the Brown Road bridge rail is beginning to fail.
- A shale deposit has formed redirecting stream flow at Brown Road bridge.

## Proposed Structures

The proposed CR97 bridge is a single-span structure that is 65'-6" long x 28'-8" wide (out-to-out width) with a reinforced concrete deck. The proposed Brown Road bridge is a single-span structure that is 20' long (clear span) x 35'-4" wide (out-to-out width). The bridges and the approach roadways on either side of the bridge decks will be replaced.

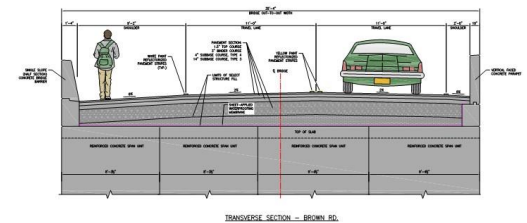
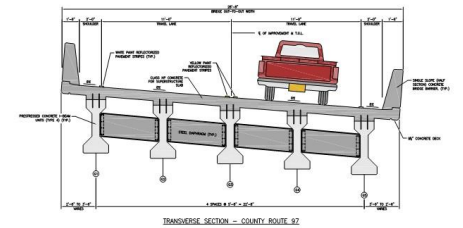
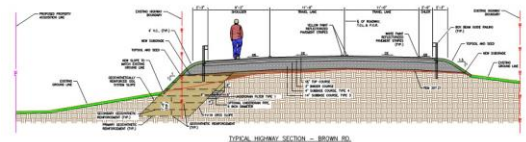
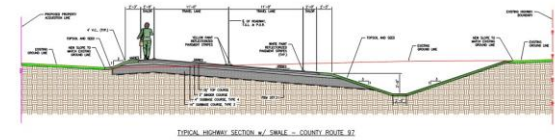
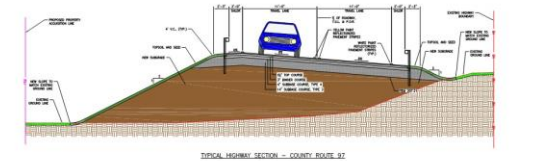
### Bridge Replacement

Replacing the existing bridges will allow all safety and structural concerns to be addressed at the same time.

The proposed CR97 structure has been designed on an improved vertical and horizontal alignment. The proposed Brown Road bridge has been designed on an improved vertical alignment.

### Improved Conditions

- Replace existing CR97 bridge utilizing a prestressed concrete beams superstructure
- Replace existing Brown Road bridge utilizing a three-sided concrete frame
- Installation of new guide railing system
- Improved roadway drainage
- Improved horizontal stopping sight distance



As shown in the approach roadway cross sections (top) and bridge cross sections (bottom), the proposed approach roadway and the proposed structures are outside of the existing highway boundary. Right-of-way acquisitions are required to complete this project.