

# The Town of Ulysses

Welcomes You to a

Public Information Meeting for

## Cemetery Road over Trumansburg Creek

P.I.N. 3756.59  
BIN 3210360

March 2, 2020

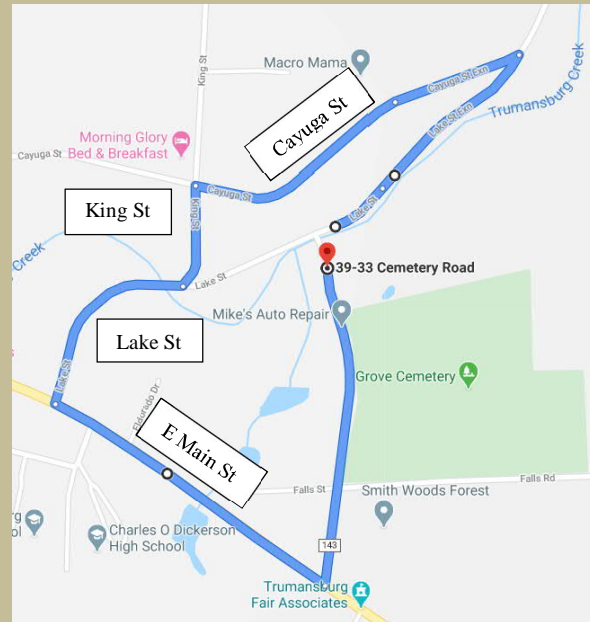
NYS Department of Transportation  
Federal Highway Administration



**Barton**  
& **Loguidice**

### Work Zone Traffic Control:

The Cemetery Road Bridge, and intersection of Cemetery Road and Lake Street will be closed to traffic for the duration of construction. Traffic will be maintained on an off-site detour during this time. The detour will utilize local roadways including, Lake Street, Cayuga Street, King Street, and East Main Street (State Route 96). The signed detour is approximately 1.5 miles long and will take 4 minutes to drive.



### Town of Ulysses

10 Elm Street  
Trumansburg, New York 14886  
Phone: (607) 387-5767

### Barton & Loguidice, D.P.C.

443 Electronics Parkway  
Liverpool, New York 13088  
Phone: (315) 457-5200

### Project Location

Cemetery Road over Trumansburg Creek  
(BIN 3210360) in the Town of Ulysses,  
Tompkins County, New York.



### Current Conditions:

BIN 3210360 is a two lane, single span, jack arch superstructure founded on cast-in-place concrete abutments on bedrock. The clear span is 30 feet. The bridge was originally built in 1940.

#### 2018 NYSDOT Yellow Flag 3B180TW013:

Issued for loss of bearing area under the western fascia girder at the southern abutment. Steel girders sit directly on the concrete abutments with no bearings. Loss of bearing area is approximately 40-60% and has resulted in crumbling and spalled concrete.

#### 2019 NYSDOT Yellow Flag 3B19HPW010:

Issued for section loss on the bottom flange of the girders (approximately 35-65%). Additionally, a bent bottom flange was noted on an interior girder.

### Project Purpose

The purpose of this project is to maintain the long term crossing and address deficiencies associated with this crossing in a cost effective approach.

Deficiencies to be addressed:

- Corrosion of the jack arch deck forms
- Flagged corrosion of steel girders
- Flagged girder bearing loss due to crumbling and spalled concrete
- Cracking and spalling concrete on the abutments and wingwalls
- Cracking of the asphalt road way
- Guide rail damage and corrosion
- Stream flow directed towards end abutment
- Non-standard shoulder width
- Non-standard roadway cross slope



### Proposed Alternative:

The proposed alternative is to replace the existing bridge with a new single span bridge on the same alignment. The proposed structure is a 3-sided precast concrete unit founded on concrete strip footings anchored to bedrock. The end abutment will be moved 5 feet north to improve stream alignment, increasing the span. New concrete wingwalls will be constructed. New box beam guide rail will be installed over the bridge and along the approaches. Approximately 315 feet of roadway reconstruction will take place along Cemetery Road and Lake Street.

### Structure Information:

	<u>Existing</u>	<u>Proposed</u>
Type	Jack arch superstructure	3 sided precast concrete unit
Year Built	1940	2021
Travel Lane	9 ft.	10 ft.
Shoulder	1 ft. 9 in.	3 ft.
Width	24 ft. 6 in.	29 ft. 4 in.
Clear Span	30 ft.	34 ft.
Service Life	NA	75 years
Construction	NA	\$730,000

### Hydraulics:

The creek channel flow is currently directed at the end abutment bridge foundation. This has caused erosion and spalling of the foundation concrete. Undermining of the end abutment foundation is progressing, as channel flows continue to direct water into and against the deteriorated areas. The proposed structure will shift the end abutment back to better align with existing channel flows.

### Right-Of-Way:

Two temporary easements will be required to allow for excavation of bridge foundations and stone bank protection along the creek. The first easement is to the east of the bridge and is 0.07 acres in size. The second easement is to the west of the bridge and is 0.04 acres in size. A third affected property, owned by the Village of Trumansburg, is located to the west of the bridge. An inter-municipal agreement will be required at this location to allow work in the affected 0.01 acres. All other work will be contained within the existing highway boundary.

### Anticipated Schedule:

Design Complete – January 2021  
Start Construction – June 2021  
Complete Construction – October 2021