

Welcome to a Presentation For:



Edgemere Drive Bridge Reconstruction over Long Pond Outlet Channel in Greece, NY

Public Outreach via Video Presentation
November 2020

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EMERGENCY RESTRICTIONS, THE PUBLIC OUTREACH
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WILL BE HELD.



Engineering | Design | Planning | Construction Management



Edgemere Drive Bridge over Long Pond Outlet Channel

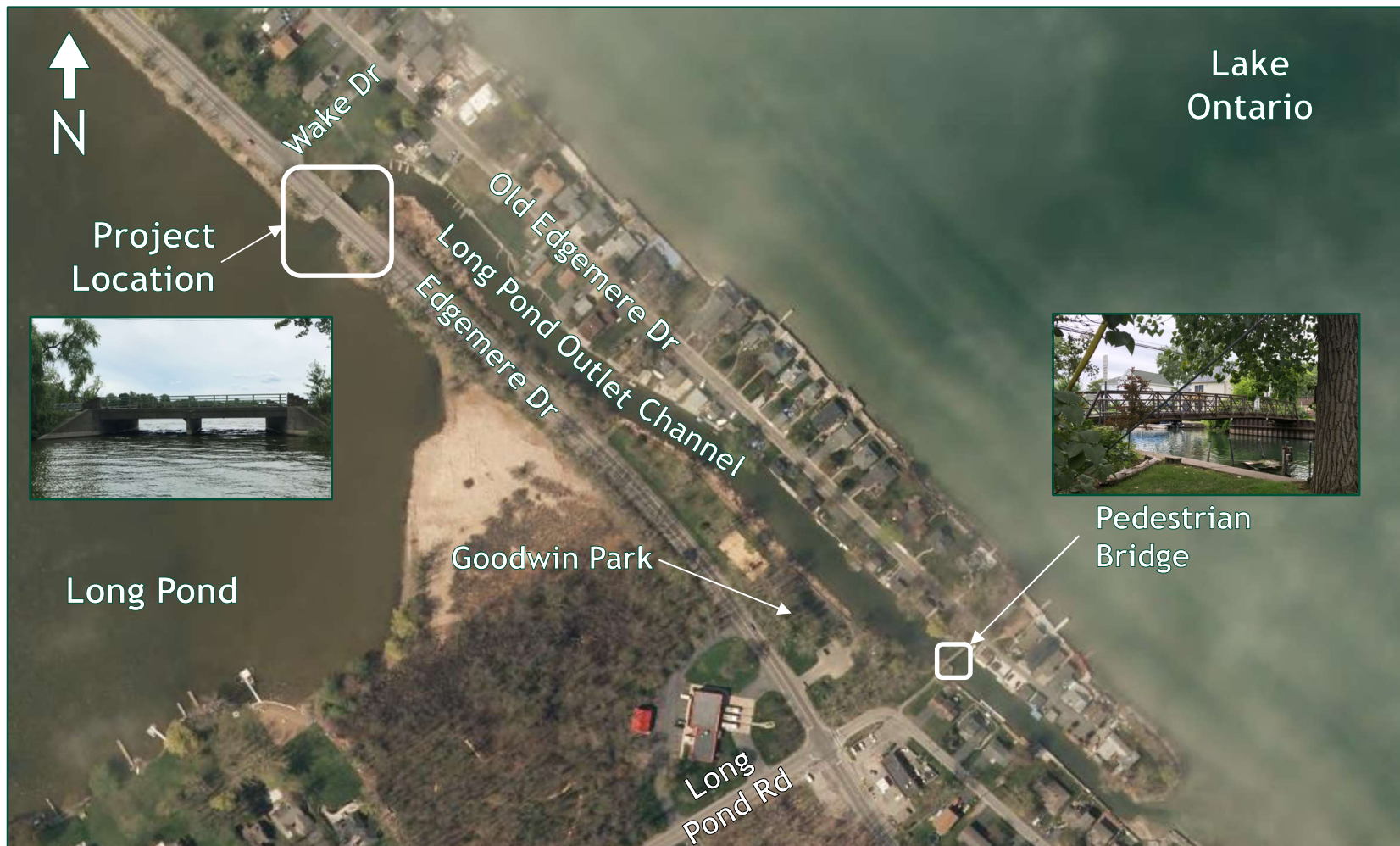
This presentation is intended to allow interested parties to review the project details, comment, and ask questions of the Monroe County Department of Transportation (MCDOT) and Consultant Design Staff.



Edgemere Drive Bridge - Location Map

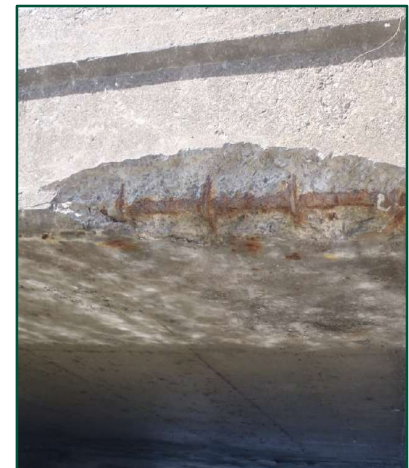
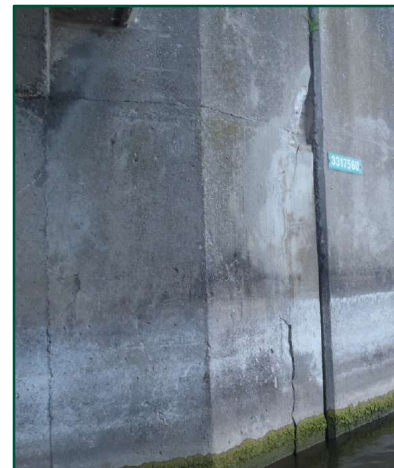


Edgemere Drive Bridge - Location Map



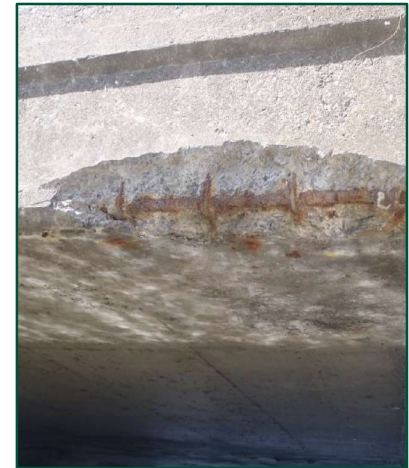
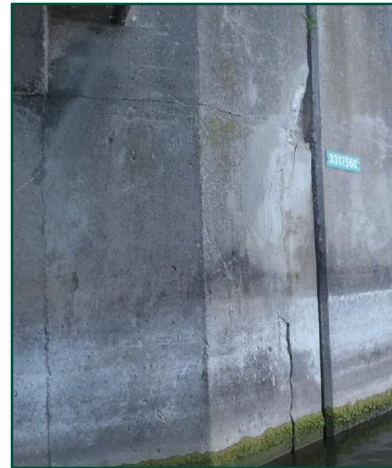
Project Overview

- ❖ Bridge was built in 1953 and is near the end of its useful life.
- ❖ Existing bridge is a two span reinforced concrete continuous frame has the following dimensions:
 - ❖ Two clear spans of 25 feet each.
 - ❖ Two travel lanes 12 feet each.
 - ❖ Two shoulders 6 feet.
 - ❖ Sidewalks on bridge deck 5 feet.
 - ❖ Clearance between rails 46 feet.
 - ❖ Existing Bridge Max Elevation (Elev.): 253.00 ±
- ❖ Ordinary High Water (OHW): Elev. 246.00
 - ❖ Clearance above OHW: 7 feet.



Project Overview

- ❖ Current Traffic volumes are fairly low
 - ❖ Approximately 2,900 vehicles/day
- ❖ No accident history in the vicinity of the bridge
- ❖ No hydraulic concerns at the outlet channel
- ❖ No NYSDEC wetlands
- ❖ Federal wetlands do exist
- ❖ No Federally Endangered Species
- ❖ Some “Rare” NYSDEC-listed birds may exist in the vicinity
 - ❖ suitable habitats will not be impacted.
- ❖ Potential presence of fresh water mussels in Long Pond.



General Project Information

- ❖ Edgemere Drive highway boundary is 100 feet wide in the vicinity of the Bridge.
- ❖ No Additional Right of Way will be required.
- ❖ Pedestrian access will be prohibited across the bridge during construction.
- ❖ Pedestrian Bridge over outlet Channel will remain open.

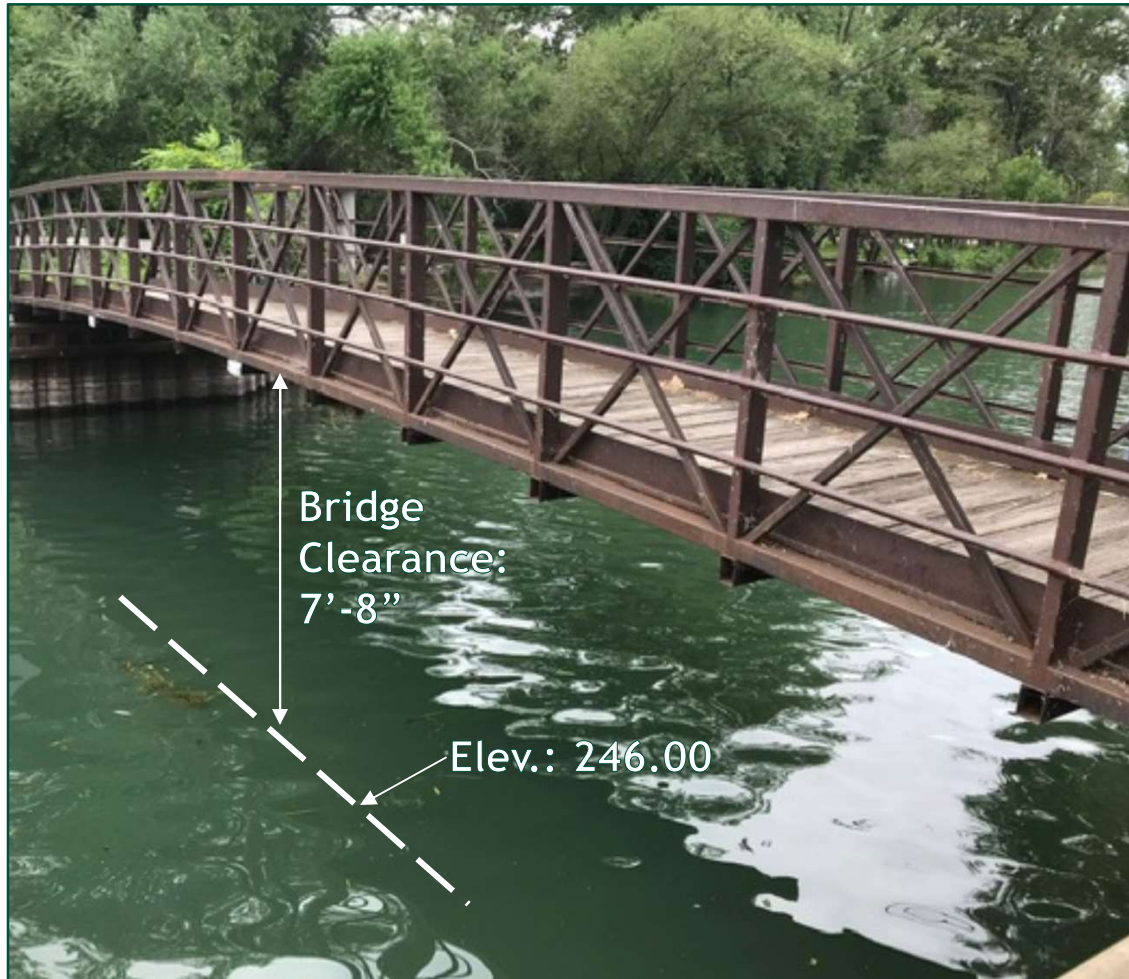


Project Objectives



- ❖ Reconstruct the bridge with a modern structure that will meet current structural, hydraulic and geometric codes and standards.
- ❖ Provide a low/maintenance-free structure that will provide at least 75-year service life.
- ❖ Increase navigational clearance for water craft under the bridge, if feasible and reasonable.
- ❖ Make site improvements, if feasible and reasonable.

Project Information



- ❖ Pedestrian bridge located to the east near Goodwin Park and Long Pond Road.
- ❖ Existing Edgemere Drive bridge clearance: 7'-0"
- ❖ The clearance between water elevation 246 and bottom of the pedestrian bridge: 7'-8"

Edgemere Drive Bridge - Design Alternatives



Alternative 1 - No build “Null” alternative

(not recommended, will not be considered further)



Alternative 2a - Bridge Reconstruction

Steel girder. Raised approximately 3.5 feet road profile.



Alternative 2b - Bridge Reconstruction

Steel girder. Raised approximately 0.5 feet road profile.



Alternative 3a - Bridge Reconstruction

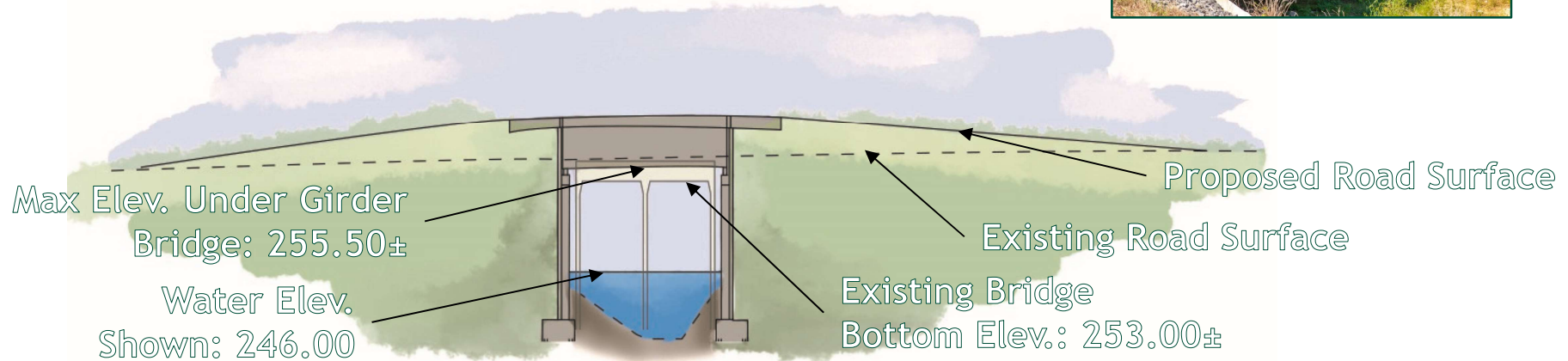
Precast arch. Raised approximately 3.5 feet road profile.



Alternative 3b - Bridge Reconstruction

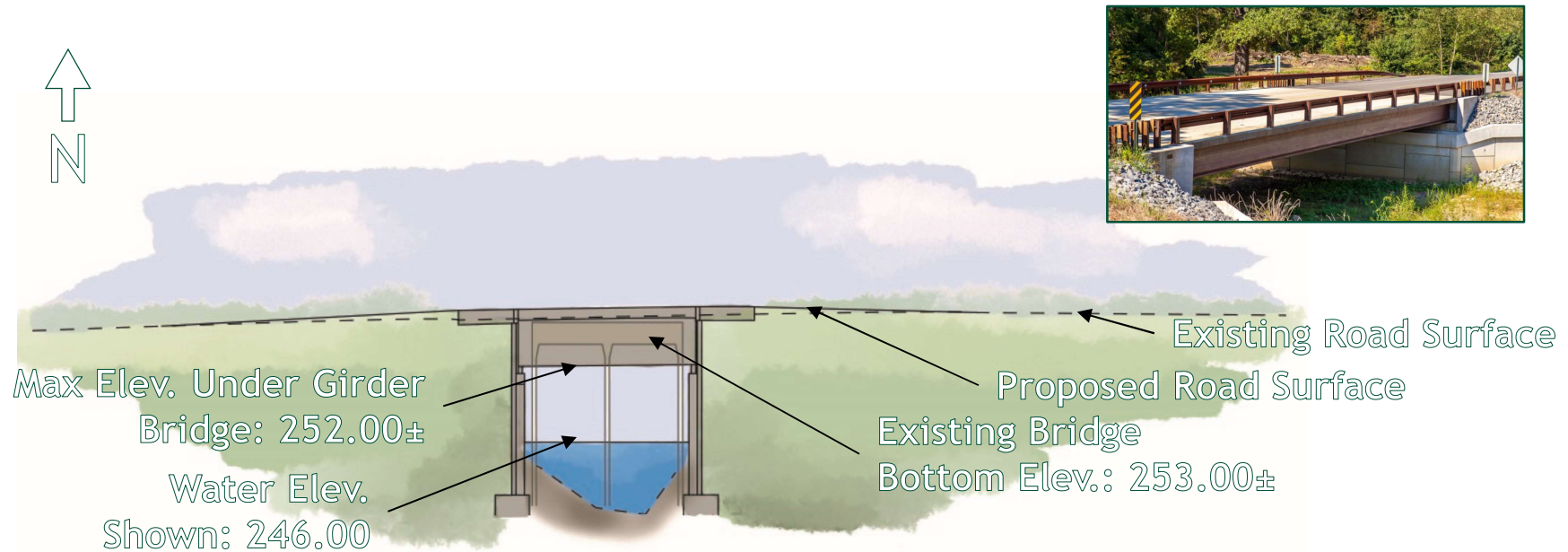
Precast arch. Raised approximately 0.5 feet road profile at center of arch.

Alternative 2a - Steel girder bridge with raised road profile



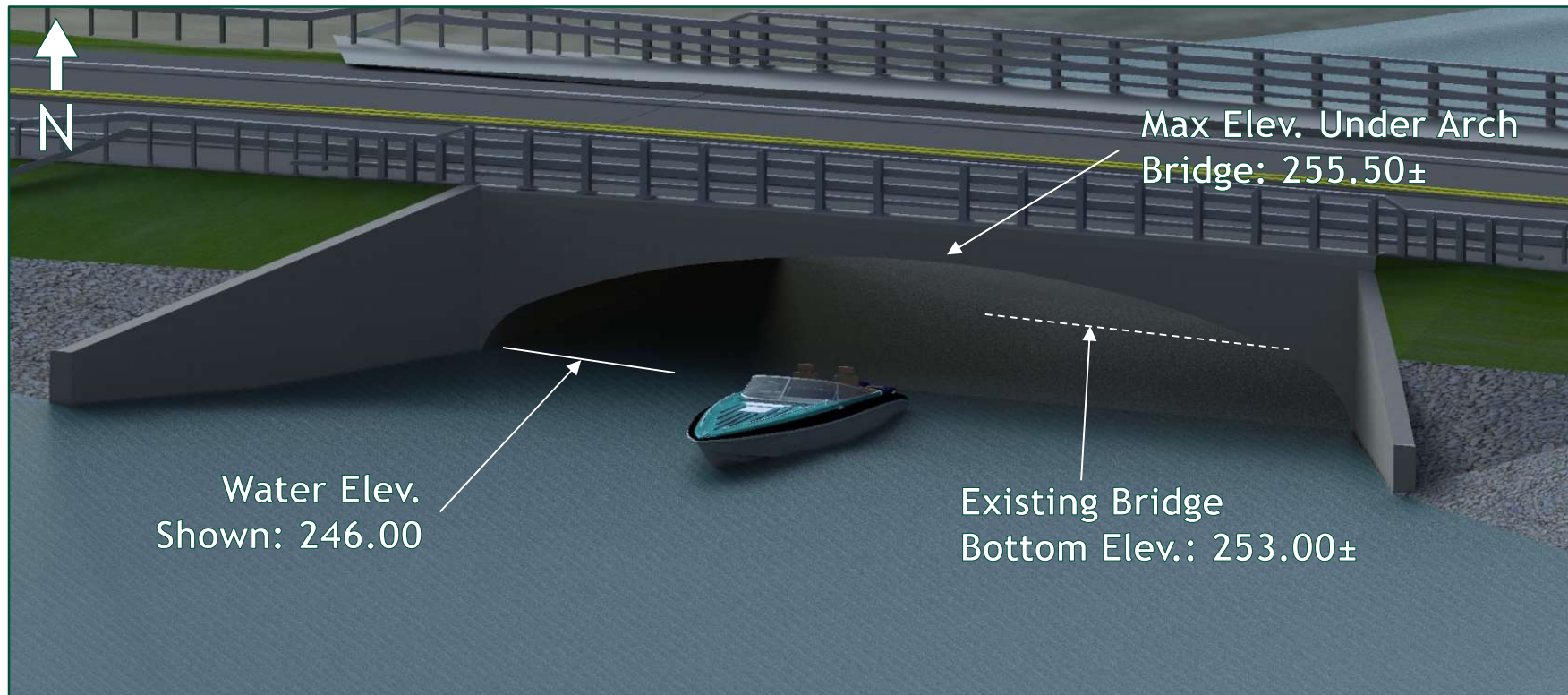
- ❖ Road profile raised approximately 3.5 feet to improve waterway navigation.
- ❖ Concrete deck supported by steel beams.
- ❖ No center pier.
- ❖ Not recommended by County due to maintenance concerns with steel over water and additional painting requirements.

Alternative 2b - Steel girder bridge at existing grade



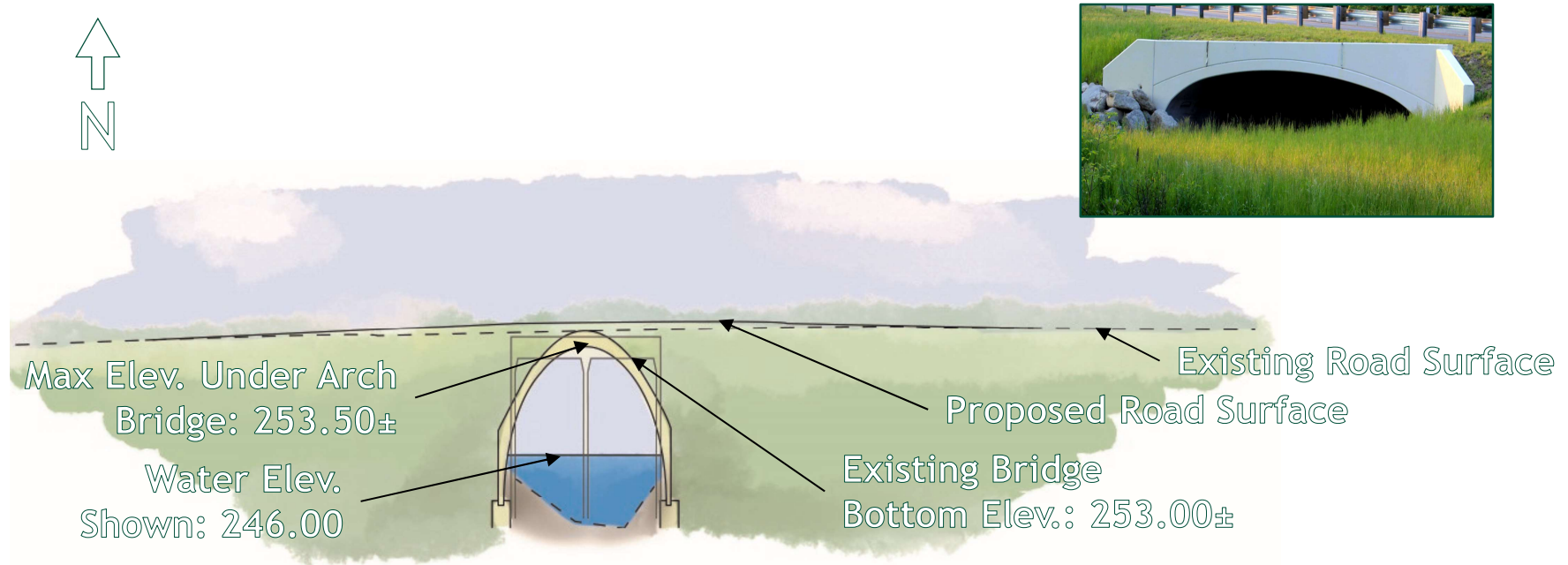
- ❖ Similar to structure shown in 2a.
- ❖ Would reduce the navigational clearance under the bridge by approximately 1 foot due to the depth of the bridge deck.
- ❖ No center pier.
- ❖ Not recommended by County due to maintenance concerns with steel over water and additional painting requirements.

Alternative 3a - Precast arch with raised road profile



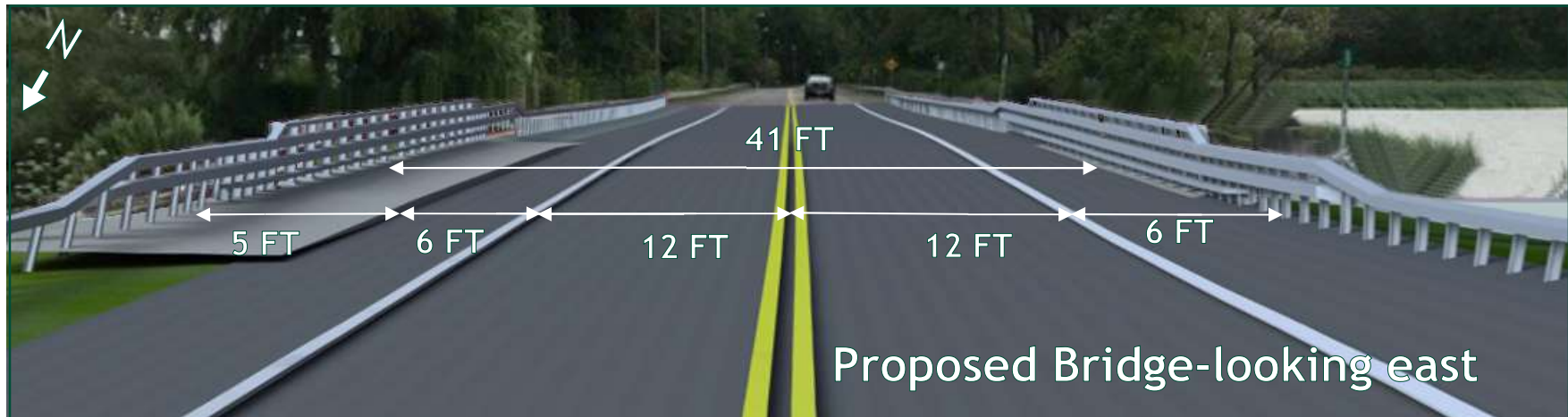
- ❖ Road profile raised by approximately 3.5 feet to improve waterway navigation.
- ❖ Asphalt wearing surface placed over the concrete arch.
- ❖ No center pier.
- ❖ Recommended alternative by Monroe County.

Alternative 3b - Precast arch at existing grade



- ❖ Similar to structure shown in 3a.
- ❖ Increase the navigational clearance under the bridge by approximately 0.5 feet near the center of the arch.
- ❖ No center pier.
- ❖ Decrease the clearance near the edges of the arch.

Bridge Sections - All Alternatives



Edgemere Drive Bridge - Construction Cost



Alternative 1 - No build “Null” alternative

Construction Cost: N/A



Alternative 2a - Bridge Reconstruction

Construction Cost: \$2,412,000



Alternative 2b - Bridge Reconstruction

Construction Cost: \$2,040,000



Alternative 3a - Bridge Reconstruction

Construction Cost: \$1,854,000



Alternative 3b - Bridge Reconstruction

Construction Cost: \$1,515,000

Edgemere Drive Bridge - Schedule

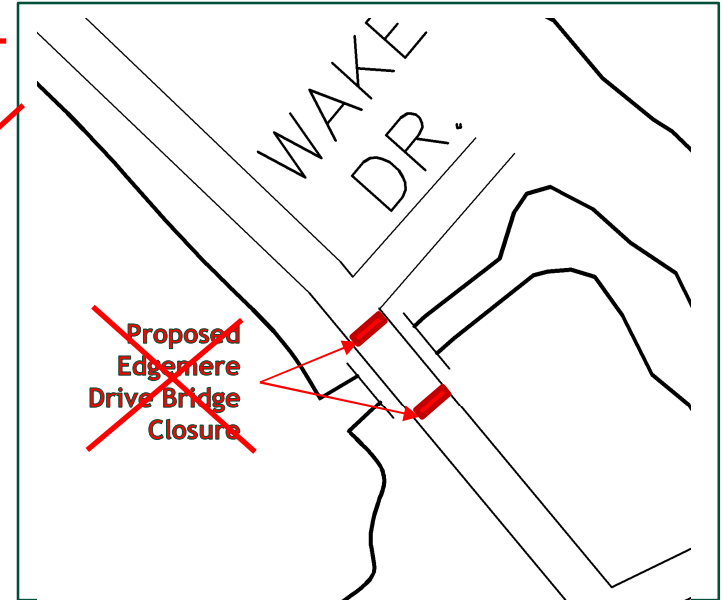
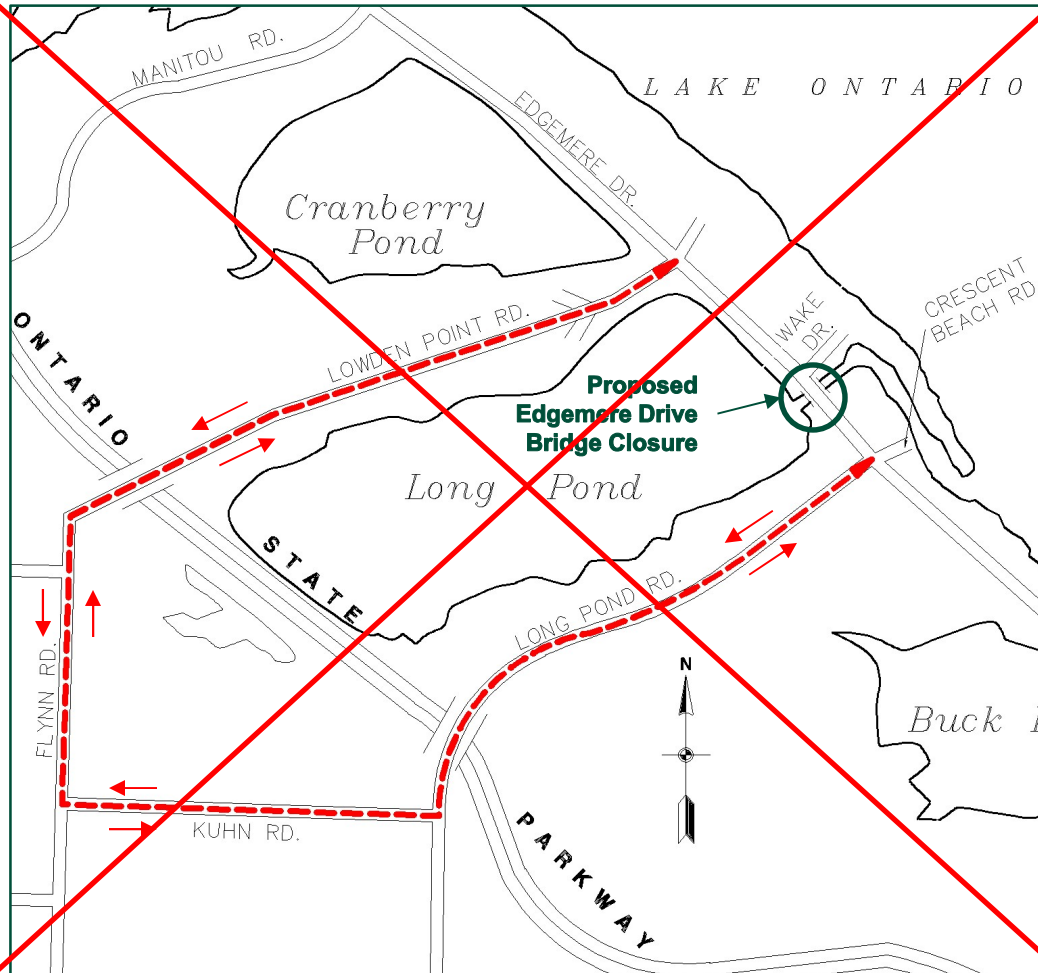
Anticipated Schedule

- ❖ Bid Opening: November 2021.
- ❖ Construction will occur in Summer 2022 lasting about ~~3 or 4 months~~ 5 or 6 months (due to staged-construction).



6/18/2021 update: Detour will no longer be utilized; a temporary signal will be installed at the bridge, which will accommodate a single lane of alternating, two-way, traffic.

~~Edgemere Drive Bridge - Detour~~



~~The reconstruction of the bridge will require a detour where posted detour will be Kuhn Road via Long Pond Road and Flynn Road/Lowden Point Road:~~

- ~~❖ Resulting detour: approximately 5.3 miles long.~~
- ~~❖ Resulting detour: approximately 10 additional minutes travel time.~~

Questions or Comments?

Questions and Comments can be sent via the Comment Form found on the Project Website and recently mailed to nearby residents.

**Please submit comments no later than Monday,
November 30, 2020**

<https://www.monroecounty.gov/dot-construction>

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