



# Ferry Street Bridge over CSX/Amtrak



Presented by:



# Project Team

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## City of Hudson

- Rick Rector – Mayor
- Robert Perry, Jr – Superintendent of Public Works

## Creighton Manning Engineering, LLP

- Charles Tutunjian, PE – Project Manager
- Matt Hunt, PE – Assistant Project Manager
- Steve Hagy, PE – Project Engineer
- John Geisler, IE – Assistant Project Engineer

# Agenda

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- Project Overview
  - Project goals and purpose
  - Existing conditions
  - Design process
  - Proposed alternative
- Next Steps
- Public Questions and Comments
  - Receive public input about the project
  - Address questions the community has about the project

# Project Goals

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- Reopen the bridge for vehicles, pedestrians & bicyclists
  - Minimize the life cycle cost of maintenance and repair
  - Restore access to the waterfront
- Provide a structure with a 75-year (minimum) service life

# Project Location





# Existing Site



- Fiber Optic structure
- Abandoned waterline structure
- Non-ADA compliant pedestrian walkway
- Ferry St. Bridge closed

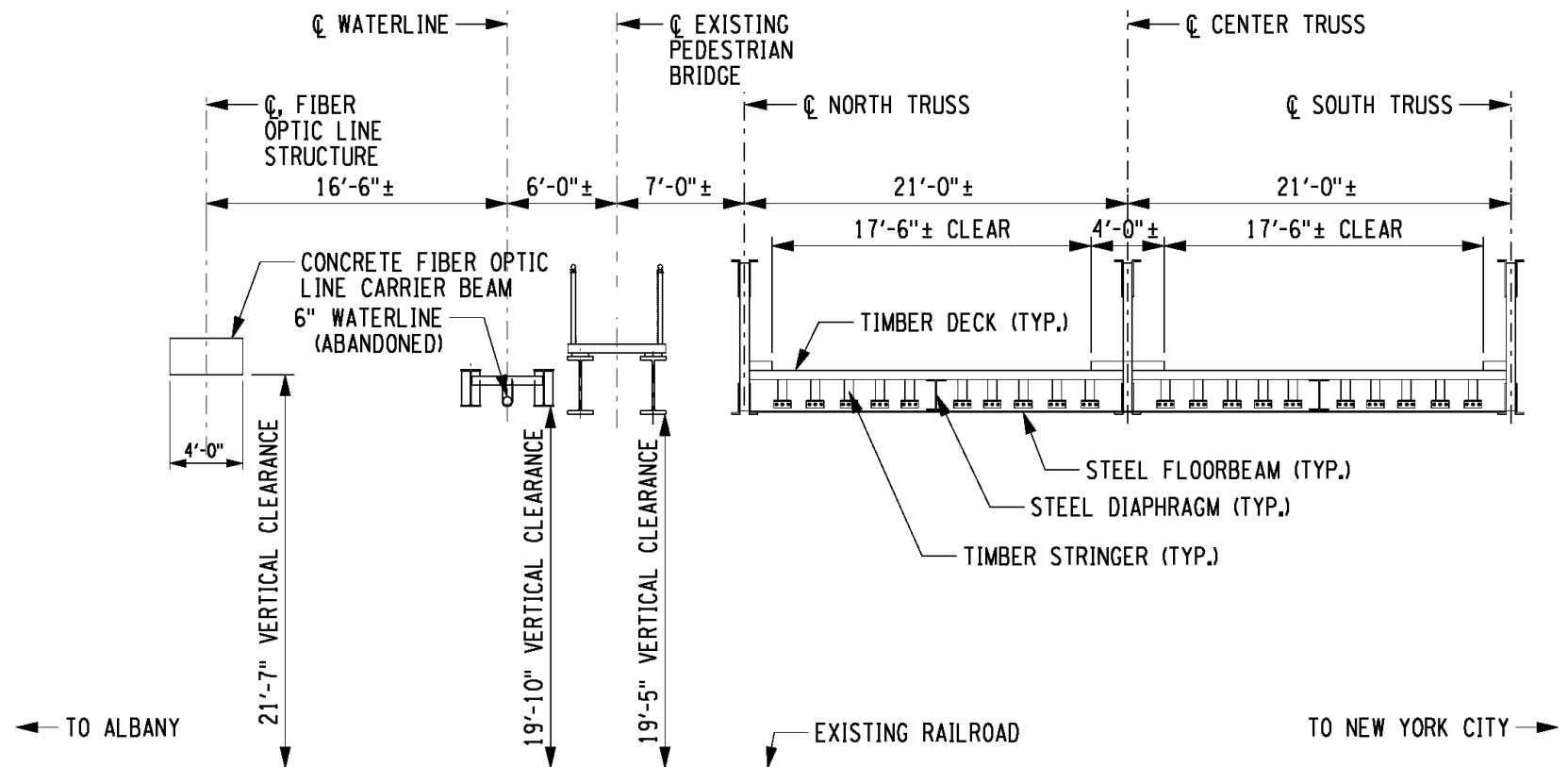
# Bridge History

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- Constructed by NYC&HRR
- Built c. 1905 using spans salvaged from a Hudson River crossing at Albany
- Altered multiple times
- Closed to all traffic in 2014
- Not Eligible for National Register of Historic Places



# Existing Section





# Existing Conditions

- Deteriorated truss members
- Deteriorated bridge deck





# Existing Conditions

- Deteriorated bearing plates
- Deteriorated floor beams and stringers





# Existing Conditions



- Stone masonry abutments
- Abandoned water line

# Design Process

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- Project Identification, Needs and Objectives
- Preliminary Engineering
  - Geometrics, Traffic, Safety, Drainage, Utilities, Right-of-Way, Pedestrians, Costs
- Environmental, Social and Economic Considerations
  - Environmental – Historical resources, Air Quality, Noise, Energy
  - Social – Planning, Community, Emergency Services, Social Groups
  - Economic – Local Economy, Highway related businesses, Established Business Districts
  - Indirect and Secondary Impact
- Evaluation and Comparison Alternatives



# Coordination with SHPO

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- Hired Hartgen Archeological Associates to complete Phase 1A Literature Review and Archeological Sensitivity Assessment
  - Low likelihood of encountering intact resources
- Hartgen also completed an assessment of Historic Eligibility for the Ferry St. Bridge
  - Not eligible due to multiple past alterations
  - “...the bridge no longer reflects its original design or use.”
- SHPO and FHWA concurred with the assessment on 4/19/2018 and 6/1/2018, respectively

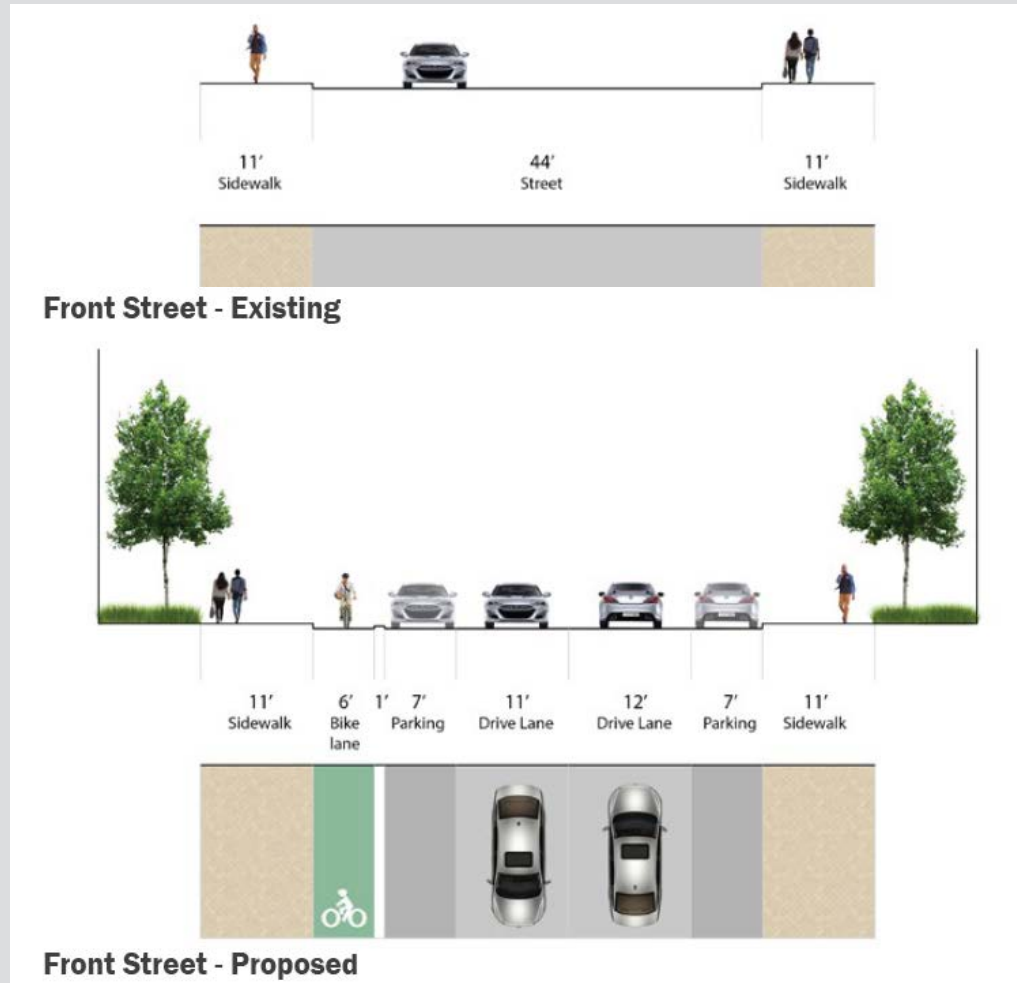
# Incorporating the DRI

- Improving Hudson's waterfront district



# Incorporating the DRI

- Providing accessibility



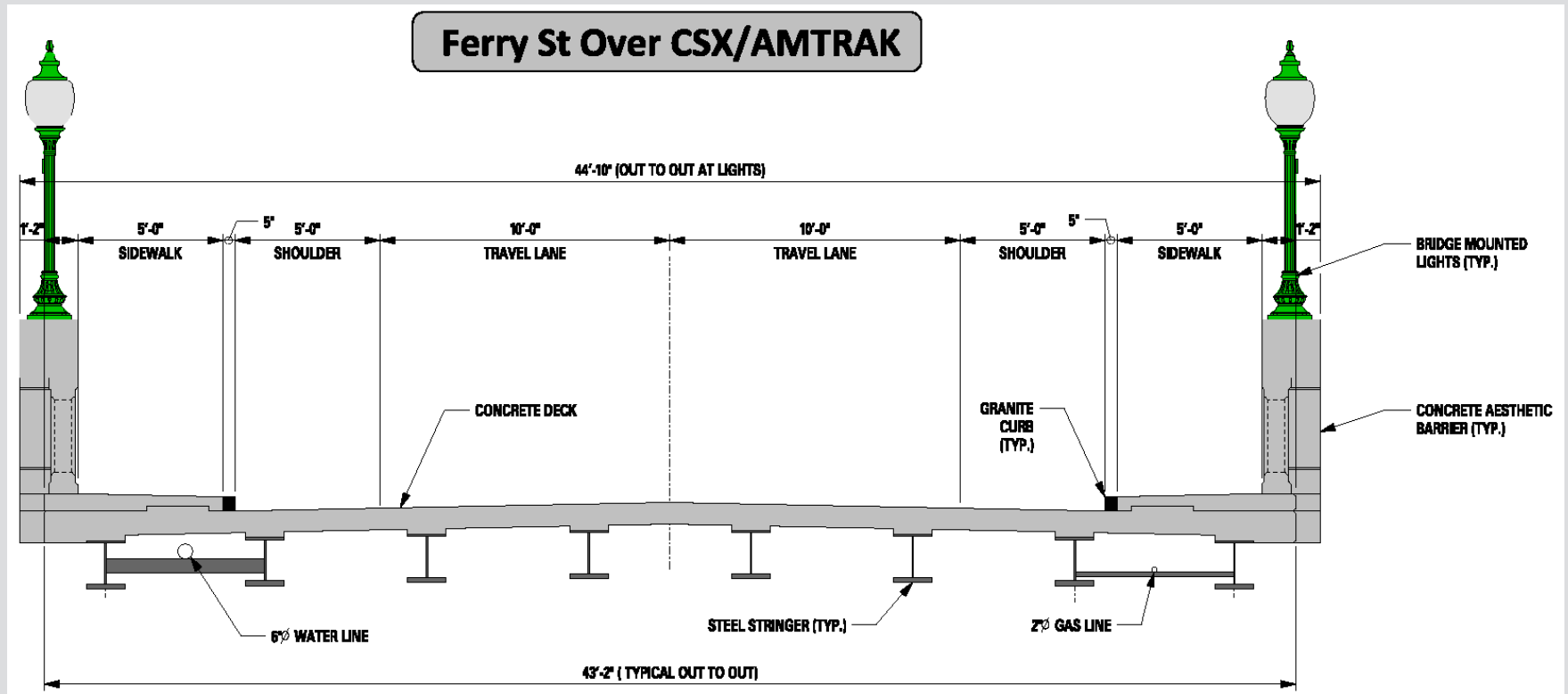
# Alternatives

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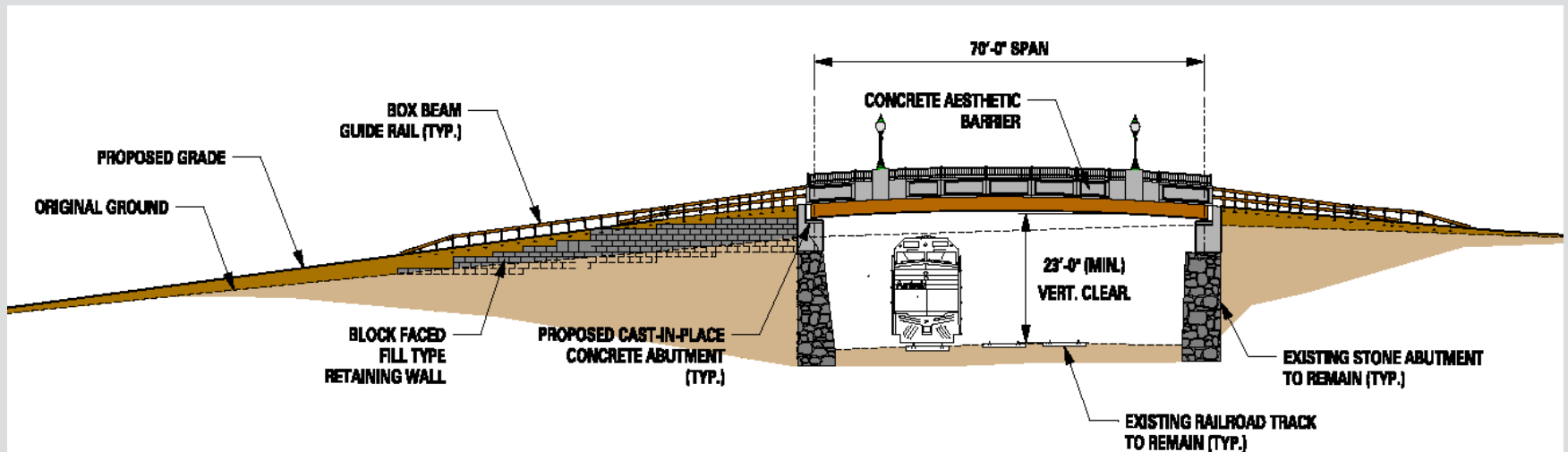
- Do Nothing (Null Alternative)
- Alternative 1
  - Superstructure Replacement
  - 75-year service life
- Alternative 2
  - Bridge Replacement
  - 75-year service life
- Alternative 3
  - Bridge Rehabilitation
  - Not Considered
    - Can not provide 75-year service life



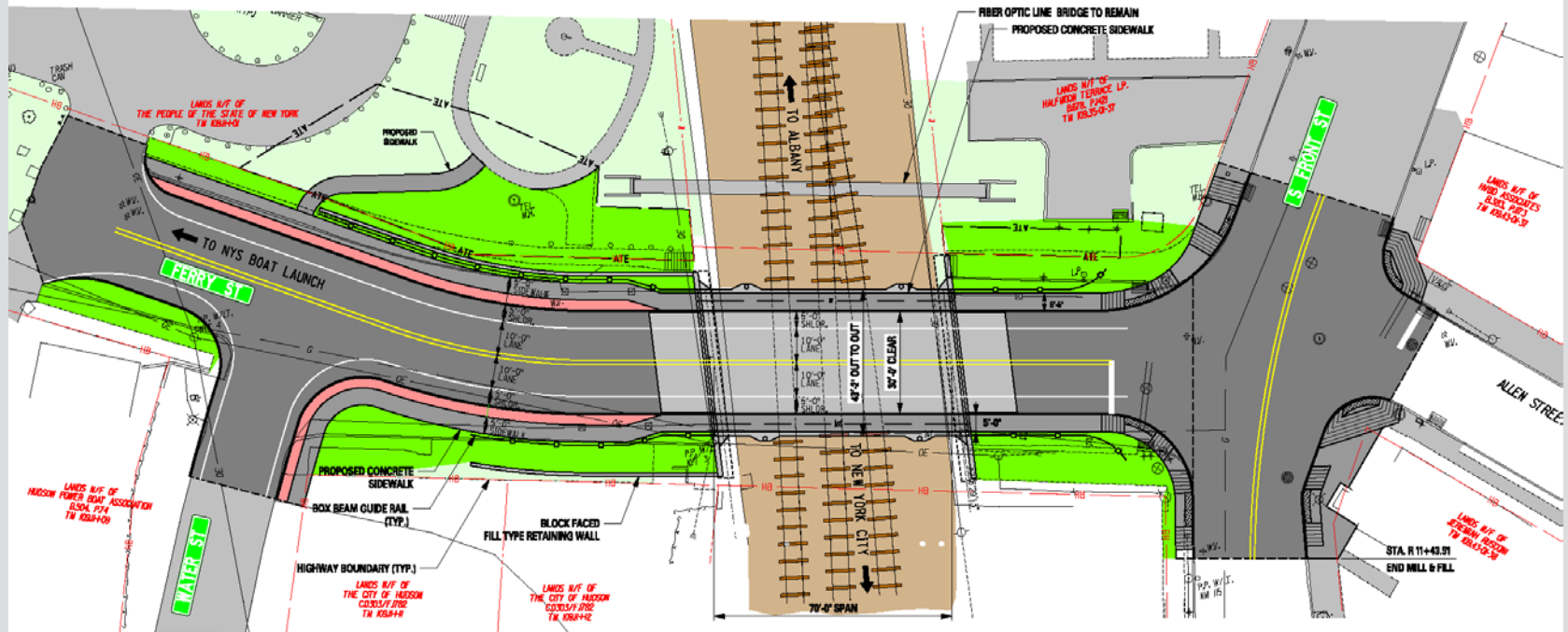
# Proposed Bridge Section



# Proposed Bridge Elevation



## Ferry St Over CSX/AMTRAK



# Bridge Aesthetics – Railing

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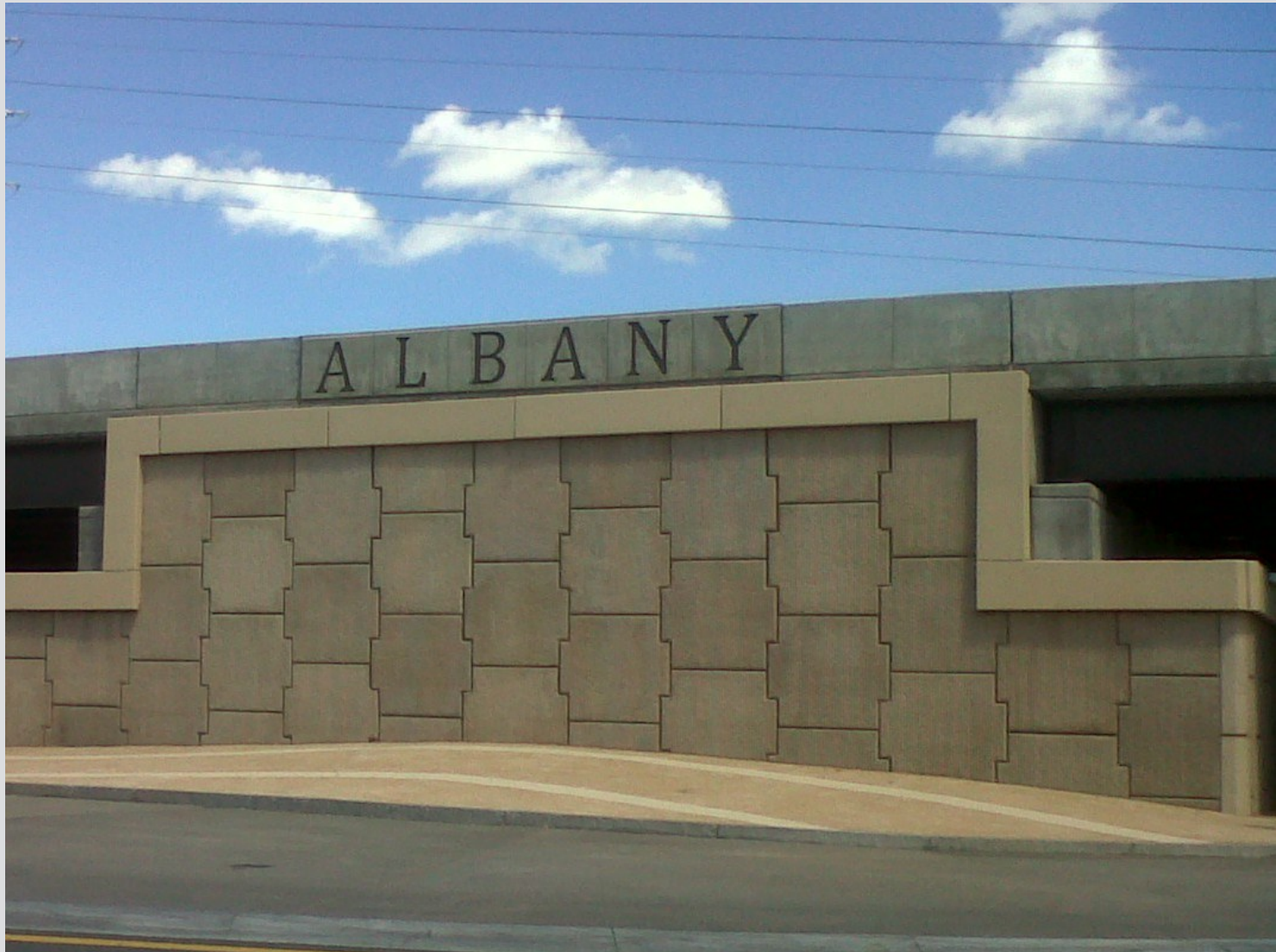
# Bridge Aesthetics – Railing

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# Bridge Aesthetics – Railing

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# Project Funding

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- Available Funding:
  - \$3.0 million (Construction & Const. Insp.)
    - 80% Federal
    - 15% State
    - 5% Local (City of Hudson)
- The City has an additional \$600,000 Capital Reserve Fund for this project, if needed

# Schedule/Next Steps

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- Receive public comments and adjust preferred alternative accordingly
- Final Design Report – January 2019
- Design Approval – January 2019
- Detail Design Complete – November 2019
- Advertise for Construction – January 2020
- Construction Start – April 2020
- Construction End – September 2020



# Questions?

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- General comments or questions?
- Specific concerns can be addressed individually.
- You are encouraged to take a comment form and submit it tonight, via email or regular mail.



# Thank You

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