

**RIGHT OF WAY IMPACTS**

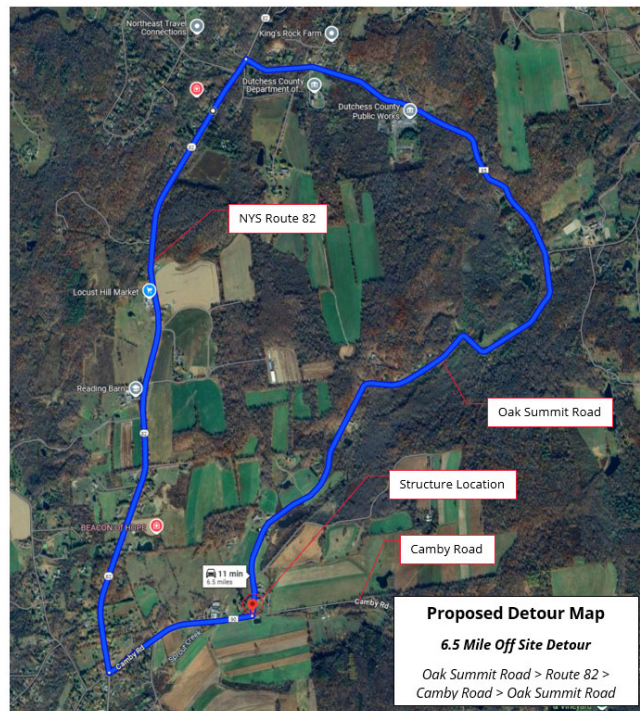
The existing right of way for Oak Summit Road is narrow and limited. Any construction to repair or replace the existing culvert will require land acquisition in the form of Fee (permanent land purchase) and Easements (temporary). Two landowners adjacent to the existing structure may be impacted for Alternative 2, where both FEE acquisition and Temporary Easements are required. Only one adjacent landowner is impacted with a FEE acquisition and Temporary Easement in Alternative 3. A land specialist from Barton & Loguidice has been retained to conduct the acquisition process over the next several months and will be in contact with impacted landowners.

**IMPACTS TO TRAFFIC DURING CONSTRUCTION**

An offsite detour will be required for only Alternative 2. This involves a 6.5-mile (11 mins) off-site detour via NYS route 82 and Camby Road during which time Oak Summit Road would be closed at its intersection with Camby Road. The remainder of the road would remain open to traffic and residents.

Coordination will occur with local emergency services to ensure response times will be acceptable during construction. The local school district, postal service, and local residents will all be contacted to coordinate bus routes, postal delivery, and residential access during the road closure. The details for the work zone traffic control should be prepared and evaluated during final design.

**Proposed Vehicular/Truck Detour Routes**



**COMMENTS**

Further questions, comments, or concerns can be addressed to:

Joseph Spagnola  
Town of Washington Highway Department  
10 Reservoir Drive  
Millbrook, NY 12545  
Phone: (845) 677 - 3419 ext. 110  
Email: hwydept@washingtonny.org



**TOWN OF WASHINGTON HIGHWAY DEPARTMENT**

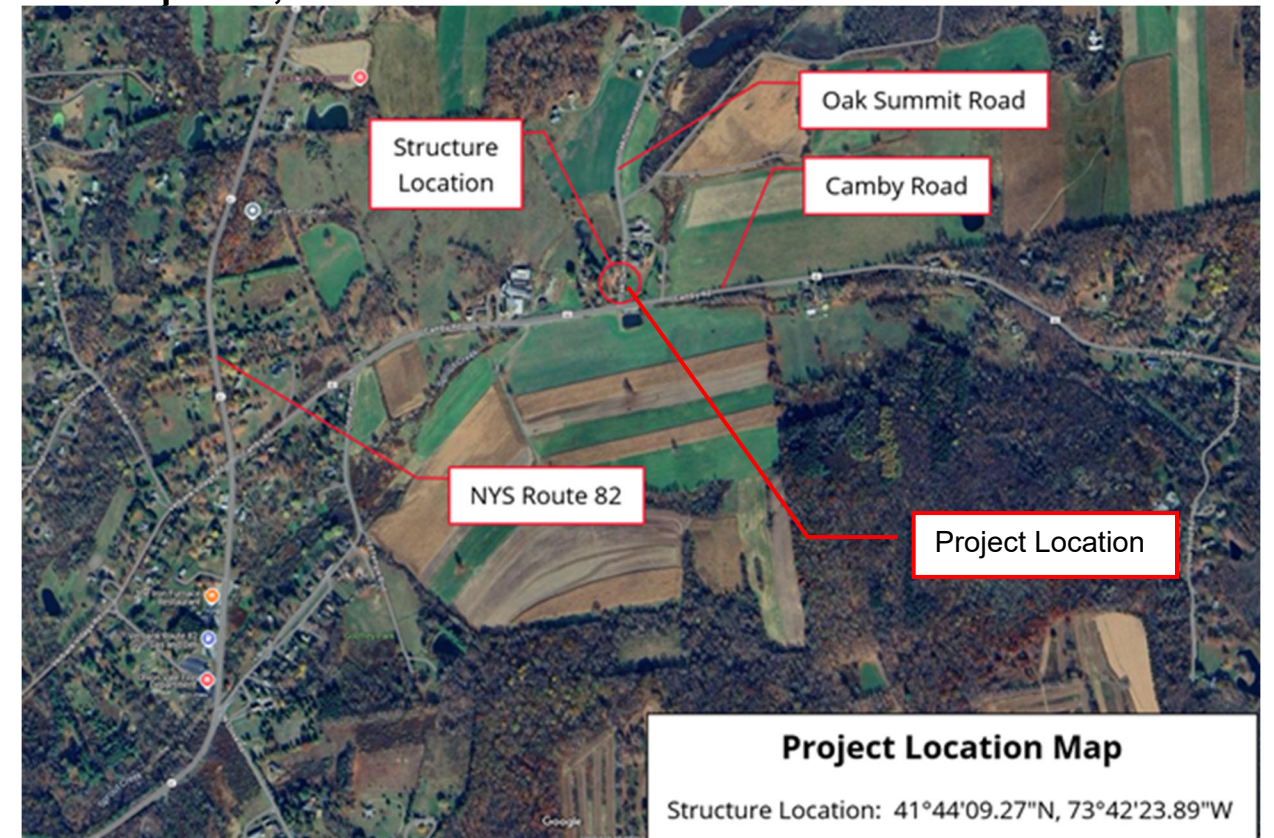
Joseph Spagnola - Superintendent, Town of Washington Highway Department

**PUBLIC INFORMATION MEETING**

**Topic:** Oak Summit Road Over Sprout Creek Culvert Replacement

**Place:** Town of Washington Town Hall  
10 Reservoir Dr.,  
Millbrook, NY 12545

**Date:** April 9<sup>th</sup>, 2025 – 5:00 PM



## MEETING PURPOSE

The purpose of this informational meeting is to provide an opportunity for interested individuals to become acquainted with the project and express comments to the Town of Washington staff and the project team. There will be a short presentation, after which feel free to review the exhibits provided and to ask questions of the staff.

## LOCATION & NEED FOR THE PROJECT

Oak Summit Road is owned and maintained by the Town of Washington in Dutchess County, New York. Due to a lack of documentation concerning the date of culvert construction, the estimated period of construction is in the late 1940's or early 1950's. The culvert over Sprout Creek has an 18-foot span and is in poor condition due to its age and the wear and tear of use. There is a high truck traffic on this road and the structure's condition warrants replacement before it degrades to the point of permanent closure.

## DETAILED PROJECT DESCRIPTION

The Oak Summit Road Culvert is situated to the north of the intersection between Oak Summit Road and County Road 90. This culvert has been in service for roughly 80 years, providing access for both residents, visitors, and farm equipment. The route also allows vehicles to pass from NYS Route 343 to Camby Road (CR 90). Vehicles from a Dutchess County Department of Public Works facility on CR 95 may utilize the culvert as well. As the culvert approaches the end of its functional lifespan, the Town of Washington has proposed repairs and fortification of the structure to ensure continued service.

The existing culvert is located on Oak Summit Road, approximately 40 feet north of the intersection of Oak Summit Road and Camby Road (Co. Rte. 90). The existing Oak Summit Road has a variable width of approximately 20+/- feet wide, including (2) 10-foot travel lanes. The existing road does not have any striping or closed drainage.

For this project, there are two build alternatives in addition to the null, one that utilizes the existing alignment of Oak Summit Road and one that shifts the horizontal alignment of Oak Summit Road roughly 60 feet east of the existing intersection with Camby Road.

A new structure is proposed to meet current bridge standards and carry 2 lanes of traffic with adequate shoulders. The proposed project scope is to replace the existing jack arch structure with a new 24-ft span prestressed concrete arch structure, with new concrete wingwalls and standard steel bridge railing.

## PROJECT OBJECTIVES

- (1) Improve the bridge condition rating by providing a structure with an HL-93 load-carrying capacity and a service life of 75 years in the most cost-effective manner while minimizing the life cycle cost of maintenance and repair.
- (2) Improve the hydraulic performance of the bridge to the maximum extent possible given geometric and flood plain restrictions.
- (3) Improve the roadway and railings to better conform to present geometric and safety standards and eliminate existing non-standard and non-conforming bridge and roadway features.
- (4) Complete the project with minimal disruption to the surrounding residences, agricultural properties, and businesses.

## PROJECT SCHEDULE

Preliminary Engineering	July 2024 to May 2025
Public Information Meeting	Today
Design Alternative Approval	June 2025
Detailed Design	Summer-Fall 2025
Construction	Spring-Summer 2026

## PROJECT ALTERNATIVES

Three (3) alternatives in total, described below.

### ALTERNATIVE 1 – NULL/NO BUILD:

This alternative would maintain the existing structure with no improvements. The Null Alternative does not address the condition of the existing culvert and provides for only the continued maintenance of the structure with an increasing amount of maintenance time and money to keep the facility open to traffic. This alternative was considered and rejected as it does not address the project objectives. It will however be used for comparison of the impacts associated with the Build Alternatives below.

### ALTERNATIVE NO 2 – Maintain EXISTING Road ALIGNMENT – Structure Replacement:

This alternative involves the removal of the current Oak Summit Road culvert, and install of a precast arch structure, founded on cast-in-place strip footings. The geotechnical investigation performed by Atlantic Testing Laboratories on August 15, 2024, found that bedrock is roughly 10 feet below existing grade. The existing bedrock would be mechanically removed for the footings that will be doweled into the existing bedrock. The new structure will feature cast-in-place wingwalls, with footings that will also be doweled into the bedrock to provide additional sliding resistance.

A roadway section of 12" of subbase with 3" base course asphalt, 2" binder course asphalt, and 1½" top course asphalt will be utilized on each of the approaches. However, at the centerline of the proposed culvert, the roadway section carried above the culvert would only include the three layers of asphalt placed on top the new structure top slab. The proposed roadway sections would include 9 ft travel lanes and 2 ft shoulders with 2% cross slope. Outside of the structure the shoulders would increase to 6% cross slope in each direction. Four rail galvanized steel bridge railing, transition box beam approach railing, and standard end assemblies are to be provided.

**A detour plan** will be implemented, rerouting traffic, from Route 90 (Camby Road) then onto Route 82 to the north and Oak Summit Road. The anticipated detour is 6.5 miles long and projected to lengthen commutes by 10 minutes.

### ALTERNATIVE NO 3 –ROAD REALIGNMENT and Structure Replacement

This alternative involves realigning Oak Summit Road to intersect Dutchess County Route 90 (Camby Rd) at a 90-degree angle. This adjustment would improve the hydraulics at the bridge structure by eliminating the skew, allowing it to be aligned at a 90-degree angle along the stream. Additionally, this option would eliminate the need for a detour during construction, as the existing structure would remain in use during the construction of the proposed structure, and then removed after the proposed structure is placed in service.

Alternative 3 would utilize the same structure as Alternative 2 on the new alignment, with a 24-foot span precast arch set on strip footings cast into bedrock and wingwalls set into the existing bedrock. This would also require the existing bedrock to be mechanically removed for foundations of the precast arch structure and wingwalls.

Alternative 3 would also provide the same roadway section as Alternative 2, including the two 9 ft lanes and 2 ft shoulders each way. Four rail galvanized steel bridge railing, transition box beam approach railing, and standard end assemblies are to be provided.

It is expected that Alternative 3 will be the most expensive build option **but will lack a detour** and reduces the total number of right-of-way purchases requested for the project.

### Public Comment Period

We will be collecting public comments for 30-days from the date of this meeting. All **written** public comments received by, ending on May 9, 2025, at 5pm will be included in the project's final Design Approval Document due in June 2025.