Project Construction Process

•Lowe Rd. will be closed for the duration of the construction phase.

•The existing bridge and wingwalls will be removed entirely.

•Micropiles will be drilled and placed; followed by the placement of the concrete footings, abutments and wingwalls.

•Backfill behind the abutments and wingwalls & install stone apron.

•Pony Truss will be set in place.

•Concrete deck will be installed.

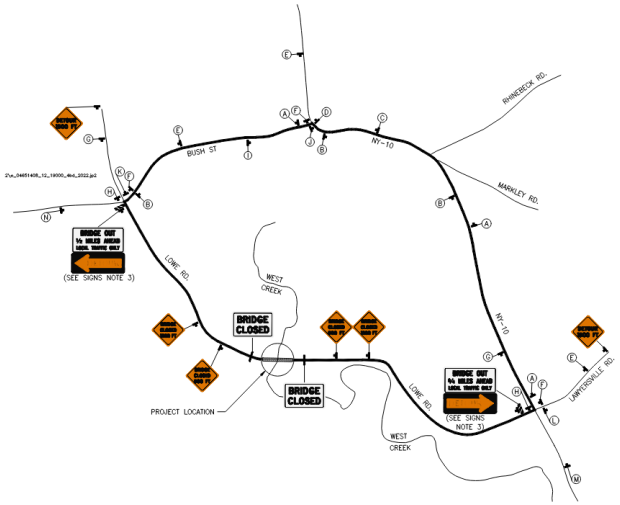
•Proposed guiderail will be installed

•The approach roadways will be reconstructed and repaved on either side of the bridge on the same horizontal alignment as the existing roadway.

•The proposed bridge will be constructed on a slightly raised vertical alignment from the existing roadway.

Traffic Control

An off-site detour will be utilized. The total length of the proposed detour is approximately 3.25 miles, which will add 6 minutes for travel. Traffic will be directed to use NY-10 and Bush Street as the detour route. All residents residing on Lowe Rd will have continuous access to their properties throughout the construction of the project.



DETOUR PLAN
SCALE: 1" = 1200'

Estimated Construction Cost

This project is being federally funded. The total estimated construction cost for this project is $2.365 million.

Project Schedule

Final Design & Letting:	**December 2025 - Tentative**
Construction Start:	**May 2026 - Tentative**
Construction End:	**November 2026 - Tentative**

Project Team

Schoharie County – Project Sponsor

NYSDOT – Project Liaison and Reviewing Agency

Azar Design Co – 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 or comments regarding the project, please send them to us by mail, e-mail or fax using contact information that can be found below. All comments must be received by December 20th, 2024.

Contact Information

Azar Design Co
435 New Karner Road,
Albany, NY 12205
Office: 518-452-1037
Email: mmoore@azardzn.com

To See Some of the Projects We've Completed, Visit Our Website

http://www.azardzn.com/

AZAR DESIGN CO
FORMERLY FOIT-ALBERT ASSOCIATES

Public Information Summary

Lowe Road over West Creek Bridge Replacement

Town of Seward, New York
PIN 9755.55

Schoharie County
Highway Department
393 Main Street
Schoharie, NY 12157

Project Objectives

The existing Lowe Road bridge over West Creek is a substandard structure that has exceeded its useful service life. The objective of this project is to address the identified structural, operational, and hydraulic deficiencies, and restore the bridge condition rating to 5 or greater, for at least 75 years, using cost effective techniques to minimize the life cycle costs of maintenance and repairs.

Existing Structure

The existing 51’ long x 19’ wide (out-to-out) bridge, which was originally constructed in 1910, is a single-span steel multi-girder bridge with a timber deck and asphalt overlay bearing on concrete abutments.

Structural Concerns

•The paint on the structural beams has failed causing the beams to rust and exhibit significant section loss (Figure A)

•The east abutment footings are exposed due to scour and show signs of undermining. The southeast wingwall has a substantial full height crack.

•Severe cracking & hollowness throughout the west abutment.

•The bridge is currently posted for a 14-ton load limit.

Substandard Conditions

•Existing roadway consists of two 9-foot travel lanes and no shoulders.

•Approach railing in all four quadrants is mounted low to the ground.

Figure A: Failed paint on the structural beam

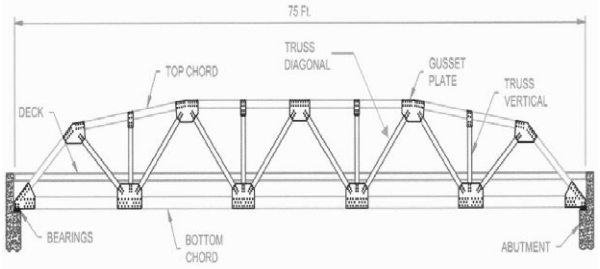


Figure B: Proposed Pony-Truss Bridge

Proposed Structure

The proposed structure will be a 75’-0” long by 31’-0” wide (out-to-out) pony truss bridge (Figure B). New concrete abutments and wingwalls will be installed on spread footings supported by drilled micro-piles. The roadway approach to the bridge will be replaced on both sides with concrete approach slabs and full depth reconstruction beyond the approach slabs.

Bridge Replacement

The existing structure has extensive deterioration of multiple structural elements. Replacing the existing bridge will allow all safety and structural concerns to be addressed at the same time.

The proposed structure has been designed on the same horizontal alignment as the existing structure. The existing vertical alignment has been slightly raised to improve the hydraulic opening of the structure.

Improved Conditions

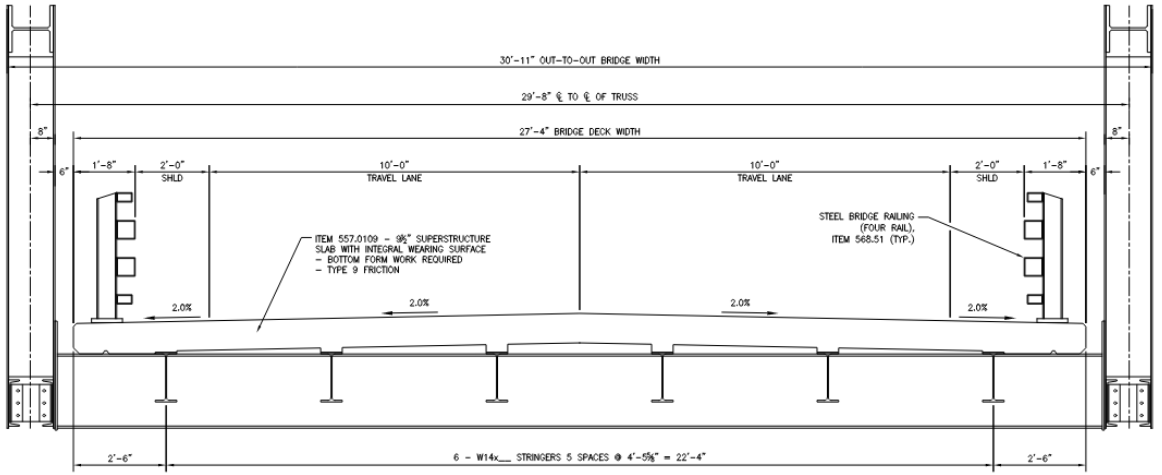
•The bridge opening will be higher and wider, improving the overall flow of the creek.

•Roadway will be widened to accommodate shoulders across the structure.

•Guide rail will be upgraded to standard four-rail steel bridge railing.

•A stone apron will be installed to serve as scour protection for the abutments and wing walls.

•The 14-ton load posting will be removed. The replacement bridge will have a load limit of 36 tons.



TYPICAL BRIDGE SECTION

SCALE: ⅜" = 1'-0"