

March 15, 2017

Neil Bettez
New Paltz Town Supervisor
52 Clearwater Road
PO Box 550
New Paltz, NY 12561
Supervisor@Townofnewpaltz.org

Dear Mr. Bettez,

At your request, Peak Engineering PLLC has visited the bridge structure on the Wallkill Valley Rail Trail adjacent to Springtown Road (County Route 7). The timbers of the existing structure over the flood plain are deteriorating and have failed, resulting in the structures being closed.

Peak Engineering has worked with CONTECH to prepare a preliminary estimate for the replacement of the timber portion of this structure. The truss across the Wallkill River would remain and would not be considered part of this project. The Continental Pedestrian Bridge system being considered is similar to the truss pedestrian bridge over Mohonk Road for the trail system at Mohonk and also similar to the truss pedestrian bridge on the O&W Rail Trail over Rest Plaus Road in Marletown. The proposed replacement structure would be assembled off-site and delivered in two sections.

The new proposed structure would sit on the end abutment near Springtown Road and the stone masonry pier supporting the west end of the existing truss. Attached, please find a photo of a similar structure in Fort Plain, New York that utilized a portion of an existing through girder bridge with a similar pedestrian bridge. In addition, two similar bridges from CONTECH are attached.

The replacement of the existing timber bridge would involve some clearing of trees, concrete work at the pier and abutment, and the setting of the structure. Peak Engineering will prepare construction plans for this replacement.

Based on past similar projects, Peak Engineering, PLLC estimates the cost of the structure to be approximately \$298,000.00. The cost of the new truss includes:

- 123 ft. span x 9 ft. wide Continental Connector Bridge
- Unpainted Weathering Steel
- 3" x 8" Southern Yellow Pine Deck
- Horizontal Safety Rails at 4" max to height of 54 inches
- IPE (rub rail) rail provided
- Steel toe plate provided

- AASHTO LRFD Pedestrian Guide Specifications
- Uniform Live Load of 90psf (LRFD)
- Vehicular Live Load of 10000 lbs.
- Delivered in 2 Sections

Should you have any questions please contact me at 845-687-4500.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Davis", enclosed in a thin black rectangular border.

Scott Davis, PE

Cc: Christie@wallkillvalleyIt.org



Silver Lake Park Bridge

Dover, Delaware

Parks & Trails

Project Team Members:

Owner:

City of Dover

Engineer:

Century Engineering, Inc.

Contractor:

George & Lynch, Inc.

Technical Description:

- Width: 6-ft.
 - Span: 70-ft.
 - Style: Connector®
 - Finish: Weathering Steel
 - Decking: Trex®
- Installation Date:** November 2005



The City of Dover deemed it necessary to improve the park's handicapped access. They chose to replace an old wood bridge with a high arch and deteriorating wood abutments with a more user-friendly and lower maintenance prefabricated steel bridge. The City issued a Request for Proposals for a Design-Build contract to replace the existing bridge and approach paths with a new structure that would meet their needs and ADA requirements. The contract was awarded to George and Lynch, Inc., of Dover, Delaware.

The new Continental® Connector® truss bridge, like the original, would be located in the 100-year flood plain downstream from a dam built across the St. Jones River. Once installed, it would provide access to both sides of the river and the woodland trail. The 70' x 6' pedestrian truss was built of weathering steel and Trex® Brand decking was specified to keep maintenance to a minimum.

The real challenge came when it was time to install the new structure. City of Dover officials, for aesthetic and environmental reasons, did not want to disturb any of the existing trees. To successfully accomplish the task, a crane operator carefully lifted the 70' long bridge up over the tree canopy and placed it onto the new concrete abutments.



Art Barn Bridge

Blue Bell, Pennsylvania

Project Team Members:

Owner:

Montgomery County Community College

Engineer:

STV Engineers, Inc.

Contractor:

Donald E. Reisinger, Inc.

Technical Description:

- Width: 8 ft
 - Span: 75 ft
 - Style: Connector®
 - Finish: Weathering Steel
 - Decking: Concrete
- Installation Date:** March 2009



Due to Montgomery County's population more than doubling over the last 50 years, the demand for programs at Montgomery County Community College (MCCC) has increased as well. In order to meet the new demand, MCCC has expanded its campus. Phase One of this growth included the renovation and expansion of the art facility on the Central Campus. This art facility, known locally as the Art Barn, was named because an old barn and its silos were rehabilitated into a cultural arts center.

Access to the new facility was limited, so in order to provide access from the Central Campus to the newly expanded facility, a pedestrian structure was needed to cross a stream. A Continental® truss structure was chosen over other options because of its cost effectiveness, ease of installation and aesthetic appeal. The structure was installed in just one day and was designed to blend in with the surroundings.



"With the renovation of Parkhouse - our primary classroom building - nearly completed, the pedestrian structure will be put to full use," stated Andrew Gulotta, Project Manager with MCCC. "The student population, which has increased in size by nearly 20 percent in the last two years, will take full advantage of the bridge to access the Art Barn from Parkhouse. In addition, the bridge will act as a main entrance to the newly renovated classroom building."

This Fine Arts Center project won the 2009 Montgomery Award for excellence in planning and design in the category of Land Development. The project was specifically recognized for its "preservation and renovation efforts, effective site planning, complementary architecture and well-designed sculpture garden."

"We - faculty, staff and students - here at MCCC truly appreciate the pedestrian bridge," added Andrew Gulotta. "The competitive cost and aesthetic appeal made it a very successful option. It was a pleasure working with Contech, and we highly recommend this company. They were truly professional and they were on top of the project from design to installation."