



OTON BRIDGE CO.  
BROOK N. Y.



## Help save our historic bridge

1890 extremely rare Pony Truss Bridge  
Eligible for National Registry of Historic Places

**Contact the Dryden Town Board  
Save Our Bridge !**





Rehabilitate? Or replace with:







Oh, wait, actually NOT this.



SOMETHING LIKE THIS.





# Why am I talking to the EMC today:

- ❖ Beyond losing unique historic structures, replacing bridges has **potential environmental consequences**, including:
  - ❖ Increasing flood risks and erosion.
  - ❖ Altering the unique environmental character.
- ❖ The Varna community (comments, cards, letters, and resolutions) and the Dryden Conservation Board (resolutions) and a previous Dryden Town Board are on record for wanting this bridge **rehabilitated and saved**.
- ❖ The Town of Dryden is **not exploring** any 1-lane rehabilitation solutions.  
(Forest Home bridge solution? Unlimited bridge on a road with a 5-ton weight limit?)

Town's Purpose and Needs Statement for the  
Freese Road bridge project:

**“Need to improve Bridge Infrastructure to  
provide a safe, unposted, two-lane crossing,”**



# The history we will lose:

- ❖ One of the **10 remaining pre-1900** Groton Bridges (premier 19<sup>th</sup> century bridge builders) in NY;
- ❖ **rated 8 out of 10** in national historical importance.  
([historicbridges.org](http://historicbridges.org)).
- ❖ **One of only 2 remaining** pre-1900 pin-connected continuous truss bridges in NY.
- ❖ “This design alone makes this bridge **one of the more important bridges in New York.**” Nathan Holth, national historic bridge expert, after personally examining the Freese Road bridge.
- ❖ Declared by NY State Historic Preservation Office as eligible for the **National Registry of Historic Structures.**





Elimination of 4' wide pier in the upper 11' of the flood zone.

80' high-water floodplain, will be filled in and reduced by 30'.

Federally protected wetland will be filled in.





**Changing the flood characteristics of a stream =  
Sediment? Phosphorus? Nitrogen? E-coli?**





# The issues when municipalities insist on replacing bridges (not counting loss of history, character, traffic calming, low speeds, civility, etc.)

- ❖ Replacing the bridge instead of rehabilitating it means **decreasing the flood channel width by 20%**.
- ❖ **Filling in of Federally designated wetland** beneath bridge.
- ❖ Possibly increasing the **height and/or velocity** of water, and **erosion potential** downstream.
  - ❖ Increasing the potential for backup and **flooding** upstream.
  - ❖ In the last 20 years, the northeastern US states received **37% more extreme precipitation events**.
- ❖ Reluctance to explore solutions to rehabilitate even though a **current bridge fits the needs and desires** of the community.



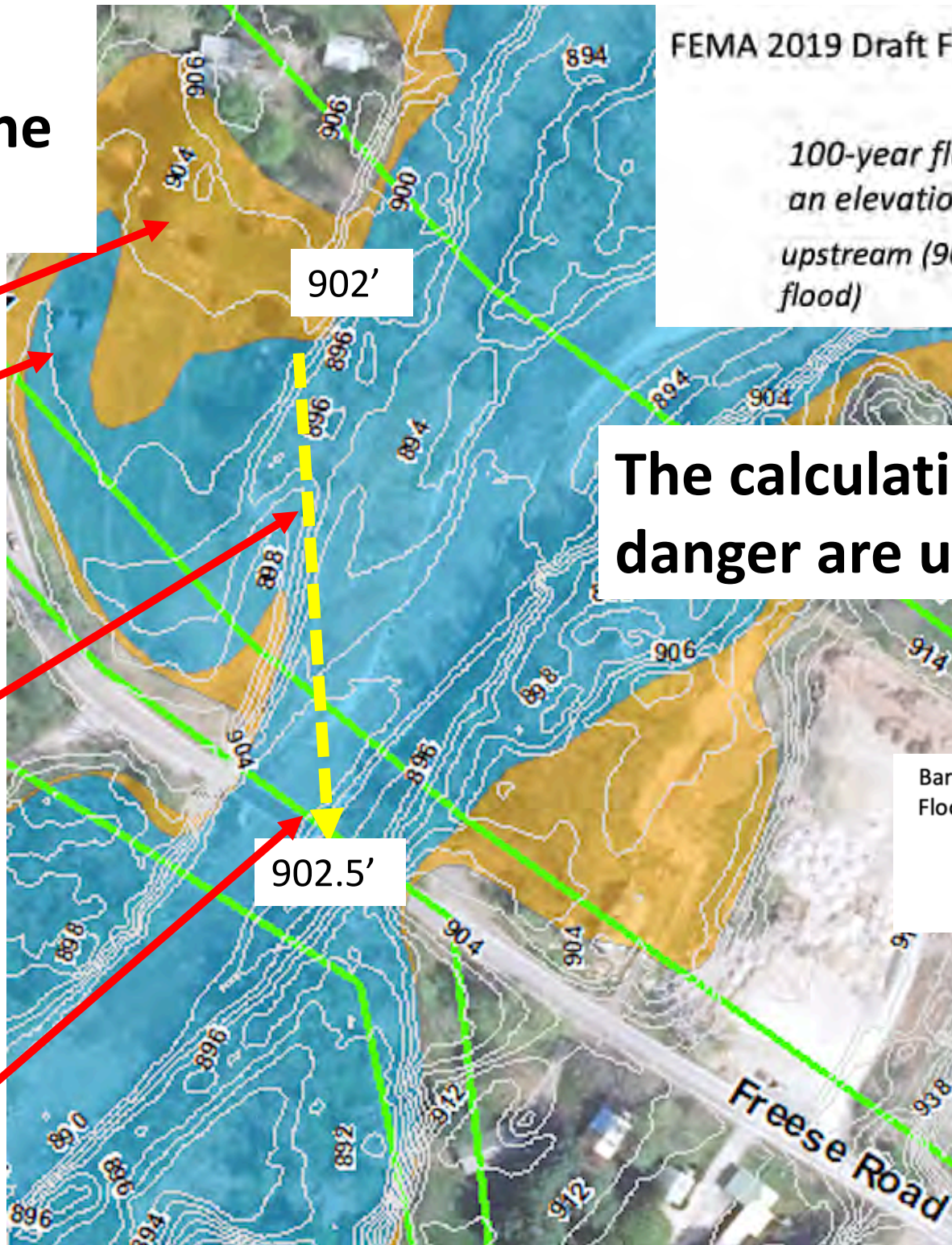
# Even before narrowing the channel:

500-year Flood zone

100-year Flood zone

Claim: During a 100-year Flood, water level drops 5.5' (from 902' to 896.5') over a distance of 500'.

Bridge



FEMA 2019 Draft Flood Inundation map

100-year flood reaches an elevation of 902', slightly upstream (904' for 500-year flood)

**The calculations of flood danger are uncertain.**

At bridge:

Barton and Loguidice Dec 2018 Flood Inundation map

100-year flood reaches an elevation of 896.5' (current) or 895.6' (proposed).

Bottom of new bridge = 902.5' (lower than current)



Why rehabilitating the bridge is the only common-sense solution:  
(not counting keeping the history, character, and civility, etc.)

1. **Narrowing a flood channel** (by 20%) and filling in a wetland **creates a danger** for upstream and downstream communities and water bodies.
2. The Freese Road bridge acts as a traffic calming device, forcing cars to slow down and take turns crossing the bridge, **without causing significant traffic back-ups.**
3. The Freese Road hill is steep and curved. The **road would become more dangerous** if cars and large trucks were traveling Freese Road at the greater speed induced by a 2-lane bridge.
4. **No evidence indicates that the Freese Road Bridge is dangerous** (the DOT's contention about 1-lane bridges), or that the safety would be improved by a 2-lane bridge.
5. **Historic structures in our community should be preserved** without a good reason to demolish them.



# Action?

A **resolution** recommending to the County and Town of Dryden that the Freese Road bridge should be **rehabilitated**, not replaced.

