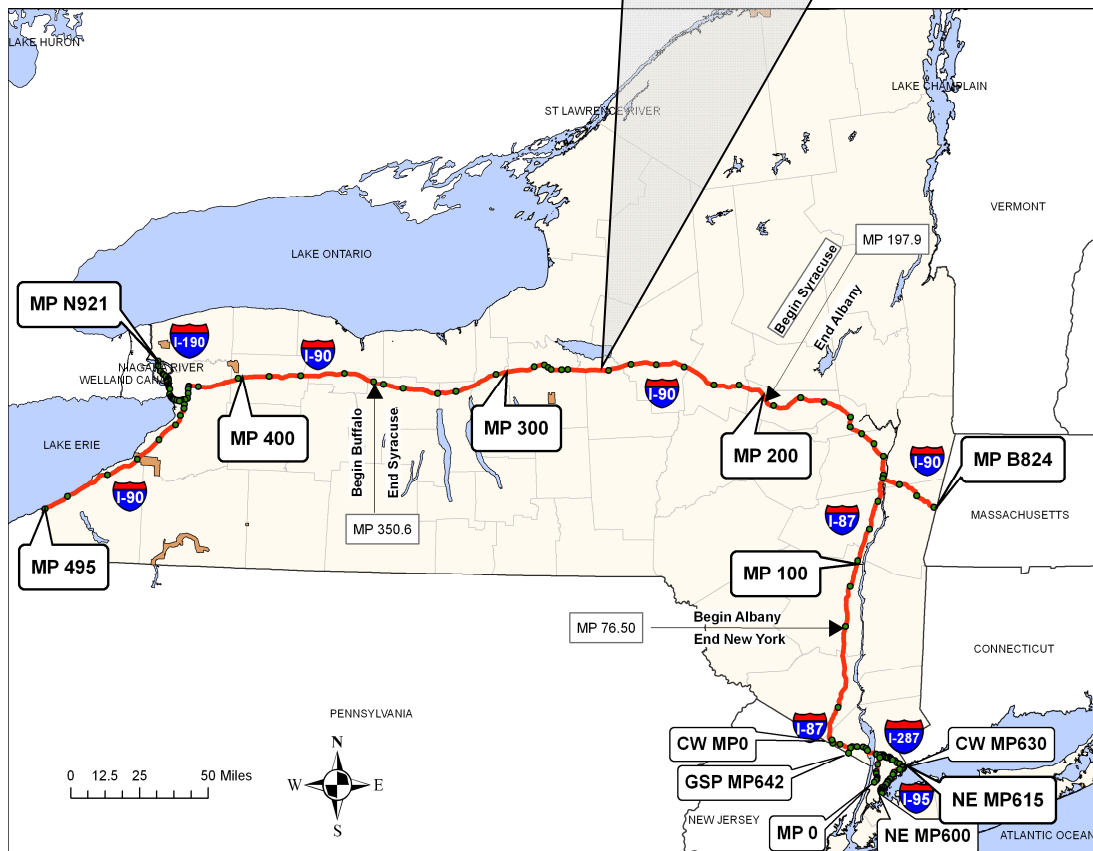


TRANSPORTATION

FINAL DESIGN REPORT

August 2017

Bridge Project
PIN S52886 B400.1
MP 262.01 BIN: 5512790
North Main Street over Interstate I-90
Madison County
Town of Lenox, Village of Canastota



PROJECT SHEET



Thruway
Authority

PROJECT APPROVAL SHEET

(Pursuant to SAFETEA-LU Matrix)

A. Capital Plan Project Proposal Approved

The project is ready to be added to the NYSTA Capital Program

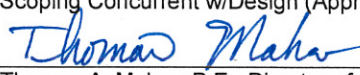

James Chicoine, Director of Program Capital Management

7/24/17
Date

B. Scope Approval

The project cost, schedule, and scope of work are consistent with the NYSTA Capital Program

Scoping Concurrent w/Design (Approved by):


Thomas A. Mahar, P.E., Director of Engineering Support Services

8/1/17
Date

**C. Public Hearing Certification
(23 USC 128):**

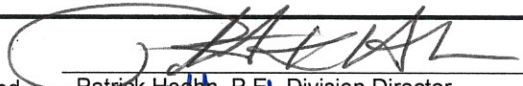
A public hearing was not required.


David T. Vosburgh, P.E., Preliminary Design Project Manager

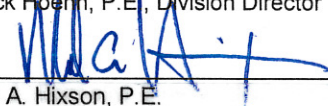
7/24/17
Date

D. Recommendation for Design Approval

This Project Design Report has been reviewed and meets my approval. The report documents the project needs and has evaluated appropriate alternatives.


Patrick Hoehn, P.E., Division Director

7/21/17
Date


Mark A. Hixson, P.E.
Director, Maintenance and Operations


7/24/17
Date


Timothy R. Conway, P.E., Director, Office of Design

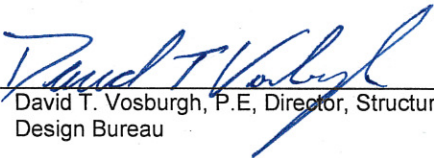
7/24/2017
Date

**E. Recommendation for Design and
Nonstandard Feature Approval**

All requirements requisite to these actions and approvals have been met, the required independent quality control reviews separate from the functional group reviews have been accomplished, and the work is consistent with established standards, policies, regulations and procedures, except as otherwise noted and explained.


Albert Mastroianni, P.E., Director, Highway Design Bureau

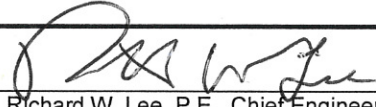
7-24-17
Date


David T. Vosburgh, P.E., Director, Structures Design Bureau

7/24/17
Date

F. Nonstandard Feature Approval

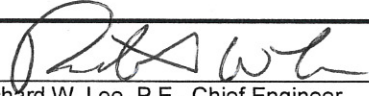
No nonstandard features have been created or will be retained.


Richard W. Lee, P.E., Chief Engineer

8/9/17
Date

G. Design Approval

The project cost, schedule, and scope of work are consistent with the NYSTA Capital Program. The required environmental determinations have been made and the preferred alternative for this project is ready for final design.


Richard W. Lee, P.E., Chief Engineer

8/9/17
Date

LIST OF PREPARERS

This report was prepared by the following Consultant staff:

Jim Hofmann, PE Project Manager, Stantec Consulting Services Inc.

Eric Hilliard, PE, Structures Engineer, Stantec Consulting Services Inc.

Description of Work Performed:

Prepared all report chapters and appendices for the Design Approval Document in accordance with established standards, policies, regulations and procedures, except as otherwise explained in this document.

Note: *It is a violation of law for any person, unless they are acting under the direction of a licensed professional engineer, architect, landscape architect, or land surveyor, to alter an item in any way. If an item bearing the stamp of a licensed professional is altered, the altering engineer, architect, landscape architect, or land surveyor shall stamp the document and include the notation "altered by" followed by their signature, the date of such alteration, and a specific description of the alteration.*



Eric Hilliard, PE
NYS License 63761

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COVER (Bridge Project / MP 262.01 BIN: 5512790)

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B	Environmental Agency Correspondence
C	Smart Growth Checklist
D	Pedestrian Generator Checklist
E	Structure Information; 2015 Inspection Report, 2013 Bridge Inventory, Record Plans
F	Estimate
G	Detour Feasibility Information

Separate Reports

Cultural Resource Survey Report (Section 106) February 2017
Hazardous Waste Screening Report February 2017
Hazardous Waste Technical Memo February 2017
Wetland Delineation Memo February 2017

CHAPTER 1 - EXECUTIVE SUMMARY

1.1. Introduction

This project proposes to replace the existing bridge carrying North Main Street over Interstate 90 (BIN 5512790) located at milepost 262.01 in the Town of Lenox, Village of Canastota, Madison County, New York.

This report will assess existing conditions, identify the overall project objectives, analyze alternative solutions, and discuss the social, economic and environmental effects on the community resulting from the implementation of the feasible alternative under consideration.

1.2. Purpose and Need

1.2.1. Where is the Project Located

This project is located within the Village of Canastota, Madison County. For more information, see Figure 1 – General Location Map and Figure 2 – Project Location Map.

- (1) Route number - County Highway 5
- (2) Route name – North Main Street
- (3) SH number and official highway description - N/A
- (4) BIN and feature crossed – 5512790, Interstate 90, Eastbound and Westbound at MP 262.01
- (5) City/Village/Township – Village of Canastota
- (6) County - Madison
- (7) Length – Approximately 900 feet
- (8) Project Termini – Begin – 450 feet north of Interstate 90
 End – 450 south of Interstate 90

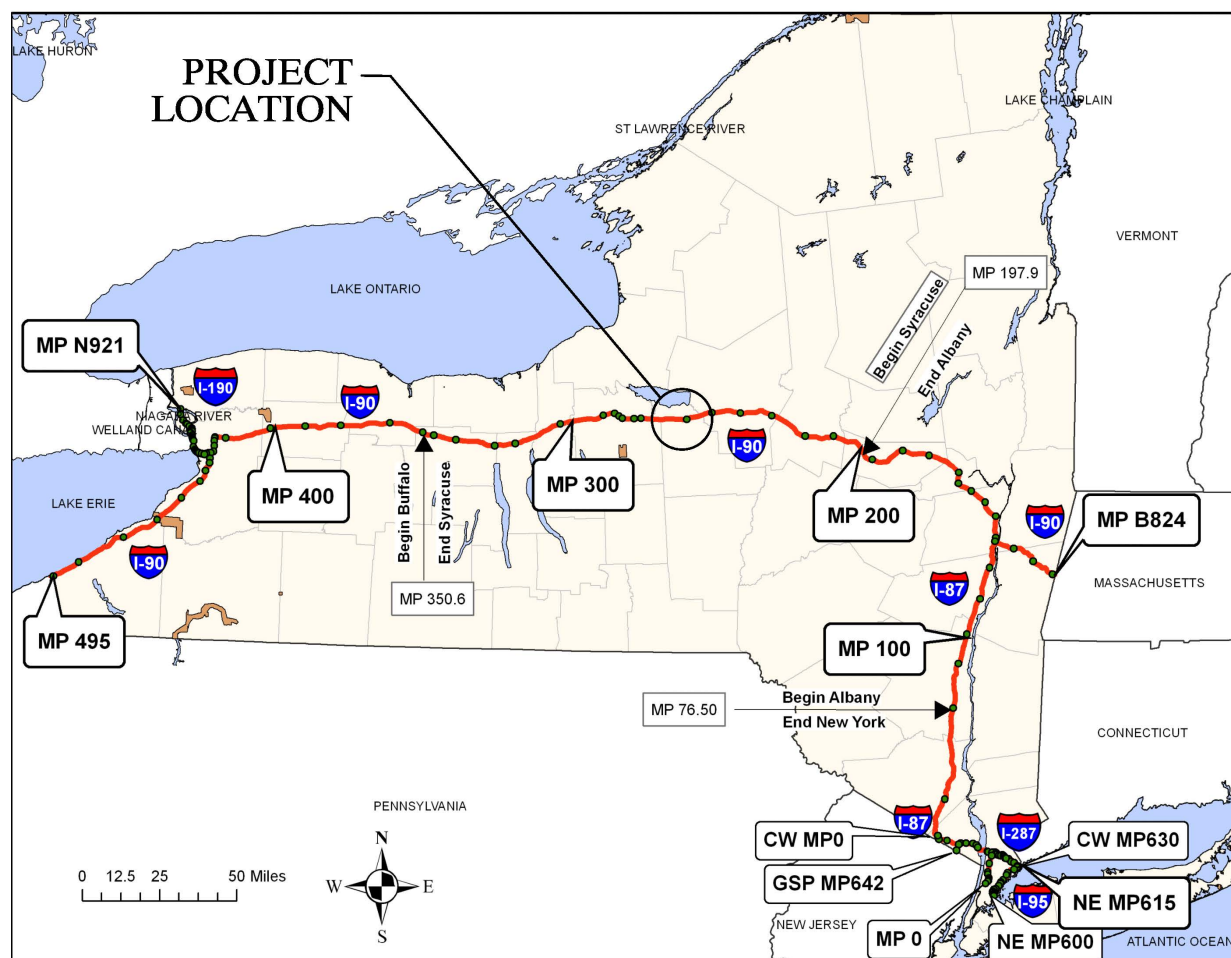


FIGURE 1 - GENERAL LOCATION MAP

NEW YORK STATE THRUWAY AUTHORITY
 North Main Street over Interstate 90 Bridge Replacement
 Village of Canastota

1.2.2. Why is the Project Needed?

The need for a bridge replacement project was identified by the New York State Thruway Authority after review of Biennial Inspection Reports. Based on the July 29, 2015 bridge inspection the existing bridge has a NYS Condition Rating of 4.11. The bridge is categorized as “Deficient” under the NYS definition based on a NYS Condition Rating less than 5 and as “Structurally Deficient” based on the FHWA list of eligible bridges.

1.2.3. What are the Objectives/Purposes of the Project?

The following project objectives have been identified:

- (1) Eliminate structural deficiencies and provide a safe crossing over Interstate 90 with a service life of at least 75 years.
- (2) Meet the objectives above in a socially, economically and environmentally sensitive manner.

1.3. What Alternative(s) Are Being Considered?

The following alternatives representing possible engineering solutions are presented in this report:

- Null or No Build Alternative
- Rehabilitation Alternative
- Reconstruction Alternative

Null or No Build Alternative – Under this alternative the existing structure would remain. NYSTA maintenance forces would continue routine maintenance and repairs on the structure, as required, and the existing vertical clearance would be maintained. This alternative does not meet the project objectives, therefore has been eliminated from further review.

Rehabilitation Alternative – Under this alternative the existing structure would be rehabilitated to current standards. The superstructure repair scope would include deck replacement/repair and new fascia barriers. Substructure repair work would include replacement of all bearings and removal and replacement of all deteriorated concrete at all substructures. Given the advanced deterioration at some of the bridge components the cost of the rehabilitation option is nearly 100% of the replacement cost (\$3.95M versus \$4.02M). Furthermore, the design life of the rehabilitated structure would be less than 75 years and continued maintenance effort would be required to keep the bridge in service. In addition, this alternative does not increase the vertical clearance to 16'-6". This alternative is therefore eliminated from further review.

Reconstruction Alternative – Bridge Replacement - This alternative would include complete removal and replacement of the existing structure with a new bridge on the existing horizontal alignment and a new vertical alignment to achieve the desired 16'-6" minimum clearance. The replacement structure would accommodate a 28'-0" clear-roadway width, providing for one 10'-0" travel lane and one 4'-0" shoulder in each direction. It is assumed that the new bridge would utilize a two span steel plate girder design supported by conventional reinforced concrete abutments. A monolithic concrete deck slab would be constructed with concrete approach slabs at each end of the bridge. Approach roadway work would include raising the existing profile by up to 3 feet with the new roadway meeting existing approximately 450 feet north and south of I-90 along North Main Street.

For a more in-depth discussion of the design criteria see Section 3.2.3. Design Criteria for Feasible Alternative.

1.4 How will the Alternative(s) Affect the Environment?

Exhibit 1.4-A Environmental Summary			
NEPA Classification	No Federal Action	BY	NYSTA
SEQR Type:	Type II	BY	NYSTA

Anticipated Permits/Certifications/Coordination:

NYSDOT, US Fish and Wildlife, SHPO, NYSDEC: State Pollutant Discharge Elimination System (SPDES) General Permit. Road closure coordination for CR 5 with Madison County/Village of Canastota

1.5. What Are The Costs & Schedules?

The estimated construction cost for the preferred alternative is \$4.02 million. The project will be funded solely by the New York State Thruway Authority.

Design Approval is scheduled for May 2017. Construction is scheduled to last 30 months beginning in July 2018.

Exhibit 1.5 Project Schedule	
Activity	Date Occurred/Tentative
Letter of Intent Date:	March 1, 2017
Request for Qualifications	April 1, 2017
Statement of Qualifications	May 1, 2017
Request for Proposal Date:	July 1, 2017
Proposal Due Date	September 27, 2017

1.6. Which Alternative is Preferred?

The preferred alternative is the bridge replacement with a conventional structure.

1.7. Who Will Decide Which Alternative Will Be Selected And How Can I Be Involved In This Decision?

The New York State Thruway Authority is responsible for making the decision on the preferred alternative for the project. When making the decision the Thruway will consider all comments received from the various review agencies.

Exhibit 1.7 Schedule of Milestone Dates	
Activity	Date Occurred/Tentative
Design Approval	July 2017
Proposal Due Date	September 27, 2017

A detour feasibility meeting was held on June 8, 2017 at 1:00 PM to discuss the project with public service and emergency services representatives. See Appendix G for further information.

A public information meeting (open house format) was held on July 13, 2017 from 5:00 to 8:00 PM at the Village of Canastota office to present the project and discuss alternatives with any interested parties. There were no attendees.

For further information, questions or comments contact:

NYSTA: Timothy R. Conway, PE, Director Office of Design (518) 436-2988.
200 Southern Boulevard, Albany, NY 12209

The remainder of this report is a detailed technical evaluation of the existing conditions, the proposed alternatives, the impacts of the alternatives, copies of technical reports and plans and other supporting information.

CHAPTER 2 - PROJECT CONTEXT: HISTORY, TRANSPORTATION PLANS, CONDITIONS AND NEEDS

This chapter addresses the history and existing context of the project site including the existing conditions, deficiencies, and needs for this part of the Interstate 90 corridor including the bridge carrying North Main Street over Interstate 90 at milepost 262.01.

2.1. Project History

Interstate 90, in the vicinity of milepost 262.01, is a full access controlled four-lane divided highway originally funded and constructed by the New York State Thruway Authority. The Thruway was constructed to serve as the primary transportation connecting link of the metropolitan region of New York City with upstate urbanized areas northerly to Albany, westerly to Buffalo, and eventually terminating at the Pennsylvania State Line. The highway became part of the Eisenhower Interstate System following passage of the Federal-Aid Highway Act of 1956 and subsequent construction of its highway network. Currently the highway continues to serve its New York based patrons along with interstate and international travelers.

The North Main Street Bridge over the Thruway at MP 262.01 was constructed with the original highway in 1953. The structure has received numerous corrective maintenance repairs and is currently at the end of its economical service life.

The project was initially conceived due to advancing deterioration to various bridge components observed in routine biennial inspections as well as the overall objective to increase vertical clearances throughout the corridor. A recent decision was made to advance the project utilizing a design-build procurement package bundled with seven other structures within the area.

2.2. Transportation Plans and Land Use

2.2.1. Local Plans for the Project Area

2.2.1.1. Local Master Plan

No local master plans will be affected by this project.

2.2.1.2. Local Private Development Plans

There are no approved developments planned within the project area that will impact traffic operations.

2.2.2. Transportation Corridor

2.2.2.1. Importance of the Project Route Segment

The New York State Thruway serves as one of the major connecting transportation network links within New York State and the Northeast. The highway is the primary mobility link between the New York metropolitan area and transportation links in northern and western New York. North Main Street connects NY State Route 31 (Lake Road) with NY State Route 5 (Seneca Turnpike), running in a north/south direction, and provides access to several local rural roadways.

2.2.2.2. Alternate Routes

North Peterboro Street (NY State Route 13) runs essentially parallel to North Main Street. The route is believed sufficient to serve as a temporary detour.

2.2.2.3. Corridor Deficiencies and Needs

The existing bridge has advanced deterioration to the concrete deck in the two spans over the Thruway as well as bearings and pedestals in all spans. Continued deterioration and increasing maintenance effort is expected in the future.

Also, the bridge does not meet current vertical clearance requirements for interstate roadways. Replacement of this infrastructure is necessary to maintain mobility of all operators using this segment of the interstate system.

2.2.2.4. Transportation Plans

This project is being progressed as a bridge replacement project. Since this project is 100% Thruway funded it has not been added to the Statewide Transportation Improvement Program (STIP).

2.2.2.5. Abutting Highway Segments and Future Plans for Abutting Highway Segments -

The existing North Main Street highway section to the north and south of the project area includes one travel lane in each direction, and the same general horizontal and vertical alignment as this project. The posted regulatory speed limit within the project area is 40 mph.

The existing Interstate 90 highway section through the project limits is typical of a rural interstate. Two travel lanes exist in each direction with 4'-0" inside and 10'-0" outside shoulders. The eastbound and westbound travel lanes are separated by a grassed median and w-beam median barrier.

There are no current plans to reconstruct the adjacent sections of North Main Street or Interstate 90.

2.3. Transportation Conditions, Deficiencies and Engineering Considerations

2.3.1. Operations (Traffic and Safety) & Maintenance

2.3.1.1. Functional Classification and National Highway System (NHS)

Exhibit - 2.3.1.1 Classification Data		
Route(s)	I-90	North Main Street
Functional Classification	Urban Principal Arterial – Interstate	Urban Major Collector
National Highway System (NHS)	Yes	No
Designated Truck Access Route	Yes	No
Qualifying Highway	N/A	No
Within 0.25 miles of a Qualifying Highway	N/A	Yes
Within the 16 ft. vertical clearance network	Yes	N/A

2.3.1.2. Control of Access

Access to I-90 is fully-controlled. The highway is a toll facility with access limited via toll booths at interchanges. North Main Street has uncontrolled access.

2.3.1.3. Traffic Control Devices

There are no traffic signals within the project limits. All signs, pavement markings, delineators, mile markers and rumble strips conform to the latest guidelines and warrants.

2.3.1.4. Intelligent Transportation Systems (ITS)

The Thruway fiber optic ITS line is located along the north side of the westbound travel lanes.

2.3.1.5. Speeds and Delay

Refer to Exhibit 2.31.5 for existing speed data along Interstate 90 and North Main Street within the project limits:

Exhibit - 2.3.1.5 Speed Data		
Route	Interstate 90	North Main Street
Existing Speed Limit	65 MPH	40 MPH
Operating Speed and Method Used for Measurement	70 MPH ¹ (Estimated) 75 MPH (Design Speed)	40 MPH ¹ (Estimated) 45 MPH (Design Speed)
Travel Speed and Delay Runs for Existing Conditions	N/A ¹	N/A ¹
Travel Time and Delay Runs Estimates	N/A ¹	N/A ¹

¹ A speed study was not required for operational studies or for use in accident investigations since the project is a bridge replacement project and does not contain a high accident location.

2.3.1.6. Traffic Volumes

2.3.1.6. (1) Existing traffic volumes

Refer to Exhibit 2.3.1.6-1 for a summary of the traffic data:

Exhibit - 2.3.1.6-1 Existing and Forecast Traffic Volumes				
Route	Interstate 90			
Year	AADT	DHV	DDHV	% Trucks
Existing (2015)	40,337	4,958	2,479	19%
ETC (2020)	42,855	5,262	2,631	19%
ETC+10 (2030)	49,735	6,108	3,054	19%
ETC+20 (2040)	57,719	7,088	3,544	19%
ETC+30 (2050)	66,985	8,226	4,113	19%
Route	North Main Street			
Year	AADT	DHV	DDHV	% Trucks
Existing (2016)	1,320	268	134	4.2%
ETC (2020)	1,373	282	141	4.2%
ETC+10 (2030)	1,517	312	156	4.2%
ETC+20 (2040)	1,676	344	172	4.2%
ETC+30 (2050)	1,851	380	190	4.2%

An assumed annual growth rate of 1.0% was used for North Main Street future traffic volume projections.

2.3.1.6. (2) Future no-build design year traffic volume forecasts

The Estimated Time of Completion, ETC+30 design year was selected per Project Development Manual Appendix 5. An ETC+30 year projection was completed as the project involves the replacement of a bridge.

2.3.1.7. Level of Service and Mobility

2.3.1.7. (1) Existing level of service and capacity analysis

Level of Service (LOS) defines traffic operating conditions in which “A” represents the best conditions (traffic that is free flowing with minimal delay) and “F” which represents the condition where upstream demand exceeds capacity on a regular basis (results in reduction in free flow speed and unacceptable delay). A LOS B, a situation where drivers begin to respond to the density of adjacent vehicles, is considered to be the minimum acceptable LOS for rural interstate highways on level or rolling terrain. The results of the LOS analysis for the 30th highest hourly volume (30 HV), based on the 2000 Highway Capacity Manual indicates that the existing Thruway in this vicinity operates at a LOS C and North Main Street operates at a LOS A..

2.3.1.7. (2) Future no-build design year level of service

Exhibit - 2.3.1.7-1 Level of Service Summary		
	Interstate 90	North Main Street
Existing (2016)	C	A
ETC (2020)	D	A
ETC + 10 (2030)	D	A
ETC + 20 (2040)	D	A
ETC + 30 (2050)	E	A

2.3.1.8. Safety Considerations, Accident History and Analysis

An accident analysis was conducted for the time period of January 1, 2013 to December 31, 2015. There was a total of 7 accidents during the analysis period with no fatalities. The three year accident rate is 20.96 Acc/MVM which is significantly higher than the statewide accident rate of 2.3 Acc/MVM for a two lane urban undivided functional class. The top accident types were as follows: Fixed object; 29%, Animal; 29% and Side Swipe; 14%.

2.3.1.9. Existing Police, Fire Protection and Ambulance Access

Troop "T", Zone 3, of the New York State Police is responsible for enforcement along Interstate 90 within the project limits. Access is available for enforcement and emergency responders via periodic gated connections with local roadways and directionally on the system via U-turns.

The Madison County Sheriff's Department located at 138 N Courts Street, Wampsville (8 miles south and east of the project site) and the Canastota Village Police Department located at 211 S Peterboro Street, Canastota (1 mile south of the project site) are responsible for enforcement along North Main Street.

Fire protection at the project site is provided by the Canastota Fire Department located at 127 E Center Street, Canastota (4 miles south of the project site).

Ambulance service is provided by Greater Lenox Ambulance Service located at 1 Leland G Wright Avenue, Canastota (4 miles south and east of the project site).

2.3.1.10. Parking Regulations and Parking Related Conditions

Parking on Interstate highways is restricted by law. There are no regulations restricting parking on North Main Street in the vicinity of the project site.

2.3.1.11. Lighting

There is no street lighting on Interstate 90 or North Main Street within the project limits.

2.3.1.12. Ownership and Maintenance Jurisdiction

The New York State Thruway Authority operates and maintains the Thruway and the bridge (BIN 5512790) carrying North Main Street over Interstate 90 within the project limits. Madison County owns and maintains the remaining portions of North Main Street within the project limits and has secondary maintenance responsibility for the structure.

2.3.2. Multimodal

2.3.2.1. Pedestrians

Pedestrians are prohibited on Interstate Highways by state law. Pedestrians utilizing North Main Street within the project limits are required to use the area adjacent to the travel lane section. The existing bridge has safety walks on both sides plus roadway shoulders providing pedestrian access across the bridge. There are no pedestrian facilities at either approach. A pedestrian generator checklist can be found in Appendix D.

2.3.2.2. Bicyclists

Bicyclists are prohibited on Interstate Highways by state law. Bicyclists utilizing North Main Street within the project limits are required to use the shoulder or travel lane section.

2.3.2.3. Transit

There are no transit providers with operating facilities within the project limits.

2.3.2.4. Airports, Railroad Stations, and Ports

There are no airports, railroad stations, or port entrances within or in the vicinity of the project limits.

2.3.2.5. Access to Recreation Areas (Parks, Trails, Waterways, State Lands)

There are no entrances to recreation areas within the project limits.

2.3.3. Infrastructure

2.3.3.1. Existing Highway Section

Typical sections, plans and profile sheets showing the existing North Main Street roadway section can be found in Appendix A. The existing North Main Street roadway consists of two 10' wide travel lanes and two 6'-0" gravel shoulders. The existing pavement section consists of 4" thick asphalt pavement over a 6.75" thick granular subbase. The bridge deck and approach pavement have been overlaid with approximately 3" of asphalt concrete.

The existing Interstate 90 highway section through the project limits is typical of a rural interstate. Two travel lanes exist in each direction with 4" inside and 10 outside shoulders and a grassed median. The existing pavement section consists of 9" Portland Cement Concrete pavement over a 12" minimum subbase. The pavement section shows signs of Asphalt Concrete Pavement overlay but overlay thickness is unknown.

2.3.3.2. Geometric Design Elements Not Meeting Standards

2.3.3.2.(1) Critical Design Elements

The following non-standard features have been identified within the project corridor:

<u>Roadway</u>	<u>Feature</u>	<u>Existing</u>	<u>Standard</u>
Interstate 90	Vertical Clearance	14'-5 7/8"	16'-6" minimum

2.3.3.2.(2) Other Design Parameters

No non-conforming features have been identified within the project limits.

2.3.3.3. Pavement and Shoulder

A pavement evaluation was not completed for this project as this is a bridge replacement project.

2.3.3.4. Drainage Systems

Stormwater runoff from within the project area is generally collected via toe of slope ditches flowing away from Interstate 90. Drainage off the bridge is collected and directed to either approach by concrete curbs. There are no drainage structures along North Main Street within the project limits.

Along I-90 drainage off the outside of the travel lanes is collected in roadside ditches running along the north and south sides near the highway boundary. Along the I-90 median there is a closed drainage system with a single 24" diameter RCP running on the south side of the center pier foundation. No other drainage structures are within the project limits.

2.3.3.5. Geotechnical

The original subsurface exploration program was completed in 1948 at the bridge site and was later supplemented by additional explorations in 2017. In total five (1948) plus three (2017) borings were taken throughout the bridge site. Logs show in general soft silts with some clay over dense wet sands commencing at 80 to 85 feet deep.

2.3.3.6. Structure

2.3.3.6.(1) Description

There is one structure located within the project limits that carries North Main Street over Interstate 90.

- (a) BIN - 5512790
- (b) Feature carried and crossed – North Main Street over Interstate 90.
- (c) Type of bridge, number and length of spans, etc. – The structure is a four span, steel multi-girder superstructure with span lengths of 37'-4½", 60'-7", 60'-7" and 37'-4½".
- (d) Width of travel lanes and shoulders – The bridge has a curb-to-curb width of 28 feet. There are two travel lanes that are 10'-0" wide and 3'-6" wide left and right shoulders.
- (e) Sidewalks – There are safety walks on both sides of this bridge measuring 3'-4" in width.
- (f) Utilities carried – There are no utilities on this bridge.

2.3.3.6.(2) Clearances (Horizontal/Vertical)

The minimum horizontal clearance of 4 feet for this structure is located at each north/south approach at the beginning of the bridge. Minimum vertical clearance to Interstate 90 is 14'- 5 7/8".

2.3.3.6.(3) History & Deficiencies

This bridge was constructed in 1953 under Contract ST 52-8 which included original construction of the thruway system.

A Red PIA Structural Flag (14-063) was issued for the deteriorated left column at pier 1. The upper 12' portion of the column has been completely replaced and the flag was removed during a previous inspection in October 2014.

2.3.3.6.(4) Inspection

The bridge was last inspected on 07/29/2015. A full copy of the Inspection Report and the current bridge inventory can be found in Appendix E.

(a) State Condition Rating – 4.11

(b) Summary of Condition and Inspection Reports : The 2015 biennial inspection report assigns generally fair to good ratings at the abutments (5 or higher).

Advanced deterioration is noted at the structural deck particularly in spans 2 and 3 over I-90. These spans are rated 4 and 3 respectively. Conditions include large areas of spalled concrete with exposed delaminated reinforcement. Annual inspection of the deck concrete over I-90 was recommended in 2015 due to the potential of falling concrete. Steel section losses are advanced but not critical at this time. Web losses at the bearing areas ranges from 10 to 25%. Bottom flange and cover plate losses at midspan range from 10 to 20%. There are end floorbeams at each pier which frame directly with the superstructure beams and span from substructure columns at each fascia. These members are also post-tensioned with metal rods. These end floorbeams are in good condition with minor corrosion. Primary members rate 5 in all spans.

Pier columns are generally in fair to good condition. Spalling at grade in the Pier 1 right column results in a rating of 4. Other pier columns all rate 5 or 6. Pier bearings are rated as low as 2 due to corrosion limiting movement and a reduction in bearing from pedestal spalling.

Paint damage affects approximately 70% of the total steel surface area in each span.

2.3.3.6.(5) Restrictions

There are currently no load restrictions on the bridge.

2.3.3.6.(6) Future Conditions

If no maintenance actions are taken to address the conditions of this bridge the areas of deterioration will continue to a point where continued and more frequent maintenance will be necessary for the bridge. In addition, steel deterioration may progress to a point where load restrictions may be necessary.

2.3.3.6.(7) Waterway

There is no waterway associated with this bridge.

2.3.3.7. Hydraulics of Bridges and Culverts

There is no waterway associated with this bridge.

2.3.3.8. Guide Railing, Median Barriers and Impact Attenuators

Cable guide rail is present on the left and right at both approaches to the bridge. The bridge includes a four rail discontinuous bridge rail. All of the approach guide rail and bridge rail are in fair condition. The transition from cable guide rail to bridge rail does not meet current standards.

Mainline guide rail consists of corrugated beam guide rail in the median and box beam at both eastbound and westbound right shoulders.

2.3.3.9. Utilities

The G4S fiber optic backbone (link 10) is located along the north side of I-90 westbound and crosses through the project site 40 to 45 feet north of the edge of the travel lane near the North Main Street bridge north abutment.

High tension overhead electric lines are present along North Main Street on the east side of the bridge.

A 14" diameter underground gas line (petroleum pipeline) runs alongside Interstate 90 approximately 31 feet from the end of the north wingwalls or 20 feet north of the highway boundary of I-90.

There is also a set of manholes and conduit run under I-90 about 60 feet west of the North Main Street bridge fascia. These facilities are presumed abandoned.

The following utility companies have been identified as having utilities in the project area.

<u>Utility Company</u>	<u>Type of Utility</u>
G4S Secure Integration	Underground Fiber optic
Buckeye Pipeline Company	Underground Gas
National Grid/Central Electric	Overhead Electric
Unknown	Underground Electric (Presumed abandoned)

2.3.3.10. Railroad Facilities

There are no railroads within the project limits and no at-grade crossings within one mile that could impact traffic conditions.

2.3.4. Landscape and Environmental Enhancement Opportunities

This section focuses on the critical existing areas to identify potential enhancement opportunities related to the project and to help avoid and minimize impacts. Chapter 4 focuses on the impacts, enhancements, and mitigation.

2.3.4.1. Landscape

2.3.4.1.(1) Terrain

The terrain throughout the project corridor is classified as generally flat.

2.3.4.1.(2) Unusual Weather Conditions

There are no unusual weather conditions within the project area.

2.3.4.1.(3) Visual Resources

The areas adjacent to the bridge on the east and west side of North Main Street can be mainly characterized as grass/shrub side slopes. Further to the south, along North Main Street, the area consists of residential houses with grassed lawns within the hamlet of Canastota.

The area within the Thruway right of way consists of a divided, limited access highway, separated by a grassed median and roadside ditches on either side.

CHAPTER 3 – ALTERNATIVES

This chapter discusses the alternatives considered and examines the engineering aspects for all feasible alternatives to address project objectives outlined in Chapter 1 of this report.

3.1. Alternatives Considered and Eliminated from Further Study

The following alternatives have been considered as possible solutions but eliminated from further study since they did not satisfy objectives of the project:

Null / No Build Alternative

The Null alternative would leave the existing structure in place and would not take any action beyond normal maintenance operations. Work required to correct current structural deficiencies is beyond the scope of normal maintenance. As the structure continues to deteriorate and it is deemed unsafe for normal traffic the bridge will be posted for reduced loading and eventually closed to all traffic.

This alternative will not satisfy the project objectives but will be considered further for comparative purposes.

Rehabilitation Alternative

Under this alternative, the existing structure would be rehabilitated to current standards. The superstructure repair scope would include deck replacement/repair and new fascia barriers. Substructure repair work would include replacement of all bearings and removal and replacement of all deteriorated concrete at all substructures. Given the advanced deterioration at some of the bridge components the cost of the rehabilitation option is nearly 100% of the replacement cost (\$3.95M versus \$4.02M). Furthermore, the design life of the rehabilitated structure would be less than 75 years and continued maintenance effort would be required to keep the bridge in service. In addition, this alternative does not increase the vertical clearance to 16'-6". This alternative is therefore eliminated from further review

3.2. Feasible Build Alternatives

3.2.1. Description of Feasible Alternatives

Reconstruction Alternative – Bridge Replacement

This alternative consists of a complete replacement of the existing bridge essentially on the existing horizontal alignment. The new structure will be a conventional structure. Key elements of this alternative include:

- | | |
|-------------------|---|
| Geometry | • Existing horizontal geometric attributes will be maintained under this alternative. The bridge centerline will essentially be maintained at the existing location and roadway approaches will remain unchanged. The new vertical alignment will increase approach grades to achieve the desired 16'-6" vertical clearance. The new roadway will be up to 3 feet higher than existing. |
| Operational | • This alternative does not affect operations. |
| Control of Access | • This alternative does not affect control of access. |
| Right of Way | • No acquisition of right of way will be required. Ample highway boundaries along North Main Street should readily accommodate new toes of slope from profile increases. |
| Environmental | • There are no significant environmental impacts from this project. |

Project Costs

- Total estimated cost of this alternative is \$4.02M.

Project Goals

- This alternative will meet all project objectives such as increasing the design life of the structure to at least 75 years, increase horizontal clearances/shoulder widths to current standards, and increase the vertical clearance to 16'-6" minimum.

Exhibit 3.2.1 Activities		Reconstruction Alternative
Construction	Bridge (shoulder break estimate)	\$1,604,612
	Highway (square foot estimate)	\$347,200
Subtotal (2017)		\$1,951,812
Incidentals (2017) 20%		\$390,362
Subtotal (2017)		\$2,342,174
Contingencies 15%		\$351,326
Subtotal (2017)		\$2,693,501
Potential Field Change Order 5%		\$134,675
Subtotal (2017)		\$2,828,176
Mobilization 4%		\$113,127
Subtotal (2017)		\$2,941,303
Expected Award Amount, Inflated at 5%/year to the midpoint of Construction (2019)		\$3,088,368
Design and Construction Inspection (30%)		\$926,510
Total Cost		\$4,020,000

3.2.2 Preferred Alternative

The preferred alternative is Reconstruction Alternative – Bridge Replacement See Appendix A for conceptual details.

3.2.3. Design Criteria for Feasible Alternative(s)

3.2.3.1. Design Standards

Design criteria for this project are based on the New York State Thruway Authority mainline standards and NYSDOT Highway Design Manual standards for urban collectors.

3.2.3.2. Critical Design Elements

The following table identifies critical design elements applicable to this project.

Exhibit 3.2.3.2.a Critical Design Elements for Interstate 90 – Mainline				
PIN:	S52886	NHS (Y/N):	Yes	
Route No. & Name:	I-90, Syracuse Section Subdivision 8A, BIN 5510130	Functional Classification:	Urban Principal Arterial – Interstate (11)	
Project Type:	Bridge Replacement & New Construction	Design Classification:	Interstate – HDM 2.7.1.1	
% Trucks:	19%	Terrain:	F	
ADT:	66,985	Truck Access/Qualifying Hwy.	Access-Yes; Qualifying-Yes	
Element		Standard		Existing Condition
1	Design Speed	70 mph HDM Section 2.7.1.1 A		70 mph
2	Lane Width	12 ft min HDM Section 2.7.1.1 B		12 ft
3	Shoulder Width	Left – 4 ft min, 8' desired Right – 10 ft. min., 12' desirable w/ barrier HDM Section 2.7.1.1 C		EB 10' Rt/ 6' Lt WB 10' Rt/4' Lt
4	Horizontal Curve Radius	1810 ft. @ e=8.0% HDM Section 2.7.1.1 D, Exhibit 2-2		Tangent
5	Superelevation	8% Maximum HDM Section 2.7.1.1 E, Exhibit 2-2		NC
6	Stopping Sight Distance	730 ft Minimum (Crest) HDM Section 2.7.1.1 F, Exhibit 2-2		1500 ft +
7	Grade	4% HDM Section 2.7.1.1 G, Exhibit 2-2		0.55%
8	Cross Slope	1.5% Min. to 2.5% Max. HDM Section 2.7.1.1 H		2%
9	Vertical Clearance	14'-6" rehabilitation; 16'-6" replacement (Minimum) NYSTA Structure Design Manual		14'-2"
10	Design Loading Structural Capacity	NYSDOT LRFD Specifications AASHTO HL-93 Live Load and NYSDOT Design Permit Vehicle NYSDOT Bridge Manual, Section 2		None
				N/A

- Information on the mainline (Proposed Conditions) shall be used to establish the bridge replacement length that would be needed to accommodate future mainline roadway improvements (including widening) with no guide rail. No work on the mainline is proposed at this time.

Exhibit 3.2.3.2.b Critical Design Elements for North Main Street				
PIN:	S52886	NHS (Y/N):	No	
Route No. & Name:	North Main Street, CR5	Functional Classification:	Urban Major Collector	
Project Type:	Bridge Replacement & New Construction	Design Classification:	Urban Collector - 17	
% Trucks:	4.2%	Terrain:	Flat	
ADT:	1,851	Truck Access/Qualifying Hwy.	Access-Yes; Qualifying-No	
Element		Standard	Existing Condition	Proposed Condition
1	Design Speed	30 mph min./60 mph max. HDM Section 2.7.3.3 A	40 mph (posted)	45 mph
2	Lane Width	10 ft. min. 12 ft desirable HDM Section 2.7.3.3 B	10 ft.	No change
3	Shoulder Width	3 ft. Bridge 6 ft min, 10 ft. desired HDM Section 2.7.3.3 C NYSDOT Bridge Manual	3.5 ft. Bridge 6ft. Approach	4 ft.
4	Horizontal Curve Radius	467 ft. @ e=4.0% HDM Section 2.7.3.3 D, Exhibit 2-2	Tangent	No change
5	Superelevation	4% Maximum HDM Section 2.7.3.3 E, Exhibit 2-2	NA	No change
6	Stopping Sight Distance	327 ft Minimum (Crest) HDM Section 2.7.3.3 F, Exhibit 2-2	305 ft.	366 ft.
7	Grade	8% (max). flat HDM Section 2.7.3.3 G, Exhibit 2-2	4.0% (max)	5.7% (max)
8	Cross Slope	1.5% Min. to 2.0% Max. HDM Section 2.7.3.3 H	2.0%	No change
9	Vertical Clearance	14 ft. min, 14.5 ft desirable NYSTA Structure Design Manual	NA	14'-6" (min.) below
10	Design Loading Structural Capacity	NYSDOT LRFD Specifications AASHTO HL-93 Live Load and NYSDOT Design Permit Vehicle NYSDOT Bridge Manual, Section 2	H20	HL93

3.2.3.3. Other Design Parameters

Other design parameters include the 10 year storm for drainage design.

3.3. Engineering Considerations

3.3.1. Operations (Traffic and Safety) & Maintenance

3.3.1.1. Functional Classification and National Highway System

This project will not change the functional classification of either roadway.

3.3.1.2. Control of Access

Access control will remain unchanged on both roadways.

3.3.1.3. Traffic Control Devices

Traffic Signals: No new traffic signals are proposed.

Roadway Striping and Signage: Will be upgraded to current standards

3.3.1.4. Intelligent Transportation Systems (ITS)

No additional ITS measures are proposed

3.3.1.5. Speeds and Delay

The existing posted speed limits of both roadways will remain unchanged. Travel time estimates are not applicable for a bridge replacement project.

3.3.1.6. Traffic Volumes

No changes in traffic volumes are anticipated (see Section 2.3.1.6 for existing and future traffic volumes).

3.3.1.7. Level of Service and Mobility

There are no anticipated changes in Levels of Service (see Section 2.3.1.7 for existing and future Levels of Service).

3.3.1.8. – Work Zone Safety & Mobility

During construction there are two options for work zone traffic control. Construct the bridge in two stages and maintain one lane of traffic over the bridge using traffic signals at either end or close the bridge to traffic and construct the bridge in a single stage.

Using one lane, alternating flow as work zone traffic control will require signals at either end on the bridge approach with a single lane for approximately 1100 feet. The grade differential between the two stages due to raising the profile will require protection along the approaches. Also the end floorbeams at each pier will need to be temporarily shored to allow removal of half of the superstructure. Delays could be expected from the lengthy single lane which will require a long clear phase.

Closing the bridge and detouring traffic during construction will require a detour length of 10.25 miles. Tentative routes identified include CR5 (North Main Street) to CR 10 to CR 7 to SR 13 to SR 5 and back to CR 5. The detour has been reviewed and accepted by NYSDOT Region 3, the Village of Canastota, and local emergency services and schools (see Appendix G). Along the detour route there is one bridge with R posting restrictions (North Main Street over Pools Brook) and one bridge that is narrow (North Main Street over an unnamed creek, just north of the waste water treatment plant).

Emergency response times will be expected to increase as well as travel times for the general public. Delays associated with the off-site detour are expected to be slightly larger than single lane, alternating flow work zone traffic control.

It was concluded that closure of the road during construction would be more efficient (quicker construction time), less costly while creating only slightly more delays. Therefore complete closure of the bridge during construction is recommended contingent upon local authority acceptance. Refer to Appendix A of this report for a preliminary detour plan. The details for the work zone traffic control will be prepared and evaluated during final design.

3.3.1.9. Safety Considerations, Accident History and Analysis

No accident reduction or preventative needs have been identified for this project. As part of the replacement scope existing substandard approach guide railing and bridge rail will be replaced that will meet current standards.

3.3.1.10. Impacts on Police, Fire Protection and Ambulance Access

It is anticipated the North Main Street over I-90 bridge will be closed during construction. As such, response times for emergency response vehicles will be increased during construction operations. Close coordination with emergency service providers will be required during subsequent design phases and construction.

No impacts to emergency vehicle access through the project site are anticipated upon project completion.

3.3.1.11. Parking Regulations and Parking Related Issues

No changes are proposed.

3.3.1.12. Lighting

No changes are proposed.

3.3.1.13. Ownership and Maintenance Jurisdiction

No changes are proposed. Refer to section 2.3.1.12.

3.3.1.14. Constructability Review

A review by the NYSTA Constructability review team of the NYSTA will take place during final design phases.

3.3.2. Multimodal**3.3.2.1. Pedestrians**

Pedestrians are prohibited on interstate highways by state law. Within the project limits pedestrians will be accommodated along North Main Street on the roadway shoulders which is consistent with existing conditions. See Appendix D for the Pedestrian Generator Checklist.

3.3.2.2. Bicyclists

Bicyclists are prohibited on interstate highways by state law. Within the project limits bicyclists will be accommodated along North Main Street on the roadway shoulders.

3.3.2.3. Transit

No changes are proposed.

3.3.2.4. Airports, Railroad Stations, and Ports

No changes are proposed.

3.3.2.5. Access to Recreation Areas (Parks, Trails, Waterways, and State Lands)

No changes are proposed.

3.3.3. Infrastructure

3.3.3.1. Proposed Highway Section

North Main Street. within the project limits will be reconstructed to current standards for an urban collector with 10 foot travel lanes and 4'-0" shoulders at the bridge in each direction

No significant changes are anticipated to the highway section for I-90 through the project site. Increases in the outside clear zone will likely be realized through substructure relocation from the shoulder edge to the slope beyond.

3.3.3.1. (1) Right of Way

No right of way acquisitions will be required.

3.3.3.1. (2) Curb

There is no new concrete curbing proposed within the project limits.

3.3.3.1. (3) Grades

Grades along North Main Street will be increased from 4.0% to 5.6% to achieve the increased vertical clearance over I-90.

No grade changes are anticipated along I-90

3.3.3.1. (4) Intersection Geometry and Conditions

There are no intersections within the project limits.

3.3.3.1. (6) Roadside Elements

(a) Snow Storage, Sidewalks, Utility Strips, Bikeways, Bus Stops – There are no special roadside elements within the project limits. Snow storage will be accommodated in the area outside of the roadway shoulder.

(b) Driveways – There are no existing driveways within the project limits.

(c) Clear Zone - The clear zone width at the bridge along Interstate 90 will be set based on the current NYSTA standard of 30.0' from the outside edge of travel lane. The required clear zone along North Main Street cannot be obtained due to embankment slopes. These areas will be protected by the installation of guide railing.

3.3.3.2. Special Geometric Design Elements

3.3.3.2. (1) Non-Standard Features

There are no non-standard features anticipated in the final configuration of the project.

3.3.3.3. Pavement and Shoulder

A pavement evaluation is not required for a bridge replacement project. Approach roadway and side street sections will utilize a conventional pavement design section.

3.3.3.4. Drainage Systems

Drainage patterns within the project area, both along I-90 and North Main Street will remain unchanged. The existing 24" RCP in the median area of I-90 will be replaced in kind after new pier construction is complete. During construction provisions will be made to maintain flows through the project site.

3.3.3.5. Geotechnical

The original subsurface exploration program was completed in 1948 at the bridge site and was later supplemented by additional explorations in 2017. In total five (1948) plus three (2017) borings were taken throughout the bridge site. Logs show in general soft silts with some clay over dense wet sands commencing at 80 to 85 feet deep.

New foundations will likely be friction type piles driven to a depth of 80 to 100 feet. No significant problems are foreseen.

3.3.3.6. Structures

The existing bridge will be completely removed and replaced with a new structure. The new bridge will be constructed along the same horizontal alignment. The vertical alignment will be increased so that the clearance to the mainline lanes is 16'-6" minimum.

3.3.3.6. (1) Description of Work

(a) It is assumed that the new bridge will be a two span continuous steel girder bridge roughly 40 feet shorter than the existing bridge. The superstructure will consist of a reinforced concrete deck on steel plate girders. A monolithic concrete deck slab will be constructed with concrete approach slabs at each end of the bridge. Concrete safety shape barriers will be constructed at each fascia. The new substructures will consist of conventional reinforced concrete abutments and a center pier supported on friction piles.

(b) The bridge will carry two 10 foot north and southbound travel lanes with 4 foot shoulders.

(c) There will be no utilities carried by the bridge.

3.3.3.6. (2) Clearances

Horizontal clearances on North Main Street will be equal to the new shoulder widths. Along I-90 horizontal clearances will be increased by relocating bridge abutments from the shoulder edge to the embankment slope. A 16'-6" minimum vertical clearance will be provided.

3.3.3.6. (3) Live Load

The new bridge will be designed to carry HL-93 and the NYS Design Permit Vehicle.

3.3.2.6. (4) Associated Work

The existing bridge will be removed down to the foundation level below grade at the abutments and shoulder piers. The existing center pier will be completely removed. No special considerations have been identified and the construction of the new bridge is assumed to be routine.

3.3.3.6. (5) Waterway

There are no waterways within the project limits.

3.3.3.7. Hydraulics of Bridges and Culverts

There are no waterways within the project limits.

3.3.3.8. Guide Railing, Median Barriers and Impact Attenuators

All of the approach guide rail will be upgraded to guide rail meeting current standards.

3.3.3.9. Utilities

The G4S fiber optic backbone (link 10) is located along the north side of I-90 westbound and crosses through the project site 40 to 45 feet north of the edge on the travel lane near the north main street bridge north abutment. This utility will remain and be protected during construction.

High tension overhead electric lines are present along North Main Street on the east side of the bridge. This utility may affect girder erection slightly but no major issues are foreseen.

A 14" diameter underground gas line (petroleum pipeline) runs alongside Interstate 90 approximately 31 feet from the end of the north wingwalls or 20 feet north of the highway boundary for I-90. The gas line will be unaffected by construction of the new bridge.

There is also a set of manholes and conduit run under I-90 about 60 feet west of the North Main Street Bridge fascia. These facilities are presumed abandoned. Existing extents of this utility need to be established prior to construction but no major issues are foreseen.

3.3.3.10. Railroad Facilities

There are no railroad facilities within the project limits.

3.3.4. Landscape and Environmental Enhancements

3.3.4.1. Landscape Development and Other Aesthetics Improvements

No significant landscape or other aesthetic enhancements are planned for this project.

3.3.5. Miscellaneous

There are no other special or unique aspects to this project.

CHAPTER 4 - SOCIAL, ECONOMIC and ENVIRONMENTAL CONDITIONS and CONSEQUENCES

4.1. Introduction

4.1.1. Environmental Classification and Lead Agencies

NEPA Classification -

This project is 100% Thruway funded; therefore, NEPA does not apply.

SEQR Classification -

In accordance with 6 NYCRR, Part 617, "State Environmental Quality Review", the Thruway has determined that this project is a SEQR Type II Action. No further SEQR processing is required. The New York State Thruway Authority is the SEQR lead agency. The project has been identified as a Type II action, per 6 NYCRR Part 617.5, Subdivision (c), Item 2. This permits the project to be classified as Type II since the project does not meet or exceed any of the thresholds in Section 617.4, and is of a scale and scope illustrated by the following:

- (2) replacement, rehabilitation or reconstruction of a structure or facility, in kind, on the same site, including upgrading buildings to meet building or fire codes, unless such action meets or exceeds any of the thresholds in Section 617.4 of this Part.

As stated in Section 617.4 (b), actions that meet the thresholds listed below are Type I if they are to be directly undertaken, funded or approved by an agency.

The proposed project does not include or result in:

- (1) the adoption of a municipality's land use plan, the adoption by any agency of a comprehensive resource management plan or the initial adoption of a municipality's comprehensive zoning regulations;
- (2) the adoption of changes in the allowable uses within any zoning district, affecting 25 or more acres of the district;
- (3) the granting of a zoning change, at the request of an applicant, for an action that meets or exceeds one or more of the thresholds given elsewhere in this list;
- (4) the acquisition, sale, lease, annexation or other transfer of 100 or more contiguous acres of land by a state or local agency;
- (5) construction of new residential units that meet or exceed the following thresholds:
 - (i) 10 units in municipalities that have not adopted zoning or subdivision regulations;
 - (ii) 50 units not to be connected (at the commencement of habitation) to existing community or public water and sewerage systems including sewage treatment works;
 - (iii) in a city, town or village having a population of less than 150,000, 250 units to be connected (at the commencement of habitation) to existing community or public water and sewerage systems including sewage treatment works;
 - (iv) in a city, town or village having a population of greater than 150,000 but less than 1,000,000, 1,000 units to be connected (at the commencement of habitation) to existing community or public water and sewerage systems including sewage treatment works; or
 - (v) in a city or town having a population of greater than 1,000,000, 2,500 units to be connected (at the commencement of habitation) to existing community or public water and sewerage systems including sewage treatment works;

- (6) activities, other than the construction of residential facilities, that meet or exceed any of the following thresholds; or the expansion of existing nonresidential facilities by more than 50 percent of any of the following thresholds:
 - (i) a project or action that involves the physical alteration of 10 acres;
 - (ii) a project or action that would use ground or surface water in excess of 2,000,000 gallons per day;
 - (iii) parking for 1,000 vehicles; (iv) in a city, town or village having a population of 150,000 persons or less, a facility with more than 100,000 square feet of gross floor area;
 - (v) in a city, town or village having a population of more than 150,000 persons, a facility with more than 240,000 square feet of gross floor area;
- (7) any structure exceeding 100 feet above original ground level in a locality without any zoning regulation pertaining to height;
- (8) any Unlisted action that includes a nonagricultural use occurring wholly or partially within an agricultural district (certified pursuant to Agriculture and Markets Law, article 25AA, sections 303 and 304) and exceeds 25 percent of any threshold established in this section;
- (9) any Unlisted action (unless the action is designed for the preservation of the facility or site) occurring wholly or partially within, or substantially contiguous to, any historic building, structure, facility, site or district or prehistoric site that is listed on the National Register of Historic Places, or that has been proposed by the New York State Board on Historic Preservation for a recommendation to the State Historic Preservation Officer for nomination for inclusion in the National Register, or that is listed on the State Register of Historic Places (The National Register of Historic Places is established by 36 *Code of Federal Regulations* [CFR] parts 60 and 63, 1994 [see section 617.17 of this Part]);
- (10) any Unlisted action, that exceeds 25 percent of any threshold in this section, occurring wholly or partially within or substantially contiguous to any publicly owned or operated parkland, recreation area or designated open space, including any site on the Register of National Natural Landmarks pursuant to 36 CFR part 62, 1994 (see section 617.17 of this Part); or
- (11) any Unlisted action that exceeds a Type I threshold established by an involved agency pursuant to section 617.14 of this Part.

4.1.2. Cooperating, Participating, and Involved Agencies

NEPA Cooperating and Participating Agencies -

This project is 100% State funded; therefore, the FHWA NEPA requirements for Cooperating and Participating Agencies do not apply.

SEQR Cooperating and Participating Agencies -

The following agencies have been identified as involved and Interested Agencies under SEQR:

The New York State Department of Environmental Conservation (NYSDEC)

4.2. Social

The purpose of this section is to discuss the social environment of the site. This project involves the replacement of the North Main Street bridge over the New York State Thruway (Interstate Route 90) in Canastota, New York. The project involves the replacement of the existing bridge on the existing horizontal alignment. The vertical alignment will be raised in order to provide the required clearance over the Thruway. Based on the scope of the project, no adverse effects to the surrounding social environment are anticipated as a result of this project.

4.2.1. Land Use

Demographics and Affected Population -

The project is located in the Village of Canastota in Madison County. The project vicinity includes residential and commercial properties to the south, and undeveloped land and farmland to the north. Community facilities are also located in the immediate project vicinity, including a municipal wastewater treatment plant to the north and a municipal recreation facility to the south.

Based on data collected from the U.S. Census' American Community Survey, the total population of the Village in 2015 was 4,707 persons. The median reported age was 35.5, with 13.3% of the population being reported at age 65 or older. 96.8% of the population was identified as white. Based on data collected from the US Census' American Community Survey, approximately 12.3% of the Village's population identified as disabled. This percentage is slightly higher than the percentage for Madison County, 11.4%, and slightly higher than the percentage for New York State, 11.1%.

In 2015, the Village had 16.2% of its population reported to be below the poverty level, which was above the national average of 13.5%.

This project is located on the boundary of a potential NYSDEC Environmental Justice Area (see attached map).

Comprehensive Plans and Zoning -

Replacement of the existing bridge on the same general alignment will not conflict with any local community's comprehensive plans, nor will it affect local zoning.

4.2.2. Neighborhoods and Community Cohesion

Community Cohesion -

The project will not divide neighborhoods, isolate part of a neighborhood, generate new development or otherwise affect community cohesion. During construction, a temporary detour will be in place, which will increase travel times, but there will be no permanent effect on neighborhoods or community cohesion.

Home and Business Relocations -

Since this project involves the replacement of an existing bridge on essentially the existing alignment, the proposed project would require no displacement of residences or businesses and there would be no relocation impacts.

4.2.3. General Social Groups Benefited or Harmed

Elderly and/or Disabled Persons or Groups -

A review of US Census data in Section 4.2.1.1 indicates that there is no significant concentration of elderly or disabled persons in the project area. No social groups will be benefited or harmed as a result of this project.

Transit Dependent -

This project involves the replacement of an existing bridge on the existing alignment and does not involve existing transit facilities such as bus or train stations, nor park and ride lots.

Low Income, Minority and Ethnic Groups (Environmental Justice) -

This project is located at the edge of an Environmental Justice Area; however, the scope of project activities are limited to the improvement of an existing structure, which will not have disproportionately high and adverse human health and environmental effect on minority or low-income populations.

4.2.4. School Districts, Recreational Areas, and Places of Worship**School Districts -**

The proposed project is within the Canastota Central School District. There are no schools or school properties within or near the study area. During construction, a temporary detour will be in place, which will increase travel times. The NYS Thruway Authority will coordinate the construction schedule and detour details with the Canastota Central School District.

Recreational Areas -

There are no parks or recreational properties within the study area. However, the area southwest of the study area is developed with a public recreation facility that includes baseball fields, basketball courts, and a tennis court located off Joe Stagnit Lane. During construction, a temporary detour will be in place, which will increase travel times to this recreational area.

This project will have no permanent adverse impacts on existing recreational areas.

Places of Worship –

There are no places of worship within or near the project corridor. Thus, this project will have no impacts on existing places of worship.

4.3. Economic**4.3.1. Regional and Local Economies**

There will be no measurable or apparent adverse impact on the general economic conditions, tax base, employment opportunities, economic development zones, or property values within the project limits or surrounding area as a result of this project.

4.3.2. Business Districts

This project is not located within a defined business district. There will be no permanent adverse impact on businesses as a result of this project. During construction, a temporary detour will be in place that will increase travel times.

4.3.3. Specific Business Impacts

There will be no permanent measurable or known adverse impacts to established businesses as a result of this project. During construction, a temporary detour will be in place that will increase travel times to businesses along North Main Street.

4.4. Environment

4.4.1. Wetlands

A site visit was conducted on November 8, 2016, which identified wetlands within and adjacent to the Study area. The Wetland Delineation Letter Report is included in Appendix B.

State Freshwater Wetlands -

There are no NYSDEC regulated freshwater wetlands or regulated adjacent areas (100-feet) within the study area, as per the NYSDEC Environmental Resource Mapper. A site visit was performed to verify this on November 8, 2016. No further investigation is required and Environmental Conservation Law (ECL), Article 24 is satisfied.

State Tidal Wetlands -

A review of the NYSDEC GIS wetland data files indicates that there are no NYSDEC jurisdictional tidal wetlands or regulated adjacent areas within or near the project limits, and ECL Article 25 does not apply.

Federal Jurisdiction Wetlands -

A review of existing wetland and stream databases (National Wetland Inventory [NWI], New York State Department of Environmental Conservation [NYSDEC] mapped wetlands, and NYSDEC mapped streams) indicates the presence of mapped wetlands and streams within the study area. NWI wetlands are within and adjacent to the northern portion of the study area along North Main Street.

Additionally, NWI riverine resources including Canastota Creek and an unnamed tributary of Canastota Creek are present in the study area. These streams are NYSDEC Class C unprotected streams.

The study area has been reviewed for wetlands in accordance with the criteria defined in the 1987 US Army Corps of Engineers Wetland Delineation Manual. The Wetland Delineation Letter Report is included in Appendix B. The Wetland Delineation Letter Report concluded:

EDR delineated three palustrine emergent wetlands (PEM) and one perennial stream within the study area. The wetlands were identified based on the presence of hydrophytic vegetation, hydric soils, and wetland hydrology. Portions of Canastota Creek were also delineated as Stream 1, which is a NYSDEC Class C unprotected stream. Canastota Creek totals approximately 257 linear feet within the study area. Total surface area of wetlands and streams within the study area is approximately 1.1 acre. The wetlands appear to have an indirect surface water connection to Canastota Creek, and therefore are likely to be considered jurisdictional by the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act. However, final determination of the jurisdictional status of all wetlands must be made by the USACE. Due to the distance from the nearest NYSDEC regulated wetland (approximately 1.5 miles) and lack of hydrologic or significant habitat connectivity, in EDR's opinion these wetlands should not be regulated under Article 24 of the Environmental Conservation Law.

If wetland permits are necessary, work will not commence until the permits are acquired, and work will adhere to all permit conditions.

Executive Order 11990 -

Federal funding will not be used in the design or construction of this project. Therefore, the requirements of Executive Order 11990 do not apply to this project.

Mitigation Summary -

If necessary, depending on the final project design, appropriate measures will be taken to avoid and minimize wetland impacts. Note that if impacts to wetlands are 1/10 of an acre or less and a Nationwide Permit applies to the proposed activities, no wetland mitigation/monitoring plan would be required.

4.4.2. Surface Waterbodies and Watercourses**Surface Waters –**

A portion of the Canastota Creek crosses through the southern portion of the study area via a culvert under North Main Street. An unnamed tributary of Canastota Creek crosses through the northern portion of the study area under North Main Street via a culvert.

If the final project design will include impact to surface waters or wetlands, it is anticipated that this work will be authorized under a USACE Nationwide Permit.

A Blanket Section 401 Water Quality Certification is also expected to apply to this project since the work required is anticipated to meet the requirements of a USACE Nationwide Permit.

The permit(s) will be obtained once the location and the extent of the impacts are ascertained. Mitigation to minimize impacts may be required. Work will not commence until the permits are acquired, and will adhere to any conditions set forth by the permit requirements.

Surface Water Classification and Standards -

Based upon a review of the NYSDEC GIS data maps for regulated streams, there are no NYSDEC protected streams within the study area.

Canastota Creek and an unnamed tributary of Canastota Creek, both mapped Class C unprotected streams, flow through the study area through culverts under North Main Street.

The best usage for Class/Standard “C” waters is fishing. Water quality is suitable for fish propagation and survival. The water quality shall be suitable for primary and secondary contact recreation, although other factors may limit the use for these purposes

Stream Bed and Bank Protection -

Based on the classification of Canastota Creek and the unnamed intermittent stream located within the study area, a NYSDEC Protection of Waters permit is not required for this project. Although a permit is not required, this project should not diminish the water quality standards of the streams within the study area. During construction, precautions should be taken to prevent contamination of Canastota Creek and the unnamed stream by silt, sediment, fuels, solvents, lubricants, or any other pollutants. Promptly after construction, care will be taken to stabilize all disturbed areas.

4.4.3. Wild, Scenic, and Recreational Rivers**State Wild, Scenic and Recreational Rivers -**

There are no NYSDEC Designated, Study or Inventory State Wild, Scenic or Recreational Rivers within or adjacent to the study area. No further review is required.

National Wild and Scenic Rivers -

The project does not involve a National Wild and Scenic River as shown by the Nationwide Rivers Inventory List of National Wild and Scenic Rivers. No further review is required.

4.4.4. Navigable Waters**State Regulated Waters -**

There are no state regulated navigable waters located within the study area that will be impacted by the project.

Office of General Services Lands and Navigable Waters -

There are no OGS underwater holdings located within the study area that will be impacted by the project.

Rivers and Harbors Act – Section 9 -

Since the project does not involve the construction or modification of any bridge, dam, dike, or causeway over any navigable water of the United States, Section 9 is not applicable.

Rivers and Harbors Act – Section 10 -

Since the project does not involve the creation of any obstruction to the navigable capacity of any of the waters of the United States, or in any manner alter or modify the course, location, condition, or capacity of any navigable water of the United States, Section 10 is not applicable.

4.4.5. Floodplains**State Flood Insurance Compliance Program -**

Portions of the study area are within the 100-year floodplain of Canastota Creek, as indicated by the FEMA Flood Insurance Rate Map (see Appendix B). In accordance with the provisions of 6 NYCRR 502 - Flood Plain Management for State Projects, this action has considered and evaluated the practicality of alternatives to any floodplain encroachments. As a result of this evaluation, it is concluded that: (1) a significant encroachment does not exist, (2) there is no significant potential for interruption or termination of a transportation facility which is needed for emergency vehicles, (3) there are no significant impacts on natural beneficial floodplain values.

The Village of Canasota should be contacted to determine if there are any local floodplain restrictions that may impact the design.

If work is proposed within the floodplain, it is expected that a floodplain hydraulic analysis will be performed during the advance detail plan phase.

Executive Order 11988 -

In order to comply with EO 11988, there will be an evaluation of potential effects of any actions taken within the floodplain, and alternatives to avoid any adverse effects shall be considered. If the project alternatives require the use of a floodplain, there will be an attempt to minimize potential impacts, and consistent with the regulations issued in accord with section 2(d) of this Order, an explanation of why the action is proposed to be located within the floodplain will be prepared and circulated.

4.4.6. Coastal Resources

State Coastal Zone Management Program –

The proposed project is not located in a State Coastal Zone Management (CZM) area, according to the Coastal Zone Area Map from the NYS Department of State's Coastal Zone Management Unit.

State Coastal Erosion Hazard Area -

The proposed project is not located in or near a Coastal Erosion Hazard Area.

Waterfront Revitalization and Coastal Resources Program -

According to NYS DOS "List of Approved Coastal Local Waterfront Revitalization Programs (LWRPs)," dated July 2016, the proposed project is not located in a Local Waterfront Revitalization Area. No further action is required.

Federal Coastal Barrier Resources Act (CBRA) and Coastal Barrier Improvement Act (CBIA) -

The proposed project is not located in, or near a coastal area under the jurisdiction of the Coastal Barrier Resources Act (CBRA) or the Coastal Barrier Improvement Act (CBIA).

4.4.7. Groundwater Resources, Aquifers and Reservoirs

Aquifers -

NYSDEC aquifer GIS data files have been reviewed, and it has been determined that the proposed project is not located in an identified Primary Water Supply or Principal Aquifer Area. No further investigation for NYSDEC designated aquifers is required.

Drinking Water Supply Wells (Public and Private Wells) and Reservoirs -

There are no wellhead influence zones, or reservoirs within or near the project area, according to the *NYS Atlas of Community Water System Sources*, dated 1982, issued by the NYS Department of Health and the NYS Department of Environmental Conservation Water Wells GIS data.

4.4.8. Stormwater Management

A SPDES General Permit GP-0-15-002 will be required because the project includes more than one acre of soil disturbance. A Stormwater Pollution Prevention Plan (SWPPP) with the appropriate sediment and erosion control measures will be developed. Based on the SWPPP, permanent stormwater management practices may be required depending on the total amount of disturbance and changes in total impervious area.

The study area encompasses a NYSTA Thruway bridge and portions of the Thruway and North Main Street in a disturbed area. The study area includes primarily paved roadways and mowed lawn and shrubs, providing limited habitat opportunities for wildlife.

Fish, Wildlife, and Waterfowl -

A cursory review of the study area indicates that there is not a special habitat or breeding area for certain species of plants or animals at or adjacent to the project.

Habitat Areas, Wildlife Refuges, and Wildfowl Refuges -

The proposed project is 100% State funded; therefore, Section 4(f) of the US Department of Transportation Act does not apply.

Endangered and Threatened Species -

Information regarding the occurrence of rare, threatened, and endangered species and significant natural communities in the project area was solicited from the New York Natural Heritage Program (NYNHP) and the U.S. Fish and Wildlife Service (USFWS). Consultation with the USFWS through the Information, Planning, and Conservation (IPaC) decision support system was conducted. The USFWS Official Species List (see Appendix B) indicated that two Federally Threatened species could potentially be present in the vicinity of the Study area: the northern long-eared bat (*Myotis septentrionalis*), and the Chittenango ovate amber snail (*Succinea chittenangoensis*).

No clearing of trees greater than 3 inches in diameter at breast height is expected to be required for this project. Further, no evidence of bats was noted under the bridge during the site reconnaissance (guano, staining, etc.). As such, the project is not expected to impact habitat suitable for the northern long-eared bat. If it is determined during detailed design that clearing of trees greater than 3 inches in diameter at breast height is required, clearing activities will only be permitted during the winter clearing period of October 31st through March 31st.

The Chittenango ovate amber snail is found in only one location in the world, in a 100-foot waterfall located within Chittenango Falls State Park, which is administered by the New York State Office of Parks, Recreation and Historic Preservation. This park is located over 8 miles southwest of the study area. The proposed project is therefore not expected to impact this species.

According to the NYNHP, this office does not have any records of known occurrences of rare, or state-listed animals or plants, or significant natural communities within or immediately in the vicinity of the proposed project site.

Invasive Species -

This study area includes the North Main Street bridge over I-90, and associated rights of way. During the site reconnaissance for the project, typical roadside invasive species were identified at ground level including, but not limited to: common reed (*Phragmites australis*), purple loosestrife (*Lythrum salicaria*), mugwort (*Artemisia vulgaris*), garlic mustard (*Alliaria petiolata*), and bush honeysuckle (*Lonicera* sp.).

Precautions will be taken to prevent the spread of invasive species, intentionally or accidentally, during project design and construction.

Roadside Vegetation Management -

Existing roadside vegetation consists primarily of maintained lawn areas and shrubs. Efforts will be made to replace wildlife-supporting vegetation that is removed in the course of construction.

4.4.10. Critical Environmental Areas

State Critical Environmental Areas –

According to information obtained from NYSDEC, the proposed project does not involve work in or near a Critical Environmental Area.

State Forest Preserve Lands -

According to information obtained from NYSDEC, the proposed project does not involve work in or near state forest preserve lands.

4.4.11. Historic and Cultural Resources

National Heritage Areas Program -

The proposed project will not impact areas identified as National Heritage Areas.

National Historic Preservation Act – Section 106 / State Historic Preservation Act – Section 14.09 -

A Project Submittal Package (PSP) has been prepared for the proposed project (see Appendix B). The PSP will be submitted to the Thruway's Preservation Officer for review.

Architectural Resources -

As stated in the PSP, the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) Cultural Resources Information System (CRIS) website was reviewed to determine the location of properties listed on the National Register of Historic Places (NRHP) within and immediately adjacent to the Area of Potential Effect (APE). No properties previously listed on, or determined eligible for the NRHP are located within the APE.

Archaeological Resources -

As stated in the PSP, review of the NYSOPRHP CRIS website determined that the APE is not located in an archaeologically sensitive area, and there are no previously reported archaeological sites in the APE. In addition, no previous cultural resources surveys have been conducted within or immediately adjacent to the proposed APE.

A review of historic aerial photographs indicates that the land within and adjacent to the APE was primarily agricultural and undeveloped prior to the construction of the New York State Thruway. The east-west length of the APE was initially disturbed by construction of the Thruway in the early-to-mid 1950s, and the entire APE has been disturbed by road widening and maintenance throughout the late twentieth century.

The land immediately adjacent to the APE and south of the Thruway has been developed for residential use throughout the twentieth century, while the land north of the Thruway and adjacent to the APE has remained largely undeveloped. The APE for the proposed Project is believed to have low archaeological sensitivity for historic and prehistoric cultural resources.

Historic Bridges -

The 2002 New York State Department of Transportation (NYSDOT) *Evaluation of National Register Eligibility: Task C3 of the Historic Bridge Inventory and Management Plan* does not identify BIN 5512790 as eligible for listing on the NRHP

Historic Parkways -

This project does not have the potential to impact any Historic Parkways.

Native American Involvement -

The proposed project does not lie within Federal or Native-American-owned property. Further, the project is 100% State funded; therefore, the Act for the Preservation of American Antiquities does not apply.

Section 4(f) Involvement -

The proposed project is 100% State funded; therefore, Section 4(f) of the U.S. Department of Transportation Act does not apply.

4.4.12. Parks and Recreational Resources**State Heritage Area Program -**

The proposed project will not impact areas identified as State Heritage Areas.

National Heritage Areas Program -

The proposed project will not impact areas identified as National Heritage Areas.

National Registry of Natural Landmarks -

There are no listed nationally significant natural areas within, or adjacent to, the project area.

Section 4(f) Involvement -

The proposed project is 100% State funded. This section does not apply.

Section 6(f) Involvement -

The project does not impact parklands or facilities that have been partially or fully federally funded through the Land and Water Conservation Act. No further consideration under Section 6(f) is required.

Section 1010 Involvement -

This project does not involve the use of land from a park to which Urban Park and Recreation Recovery Program funds have been applied.

4.4.13. Visual Resources

The project will involve a temporary disturbance to the visual environment through the establishment of a project construction staging area. The staging area will be in place during construction and will be removed upon project completion. The bridge replacement will have a similar appearance in terms of span, design, and materials as the existing bridge. No significant permanent visual impacts are anticipated from the project.

4.4.14. Farmlands

State Farmland and Agricultural Districts -

Based on a review of the NYS Agricultural District Maps for Madison County, the proposed project is not located in or adjacent to an Agricultural District.

Federal Prime and Unique Farmland -

The proposed project is 100% State funded; therefore, the Federal Farmland Protection Policy Act does not apply.

4.4.15. Air Quality

Transportation Conformity –

The project is not located within a non-attainment area; therefore, the transportation conformity regulations, published by the EPA on August 15, 1997 (40 CFR Parts 51 and 93), do not apply.

Carbon Monoxide (CO) Microscale Analysis -

An air quality analysis for CO is not required since this project will not increase traffic volumes, reduce source-receptor distances by 10% or more, or change other existing conditions to such a degree as to jeopardize attainment of the National Ambient Air Quality Standards. The project does not require a project-level conformity determination.

Mesoscale Analysis -

A Mesoscale Analysis is not required for this project since it does not significantly affect air quality conditions over a large area and is not a regionally significant project.

Mobile Source Air Toxics (MSATs) Analysis -

This project modifies existing highway infrastructure and does not add capacity or new interchanges that would contribute to additional vehicular usage. It can therefore be concluded that the project will have no significant adverse impact on ambient MSAT levels.

Particulate Matter (PM) Analysis -

This project has been classified as a SEQR Type II project and has been determined to result in no significant increase in traffic volumes. The project actions do not individually or cumulatively have a significant effect on PM emissions. It can therefore be concluded that the project will have no significant adverse impact on ambient PM levels.

Greenhouse Gas Analysis –

This project will not add capacity or new interchanges that will result in additional vehicular usage. It can therefore be concluded that the project will have no significant adverse impact on ambient greenhouse gas levels.

4.4.16. Energy

Construction of the project will involve the use of energy in the form of fuel for construction equipment. The completed project involves no direct energy consumption.

4.4.17. Noise

Construction equipment operation will cause noise levels to temporarily increase. The completed project will not significantly change either the horizontal or vertical alignment of the bridge, or increase the number of through-traffic lanes. Therefore, no long-term noise impact will occur as a result of the project.

4.4.18. Asbestos/Lead Containing Materials

The table below summarizes those materials found to be positive for ACM (Asbestos Containing Materials) and LCM (Lead Containing Materials) based on current sample analysis. For a full description refer to Hazardous Waste Containing Materials Technical Memorandum dated February 2017.

Sample Identification	Material	Location	Approx. Quantity
5-A, B (ACM)	Brown Bearing Pad	Base of Guard Railing Anchors	375 SF
8-A, B (ACM)	Black Waterproofing (Remnant)	Base of Concrete Piers	7 SF
LBP-1 (LCM)	Green Paint	Guard Railings	1153 SF
N/A (LCM)	Lead Abutment Pad	Top of Back Wall / Abutment	120 SF
N/A (LCM)	Lead Flashing	Top and Ends of Back Wall	4 SF

4.4.19. Hazardous Waste and Contaminated Materials

A Hazardous Waste/Contaminated Materials Site Screening has been conducted in accordance with the NYSDOT Environmental Procedures Manual, Chapter 5, to document the likely presence or absence of hazardous/contaminated environmental conditions. A hazardous/contaminated environmental condition is the presence or likely presence of any hazardous substances or petroleum products (including products currently in compliance with applicable regulations) on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property.

For further information refer to The Hazardous Waste/Contaminated Materials Screening report dated February 2017.

This assessment included a walkover reconnaissance of the study area on November 8, 2016, a review of existing information about past and current land use, and a review of published databases and government records, including Inactive Hazardous Waste Site Registry, Chemical and Petroleum Bulk Storage records, waste incident/chemical releases reports, and other federal, state, county, and local sources

of information. In January 2017, Environmental Data Resource, Inc. was contracted by EDR to provide a listing of published databases of hazardous waste sites in the vicinity of the study area. These databases provide a listing of sites of potential concern as identified by a review of Federal, State and local databases. This database review was supplemented with a review of published databases available through the NYSDEC web site. The environmental database report is available upon request.

The conclusions of this screening included the following:

Markers indicating the presence of a buried petroleum pipeline and buried cables were observed adjacent to the study area. Prior to excavations for the proposed Project, the location of all buried utilities and pipelines should be confirmed to avoid potential impacts.

No other significant hazardous waste/contaminated materials were identified within or adjacent to the study area during the course of the Hazardous Waste/Contaminated Materials Site Screening.

4.5. Construction Effects

Construction Impacts

Construction of this project will involve traditional construction methods and products. Therefore the consequences of construction can be reasonably anticipated and also be mitigated, generally by using conventional methods. It is also noted that construction impacts will be temporary in nature. Temporary soil erosion and dust problems may result due to the disturbance of surface soils during highway construction. Soil erosion and associated runoff has the potential to impact the water quality of adjacent surface water bodies. Soil erosion and sedimentation control measures and dust control measures will be required during construction to reduce the potential impacts. These measures will include the development and implementation of a site specific Stormwater Pollution Prevention Plan (SWPPP).

The construction of this project may have short term effects on noise quality. Construction noise may affect residents and businesses adjacent to the project. Due to the nature of highway construction equipment, noise levels exceeding 90 dBA at 50 ft. may be experienced. In an effort to minimize the effect construction activities will have special notes will be incorporated into the contract documents noting that combustion engines used for any purpose on this project shall be equipped with a properly operating muffler of a type recommended by the manufacturer. In addition, to every extent possible, material storage areas will be restricted from areas near residences and businesses.

4.5.1 Construction Impacts

Construction of the proposed project is expected to include traditional construction methods and products. The impacts of construction can therefore be reasonably anticipated and mitigated by using conventional methods. Construction impacts are temporary in nature. Temporary soil erosion and increased dust may occur from disturbance of soils during construction activities. Soil erosion and runoff can impact the water quality of nearby surface water bodies. A site-specific Stormwater Pollution Prevention Plan (SWPPP) will be developed that will include soil erosion control, dust control, and runoff control measures.

Construction of the proposed project may also have temporary noise impacts. The proposed project is a bridge over the mainline of the NYS Thruway, and surrounding properties are largely residential and/or undeveloped. Temporary noise impacts are not expected to have a significant adverse impact on nearby residences.

4.6. Indirect and Secondary Effects

4.6.1 Indirect Socioeconomic Effects

The proposed project is a replacement of an existing bridge in the same location; therefore, the project is not expected to have indirect social or economic effects.

4.6.2 Social Consequences

The proposed project is a replacement of an existing bridge in the same location; therefore, the project will not affect land use, planning, or zoning. Existing adjacent properties will be minimally affected and no social groups will be harmed.

4.6.3 Economic Consequences

The proposed project is a replacement of an existing bridge in the same location; therefore, the project will not affect the regional or local economies. No business districts will be impacted, and no businesses will be relocated. Any economic impacts associated with the project will be minimal and temporary, resulting from construction impacts.

4.7. Cumulative Effects

No adverse cumulative effects are anticipated to result from the proposed project.

Appendix A Concept Plans

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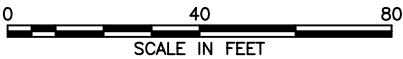
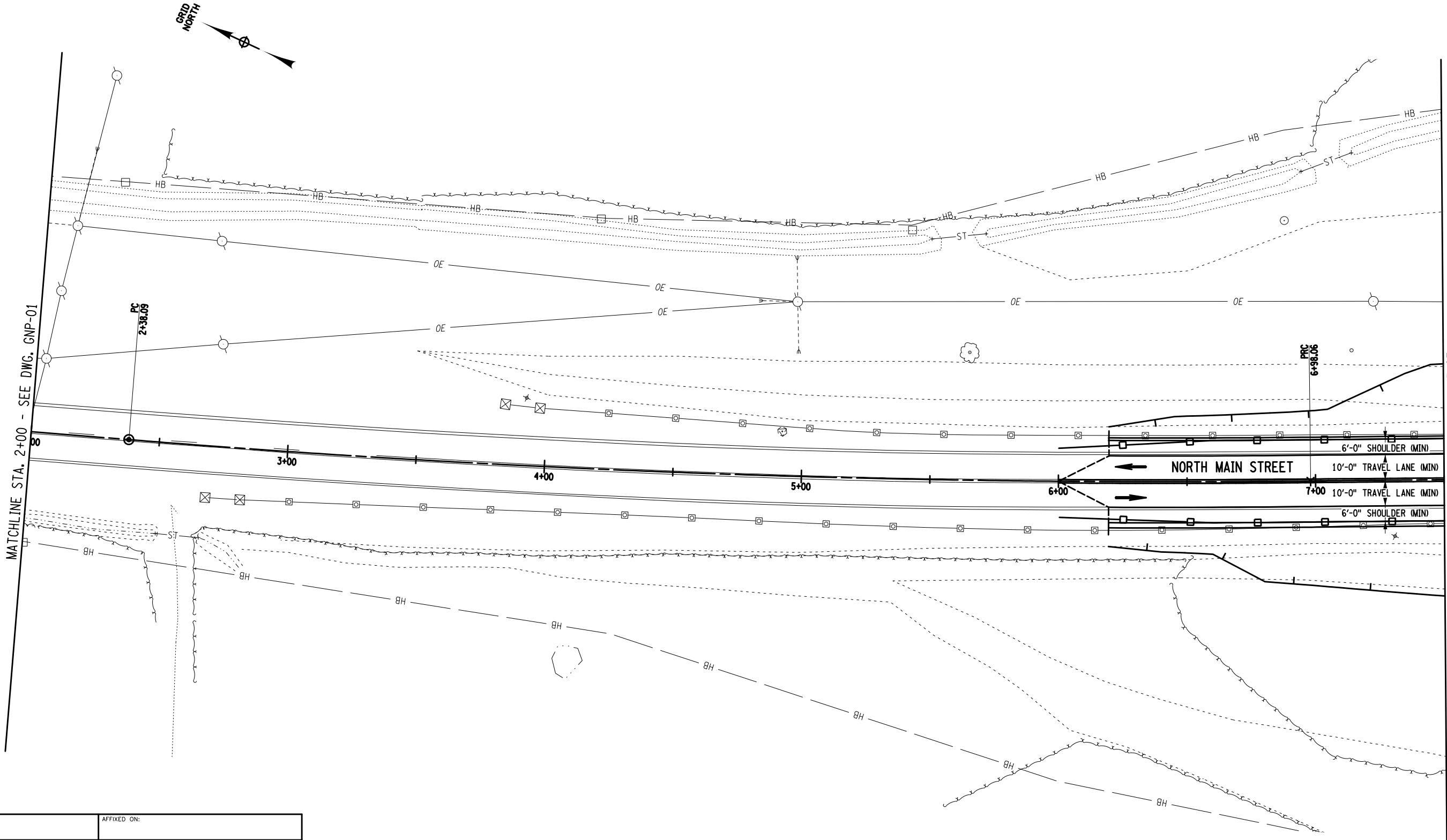
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DESIGN SUPERVISOR:



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REVISIONS			
DATE	DESCRIPTION	BY	SYM.



NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING 200 SOUTHERN BLVD., ALBANY, N.Y. 12209		TITLE OF PROJECT BIN 5512790 REPLACEMENT MP 262.01 - N. MAIN ST. OVER I-90	CONTRACT NUMBER: TAA 17-XX
ALBANY DIVISION MP 262.01		LOCATION OF PROJECT	DATE: 08/2017
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Drafted By: ncasale
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Drafted By: ncasale

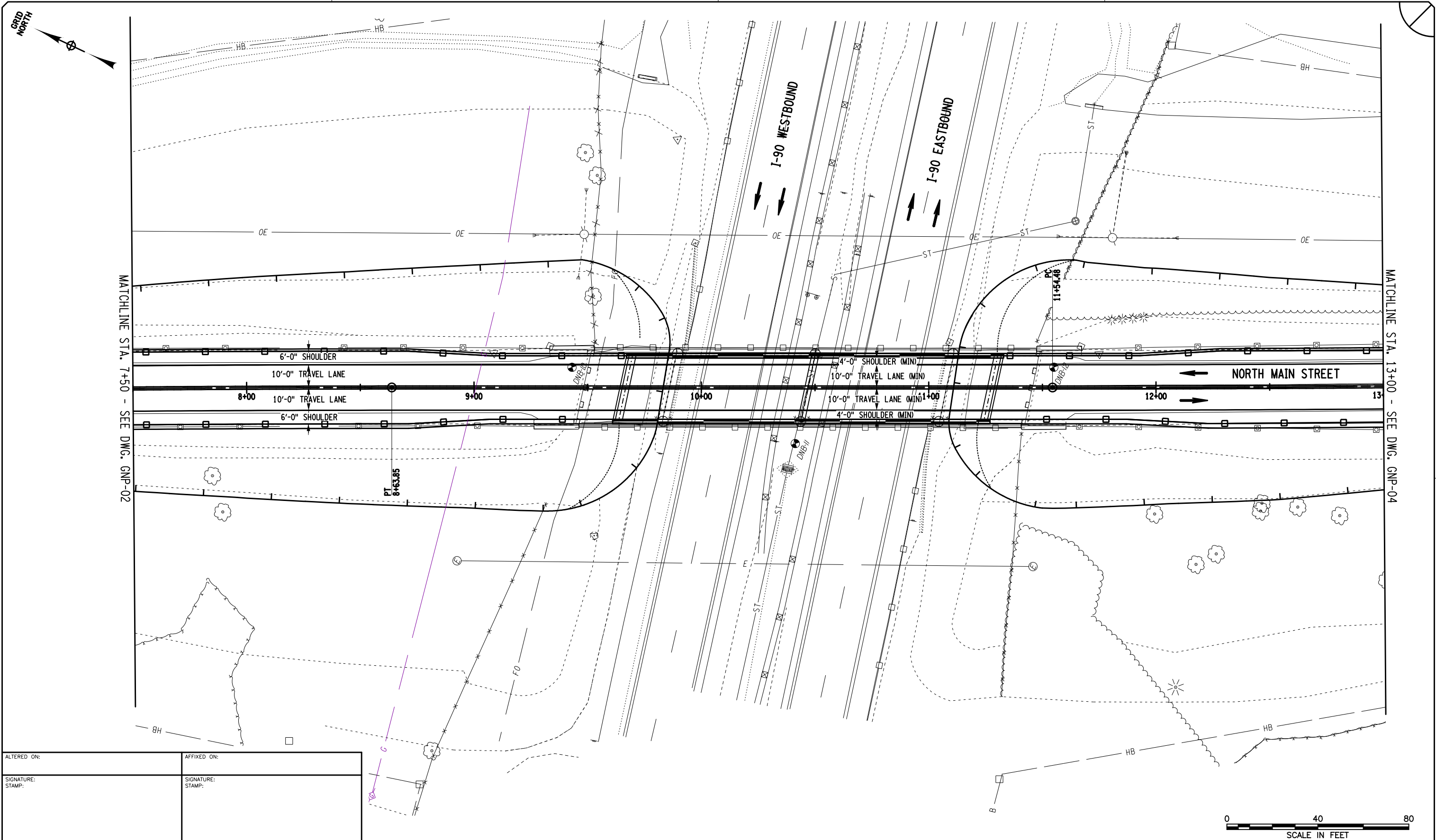
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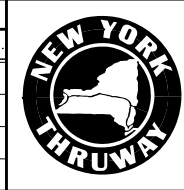
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REVISIONS			
DATE	DESCRIPTION	BY	SYM.



NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
200 SOUTHERN BLVD., ALBANY, N.Y. 12209



TITLE OF PROJECT BIN 5512790 REPLACEMENT MP 262.01 - N. MAIN ST. OVER I-90	CONTRACT NUMBER: TAA 17-XX
LOCATION OF PROJECT ALBANY DIVISION MP 262.01	DATE: 08/2017
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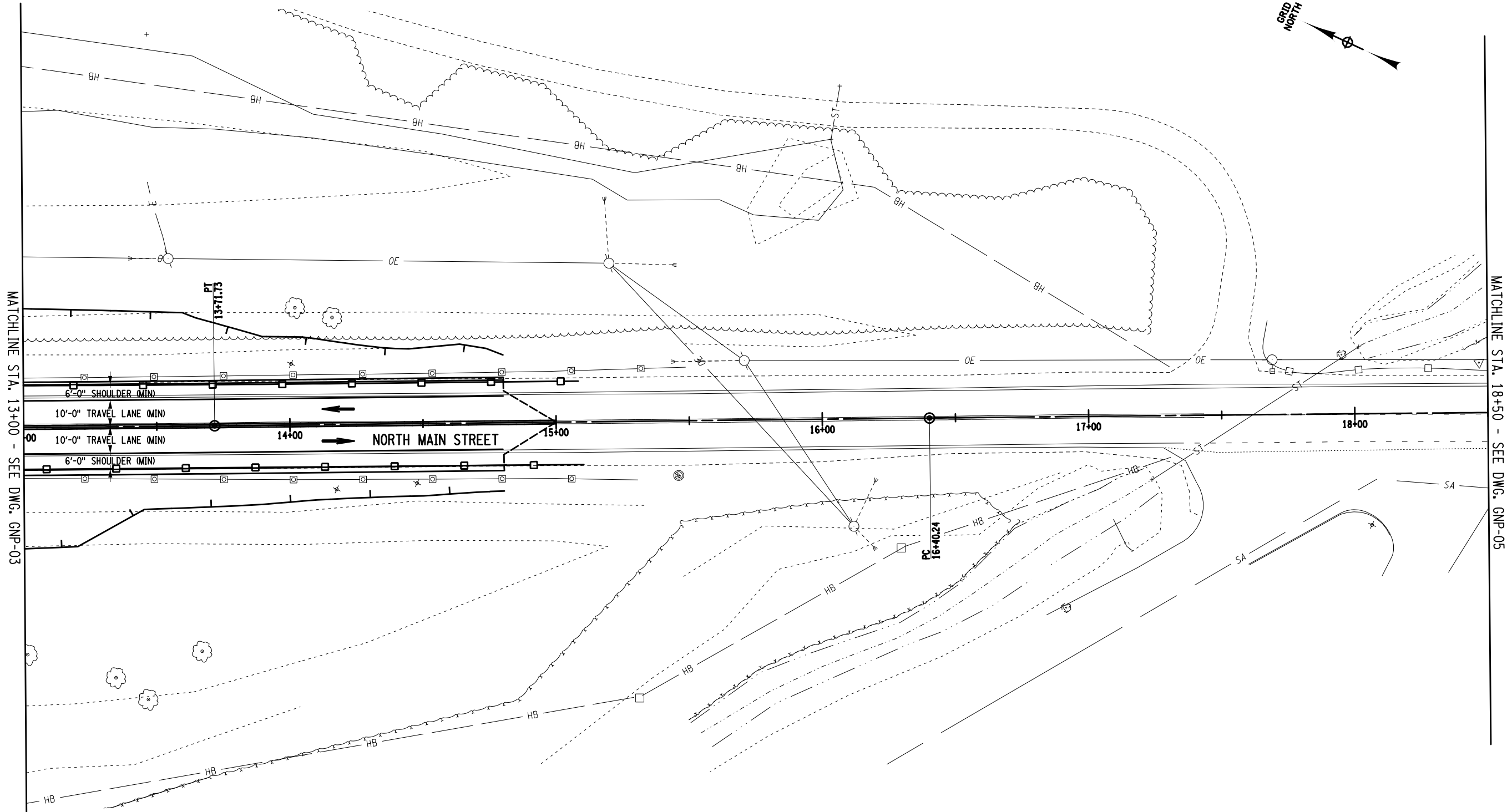
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DESIGN SUPERVISOR:



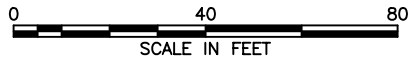
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DATE	DESCRIPTION	BY	SYM.



NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	TITLE OF PROJECT BIN 5512790 REPLACEMENT MP 262.01 - N. MAIN ST. OVER I-90	CONTRACT NUMBER: TAA 17-XX
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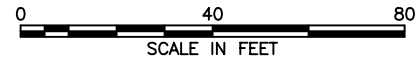
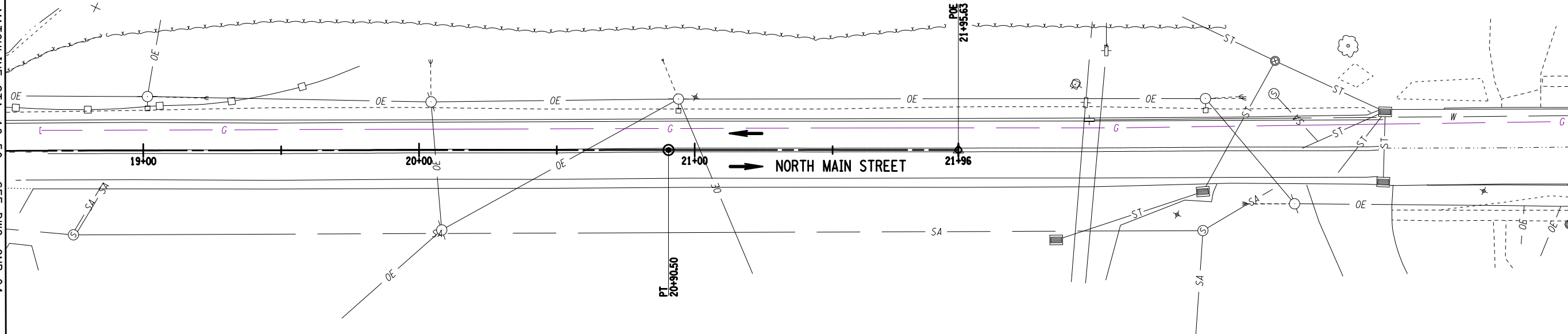
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DATE	DESCRIPTION	BY	SYM.



NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	TITLE OF PROJECT BIN 5512790 REPLACEMENT MP 262.01 - N. MAIN ST. OVER I-90	CONTRACT NUMBER: TAA 17-XX
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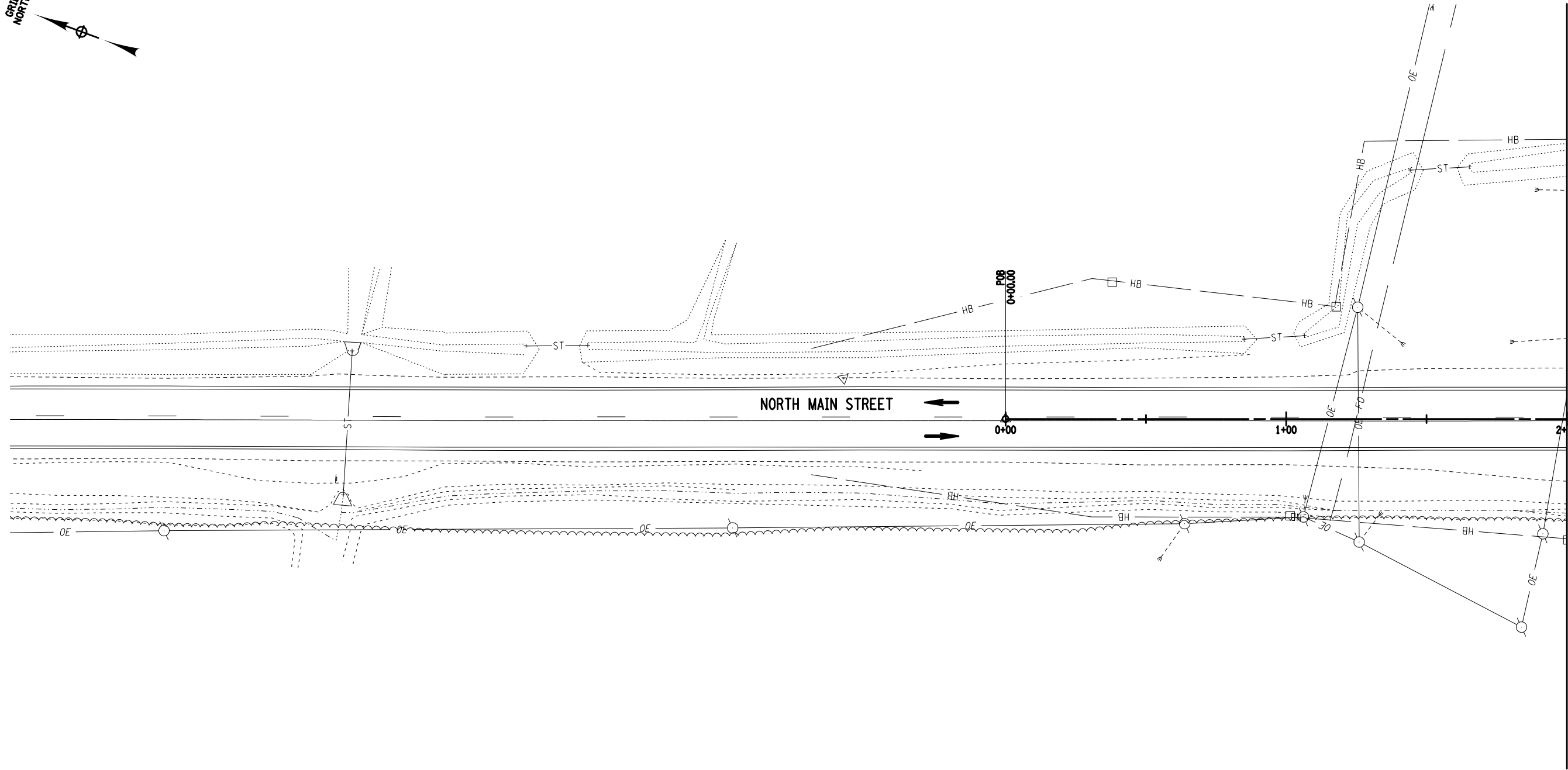
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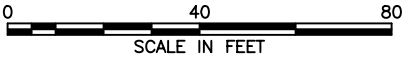
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NEW YORK STATE THRUWAY AUTHORITY DEPARTMENT OF ENGINEERING 200 SOUTHERN BLVD., ALBANY, N.Y. 12209	TITLE OF PROJECT BIN 5512790 REPLACEMENT MP 262.01 - N. MAIN ST. OVER I-90	CONTRACT NUMBER: TAA 17-XX
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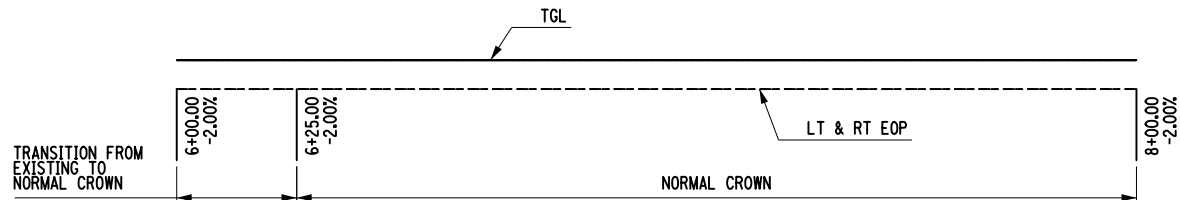
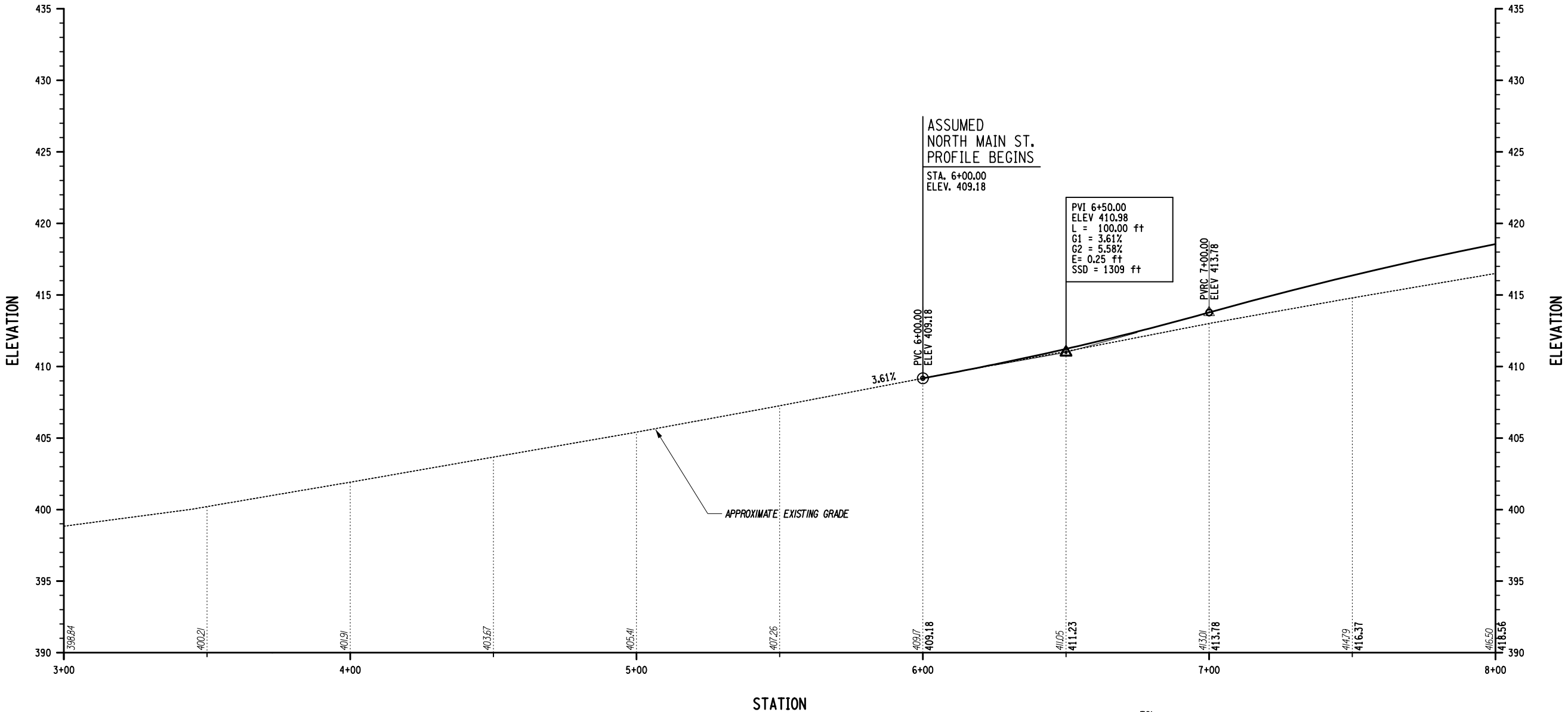
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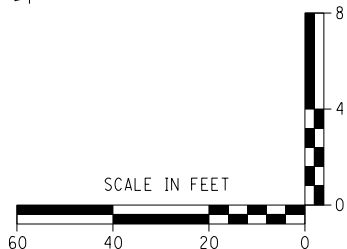
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NORTH MAIN ST PROFILE



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NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

TITLE OF PROJECT
**BIN 5512790 REPLACEMENT
MP 262.01 - N. MAIN ST. OVER I-90**

LOCATION OF PROJECT
**ALBANY DIVISION
MP 262.01**

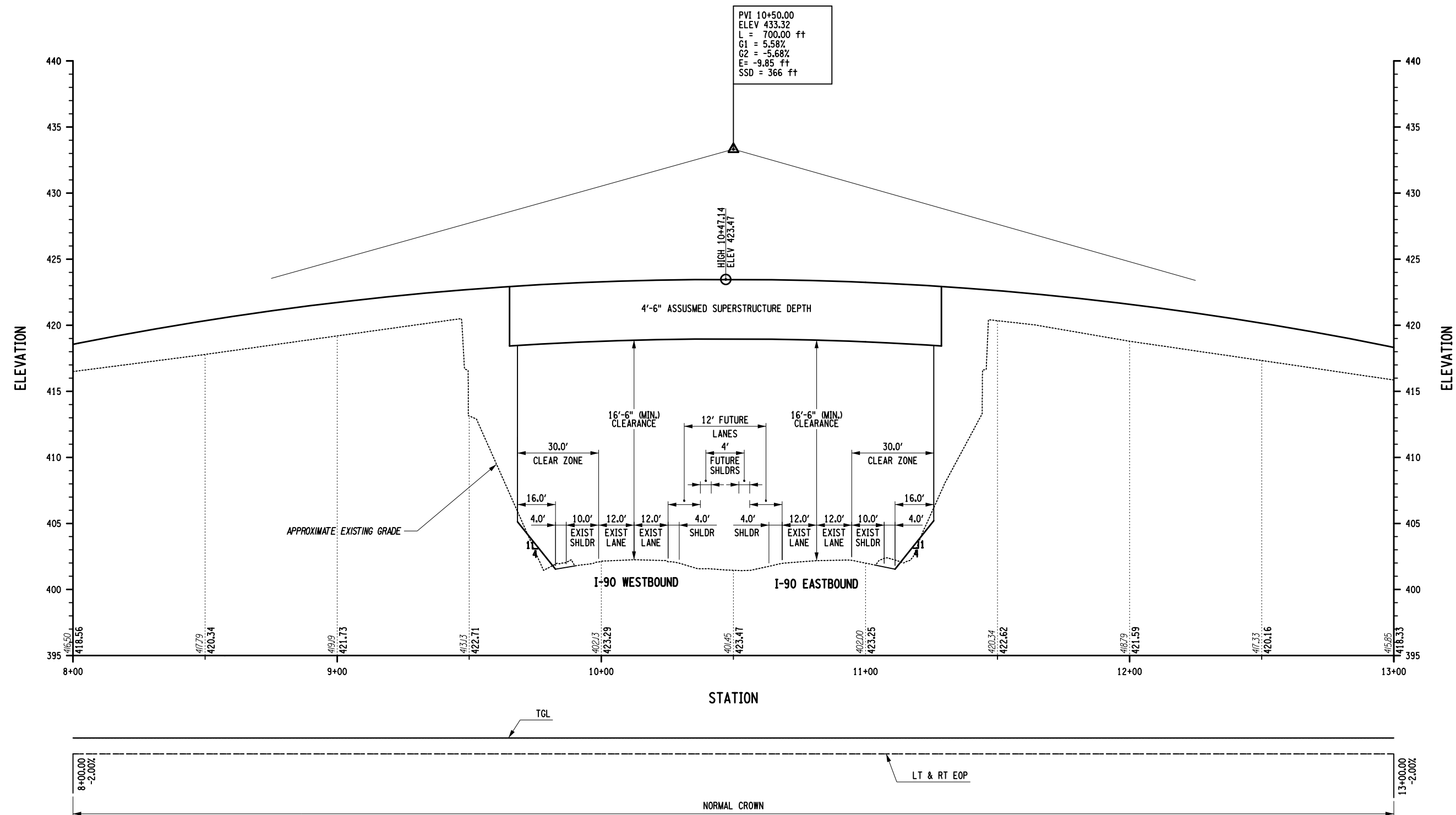
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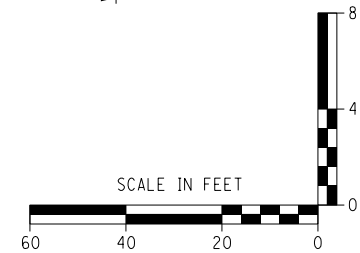
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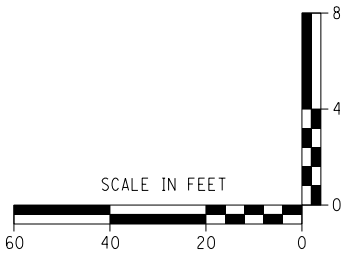
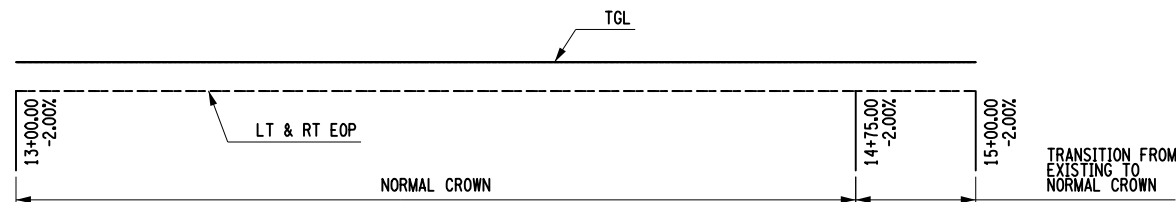
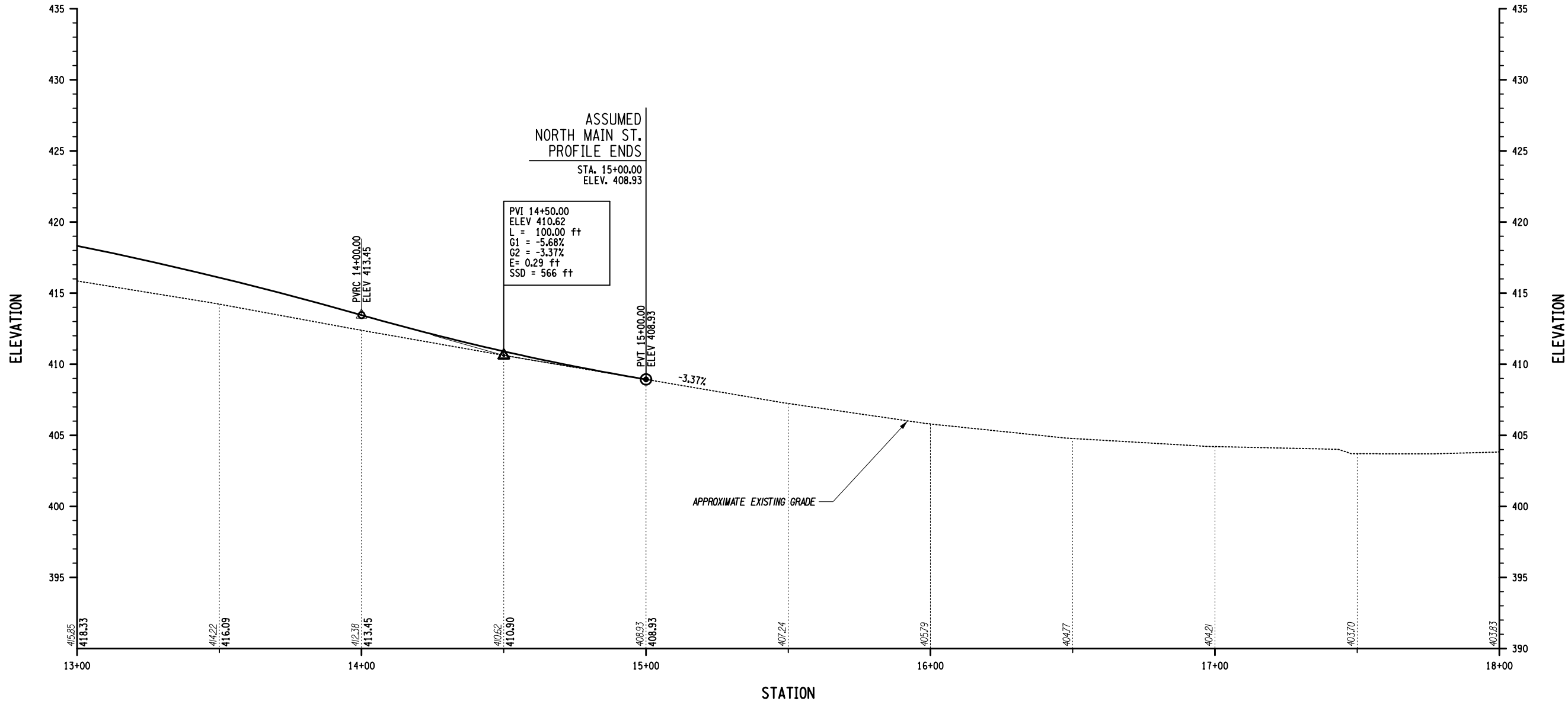


NEW YORK STATE THRUWAY AUTHORITY
DEPARTMENT OF ENGINEERING
200 SOUTHERN BLVD., ALBANY, N.Y. 12209



TITLE OF PROJECT BIN 5512790 REPLACEMENT MP 262.01 - N. MAIN ST. OVER I-90	CONTRACT NUMBER: TAA 17-XX
LOCATION OF PROJECT ALBANY DIVISION MP 262.01	DATE: 08/2017
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Design Supervisor: _____




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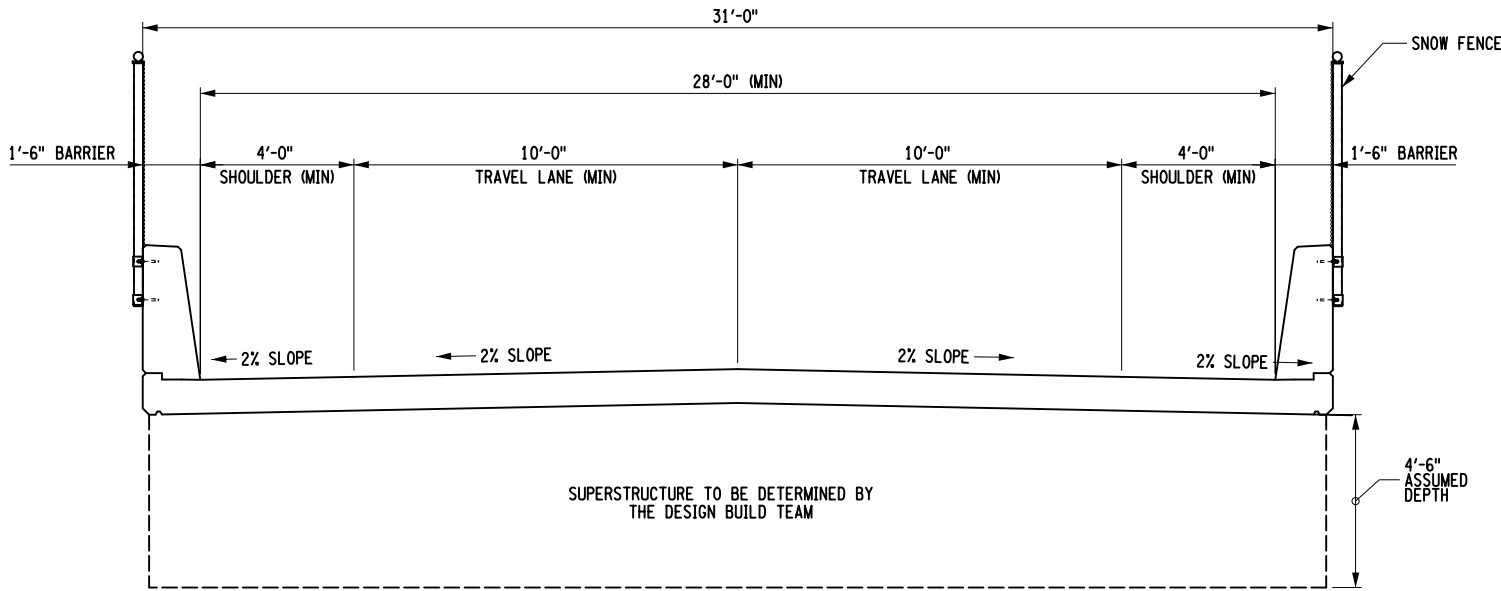
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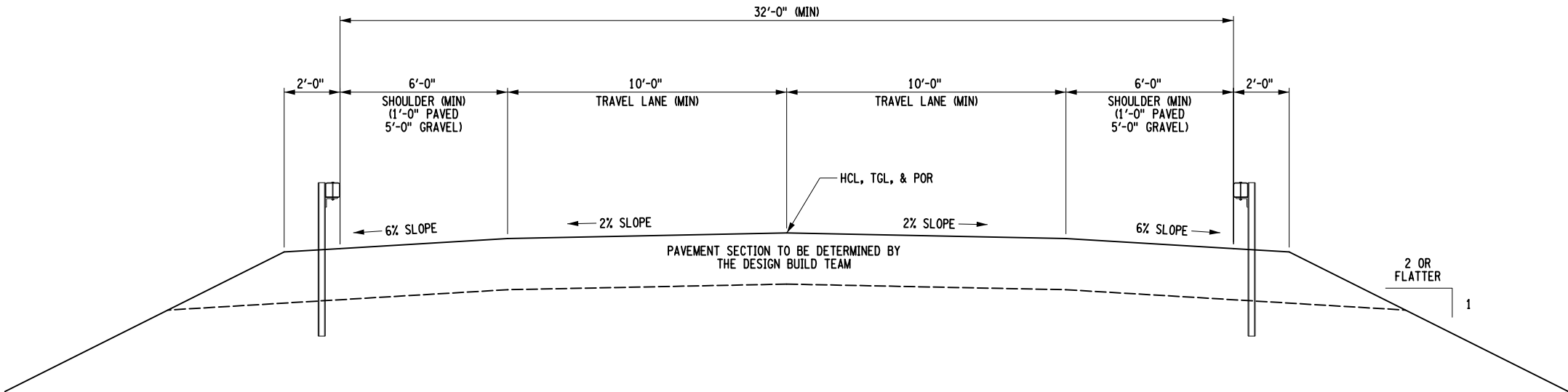
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DEPARTMENT OF ENGINEERING
200 SOUTHERN BLVD., ALBANY, N.Y. 12209



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LOCATION OF PROJECT ALBANY DIVISION MP 262.01	DATE: 08/2017
TITLE OF DRAWING PROPOSED PROFILE (3 OF 3)	DRAWING NUMBER: PR0-03



TYPICAL BRIDGE SECTION
SCALE: 1" = 5'-0"



TYPICAL ROADWAY SECTION
SCALE: 1" = 5'-0"

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DATE	DESCRIPTION	BY	SYM.



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DEPARTMENT OF ENGINEERING
200 SOUTHERN BLVD., ALBANY, N.Y. 12209

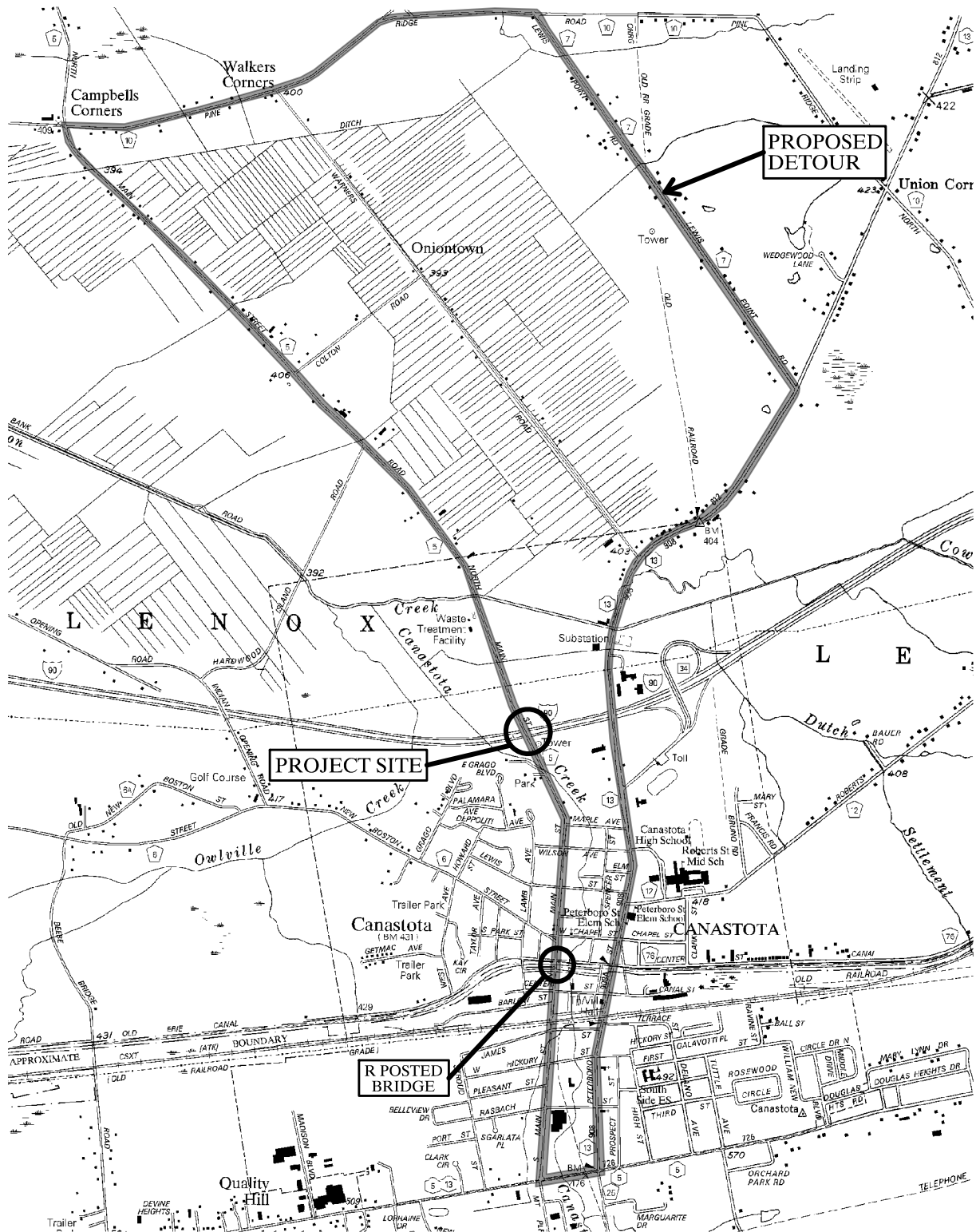


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LOCATION OF PROJECT ALBANY DIVISION MP 262.01
TITLE OF DRAWING TYPICAL SECTIONS

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DATE: 08/2017
DRAWING NUMBER: TYP-01

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 Project: \$wtkuser\$
 Notes: \$wtkuser\$



Thruway Authority

PROPOSED DETOUR

TITLE: NORTH MAIN ST. BRIDGE REPLACEMENT
 CANASTOTA, NY

DRWN BY: TA	DATE: 08/2017	SCALE: N.T.S.	DWG. NO. DET-01
CHKD BY: TA			



Appendix B Environmental Agency Correspondence



United States Department of the Interior



FISH AND WILDLIFE SERVICE

New York Ecological Services Field Office

3817 LUKER ROAD

CORTLAND, NY 13045

PHONE: (607)753-9334 FAX: (607)753-9699

URL: www.fws.gov/northeast/nyfo/es/section7.htm

Consultation Code: 05E1NY00-2017-SLI-0240

November 07, 2016

Event Code: 05E1NY00-2017-E-00614

Project Name: NYSTA MP 262.01 North Main Street

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq.*). This list can also be used to determine whether listed species may be present for projects without federal agency involvement. New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list.

Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the ESA, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC site at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list. If listed, proposed, or candidate species were identified as potentially occurring in the project area, coordination with our office is encouraged. Information on the steps involved with assessing potential impacts from projects can be found at: <http://www.fws.gov/northeast/nyfo/es/section7.htm>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (

http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the Services wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the ESA. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: NYSTA MP 262.01 North Main Street

Official Species List

Provided by:

New York Ecological Services Field Office

3817 LUKER ROAD

CORTLAND, NY 13045

(607) 753-9334

<http://www.fws.gov/northeast/nyfo/es/section7.htm>

Consultation Code: 05E1NY00-2017-SLI-0240

Event Code: 05E1NY00-2017-E-00614

Project Type: BRIDGE CONSTRUCTION / MAINTENANCE

Project Name: NYSTA MP 262.01 North Main Street

Project Description: The purpose of this environmental review is to facilitate the preliminary design for the rehabilitation or replacement of an existing bridge.

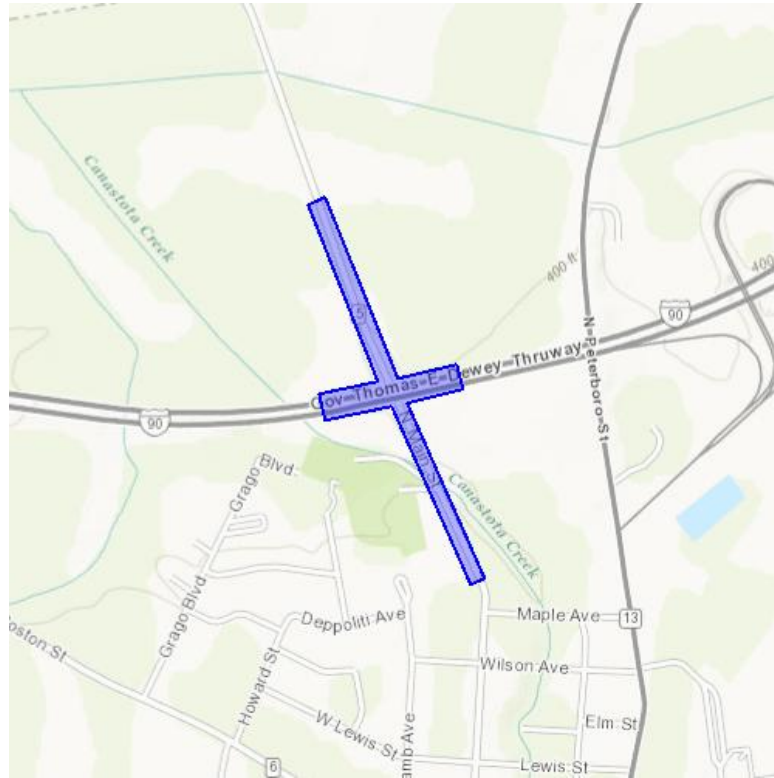
Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.



United States Department of Interior
Fish and Wildlife Service

Project name: NYSTA MP 262.01 North Main Street

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-75.75893998146057 43.09057104945219, -75.75730919837952 43.09080609893059, -75.75926184654236 43.09440224346896, -75.75877904891968 43.09455109893115, -75.75676202774046 43.090876613598226, -75.75513124465942 43.09115867145686, -75.75495958328247 43.09064939937855, -75.75650453567505 43.09037517419778, -75.75435876846313 43.0868336415512, -75.75472354888916 43.08672394479274, -75.75693368911743 43.09030465895286, -75.75877904891968 43.09004610236019, -75.75893998146057 43.09057104945219)))

Project Counties: Madison, NY



United States Department of Interior
Fish and Wildlife Service

Project name: NYSTA MP 262.01 North Main Street

Endangered Species Act Species List

There are a total of 2 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Mammals	Status	Has Critical Habitat	Condition(s)
Northern long-eared Bat (<i>Myotis septentrionalis</i>) Population: Wherever found	Threatened		
Snails			
Chittenango Ovate Amber snail (<i>Succinea chittenangoensis</i>) Population: Wherever found	Threatened		



United States Department of Interior
Fish and Wildlife Service

Project name: NYSTA MP 262.01 North Main Street

Critical habitats that lie within your project area

There are no critical habitats within your project area.

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Fish & Wildlife
New York Natural Heritage Program
625 Broadway, 5th Floor, Albany, New York 12233-4757
Phone: (518) 402-8935 • **Fax:** (518) 402-8925
Website: www.dec.ny.gov



December 14, 2016

Caitlin Graff
Environmental Design & Research
217 Montgomery Street, Suite 1000
Syracuse, NY 13202

Re: NYSTA MP 262.01, North Main Street over the New York State Thruway, Canastota,
BIN 5512790, EDR No. 16134-5

Town/City: Lenox. County: Madison.

Dear Ms. Graff:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

We have no records of rare or state-listed animals or plants, or significant natural communities at the project site or in its immediate vicinity.

The absence of data does not necessarily mean that rare or state-listed species, significant natural communities, or other significant habitats do not exist on or adjacent to the proposed site. Rather, our files currently do not contain information that indicates their presence. For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other resources may be required to fully assess impacts on biological resources.

This response applies only to known occurrences of rare or state-listed animals and plants, significant natural communities, and other significant habitats maintained in the Natural Heritage Database. Your project may require additional review or permits; for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the NYS DEC Region 7 Office, Division of Environmental Permits, as listed at www.dec.ny.gov/about/39381.html.

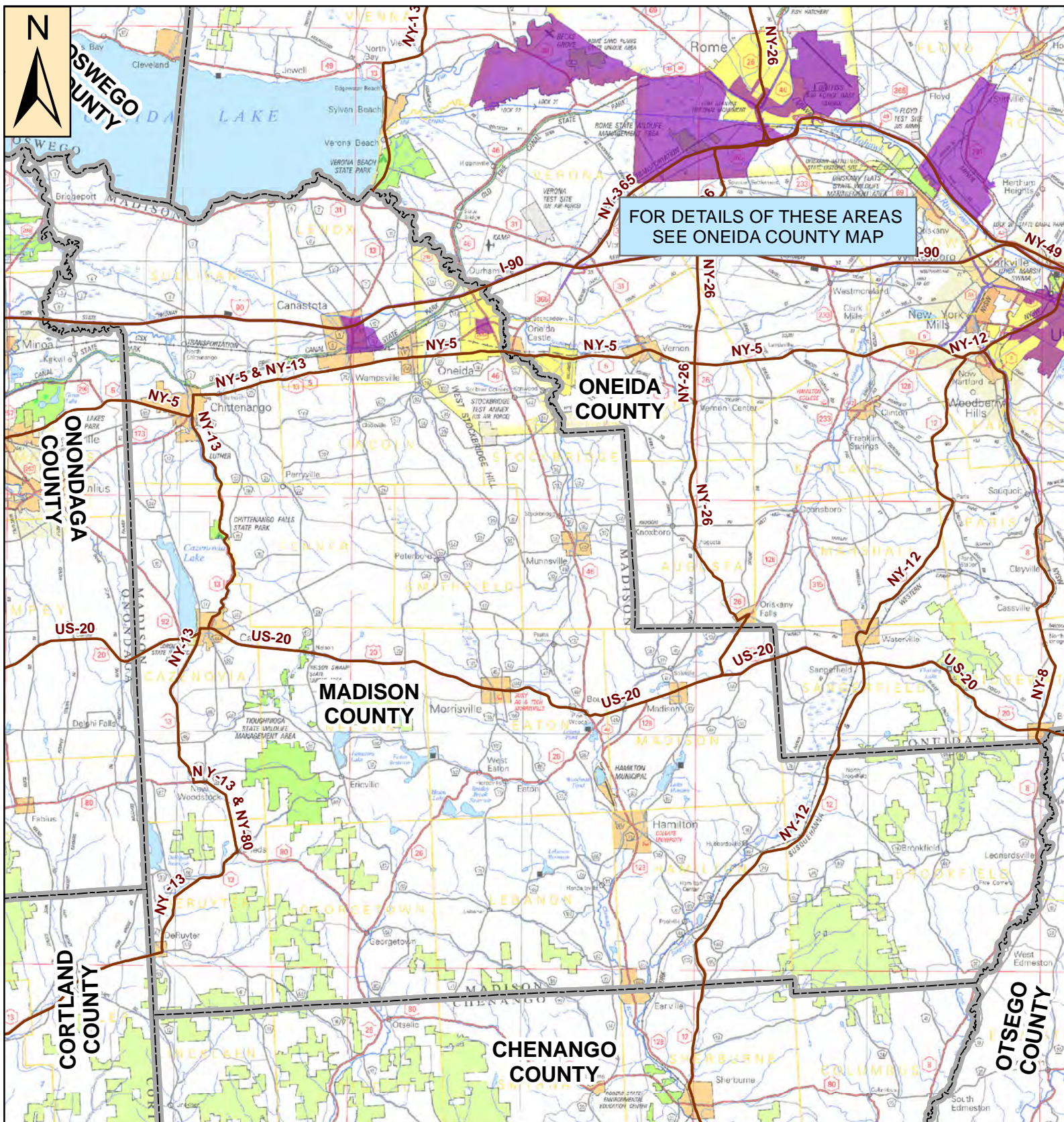
Sincerely,

A handwritten signature in black ink, appearing to read "Nick Conrad", written in a cursive style.

Nicholas Conrad
Information Resources Coordinator
New York Natural Heritage Program

Potential Environmental Justice Areas in Madison County, New York

Click on any Potential EJ Area outlined in blue for a detailed map



This computer representation has been compiled from supplied data or information that has not been verified by NYSDEC. The data is offered here as a general representation only and is not to be used for commercial purposes without verification by an independent professional qualified to verify such data or information.

NYSDEC does not guarantee the accuracy, completeness, or timeliness of the information shown and shall not be liable for any loss or injury resulting from reliance.

Data Source for Potential Environmental Justice Areas:
U.S. Census Bureau, 2000 U.S. Census

Legend

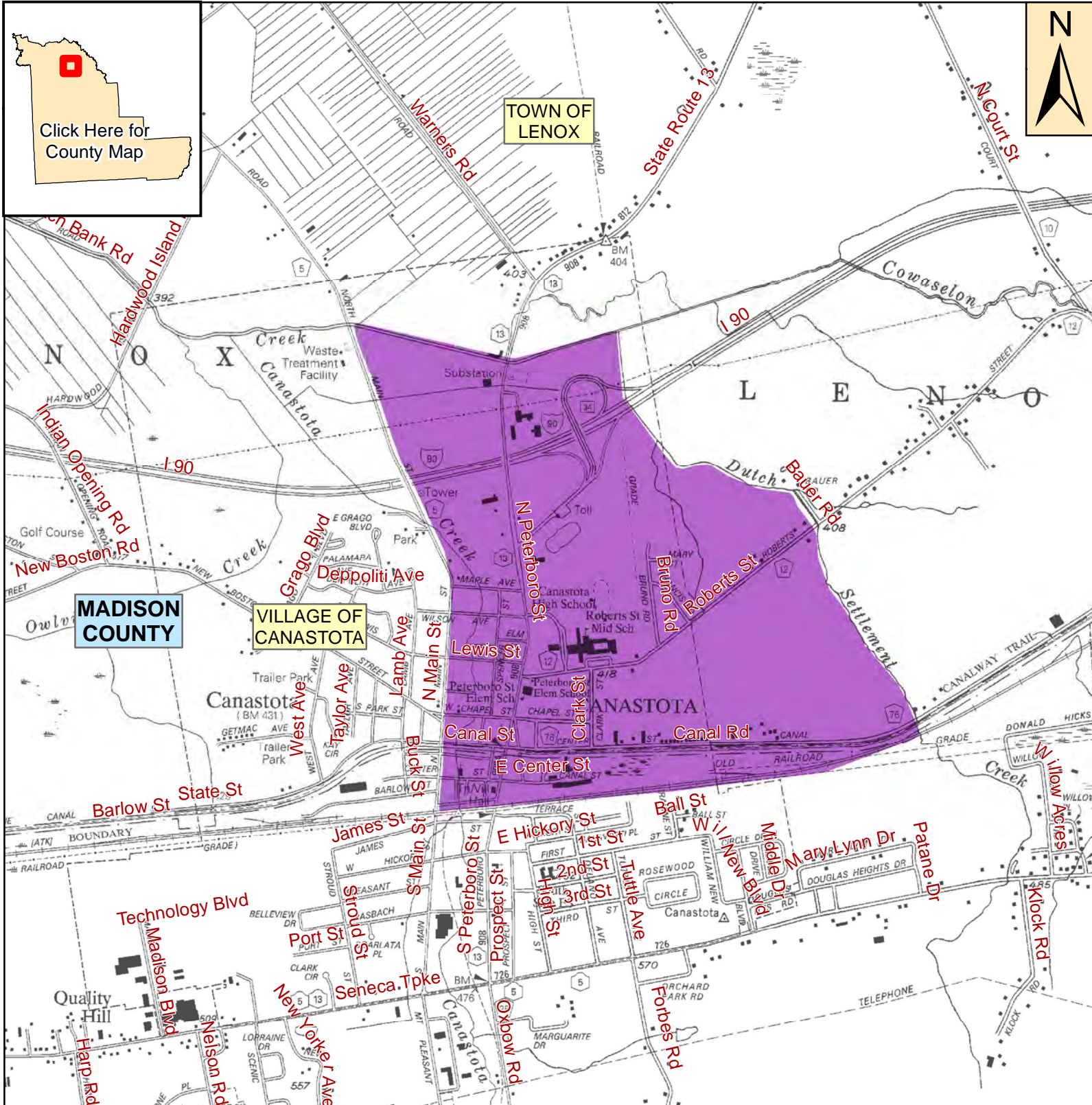
- Potential EJ Area
- County Boundary

0 2 4 6 8 10 Miles
SCALE: 1:300,000

For questions about this map contact:
New York State Department of
Environmental Conservation
Office of Environmental Justice
625 Broadway, 14th Floor
Albany, New York 12233-1500
(518) 402-8556
ej@gw.dec.state.ny.us



Potential Environmental Justice Areas in the Village of Canastota Town of Lenox, Madison County, New York



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NYSDEC does not guarantee the accuracy, completeness, or timeliness of the information shown and shall not be liable for any loss or injury resulting from reliance.

Data Source for Potential Environmental Justice Areas:
U.S. Census Bureau, 2000 U.S. Census

Legend

- Potential EJ Area
- County Boundary
- Waterbodies

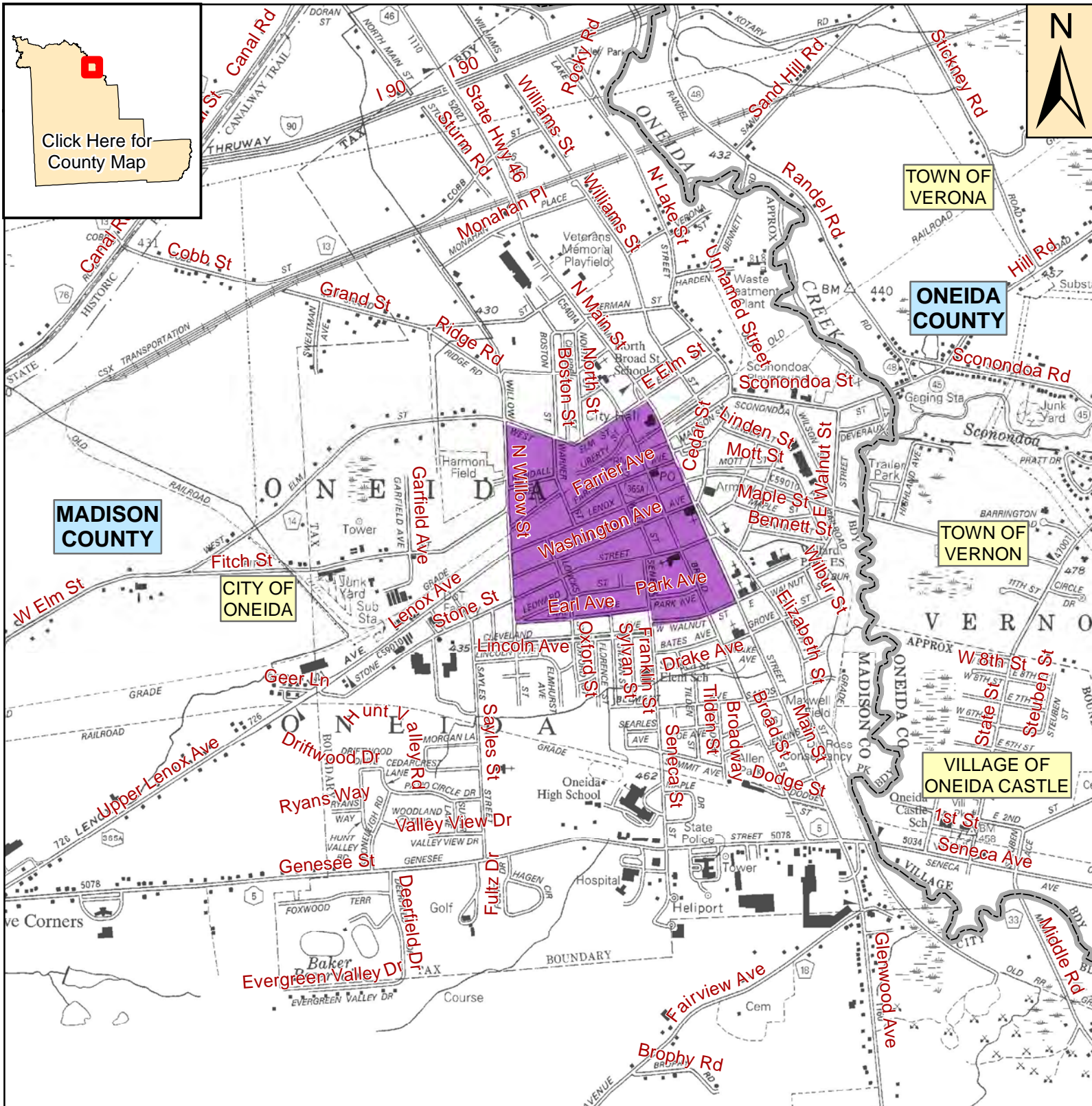
0 0.2 0.4 0.6 0.8 1 Miles

SCALE: 1:24,000

For questions about this map contact:
New York State Department of
Environmental Conservation
Office of Environmental Justice
625 Broadway, 14th Floor
Albany, New York 12233-1500
(518) 402-8556
ej@gw.dec.state.ny.us



Potential Environmental Justice Areas in the City of Oneida Madison County, New York



This computer representation has been compiled from supplied data or information that has not been verified by NYSDEC. The data is offered here as a general representation only and is not to be used for commercial purposes without verification by an independent professional qualified to verify such data or information.

NYSDEC does not guarantee the accuracy, completeness, or timeliness of the information shown and shall not be liable for any loss or injury resulting from reliance.

Data Source for Potential Environmental Justice Areas:
U.S. Census Bureau, 2000 U.S. Census

Legend

- Potential EJ Area
- County Boundary
- Waterbodies

0 0.2 0.4 0.6 0.8 1 Miles

SCALE: 1:24,000

For questions about this map contact:
New York State Department of
Environmental Conservation
Office of Environmental Justice
625 Broadway, 14th Floor
Albany, New York 12233-1500
(518) 402-8556
ej@gw.dec.state.ny.us



Appendix C Smart Growth Checklist

SMART GROWTH IMPACT STATEMENT

This Smart Growth Impact Statement is a tool to assist the New York State Thruway/Canal Corporation (NYSTA/CC) determine whether a NYSTA/CC-funded project is consistent with the State Smart Growth Public Infrastructure Criteria. Not all questions/answers may be relevant to all projects.

Project Name: **See Report Cover**

Project Number: **See Report Cover**

Date: **February 13, 2017**

Have any other entities issued a Smart Growth Impact Statement with regard to this project? (If so, attach same).

- ☐ Yes
- ☒ No

1. Does the project advance or otherwise involve the use, maintenance or improvement of existing infrastructure?

- ☒ Yes
- ☐ No
- ☐ Not relevant

Explain briefly: **Capital project advanced to address condition-based needs of highway system.**

2. Is the project located wholly or partially in a **municipal center**, characterized by any of the following: (check those that apply)

- ☐ A city or a village
- ☐ Area of concentrated and mixed land use that serves as a center for various activities including, but not limited to:
 - ☐ Central business district (e.g. the commercial and/or economic heart or center of the municipality)
 - ☐ Downtown area (such as a city's core (or center), which may include the [central business district](#) and functions as a “center” in a geographical, commercial, and community sense).
 - ☐ Brownfield Opportunity Area (http://nyswaterfronts.com/BOA_projects.asp)
 - ☐ Downtown areas of Local Waterfront Revitalization Plan area (http://nyswaterfronts.com/maps_regions.asp)
 - ☐ Locations of transit-oriented development (such as projects serving areas that have access to mass or public transit for residents)
 - ☐ Environmental Justice area (<http://www.dec.ny.gov/public/899.html>)

- ☐ Hardship areas, which may include areas with high poverty rates, high unemployment, poor infrastructure, or other socio-demographic indicator considered below average.
- ☐ A developed area or area designated for concentrated infill development in a municipally approved comprehensive land use plan, LWRP or Brownfield Opportunity area plan? Hardship areas, which may include areas with high poverty rates, high unemployment, poor infrastructure, or other socio-demographic indicator considered below average.

Explain briefly: (Indicate if the project is located adjacent to municipal centers, in an area that exhibits strong land use, transportation, infrastructure and economic connections to an existing municipal center, or in an area designated for concentrated development in the future in a municipal or regional comprehensive plan.)

- ☒ Yes
- ☐ No
- ☐ Not relevant

If Yes, please describe: **as the NYS Thruway is an integral component of the nation's Interstate Highway System providing both regional and national transportation mobility as well as connecting areas of concentrated development both within and outside NYS.**

3. Does the project preserve and enhance the State's resources, including agricultural lands, forests, surface and groundwater, air quality, recreation and open space, scenic areas, and/or significant historic and archeological resources?
 - ☒ Yes
 - ☐ No
 - ☐ Not relevant

Explain briefly: **Project is developed consistent with all social, economic, and environmental policies and procedures. See project SEQR documentation.**

4. Does the project foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and/or the integration of all income and age groups?
 - ☐ Yes
 - ☐ No
 - ☒ Not relevant

Explain briefly: **The NYS Thruway is a fully access-controlled highway system on an existing alignment.**

5. Does the project provide mobility through transportation choices, including improved public transportation and reduced automobile dependency?

☐ Yes
☐ No
☒ Not relevant

Explain briefly: **The NYS Thruway is a fully access-controlled highway system on an existing alignment.**

6. Does the project demonstrate coordination among state, regional, intermunicipal and local planning and governmental officials?

☐ Yes
☐ No
☒ Not relevant

Explain briefly: **Project is intended to only address corrective and preventative maintenance repairs to extend the useful life of the highway system. Coordination with environmental agencies and interested parties will occur to obtain permits and approvals consistent with regulatory requirements.**

(Demonstration of coordination may include SEQR coordination with involved and interested agencies, district formation, agreements between involved parties, letters of support, SPDES permit issuance/revision notices, etc.)

7. Does the project involve community-based planning and collaboration?

☐ Yes
☐ No
☒ Not relevant

Explain briefly: **Project is intended to only address corrective and preventative maintenance repairs to extend the useful life of the highway system.**

8. Does the project help ensure predictability in building and land use codes?

☐ Yes
☐ No
☒ Not relevant

Explain briefly:

9. Sustainability

a. Does the project promote sustainability by strengthening existing communities or creating new communities that reduce greenhouse gas emissions and do not compromise the needs of future generations?

- ☐ Yes
- ☐ No
- ☒ Not relevant

Explain briefly: **Project is intended to only address corrective and preventative maintenance repairs to extend the useful life of the highway system.**

b. During the development of the project, was there broad based public involvement?

- ☐ Yes
- ☒ No
- ☐ Not relevant

Explain the extent of public involvement (briefly): (Public involvement may include SEQR coordination with involved and interested agencies, SPDES permit issuance/revision notice, approval of Bond Resolution, formation of district, public hearings, ENB or other published notices, letters of support, etc.) **Not required by SEQR or needed based upon project type. Regulatory agencies will be provided an opportunity to comment on the project through their requirements associated with required of permits and approvals.**

c. If the project included development or implementation of all or part of a community plan, is there a governance structure in place (within the Authority and/or the local community) to ensure further implementation of the plan?

- ☐ Yes
- ☐ No
- ☒ Not relevant

If Yes, please describe:

NYSTA/CC SMART GROWTH IMPACT STATEMENT

The New York State Thruway Authority/ Canal Corporation (NYSTA/CC) has reviewed the available information regarding the following project and determined that it is consistent with the State Smart Growth Public Infrastructure Criteria: (check one)

Project Name: _____ **See Report Cover**

Project Number: _____ **See Report Cover**

- The project was developed in general consistency with the relevant Smart Growth Criteria.
- It was impracticable to develop this project in a manner consistent with the relevant Smart Growth Criteria for the following reasons:

ATTESTATION

I, as designee of the Chief Executive Officer of the NYSTA/CC, hereby attests that this project, to the extent practicable, meets the relevant criteria set forth above and, that to the extent that it is not practical to meet any relevant criterion, for the reasons given above.

See Report Signature Page

[signature]

[date]

See Report Signature Page

[print name & title]

Appendix D Pedestrian Generator Checklist

PEDESTRIAN FACILITY DESIGN

Exhibit 18-1 Pedestrian Generator Checklist

P.I.N.: N/A

Project Location: North Main Street over Interstate 90

PEDESTRIAN GENERATOR CHECKLIST		
<p><i>Note: The term “generator” in this document refers to both pedestrian generators (where pedestrians originate) and destinations (where pedestrians travel to).</i></p> <p><i>A check of “yes” indicates a potential need to accommodate pedestrians and coordination with the Regional Bicycle and Pedestrian Coordinator is necessary during project scoping. Answers to the following questions should be checked with the local municipality to ensure accuracy.</i></p>		
1.	Is there an existing or planned sidewalk, trail, or pedestrian-crossing facility?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
2.	Are there bus stops, transit stations or depots/terminals located in or within 800 m of the project area?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
3.	Is there more than occasional pedestrian activity? Evidence of pedestrian activity may include a worn path.	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
4.	Are there existing or approved plans for generators of pedestrian activity in or within 800 m of the project that promote or have the potential to promote pedestrian traffic in the project area, such as schools, parks, playgrounds, places of employment, places of worship, post offices, municipal buildings, restaurants, shopping centers, or other commercial areas, or shared-use paths?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
5.	Are there existing or approved plans for seasonal generators of pedestrian activity in or within 800 m of the project that promote or have the potential to promote pedestrian traffic in the project area, such as ski resorts, state parks, camps, amusement parks?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
6.	Is the project located in a residential area within 800 m of existing or planned pedestrian generators such as those listed in 4 above?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
7.	From record plans, were pedestrian facilities removed during a previous highway reconstruction project?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
8.	Did a study of secondary impacts indicate that the project promotes or is likely to promote commercial and/or residential development within the intended life cycle of the project?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
9.	Does the community's comprehensive plan call for development of pedestrian facilities in the area?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
10.	Based on the ability of students to walk and bicycle to school, would the project benefit from engineering measures under the Safe-Routes-To-School program? Eligible infrastructure-related improvements must be within a 3.2 km radius of the project.	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
<p><i>Note: This checklist should be revisited due to a project delay or if site conditions or local planning changes during the project development process.</i></p> <p>Comments: Pedestrian accommodations will be provided by use of the roadway shoulder.</p> <p>Regional Bicycle and Pedestrian Coordinator:</p> <p>Project Designer:</p>		

Appendix E Structure Information

BIN: 5512790 **MP:** 262.01
Region: 2 **County:** 4 MADISON
Feature Carried: NORTH MAIN ST
Feature Crossed: 90IX
General Recommendation: 4
Condition Rating: 4.11
Inspect Date: 7/29/2015



New York State Thruway Authority - Bridge Inspection Report

2015 INSPECTION

FLAGS	<input type="checkbox"/> RED	<input type="checkbox"/> YELLOW	<input type="checkbox"/> SAFETY	<input checked="" type="checkbox"/> NONE
	<input type="checkbox"/> PIA		<input type="checkbox"/> PIA	<input type="checkbox"/> REMOVE / INACTIVE

REVIEWED BY: Garret Hoffmann
Garret Hoffmann

TITLE: Quality Control Engineer PE# 70686

Sketch Type: Location Map

File Name: 262.01-10-00-15-LocMap.jpg

NEW YORK STATE THRUWAY AUTHORITY

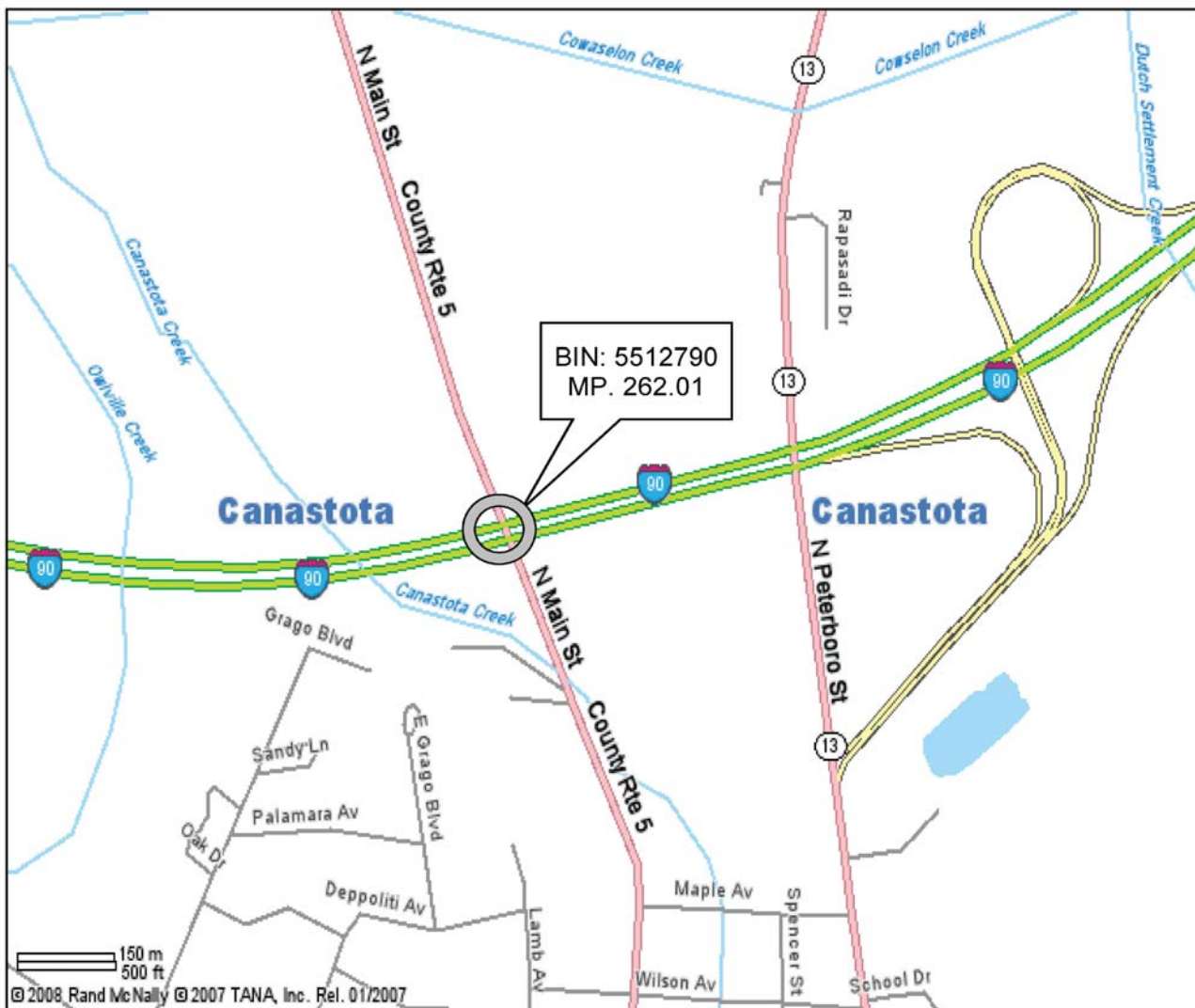
RC BIN
24 5512790

MILEPOST
262.01



LOCATION MAP

Feature Carried: 90IX
Feature Crossed: North Main Street



INSPECTION

NYS DEPT OF TRANSPORTATION
BRIDGE INSPECTION REPORT

SHEET 1 OF 30

DATE:

MO	DAY	YEAR
07	29	15
13	14	15
16	17	18

RC - BIN:

1	2	3	4	5	6	7	8	9
2	4	-	5	5	1	2	7	9
0								

 MP: 262.01

TEAM LEADER: Andrew Lachina

Signature: Andrew M. Lachina

P.E. NUMBER: 092598 STATE: NY

ASST. TEAM LEADER: Fady Gerges

RAMP BRIDGE ATTACHED TO SPAN: _____ BIN: _____

INSPECTION AGENCY:

13	
19	20

 TYPE OF INSPECTION:

1
21

 1-BIENNIAL 3- IN DEPTH 5- SPECIAL
2- INTERIM 4- NONE (UNDER CONTRACT)

STATE HWY. NO: _____ MILEPOINT: _____ POLIT. UNIT: Lenox

FEATURE(S) CARRIED: NORTH MAIN ST

FEATURE(S) CROSSED: 90IX

TOTAL SPANS: 4 BRIDGE ORIENTED: Northeast YEAR BUILT: 1953

BRIDGE TYPE: Steel Stringer/Multi-Beam or Girder AADT/YEAR 1317/2013

VERTICAL CLEARANCE AND LOAD POSTINGS	ON: NOT POSTED	Under: NOT POSTED	Loading: NONE	<table border="1"><tr><td>06</td><td>2</td></tr><tr><td>118</td><td>120</td></tr></table>	06	2	118	120														
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ACCESS CATEGORY:

Walk-Up
Lane Close Shad
Extension Ladder
Lift Small (<= 30 ft.)

FLAG ISSUED?

NONE:

X

YELLOW:

--

RED:

--

SAFETY:

--

BRIEF REASON

Vulnerability Reassessment Review Recommended?

HYD

3
65

 OVL

X

 STL

2

 COL

X

 CON

X

 SMC

X
70

1 = YES
2 = NO
3 = NA
X = NOT USED
THIS CYCLE

REVIEWED BY: Garret Hoffmann
Garret Hoffmann
P.E. NUMBER: 70686
DATE: 9/8/2015

RC - BIN:

2	4	-	5	5	1	2	7	9	0
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NYS DEPT OF TRANSPORTATION
BRIDGE INSPECTION REPORT
SHEET 2 OF 30

TEAM LEADER: Andrew Lachina

ASST. TEAM LEADER: Fady Gerges

DATE:

MO	DAY	YEAR
07	29	15
13	14	15
16	17	18

OTHERS: NYSTA Maintenance - MPT & Access

FEATURE(S) CARRIED: NORTH MAIN ST

FEATURE(S) CROSSED: 90IX

SPAN NO.			DECK ELEMENTS								SUPERSTRUCTURE						PIER										UTILITIES		
			Wearing surface	Curbs	Sidewalk & Fascias	Railings & Parapets	Scuppers	Gratings	Median	Mono Deck Surface	Deck Structural	Primary Members	Secondary Members	Paint	Joints	Recommendation	Brigs., Anchor Bolts, Pads	Pedestals	Top of Pier CapBeam	Stem Solid Pier	Capbeam	Pier Columns	Footings	Erosion or Scour	Piles	Recommendation	Lighting Standards and Fixtures	Sign Structures	Utilities and Utilities Supports
10	11	12	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
0	0	1	4	6	5	5	5	8	8	8	5	5	5	4	4	5	3	5	8	8	8	4	9	6	9	5	8	8	8
0	0	2	4	6	4	5	5	8	8	8	4	5	5	3	4	5	4	3	8	8	8	5	9	6	9	4	8	5	8
0	0	3	3	6	4	5	5	8	8	8	3	5	5	3	4	4	2	3	8	8	8	6	9	6	9	4	8	5	8
0	0	4	4	6	6	5	5	8	8	8	5	5	5	4	8	5	8	8	8	8	8	8	8	8	8	8	8	8	8

DIVING INSPECTION REQUIRED? ☐ Yes ☒ No If yes, indicate year of last diving inspection.

SPECIAL EMPHASIS INSPECTION REQUIRED: ☒ Yes ☐ No If yes, indicate type below

NON-REDUNDANT/FRACTURE CRITICAL ☒ Spans 1-4: End Floor Beams at Piers, incl. cover plates & PT rods.

PIN AND HANGERS ☐

FATIGUE-PRONE WELDS (AASHTO D, E, OR E') ☒ Spans 2 & 3 Int. Girders: Cat. E' welds at partial-length cover plates.

NON-CATEGORIZED FATIGUE-PRONE DETAILS ☒ Spans 1 & 2: Field-welded web jacking stiffeners.

OTHERS (SPECIFY) Girder Web Bearing Section Loss ☒ Spans 1 & 2: Girder web bearing area w/ SL near 25% at 3 locations.

RECOMMEND FURTHER INVESTIGATION

2
19

 1 = NO 2 = YES

REMARKS
Recommend annual inspection of underside of deck due to extensive cover concrete removal required in 2014 and 2015.

FIELD NOTES

DATE	TIME OF ARRIVAL	TIME OF DEPARTURE	TEMP (F/C)	WEATHER CONDITIONS / ACCESS EQUIPMENT	Field Notes
07/20/2015	11:00:00 am	4:30:00 pm	81/27	Clear	Walking / Extension Ladder
07/21/2015	2:00:00 am	10:00:00 am	70/21	Clear	Walking / Extension Ladder / Scissor Lift / MPT
07/22/2015	2:30:00 am	5:30:00 am	61/16	Clear	Walking / Scissor Lift / MPT
07/23/2015	3:00:00 am	7:00:00 am	61/16	Cloudy	Walking / Scissor Lift / MPT
07/29/2015	3:30:00 am	6:30:00 am	66/19	Clear	Walking / Scissor Lift / MPT

FEDERAL RATING FORM

NYS DEPT OF TRANSPORTATION

MP: 262.01

BRIDGE INSPECTION REPORT

RC - BIN:

1	2	3	4	5	6	7	8	9	
2	4	-	5	5	1	2	7	9	0

SHEET 3 OF 30

TEAM LEADER: Andrew Lachina

DATE:

MO	DAY	YEAR
07	29	15
13 14	15 16	17 18

ASST. TEAM LEADER: Fady Gerges

FEATURE(S) CARRIED: NORTH MAIN ST

FEATURE(S) CROSSED: 90IX

Description	Deck	Superstructure	Substructure	Channel	Culvert
Fed. Item #	58	59	60	61	62
RATING	5	5	4	N	N
	19	20	21	22	23

Notes:

1) See attached explanations for Federal Item Nos. a) 58- Deck, 59- Superstructure, 60- Substructure; b) 61- Channel and Channel Protection; c) 62- Culverts.

2) Item Nos. 58, 59, and 60 shall be coded N for all culverts.

3) A rating or an N must be entered for all Federal Items. Blanks are not acceptable.

INSPECTED BY: Andrew Lachina TITLE: Team Leader
FEATURE(S) CARRIED: NORTH MAIN ST
FEATURE(S) CROSSED: 90IX

BRIDGE INSPECTION AND CONDITION REPORT
SUPPLEMENTARY INSPECTION ACTIVITIES

BIN PLATE LOCATION/ CONDITION	<input type="checkbox"/> Satisfactory <input type="checkbox"/> Missing <input checked="" type="checkbox"/> Damaged/Defaced <input type="checkbox"/> End Abutment <input checked="" type="checkbox"/> Begin Abutment
	BIN Plate Location: Begin Abutment, Pedestal at G3. Plate is defaced but legible.
FLOOD ELEVATION MARKINGS	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Satisfactory <input type="checkbox"/> Missing <input type="checkbox"/> Damaged/Illegible (described below)
ELECTRICAL	<input type="checkbox"/> Class A (Caution) <input checked="" type="checkbox"/> Class B (Warning) <input type="checkbox"/> Class C (Danger)
SPECIAL EMPHASIS	<input type="checkbox"/> Not Required <input checked="" type="checkbox"/> A 100% Hands-On Inspection Given To: See below.
	<input checked="" type="checkbox"/> No Defects Found <input type="checkbox"/> Defects Described Below
UPGRADES REPORT	<input type="checkbox"/> None <input checked="" type="checkbox"/> Minor (see below) <input type="checkbox"/> Major Rehab (see below) (Contract #:)
	See Below

The following work was completed (explain to the right of any item checked: repaired, replaced, begin, end, left, right, etc.

- | | |
|--|---|
| <input type="checkbox"/> Superstructure | <input type="checkbox"/> Curb, Sidewalk, Fascia |
| <input type="checkbox"/> Deck | <input type="checkbox"/> Bridge Rail |
| <input type="checkbox"/> Wearing Surface | <input type="checkbox"/> Approach Rail |
| <input type="checkbox"/> Appr. Pavement | <input type="checkbox"/> Signage |
| <input checked="" type="checkbox"/> Substructure At Pier 1, the upper 12' portion of the Left Column has been completely replaced. | <input type="checkbox"/> Other (explain below) |

GENERAL COMMENTS/UNUSUAL CONDITIONS: ☐ Unusual Conditions (explain below)
SPECIAL EMPHASIS:

1.) Spans 1-4: Non-Redundant/Fracture Critical steel end-floorbeams (6 total), in pairs straddling the joint at each of the 3 piers; including Cat. E' welds at ends of partial-length bottom-flange cover plates; & including retrofit post-tensioning bars on Floorbeam bottom flanges.

2.) Spans 2 & 3; Cat. E' welds at ends of partial length cover plates at interior girders G2, G3, & G4.

3.) Spans 1 & 2: Girder web bearing SL close to or > 25%, 3 locations: Span 1 Girders G1 & G5 at Pier 1; and Span 2 Girder G1

NYS THRUWAY AUTHORITY
BRIDGE INSPECTION REPORT

MP: 262.01
BIN: 5512790

SHEET 5 OF 30
DATE: 7/29/2015

INSPECTED BY: Andrew Lachina TITLE: Team Leader

FEATURE(S) CARRIED: NORTH MAIN ST

FEATURE(S) CROSSED: 90IX

BRIDGE INSPECTION AND CONDITION REPORT
SUPPLEMENTARY INSPECTION ACTIVITIES

& G5 at Pier 1.

4.) Spans 1 & 2: Field-welded web stiffeners for jacking: Span 1, G1 @ Pier 1; Span 2, G1, G2, G4 & G5 @ Pier 1.

Note: Staggered Diaphragm welded connections to Fascia Girder webs are NOT considered special emphasis. This out-of-plane bending detail has a web gap $< 4 \times tw$; however, this detail is considered not-susceptible to distortion-induced cracking due to:

a). Small (12°) skew and minimal stagger; b). Web thickness ($tw = 0.580"$) $> 0.400"$; c). Low AADT (1300 in 2013); d.)

Tapered connection plates; and e.) Lack of any unusual restraint or geometry in the connections.

2015: All Special Emphasis items inspected as required. FINDINGS:

Item 1.) None; Item 2.) None; Item 3.) 1 location found and added to Special Emphasis in 2015; Item 4.) None.

NYS THRUWAY AUTHORITY
BRIDGE INSPECTION REPORT

MILEPOST: 262.01

SHEET 6 OF 30

RC: 24

BIN: 5512790

INSPECT DATE: 7/29/2015

TEAM LEADER: Andrew Lachina

ASST. TEAM LEADER: Fady Gerges

Feature Carried: NORTH MAIN ST

Feature(s) Crossed: 90IX

GENERAL REMARKS:

GENERAL RECOMMENDATION: 4 (WAS 3)

The previously severely deteriorated portion of the Pier 1 Left Column has been completely replaced.

As a result, the overall weighted average condition rating has increased from 3.45 to 4.11.

Gen Rec is raised from '3' to '4'.

However, numerous large areas of spalling deck concrete over the travel lanes required immediate removal during this inspection. It appears the cover concrete on the underside of the deck is deteriorating at a rapid rate, since the 2014 inspection also noted extensive removal of loose concrete over the travel lanes. As a minimum, an Interim Inspection of the underside of the deck would be appropriate, and is recommended for 2016.

Due to lane closure restrictions from high traffic volume requiring night-time inspections in summer months, it is recommended this bridge be inspected in May.

INSPECTED BY: Andrew Lachina TITLE: Team Leader

FEATURE(S) CARRIED: NORTH MAIN ST

FEATURE(S) CROSSED: 90IX

BRIDGE INSPECTION MPT REQUIREMENTS

Instructions: Circle Thruway direction, then check yes or no for each lane/shoulder closure.
Comment on reason for each closure. Examples: cover plates, impact damage, etc.

EAST BOUND	LANE CLOSURE				
Driving lane shoulder	<input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Comments:	See Note Below.
Driving lane	<input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Comments:	See Note Below.
Center lane	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Comments:	
Mall lane	<input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Comments:	See Note Below.
Mall lane shoulder	<input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Comments:	See Note Below.
Ramp lane	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Comments:	

WEST BOUND	LANE CLOSURE				
Driving lane shoulder	<input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Comments:	See Note Below.
Driving lane	<input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Comments:	See Note Below.
Center lane	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Comments:	
Mall lane	<input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Comments:	See Note Below.
Mall lane shoulder	<input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Comments:	See Note Below.
Ramp lane	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Comments:	

NOTES:

WZTC and a Scissor Lift Truck were provided by NYSTA Bridge Maintenance, Syracuse Section. These were deployed in all 4 travel lanes (2 EB & 2 WB) and adjacent shoulders to provide access to:

- 1.) Piers 1 & 3 for inspection of Pier elements, Floorbeams, and Girder-ends at the Piers.
- 2.) Spans 2 & 3 for inspection of Cat. E' terminal welds on partial-length cover plates; sounding of Fascia and Deck concrete; and general inspection of Primary Members and Paint.

Note: Night-time lane closures were required this inspection due to high traffic volume. It is recommended to schedule this inspection in May.

RATING FORM: TP349			
ITEM:	TITLE:	RATINGS	
	REMARKS:	NEW:	PRE: PHOTO #:

32

Erosion or Scour (Begin)

The Begin Abutment embankment material is settled and the stone slope protection is displaced over a 6' Wide x 5' Long area below girder bay 4. Slope settlement exposes the vertical face of the stem footing for a length of 5', with a maximum exposed height of 8".

551

RATING FORM: TP350							
ITEM:	TITLE:				RATINGS		
	REMARKS:				SPAN:	NEW:	PRE: PHOTO #:

19 Wearing Surface

ALL SPANS: 1 4 4 2

In all 4 Spans, the concrete Wearing Surface exhibits a general loss of the transverse grooving throughout. The exposed aggregate surface is fairly smooth, and the skid resistance of the wearing surface has been significantly reduced.

In addition, the concrete Wearing Surface is affected by the following deterioration:

Span 2: 2 4 4 3

In Span 2, the Wearing Surface in the Left travel lane has several 2 SF areas of uneven asphalt patchwork near Midspan. The affected area represents 1% of the total surface in the span. Ride quality is slightly diminished.

The deck has several spalls with exposed rebar scattered throughout, and a few areas of dampness along the fascia girders, suggesting moderate leakage through the wearing surface.

Span 3: 3 3 3 4

In Span 3, the Wearing Surface in the Left and Right travel lane has numerous areas (about 10) of uneven asphalt patchwork, ranging from 1' to 3' in diameter and affecting the End half of the span. The affected area represents 2% of the total surface in the span. Ride quality is slightly diminished.

The deck has numerous large spalls with exposed rebar scattered throughout, and a few isolated areas of moderate dampness, suggesting significant leakage through the wearing surface.

Spans 1 and 4 have no potholes or noteworthy patches. 4 4 4 5

RATING FORM: TP350							
ITEM:	TITLE:				RATINGS		
	REMARKS:				SPAN:	NEW:	PRE: PHOTO #:

21 Sidewalks & Fascias

Span 1: 1 5 6 6

In Span 1, the Left Fascia has a 3' L x 3" H x 3" D bottom corner spall with exposed rebar near Midspan. The bridge railing anchorages are not affected. The remainder of the Left fascia is in good condition. Rating is lowered from '6' to '5' due to the isolated spall.

The Span 1, Right Fascia would rate '6'.

The Span 1, Left and Right Sidewalks would rate '6'.

Span 2: 2 4 4 7

In Span 2, the Left Fascia has a 48' Long bottom corner spall with exposed and heavily corroded rebar directly over the entire width of the I-90 EB travel lanes and shoulders, affecting 80% of the total span length. Spalling is typically 3" to 6" High x 3" deep, and continues 6" to 18" along the underside of the overhang. The bridge railing anchorages are not affected. The remainder of the Left fascia is solid, with no loose or delaminated concrete.

The Span 2, Right Fascia would rate '5'.

The Span 2, Left and Right Sidewalks would rate '6'.

Span 3: 3 4 4 8

In Span 3, the Right Fascia has bottom corner spalling with exposed and heavily corroded rebar directly over the I-90 WB travel lanes, affecting 40% of the total span length. Spalling is 25' Long x 1" to 4" High x up to 3" deep, and continues 6" to 12" along the underside of the overhang. The bridge railing anchorages are not affected. The remainder of the Right fascia is solid, with no loose or delaminated concrete.

The Span 3, Left Fascia would rate '5'.

The Span 3, Left and Right Sidewalks would rate '6'.

RATING FORM: TP350				
ITEM:	TITLE:		RATINGS	
	REMARKS:	SPAN:	NEW:	PRE: PHOTO #:

27 Deck Structural

Span 1: 1 5 5 6

The Span 1 Deck is typically solid, with only minor, isolated deterioration as follows:

Left Fascia Overhang: Near Midspan, there is a 3' L x 6" W x 3" D spall with exposed rebar along the bottom corner.

Bays 1 and 4: At the End, there are 3 SF areas of dampness surrounding the scupper opening in each bay.

Bays 2 and 3: Isolated, tight transverse cracking with very light efflorescence.

Total deterioration affects less than 2% of the total span surface area.

See Span 1 Deck Deterioration Sketch.

RATING FORM: TP350				
ITEM:	TITLE:		RATINGS	
	REMARKS:	SPAN:	NEW:	PRE: PHOTO #:

27 Deck Structural

Span 2: 2 4 4 7, 9, 10

The Span 2 Deck has isolated areas of spalling with exposed, corroded reinforcement as follows:

Left Fascia Overhang: 48' L x 6" to 18" W x 3" D along the outer edge, which affects 80% of the span length.

Bay 1: Two - 3' L x 2' W x 2" deep, both near L/4
4' L x 1.5' W x 2" deep near 2L/3

Bay 2: 5' L x 2' W x 2" deep near L/4
4 SF x 2" deep near 2L/3

Bay 3: 2' L x 2' W x 2.5" deep near L/4, with 1 fully debonded longitudinal bar
7' L x 2' W x 3" deep near Midspan, with 1 fully debonded longitudinal bar and about 15 transverse bars exposed.

Bay 4: 5' L x 2' W x 2.5" deep near L/3
4' L x 3' W x 2.5" deep at Midspan, with 1 fully debonded longitudinal bar and 5 exposed transverse bars.

Right Fascia Overhang: 2' L x 1' W x 2.5" deep at 2L/3.

Overall, spalling with exposed reinforcement affects approximately 10% of the total surface area.

The remainder of the Deck is solid, with only minor dampness along the fascia girders.

See Span 2 Deck Deterioration Sketch.

RATING FORM: TP350							
ITEM:	TITLE:					RATINGS	
	REMARKS:				SPAN:	NEW:	PRE: PHOTO #:

27 Deck Structural

Span 3: 3 3 3 8, 11, 12

The Span 3 Deck is affected by several large areas of spalling with exposed, corroded reinforcement as follows:

Left Fascia Overhang: Two - 2' L x 6" to 12" W x 2" D spalls near 3L/4.

Bay 1: 30' L x 4' to 6' W x 2" D with 8 fully debonded longitudinal bars, from L/3 to 5L/6

Bay 2: 20' L x 2' to 4' W x 2" D with 3 fully debonded longitudinal bars, from L/3 to 3L/4

Bay 3: 20' L x 3.5' W x 2.5" D with 4 fully debonded longitudinal bars, from L/3 to 3L/4

Bay 4: 2' L x 3' W x 2.5" D with 3 fully debonded longitudinal bars, near L/2
6' L x 3.5' W x 2.5" at 2L/3

Right Fascia Overhang: 25' L x 6" to 12" W x up to 3" D along the outer edge, which affects 40% of the span length.

Overall, spalling with exposed reinforcement affects approximately 25% of the total surface area.

The remainder of the Deck is solid, with only minor dampness, trace efflorescence and light mapcracking.

See Span 3 Deck Deterioration Sketch.

RATING FORM: TP350				
ITEM:	TITLE:		RATINGS	
	REMARKS:	SPAN:	NEW:	PRE: PHOTO #:

27 Deck Structural

Span 4: 4 5 5 13

The Span 4 Deck is typically solid, with only minor, isolated deterioration as follows:

Bay 1: A few tight transverse cracks with efflorescence.

Bay 4: 3 SF x ½" deep surface spall near the Begin and dampness for 3 SF surrounding the scupper at the Begin of Bay 4.

Right Fascia Overhang: 3' L longitudinal crack along the outer edge, near 3L/4.

Total deterioration affects less than 1% of the total span surface area.

See Span 4 Deck Deterioration Sketch.

RATING FORM: TP350				
ITEM:	TITLE:		RATINGS	
	REMARKS:	SPAN:	NEW:	PRE: PHOTO #:

28 Primary Members

ALL Spans: 1 5 5 14, 15, 16

In All Spans, Fascia Girders G1 and G5 have moderate corrosion and web section loss directly over the Pier bearings. Web loss is typically in a horizontal band 2" to 3" high and extends up to 3' from the bearing. In most locations, section loss is relatively minor and is estimated to be less than 15%.

In All Spans, the end-floorbeams at all 3 Piers have minor corrosion. The webs, bottom flanges and bottom flange cover plates have an estimated 10% section loss. The 1.5" diameter, threaded post-tension rods typically exhibit moderate surface corrosion, but no measurable loss of cross sectional area, though the threads have mostly rusted away.

Due to the Girder-Floorbeam framing configuration, with end-floorbeams framing into the fascia girders immediately above the bearings, bearing column loads are significantly higher, and section loss is more critical than for conventional multi-girder framing.

Span 1:

Span 1, Fascia Girders G1 and G5 exhibit web section loss as follows:

Span 1, Girder G1 at Pier 1:
Average Web SL in bearing area - 13%
SL in critical bearing section - 20%

Span 1, Girder G5 at Pier 1:
SL in critical bearing section - 20%

See attached Girder End Section Loss Documentation.

Away from the Pier 1 supports, Fascia Girders G1 and G5 have no significant section loss.

The remaining 3 girders in Span 1 have no significant section loss.

RATING FORM: TP350				
ITEM:	TITLE:		RATINGS	
	REMARKS:	SPAN:	NEW:	PRE: PHOTO #:

28 Primary Members

Span 2: 2 5 5 16, 17, 18

Span 2, Fascia Girders G1 and G5 exhibit web section loss as follows:

Span 2, Girder G1 at Pier 1:
Average Web SL in bearing area - 7%
SL in critical bearing section - 10%

Span 2, Girder G5 at Pier 1:
SL in critical bearing section - 22%

See attached Girder End Section Loss Documentation.

Fascia Girders G1 and G5 exhibit typical, less than 15% (estimated) web section loss over the Pier 2 bearings.

All 5 Girders exhibit moderate corrosion with minor bottom flange section loss over the I-90 EB travel lanes. "Informal" spot-check measurements indicate the following section losses:

Span 2, Girder G1 at L/2 (Girder G5 similar):
Bottom Flange - 14% SL
BF Cover Plate - 3% SL

Span 2, Girder G2 at L/2 (Girders G3 & G4 similar):
Bottom Flange - 13% SL
BF Cover Plate - 4% SL

Span 3: 3 5 5 16, 19

Span 3, Fascia Girders G1 and G5 exhibit typical, less than 15% (estimated) web section loss over the Pier 2 and Pier 3 bearings.

All 5 Girders exhibit moderate corrosion with moderate bottom flange section loss over the I-90 WB travel lanes. "Informal" spot-check measurements indicate the following section losses:

Span 3, Girder G4 at L/2 (Girders G2 & G3 similar):
Bottom Flange - 20% SL
BF Cover Plate - 2% SL

Span 2, Girder G5 at L/2 (Girder G1 similar):
Bottom Flange - 19% SL
BF Cover Plate - 7% SL

RATING FORM: TP350					
ITEM:	TITLE:			RATINGS	
	REMARKS:			SPAN:	NEW: PRE: PHOTO #:

28 Primary Members

Span 4: 4 5 5 16

Span 4, Fascia Girders G1 and G5 exhibit typical, less than 15% (estimated) web section loss over the Pier 3 bearings.

Away from the Pier 3 supports, Fascia Girders G1 and G5 have no significant section loss.

The remaining 3 girders in Span 4 have no significant section loss.

30 Paint

Span 1 and Span 4 1 4 4 14, 15, 20

In Spans 1 and 4, Paint failure along the edges of the girder top and bottom flanges, with peeling and light rust scaling is typical throughout. The girder webs and diaphragms exhibit widespread rust freckling with minor corrosion.

Span 1 and 4, Fascia girders G1 & G5 have localized web section loss at Piers 1 & 3 respectively.

Span 1 and 4, End-Floorbeams at Piers 1 & 3 have section losses to the bottom flanges and bottom flange cover plates, and moderate surface corrosion along the post tension rods.

Overall, paint damage affects approximately 50% of the total steel surface area in each span.

Span 2 and Span 3 2 3 3 10, 17, 18

In Spans 2 and 3, Paint failure along the girder bottom flanges and cover plates, with moderate rust scaling and minor to moderate section loss, is typical throughout. The girder webs and diaphragms exhibit widespread rust freckling with minor corrosion.

Span 2 and 3, Fascia girders G1 & G5 have localized web section loss at all 3 Piers. Also, G1 and G5 exhibit heavy rust blisters on the lower 2/3 of the webs over the travel lanes, with moderate section loss.

Span 2 and 3, End-Floorbeams at all 3 Piers have section losses to the bottom flanges and bottom flange cover plates, and moderate surface corrosion along the post tension rods.

Overall, paint damage affects approximately 70% of the total steel surface area in each span.

3 3 3 11, 19
4 4 4 13

RATING FORM: TP350				
ITEM:	TITLE:		RATINGS	
	REMARKS:	SPAN:	NEW:	PRE: PHOTO #:

31 Joints

All 3 Pier Joints are comprised of concrete headers with a strip seal. 1 4 4 21, 22

Pier 1:

The Pier 1 Joint seal exhibits intermittent detachment throughout the width of the bridge, with minor fraying in the Left travel lane.

Below deck, conditions were dry during the inspection, but paint failure and corrosion on the underlying elements suggests moderate joint leakage. In girder Bay 3, the Span 2 header has a 6' Long x Full Width x 2" Deep spall.

Pier 2: 2 4 4 23

The Pier 2 Joint seal exhibits intermittent detachment throughout the width of the bridge, with minor fraying in the Right travel lane. The Span 2 header has a 4' Long x 1/8" Wide transverse crack near the centerline, in the Right travel lane.

Below deck, joint seepage is evident from rust and water stains.

Pier 3: 3 4 4 24

The Pier 3 Joint seal exhibits intermittent detachment throughout the width of the bridge. The Span 2 header has minor edge spalling in the Right travel lane.

Below deck, joint seepage is evident from rust and water stains.

RATING FORM: TP350				
ITEM:	TITLE:		RATINGS	
	REMARKS:	SPAN:	NEW:	PRE: PHOTO #:

33 Bearings, Anchor Bolts, Pads

All 3 Piers: 1 3 1 25, 26, 27

At all 3 Piers, only Fascia girders G1 and G5 have bearings. Interior girders G2, G3 and G4 frame into End-Floorbeams, which frame into the Fascia girders above these bearings. Each bearing is load-path non-redundant for the support of an entire span.

Pier 1:

Pier 1, all 4 bearings are sliding low steel rocker expansion bearings.

The Pier 1, Bearings under girders G1 for Span 1 and Span 2 have been cleaned and reset since the previous inspection. Both G1 Bearings are close to the neutral position at 70°F. These Bearings are in very good condition and would rate '6'.

The Pier 1, Span 1 Bearing under girder G5 is contracted ¾" at 70°F. All bearing surfaces exhibit moderate corrosion, and pack rust under the sole plate appears to impede proper rotation.

The Pier 1, Span 2 Bearing under girder G5 is in the neutral position at 70°F. All bearing surfaces exhibit heavy corrosion with rust delamination, and pack rust under the sole plate. Corrosion restricts proper movement, and the sliding plate appears "frozen".

Pier 1 Bearing rating is raised from '1' to "only" '3' due to the corroded and "frozen" condition of the bearings under girders G5.

Pier 2: 2 4 4 28

Pier 2, all 4 fixed Bearings exhibit heavy corrosion with pack rust between the rocker and sole plate, which impedes, but does not appear to restrict proper rotation. The outer anchor bolt nuts have 50% to 75% material loss. However, all anchor bolts are intact and sound.

RATING FORM: TP350				
ITEM:	TITLE:		RATINGS	
	REMARKS:	SPAN:	NEW:	PRE: PHOTO #:

33 Bearings, Anchor Bolts, Pads

Pier 3: 3 2 2 29, 30

Pier 3, all 4 bearings are sliding low steel rocker expansion bearings.

The Pier 3, Span 3 Bearing under girder G1 is contracted 1/2" at 70°F. All bearing surfaces exhibit moderate corrosion, and pack rust under the sole plate. Corrosion restricts proper movement, and the sliding plate appears at least partially "frozen".

The Pier 3, Span 3 Bearing under girder G5 is at the neutral position at 70°F. All bearing surfaces exhibit moderate corrosion. There is pack rust under the sole plate, and the bronze sliding sheet is bowed upward slightly by 1/16" thick pack rust. Corrosion restricts proper movement, and the sliding plate appears at least partially "frozen".

The Pier 3, Span 3 Bearings would rate '4'.

The Pier 3, Span 4 Bearing under girder G1 is contracted 7/8" at 70°F. All bearing surfaces exhibit moderate corrosion. There is pack rust under the sole plate, and the bronze sliding sheet is bowed upward slightly by 1/16" thick pack rust. Corrosion restricts proper movement, and the sliding plate appears at least partially "frozen". Pedestal spalling undermines the End Left corner of the masonry plate by up to 1", and exposes the Left anchor bolt. Loss of contact area is less than 5%. This Bearing would rate '3'.

The Pier 3, Span 4 Bearing under girder G5 is contracted 1.75" at 70°F. The sliding plate overhangs the masonry plate by 3/4", which represents a 10% reduction in contact area. All bearing surfaces exhibit heavy corrosion, and pack rust under the sole plate. Corrosion restricts proper movement, and the sliding plate appears at least partially "frozen". This Bearing rates '2'.

RATING FORM: TP350				
ITEM:	TITLE:		RATINGS	
	REMARKS:	SPAN:	NEW:	PRE: PHOTO #:

34 Pedestals

Pier 1: 1 5 1 31

The Pier 1 Pedestal under girders G1 has been replaced since the previous inspection. The Pedestal is in new condition and would rate '7'.

The Pier 1 Pedestal under girders G5 is in good condition, and remains rated '5'.

Pier 2: 2 3 3 32, 33, 34

The Pier 2 Pedestal under girders G1 has top corner spalling along the Left and Begin Right faces. The Left side has 2" Wide x 18" High x up to 5" Deep spalling which continues along the top surface where it is 2" deep, and extends up to, but not under the G1 bearing masonry plates. The Begin Right quadrant has similar top corner spalling that extends to up to, but not under the Begin Right corner of the Span 2, G1 masonry plate. The remainder of the pedestal is solid sounding.

The Pier 2 Pedestal under girders G5 has hairline to 1/16" wide cracks emitting from the Span 2, G5 bearing anchor bolts on the Right and Left sides. The Span 2, G5 expansion bearing at Pier 1 appears "frozen" due to heavy corrosion and rust delaminations. Contraction is restricted, and the cracks in the pedestal appear to be the result of girder shortening, which is pulling the bearing anchor bolts.

Also, there is a 16" Wide x 6" High x 3" Deep spall on the Left face. Spalling continues along the top surface, but does not affect the G5 bearing masonry plate. The remainder of the pedestal is solid sounding.

RATING FORM: TP350				
ITEM:	TITLE:		RATINGS	
	REMARKS:	SPAN:	NEW:	PRE: PHOTO #:

34 Pedestals

Pier 3: 3 3 5 29

The Pier 3 Pedestal under girders G1 has hairline to 1/16" wide cracks emitting from the Span 4, G1 bearing anchor bolts on the Right and Left sides. Spalling along the crack on the Left side measures 4" Wide on the top surface, and undermines the End Left corner of the bearing masonry plate by up to 1". Loss of contact area is less than 5%. The Span 4, G1 expansion bearing appears at least partially "frozen" due to heavy corrosion and rust delaminations. Contraction is restricted, and the cracks in the pedestal appear to be the result of girder shortening, which is pulling the bearing anchor bolts. The remainder of the pedestal is solid sounding.

Pier 3, Pedestal 1 rating is lowered from '5' to '3' due to cracking with edge spalling which undermines the Span 4 bearing.

The Pier 3 Pedestal under girders G5 is in good condition and would rate '5'.

38 Pier Columns

Pier 1: 1 4 1 35, 36

At Pier 1, the upper 12' portion of the Left Column was completely replaced, and Red PIA Flag 14-063 was removed by the previous inspector on 10/20/2014.

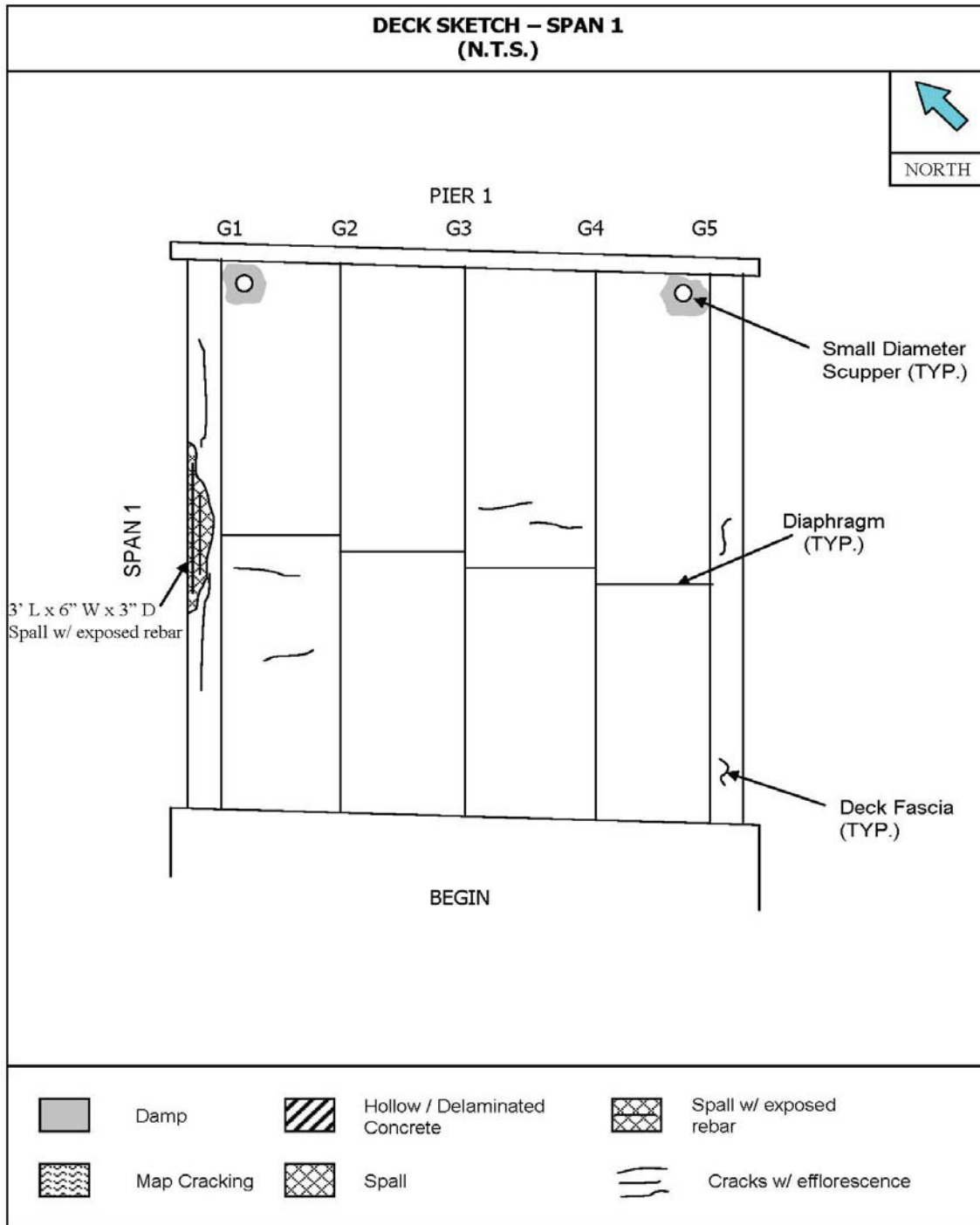
Pier 1, Right Column has a 4' H x 2'W x 3" D spall with exposed reinforcement on the End Left face at grade. The spall is surrounded by 35 SF of cracked and delaminated concrete.

Rating is raised from '1' to "only" '4' due to the deterioration exhibited by the Right Column.

Pier 1, Left Column is in excellent condition and would rate '6'.

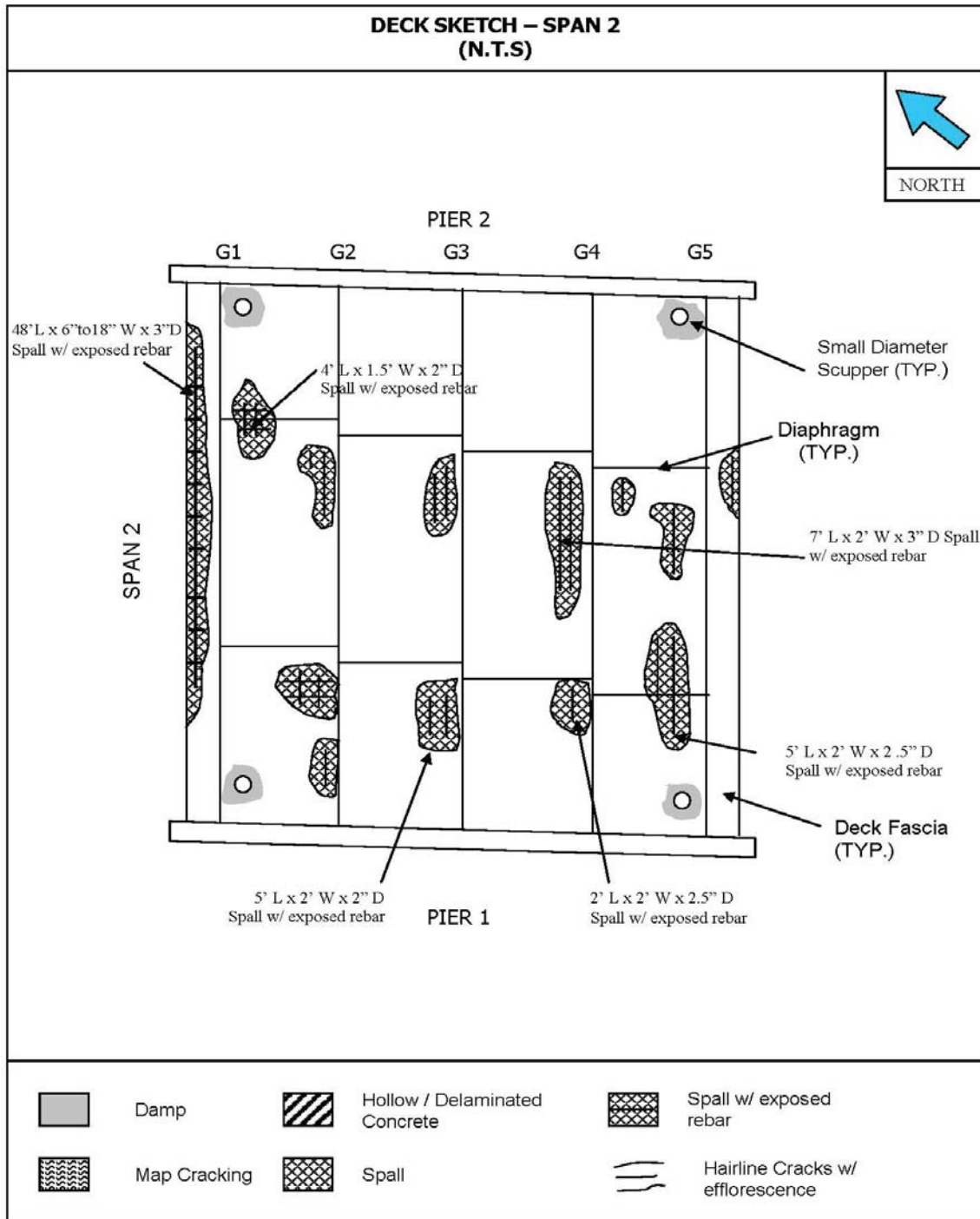
Sketch Type: Deck

File Name: 262.01-12-01-15DeckS1.jpg



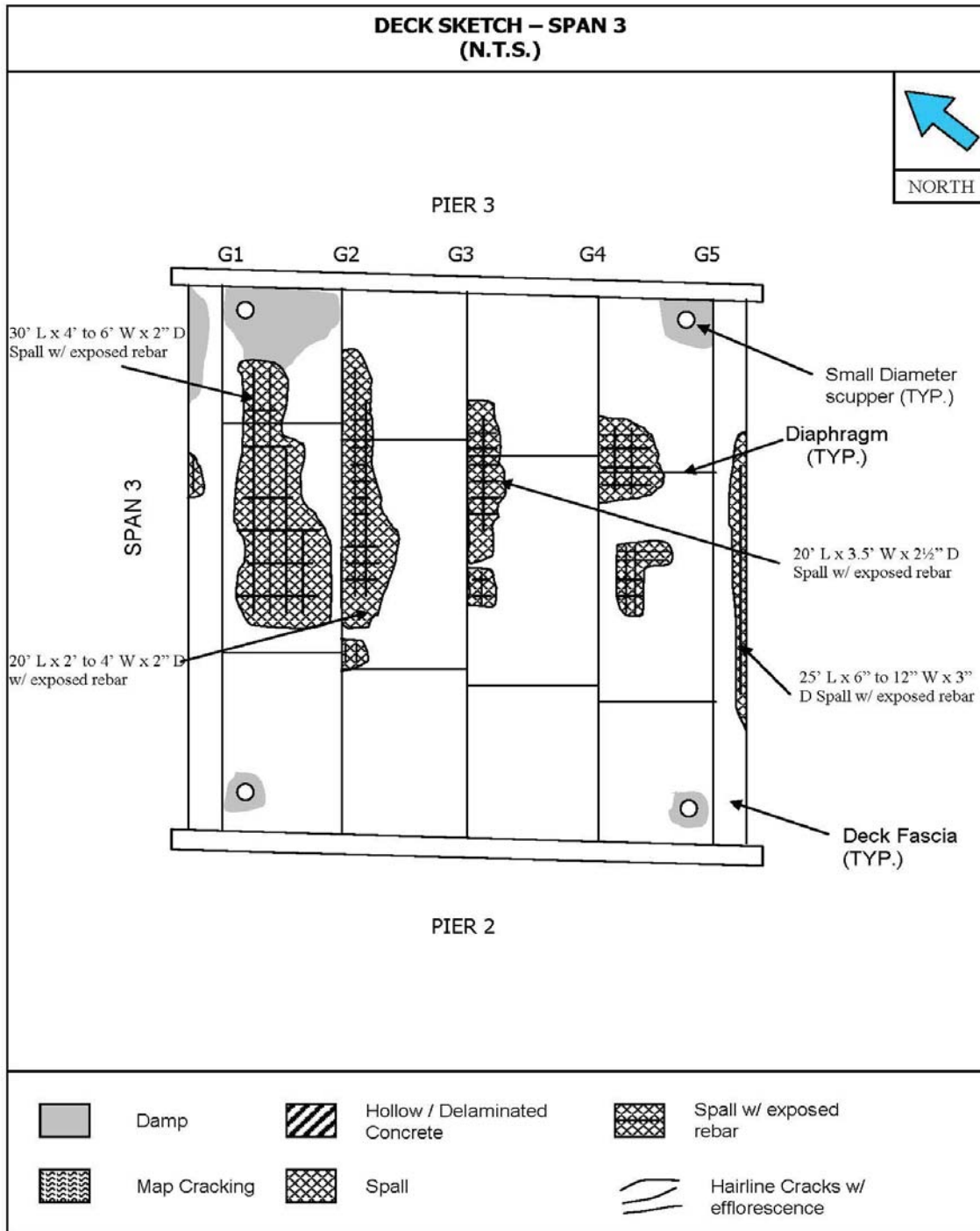
Sketch Type: Deck

File Name: 262.01-12-02-15DeckS2.jpg



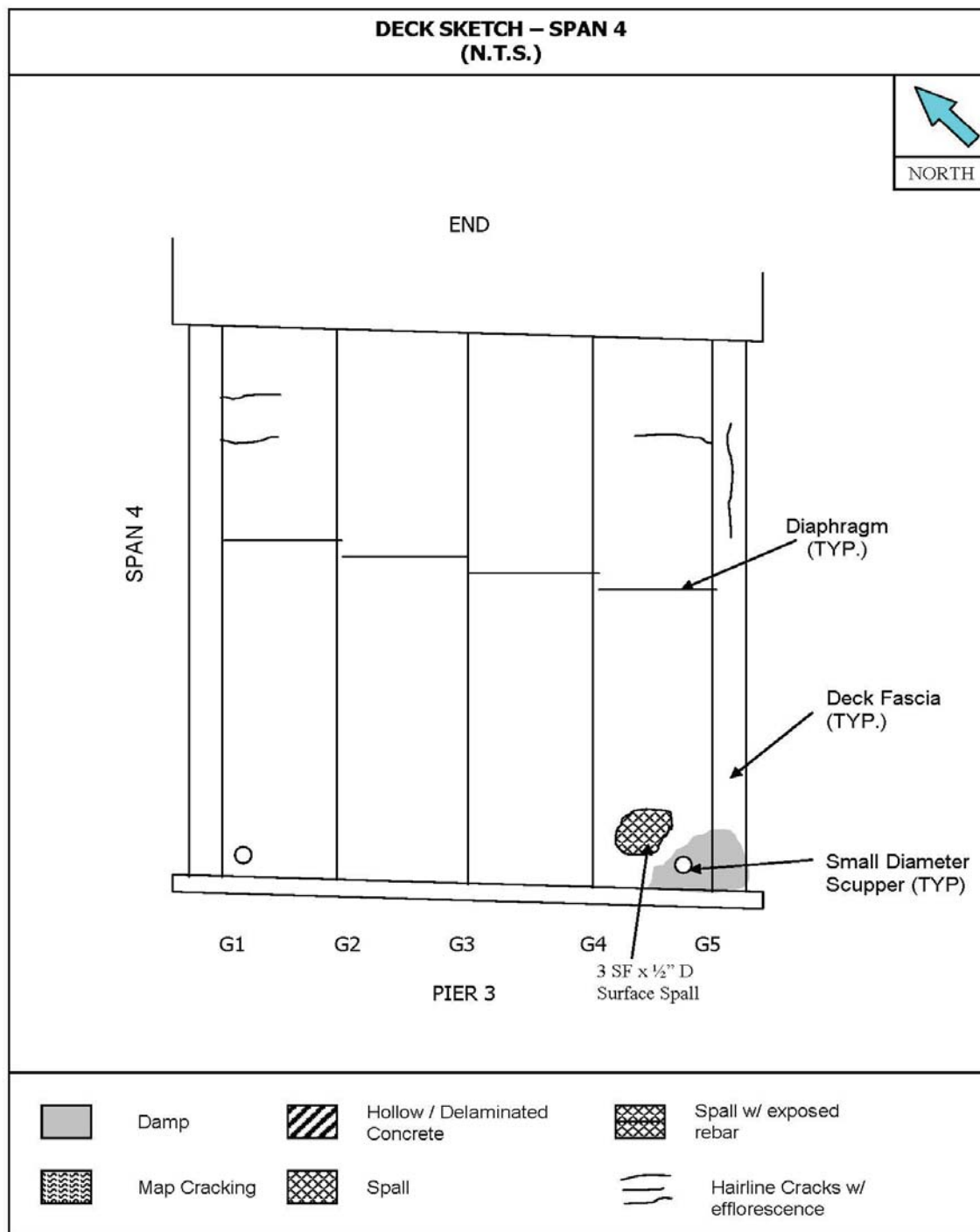
Sketch Type: Deck

File Name: 262.01-12-03-15DeckS3.jpg



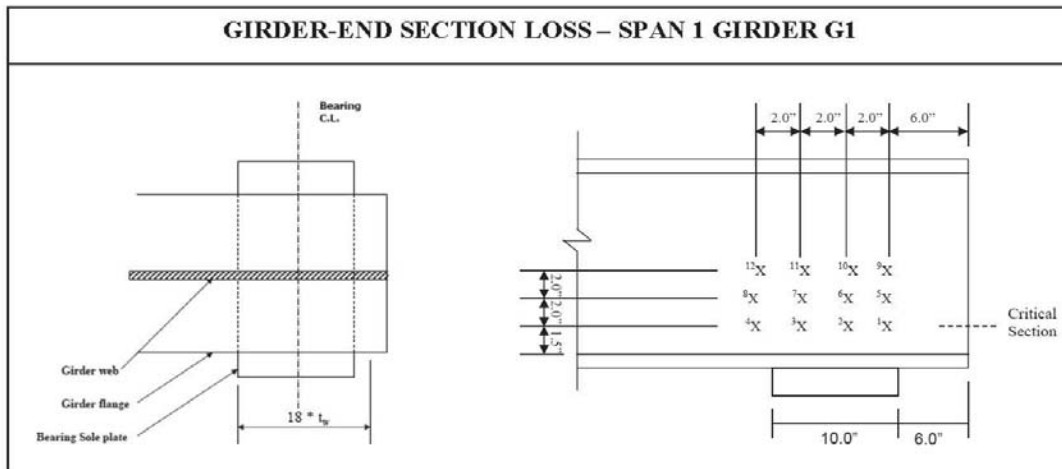
Sketch Type: Deck

File Name: 262.01-12-04-15DeckS4.jpg



Sketch Type: Special Emphasis

File Name: 262.01-17-01-15-G1S1SL.jpg



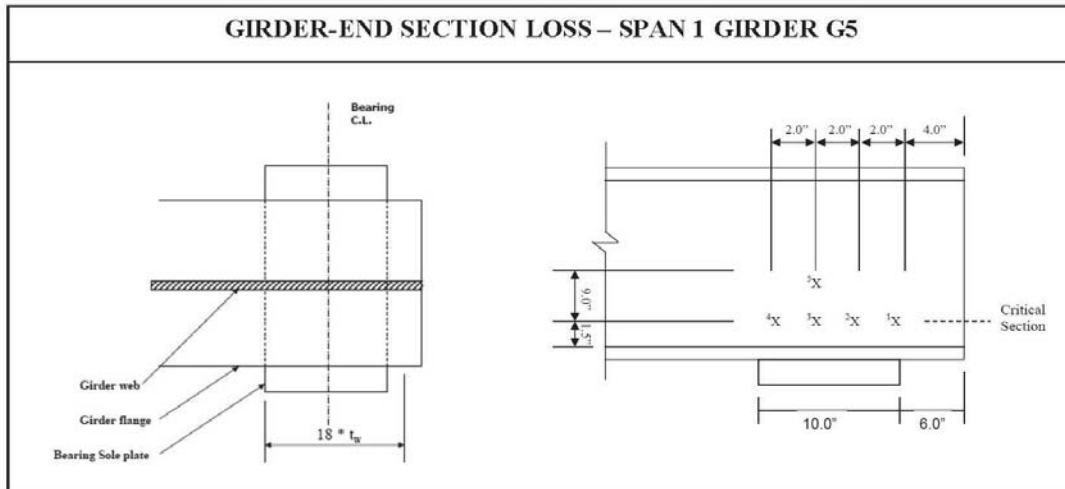
33 WF 130					Web Thickness (in) = 0.580							
Location	Row 1				Row 2				Row 3			
	1	2	3	4	5	6	7	8	9	10	11	12
S1 G1 @ Pier1	0.349	0.382	0.470	0.564	0.580	0.580	0.345	0.272	0.580	*	0.580	*
Average(in)	0.466				0.471				0.580			
% SL	20%				19%				0%			

Span 1, G1 @ Pier 1		Percent Section Loss			
Identification: SPAN FASCIA GIRDER		2015			
Design Section Per Plan: 33 WF 130; Web: 0.580", Bearing Stiffener: None*					
Computed Avg. SL.		13%			
Computed Avg. SL. for Critical Section (Row 1)		20%			
Notes:					
2015: Changes to section loss. Locations and values of previous readings not available for comparison.					

* Location not accessible due to diaphragm connection bolts.

Sketch Type: Special Emphasis

File Name: 262.01-17-03-15-G5S1SL.jpg

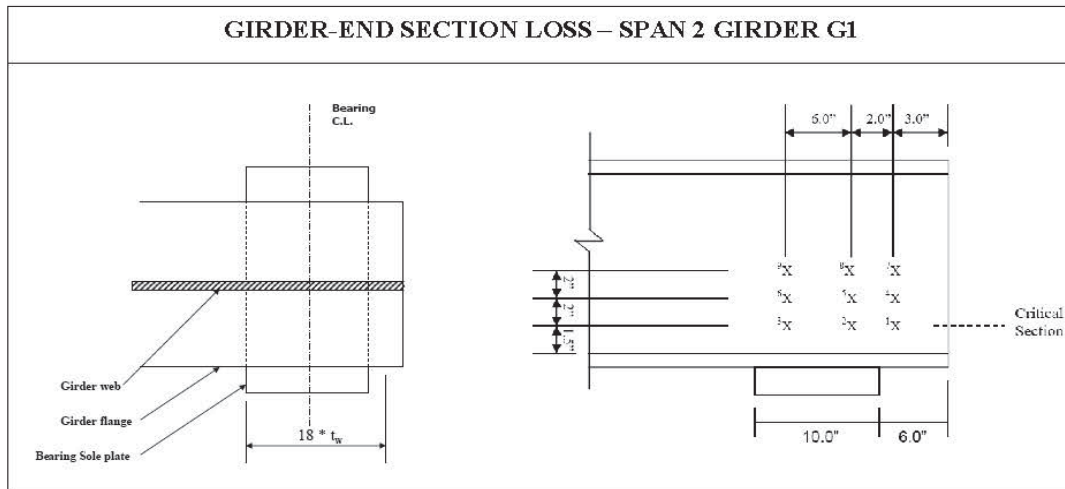


33 WF 130		Web Thickness (in.) =				0.580
Location	1	2	3	4	5	
S1 G5 @ Pier1	0.465	0.507	0.486	0.394	0.570	
Average (in)	0.463				0.570	
% SL	20%				2%	

Span 1, G5 @ Pier 1		Percent Section Loss			
Identification: SPAN FASCIA GIRDER		2015			
Design Section Per Plan: 33 WF 130; Web: 0.580", Bearing Stiffener: None*					
Computed Avg. SL. for Critical Section (Row 1)		20%			
Notes:					
2015: Section Loss monitoring started.					

Sketch Type: Special Emphasis

File Name: 262.01-17-02-15-G1S2SL.jpg

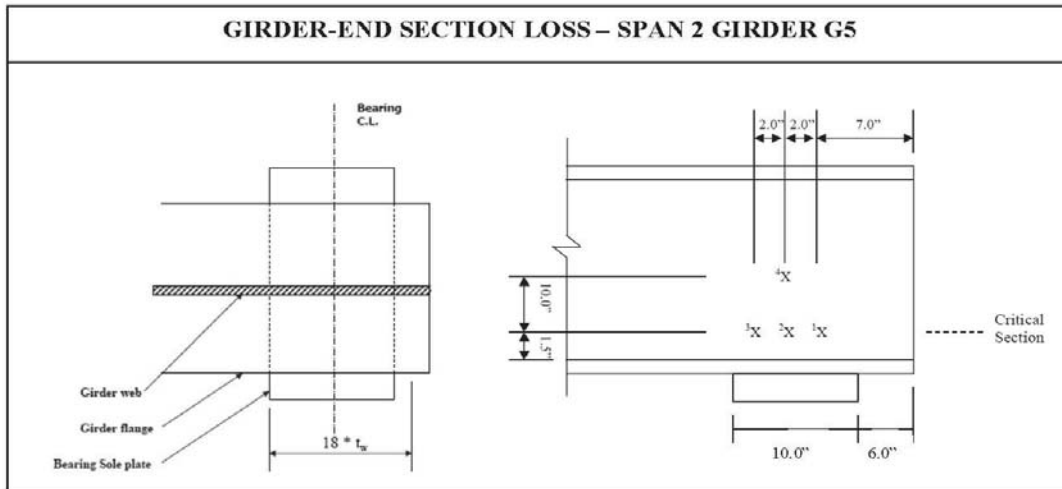


33 WF 130				Web Thickness (in) = 0.580					
Location	Row 1			Row 2			Row 3		
	1	2	3	4	5	6	7	8	9
S2 G1 @ Pier1	0.580	0.543	0.442	0.580	0.558	0.479	0.577	0.563	0.520
Average (in)	0.523			0.541			0.553		
% SL	10%			7%			5%		

Span 2, G1 @ Pier 1		Percent Section Loss			
Identification: SPAN FASCIA GIRDER		2015			
Design Section Per Plan: 33 WF 130; Web: 0.580", Bearing Stiffener: None*					
Computed Avg. SL.		7%			
Computed Avg. SL. for Critical Section (Row 1)		10%			
Notes:					
2015: Changes to section loss. Locations and values of previous readings not available for comparison.					

Sketch Type: Special Emphasis

File Name: 262.01-17-04-15-G5S2SL.jpg



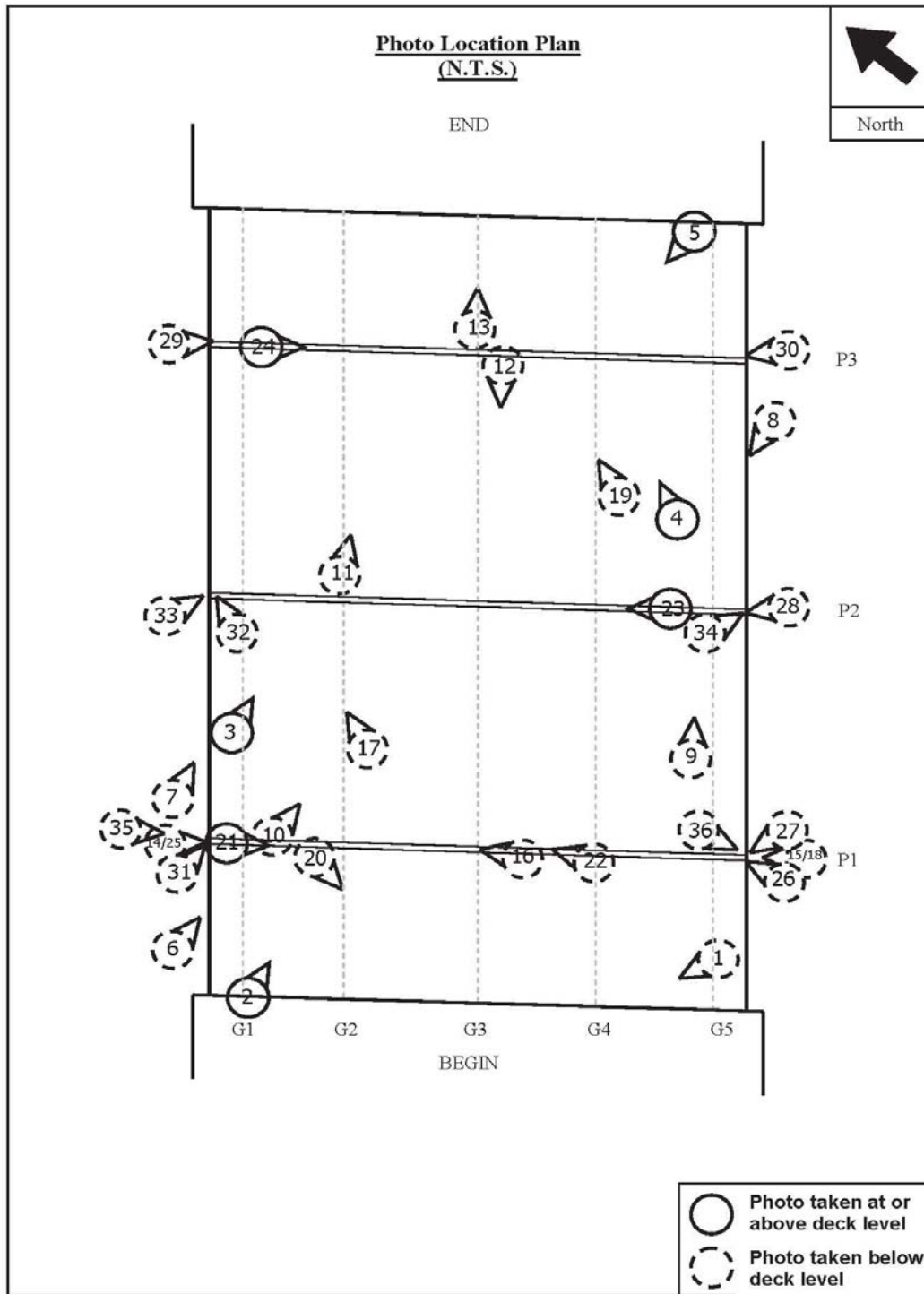
33 WF 130	Web Thickness (in)=			0.580
Location	1	2	3	4
S2 G5 @ P1	0.491	0.466	0.405	0.526
Average (in)	0.454			0.526
% SL	22%			9%

Span 2, G5 @ Pier 1		Percent Section Loss			
Identification: SPAN FASCIA GIRDER		2015			
Design Section Per Plan: 33 WF 130; Web: 0.580", Bearing Stiffener: None*					
Computed Avg. SL for Critical Section (Row 1)		22%			
Notes:					
2015: Section Loss monitoring started.					

PHOTOGRAPHS

Sketch Type: Photo Location

File Name: 262.01-15-00-15PhoLoc.jpg



Location:	Photo Name:	Photo #:
Begin Abutment Slope Protection	262.01-349-32-00-15EroBeg.JPG	1

Description(s):

- Settled embankment material and displaced slope protection affecting a 6' Wide x 5' Long area, and exposing up to 8" of the vertical face of the footing for a length of 5'.

Reference:

Form:	Item:	Item Desc:	Rate:
349	32	Erosion or Scour (Begin)	5



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BRIDGE INSPECTION REPORT**

MILEPOST 262.01

SHEET 3 **OF** 20

RC: 24 **BIN:** 5512790

INSPECT DATE: 7/29/2015

Location:	Photo Name:	Photo #:
Span 1, Wearing Surface from Begin Left	262.01-350-19-01-15WSsp2L.JPG	2

Description(s):

- Loss of transverse grooving, with exposed and polished aggregate. Skid resistance is significantly reduced.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	19	Wearing Surface	1	4



Location:	Photo Name:	Photo #:
Span 2, Wearing Surface in Left Travel Lane at Midspan	262.01-350-19-02-15WSsp2L.JPG	3

Description(s):

- Several 2 SF areas of uneven asphalt patches. Ride quality is adversely affected.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	19	Wearing Surface	2	4



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SHEET 4 **OF** 20

RC: 24

BIN: 5512790

INSPECT DATE: 7/29/2015

Location:	Photo Name:	Photo #:
Span 3, Wearing Surface from Right at Midspan	262.01-350-19-03-15WSsp3E.JPG	4

Description(s):

- Numerous uneven asphalt patches, ranging from 1' to 3' in diameter. Ride quality is adversely affected.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	19	Wearing Surface	3	3



Location:	Photo Name:	Photo #:
Span 4, Wearing Surface from End Left.	262.01-350-19-04-15WSsp4E.JPG	5

Description(s):

- Loss of transverse grooving, with exposed and polished aggregate. Skid resistance is significantly reduced.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	19	Wearing Surface	4	4



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BRIDGE INSPECTION REPORT

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SHEET 5 **OF** 20

RC: 24

BIN: 5512790

INSPECT DATE: 7/29/2015

Location:	Photo Name:	Photo #:
Span 1, Left Fascia at Midspan	262.01-350-21-01-15FascLt.JPG	6

Description(s):
- 3' Long x 3" High x 3" Deep spall with exposed rebar.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	21	Sidewalks & Fascias	1	5
350	27	Deck Structural	1	5



Location:	Photo Name:	Photo #:
Span 2, Left Fascia	262.01-350-21-02-15FascLt.JPG	7

Description(s):
- 48' Long x up to 6" High x 3" Deep spall bottom corner spall, which affects 80% of the total span length.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	21	Sidewalks & Fascias	2	4
350	27	Deck Structural	2	4



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SHEET 6 **OF** 20

RC: 24

BIN: 5512790

INSPECT DATE: 7/29/2015

Location:	Photo Name:	Photo #:
Span 3, Right Fascia	262.01-350-21-03-15FascRt.JPG	8

Description(s):

- 25' Long x up to 4" High x 3" Deep bottom corner spall with exposed rebar.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	21	Sidewalks & Fascias	3	4
350	27	Deck Structural	3	3



Location:	Photo Name:	Photo #:
Span 2, Bay 4 at Midspan from Begin	262.01-350-27-02-15DeckB2.JPG	9

Description(s):

- 4' Long x 3' Wide x 2.5" Deep spall with 1 fully debonded longitudinal reinforcement bar.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	27	Deck Structural	2	4



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BRIDGE INSPECTION REPORT

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SHEET 7 OF 20

RC: 24

BIN: 5512790

INSPECT DATE: 7/29/2015

Location:	Photo Name:	Photo #:
Span 2 from Begin Left	262.01-350-27-02-15S2B1-3.JPG	10

Description(s):
<ul style="list-style-type: none"> - Localized areas of spalling with exposed rebar scattered throughout the span, over the I-90 EB travel lanes. - Paint failure with moderate corrosion and section loss along girder bottom flanges. Rust freckling on girder webs and diaphragms.

Reference:				
Form:	Item:	Item Desc:	Span:	Rate:
350	27	Deck Structural	2	4
350	30	Paint	2	3



Location:	Photo Name:	Photo #:
Span 3 from Begin Left	262.01-350-27-03-15DeckS3.JPG	11

Description(s):
<ul style="list-style-type: none"> - Large areas of spalling with exposed reinforcement, several of which are fully debonded. - Paint failure with moderate corrosion and section loss along girder bottom flanges. Rust freckling on girder webs and diaphragms.

Reference:				
Form:	Item:	Item Desc:	Span:	Rate:
350	27	Deck Structural	3	3
350	30	Paint	3	3



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BRIDGE INSPECTION REPORT

MILEPOST 262.01

SHEET 8 OF 20

RC: 24

BIN: 5512790

INSPECT DATE: 7/29/2015

Location:	Photo Name:	Photo #:
Span 3, Bay 1 from End	262.01-350-27-04-15DeckB1.JPG	12

Description(s):

- 4' Wide x 2.5" Deep spalling with exposed and debonded reinforcement bars.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	27	Deck Structural	3	3



Location:	Photo Name:	Photo #:
Span 4 from Begin	262.01-350-27-04-15DeckS4.JPG	13

Description(s):

- The Deck is in good condition, with only minor, isolated deterioration.
- Paint failure, with peeling and light rust scaling along the edges of the girder top and bottom flanges. Rust freckling and minor corrosion on girder webs and diaphragms.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	27	Deck Structural	4	5
350	30	Paint	4	4



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BRIDGE INSPECTION REPORT

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SHEET 9 **OF** 20

RC: 24

BIN: 5512790

INSPECT DATE: 7/29/2015

Location:	Photo Name:	Photo #:
Span 1, Girder G1 at Pier 1	262.01-350-28-00-15S1G1P1.JPG	14

Description(s):

- Moderate active corrosion and 20% section loss in the lower portion of the web, directly over the bearing.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	28	Primary Members	1	5
350	30	Paint	1	4



Location:	Photo Name:	Photo #:
Span 1, Girder G5 at Pier 1	262.01-350-28-01-15S1G5P1.JPG	15

Description(s):

- Moderate active corrosion and 20% web section loss in the critical bearing area.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	28	Primary Members	1	5
350	30	Paint	1	4



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SHEET 10 **OF** 20

RC: 24

BIN: 5512790

INSPECT DATE: 7/29/2015

Location:	Photo Name:	Photo #:
Span 2, End-Floorbeam at Pier 1 (Typical)	262.01-350-28-02-15P1S2FB.JPG	16

Description(s):
- 1.5" diameter post-tension rod exhibits moderate active surface corrosion. However, there is no measurable section loss.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	28	Primary Members	1-4	5

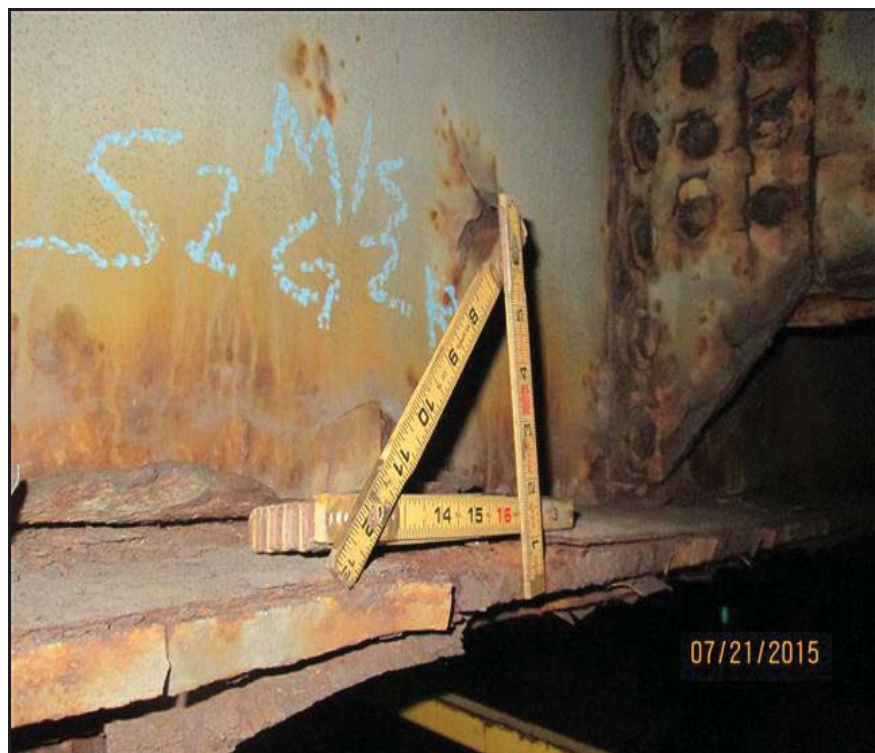


Location:	Photo Name:	Photo #:
Span 2, Girder G2 from Right at Midspan (Typical for All 5 Girders)	262.01-350-28-03-15S2G2MS.JPG	17

Description(s):
- 13% section loss on the Bottom Flange.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	28	Primary Members	2	5
350	30	Paint	2	3



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BRIDGE INSPECTION REPORT

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SHEET 11 OF 20

RC: 24

BIN: 5512790

INSPECT DATE: 7/29/2015

Location:	Photo Name:	Photo #:
Span 2, Girder G5 at Pier 1	262.01-350-28-03-15S2G5P1.JPG	18

Description(s):
- Moderate active corrosion and 22% section loss in the lower portion of the web, directly over the bearing.

Reference:
Form: Item: Item Desc: Span: Rate:
350 28 Primary Members 2 5
350 30 Paint 2 3



Location:	Photo Name:	Photo #:
Span 3, Girder G4 from Right at Midspan (Typical for All 5 Girders)	262.01-350-28-04-15S3G4MS.JPG	19

Description(s):
- 20% section loss on the bottom flange.

Reference:
Form: Item: Item Desc: Span: Rate:
350 28 Primary Members 3 5
350 30 Paint 3 3



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BRIDGE INSPECTION REPORT

MILEPOST 262.01

SHEET 12 **OF** 20

RC: 24

BIN: 5512790

INSPECT DATE: 7/29/2015

Location:	Photo Name:	Photo #:
Span 1 from End	262.01-350-30-01-15Paint1.JPG	20

Description(s):
- Paint failure, with peeling and light rust scaling along the edges of the girder top and bottom flanges. Rust freckling and minor corrosion on girder webs and diaphragms.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	30	Paint	1	4



Location:	Photo Name:	Photo #:
Pier 1 Joint from Left	262.01-350-31-00-15JointL.JPG	21

Description(s):
- Joint seal is detached at intermittent locations over the entire bridge width.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	31	Joints	1	4



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RC: 24

BIN: 5512790

INSPECT DATE: 7/29/2015

Location:	Photo Name:	Photo #:
Pier 1, Joint in Girder Bay 3	262.01-350-31-01-15JtBay3.JPG	22

Description(s):
- Span 2 header has a 6' Long x Full Width x 2" Deep spall

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	31	Joints	1	4



Location:	Photo Name:	Photo #:
Pier 2 Joint from Right	262.01-350-31-02-15JointR.JPG	23

Description(s):
- Joint seal exhibits minor fraying. The Span 2 header has a 4' Long x 1/8" Wide transverse crack near the centerline.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	31	Joints	2	4



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SHEET 14 OF 20

RC: 24

BIN: 5512790

INSPECT DATE: 7/29/2015

Location:	Photo Name:	Photo #:
Pier 3 Joint from Left	262.01-350-31-03-15JointL.JPG	24

Description(s):

- Minor edge spalling along the Span 2 header affects the joint seal.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	31	Joints	3	4



Location:	Photo Name:	Photo #:
Pier 1, Bearings under Girders G1	262.01-350-33-01-15BrgsG1.JPG	25

Description(s):

- Bearings have been cleaned and reset since the previous inspection.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	33	Bearings, Anchor Bolts, Pads	1	3



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BRIDGE INSPECTION REPORT

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SHEET 15 **OF** 20

RC: 24

BIN: 5512790

INSPECT DATE: 7/29/2015

Location:	Photo Name:	Photo #:
Pier 1, Span 1 Bearing under Girder G5	262.01-350-33-01-15Sp1G5R.JPG	26

Description(s):

- Moderate corrosion affecting all bearing components. Bearing is contracted by 3/4" at 70°F.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	33	Bearings, Anchor Bolts, Pads	1	3



Location:	Photo Name:	Photo #:
Pier 1, Span 2 Bearing under Girder G5	262.01-350-33-01-15Sp2G5R.JPG	27

Description(s):

- Heavy corrosion affecting all bearing components. Corrosion restricts proper movement, and the bearing appears "frozen". Bearing is close to the neutral position at 70°F.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	33	Bearings, Anchor Bolts, Pads	1	3



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BRIDGE INSPECTION REPORT

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SHEET 16 OF 20

RC: 24

BIN: 5512790

INSPECT DATE: 7/29/2015

Location:	Photo Name:	Photo #:
Pier 2, Span 3 Bearing under Girder G5 (Typical)	262.01-350-33-02-15P2S3G5.JPG	28

Description(s):
- Heavy corrosion affects all bearing components. Outer anchor bolt nut has 75% section loss. Corrosion impedes, but does not appear to restrict girder end rotation.

Reference:
Form: Item: Item Desc: Span: Rate:
350 33 Bearings, 2 4 Anchor Bolts, Pads



Location:	Photo Name:	Photo #:
Pier 3, Span 4 Bearing under Girder G1	262.01-350-33-03-15P3S4G1.JPG	29

Description(s):
- Moderate corrosion affecting all bearing surfaces. Spalling pedestal undermines the masonry plate by up to 1", which represents a 5% loss of contact area.

Reference:
Form: Item: Item Desc: Span: Rate:
350 33 Bearings, 3 2 Anchor Bolts, Pads
350 34 Pedestals 3 3



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BRIDGE INSPECTION REPORT

MILEPOST 262.01

SHEET 17 **OF** 20

RC: 24

BIN: 5512790

INSPECT DATE: 7/29/2015

Location:	Photo Name:	Photo #:
Pier 3, Span 4 Bearing under Girder G5	262.01-350-33-03-15P3S4G5.JPG	30

Description(s):

- Heavy corrosion on all bearing surfaces. The bearing is contracted, and the sliding plate overhangs the masonry plate by 3/4" at 70°F, which represents a 10% reduction in contact area.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	33	Bearings, Anchor Bolts, Pads	3	2



Location:	Photo Name:	Photo #:
Pier 1, Pedestal beneath Girders G1	262.01-350-34-01-15P1Ped1.JPG	31

Description(s):

- Pedestal has been replaced since previous inspection.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	34	Pedestals	1	5



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BRIDGE INSPECTION REPORT**

MILEPOST 262.01

SHEET 18 **OF** 20

RC: 24

BIN: 5512790

INSPECT DATE: 7/29/2015

Location:	Photo Name:	Photo #:
Pier 2, Pedestal beneath Girders G1 from Begin Right	262.01-350-34-02-15P2P1BR.JPG	32

Description(s):
- 2" Wide x 18" High x up to 5" Deep spalling which continues along the top surface. Top surface spalling is 2" deep, and extends up to, but not under the bearing masonry plate.

Reference:				
Form:	Item:	Item Desc:	Span:	Rate:
350	34	Pedestals	2	3



Location:	Photo Name:	Photo #:
Pier 2, Pedestal beneath Girders G1	262.01-350-34-02-15P2Pd1L.JPG	33

Description(s):
- 2" Wide x 18" High x up to 5" Deep top corner spall which extends up to, but not under the masonry plates.

Reference:				
Form:	Item:	Item Desc:	Span:	Rate:
350	34	Pedestals	2	3



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BRIDGE INSPECTION REPORT

MILEPOST 262.01

SHEET 19 **OF** 20

RC: 24

BIN: 5512790

INSPECT DATE: 7/29/2015

Location:	Photo Name:	Photo #:
Pier 2, Pedestal beneath Girders G5 from Begin Left	262.01-350-34-02-15Ped2Lt.JPG	34

Description(s):

- 16" Wide x 6" High x 3" Deep top corner spall, with a 1/16" wide crack extending from the bearing anchor bolt.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	34	Pedestals	2	3



Location:	Photo Name:	Photo #:
Pier 1, Left Column	262.01-350-38-00-15P1Col1.JPG	35

Description(s):

- Upper 12' portion of the column has been replaced since the previous inspection.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	38	Pier Columns	1	4



NYS THRUWAY AUTHORITY
BRIDGE INSPECTION REPORT

MILEPOST 262.01

SHEET 20 OF 20

RC: 24

BIN: 5512790

INSPECT DATE: 7/29/2015

Location:	Photo Name:	Photo #:
Pier 1, Right Column from Left	262.01-350-38-01-15P1Col2.JPG	36

Description(s):
- 4' High x 2' Wide x 3" Deep spall with exposed rebar surrounded by 35 SF of cracked and delaminated concrete.

Reference:				
Form:	Item:	Item Desc:	Span:	Rate:
350	38	Pier Columns	1	4



INVENTORY

INVENTORY FORM (BD234C)
VERIFICATION UPDATING LOG

CHANGES WERE REQUIRED and
Entered into III's

Date: 7/29/2015

M.P.: 262.01

BIN: 5512790

TEAM LEADER Andrew Lachina

REVIEWED BY Garret Hoffmann



**MINIMUM BRIDGE UNDERCLEARANCE
OVERHEAD BRIDGES
SYRACUSE DIVISION
NEW YORK STATE THRUWAY AUTHORITY**

MP: 262.01 SHEET 1 OF 1

BIN: 5512790 DATE: 7/29/2015

Feature Crossed: 90 IX

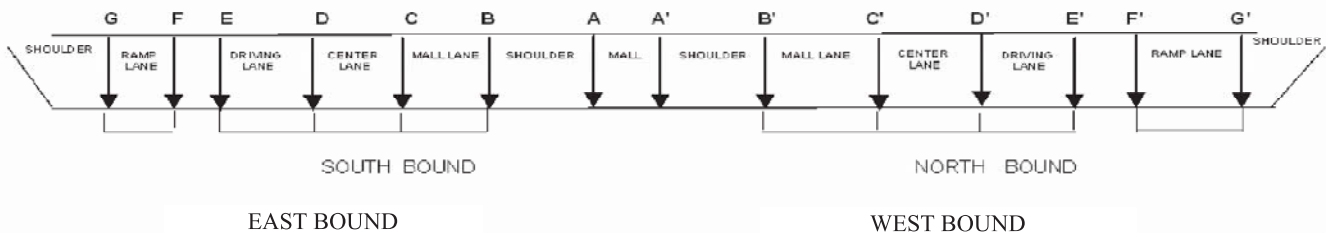
Bridge Orientation: Northeast

Date	A	B	C	D	E	F	G	H	A'	B'	C'	D'	E'	F'	G'	H'
06/23/2009		15.10		14.67	14.72					14.91		14.75	14.84			
07/07/2010	15.24	15.08		14.66	14.71				15.10	14.90		14.72	14.83			
07/17/2012	15.25	15.12		14.66	14.72				15.10	14.90		14.73	14.84			
07/23/2014	15.24	15.10		14.69	14.71		14.92		15.10	14.89		14.73	14.84		15.03	
07/29/2015	15.26	15.14		14.73	14.74		14.92		15.12	14.89		14.74	14.87		15.04	

REMARKS: North Main St. Over 90IX
Readings were taken at the right fascia girder.
Points G and G' were taken at the face of Guide Rail.

NOTES: 1) Circle the appropriate TWY direction on the sketch below

- 2) For 2 lane sections, use points E,D, & B and E',D', & B' to record measurements
- 3) Use point F for detached ramps only
- 4) H and H' measurements taken at any other needed location or NA. Note location in remarks
- 5) Dimensions A through H shall be to lowest measurement of each point
- 6) For riveted construction stringers, Dimensions shall be taken to bottom of the rivet heads.



NEW YORK STATE DEPARTMENT OF TRANSPORTATION

BRIDGE INVENTORY AND INSPECTION SYSTEM

ACCESS CATEGORY CODING FORM

MP: 262.01

SHEET 1 OF 1

RC - BIN:

1	2	3	4	5	6	7	8	9	
2	4	-	5	5	1	2	7	9	0

INSPECT DATE:

7/29/2015

TEAM LEADER:

Andrew Lachina

Span No			Walking	Step Ladder	Extension	40' UBIU	60' UBIU	LGWT - UBIU	<= 30' Lift	30 -90' Lift	> 90' Lift	Row Boat	Barge	Diving	RR Flagging	Electric RR	Scaffolding	Lane Closure	W/Shad Veh	Other		Contractor Code	Record Code	Tx Code
10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		116	118	120
B	R	I	X		X				X										X			31	17	2
0	0	1	X		X																	31	17	2
0	0	2	X		X				X										X			31	17	2
0	0	3	X		X				X										X			31	17	2
0	0	4	X		X																	31	17	2

INSTRUCTIONS: - Only a single BIN will be addressed on any single sheet -

- Complete the date, preparer, and sheet number headings.
- Enter the region, county and BIN number.
- In the first line of the form, having a span number of "BRI", place an "X" in each access category necessary for a proper inspection of the entire bridge and enter the contractor code.
- In all subsequent rows, WITH ONE SPAN PER LINE AND USING AS MANY LINES AS THERE ARE SPANS FOR THE ENTIRE BRIDGE STRUCTURE, enter the span number being addressed (columns 10-12, right justified and zero filled) place an "X" in each access category necessary for a proper inspection of that span (and the two substructure faces facing that span) and enter the contractor code.
- IF DIVING ACCESS IS REQUIRED (as directed by Inspection TA 87-012) FOR EITHER OF THE TWO SUBSTRUCTURE FACES FACING THE SPAN BEING CODED, INDICATE SO WITH AN "X". THIS MUST BE DONE EVEN IF A DIVING INSPECTION IS NOT REQUIRED DURING THE CURRENT INSPECTION SEASON. NOTE that some NYSDOT documents refer to bridges requiring diving inspection as having an "I" ACCESS CATEGORY.
- Recode the entire bridge if ANY UPDATING of the Access Category is necessary.
- Use col. 28 for situations requiring lane closure WITHOUT a shadow vehicle and col. 29 for lane closure WITH a shadow vehicle.

LOAD RATING

Sketch Type: Miscellaneous

File Name: 262.01-13-00-15Loadrt.jpg

NEW YORK STATE THRUWAY AUTHORITY

BRIDGE INSPECTION FIELD VERIFICATION OF LOAD RATING DATA

Date: 7/29/2015

MP/BIN: 262.01/5512790

Feature Carried / Crossed: North Main St. / I-90

Dead Load:

WS Thickness & Material Shown on Plans - 4" Concrete Wearing Surface
Changes Noted in Field: None

Railing Type Shown on Plans - Left and Right: 4 tube steel panel rail with 8' high pedestrian fence attached.
Changes Noted in Field: None

Other DL Contributions (e.g. utilities) on Plans - None
Changes Noted in Field: None

Section Loss:

Existing Documentation (sketches, etc.) ? - Yes

Location of Documentation (previous report, blue folder, etc.)? - Previous Report

New Section Loss noted? - Yes

Brief Description (attach sketches if helpful) -

Span 1, Girder G1 Web over Pier 1 Bearing: 20% critical / 13% average

Span 1, Girder G5 Web over Pier 1 Bearing: 20% critical

Span 2, Girder G5 Web over Pier 1 Bearing: 22% critical

Span 2 and Span 3, all 5 girders bottom flange section loss between 15% and 20%

Additional Notes: See primary member notes for girder section loss

Attachments: ☒ yes ☐ no (please circle)

Team Leader: Andrew M. Lachina

Signature: Andrew M. Lachina Date: 7/29/2015

LEVEL 2 LOAD RATING (VIRTIS: AASHTO LFD)

MILEPOST: 262.01

BIN: 5512790

REGION: 2

COUNTY: MADISON

FEATURE CARRIED: NORTH MAIN STREET

FEATURE CROSSED: 90IX

LEVEL 2 LOAD RATING REVIEW

VIRTIS RUN DATE: 10/13/2014

CHANGES TO INPUT DATA: Composite deck thickness revised due to spalling.
See list of changes on page 2 of VIRTIS
load rating in BIN folder.

LOADING	INVENTORY RATING (TONS)	OPERATING RATING (TONS)
HS-20	32.1 (HS-17)	53.6 (HS-29)
H-20	23.6 (H-23)	39.4 (H-39)

* ANALYSIS METHOD: LOAD FACTOR

CONTROLLING MEMBER FOR RATING

LOCATION: H20: SPANS 1 & 4 HS20: SPAN 3

COMPONENT: H20: INT. GIRDERS G2 - G4; HS20: FASCIA GIRDER G1

FAILURE TYPE: MIDSPAN FLEXURAL CAPACITY**

** - Transverse steel cap beam (ie; end floorbeam) is post tensioned and is not ratable in Virtis,
and may control overall bridge capacity. See Level 1 load rating for cap beam in BIN folder.

EFFECTIVE SPAN LENGTH: 36'

H EQUIVALENT OF LEGAL LOAD: H23

PRIMARY MEMBER RATING: 5

SAFE LOAD CAPACITY: H33

SLC COMPUTATION USED (IN BOLD)				
0.60 HOR	0.70 HOR	0.80 HOR	0.85 HOR	HOR

ACTION TAKEN: NONE REQUIRED X

RECOMMEND LEVEL 1

UNRATABLE

COMPLETED BY

Michael Gaskill

MICHAEL GASKILL

PE # 092560

LOAD RATING ENGINEER

REVIEWED BY

Garret Hoffmann

GARRET HOFFMANN

PE # 070686

QUALITY CONTROL ENGINEER

Bridge Identification

BIN: 5512790 Carried: NORTH MAIN ST Crossed: 90I X

Date this data Downloaded from mainframe: 04/02/2013

NEW BRIDGE
Region 2 *Utica*
County 4 *Madison*
Local Bridge Number *2620
Location 0.3 MI W JCT I90&INT 34
Political Unit 0457 *Town of LENOX*
Map Number 103C *Oneida*
Latitude (Degrees) 43
Latitude (Minutes) 5.434
Longitude (Degrees) 75
Longitude (Minutes) 45.413
Direction of Orientation 2 *Northeast*
Primary Owner 2L *New York State Thruway Authority*
Secondary Owner 99 *One Agency - Listed in first subfield*
Primary Maintenance 2L *NY State Thruway Authority*
Secondary Maintenance 30 *County*
Federal-Aid Status 2 *Bridge built without Federal funds and carries a Federal-Aid route.*
Type of Service ON 5 *Highway - Pedestrian*
Type of Service UNDER 1 *Highway (with or without pedestrian)*
Contract Plans Available T *Thruway*
Hydro Report Available N *Not Applicable*
Original Contract Number ST 52-8
Year Built 1953
Year of Last Major Rehab NNNN
Acquisition Method 1 *Legislation*
Acquisition Order Number
Year Acquired
Parent BIN for this Ramp
Span Number of Parent BIN
Historical Significance 4 *Historical significance is not determinable at this time. (Pre - 1936)*
Critical Facility
State Priority Rank 5520

Structural Detail

BIN: 5512790 Carried: NORTH MAIN ST Crossed: 90I X

Date this data Downloaded from mainframe: 04/02/2013

GTMS - Material 3 *Steel*
GTMS - Type 02 *Stringer/Multi-Beam or Girder*
GTAS - Material N *Not Applicable*
GTAS - Type NN *Not Applicable*
Number of Main Spans 4
Number of Approach Spans 0
Number of Ramps 0
Bridge Length (ft) 200
Bridge Length (m) 61 *(converted value)*
Maximum Span Length (m) 18.6 *(converted value)*
Maximum Span Length (ft) 61
Out to Out Width (ft) 34.7
Out to Out Width (m) 10.6 *(converted value)*
Out to Out Varies 0 *Out-to-out width does Not Vary*

Curb to Curb Width (m)	8.5	(converted value)
Curb to Curb Width (ft)	28	
Curb to Curb Varies	1	Curb-to-curb width does Not Vary
Approach Road Width (m)	6.1	(converted value)
Approach Road Width (ft)	20	
Deck Area (sq ft)	6940	
Deck Area (sq m)	645	(converted value)
Radius (m)		
Radius (ft)		
Curb Type LEFT	2	Concrete
Curb Type RIGHT	2	Concrete
Sidewalk Width LEFT (ft)	2.5	
Sidewalk Width LEFT (m)	0.8	(converted value)
Sidewalk Width RIGHT (ft)	2.5	
Sidewalk Width RIGHT (m)	0.8	(converted value)
Sidewalk Type LEFT	2	Concrete
Sidewalk Type RIGHT	2	Concrete
Median Width (m)		
Median Width (ft)		
Median Type	0	None
Design Load	40	H 20
Temporary Structure		
BA Abutment Type	2	Stub, Cantilever
EA Abutment Type	2	Stub, Cantilever
BA Wingwall Type	2	"U" Type
EA Wingwall Type	2	"U" Type
BA Footing Type	9	Continuous Pile
EA Footing Type	9	Continuous Pile
BA Pile Type	4	Concrete, Cast-in-Place
EA Pile Type	4	Concrete, Cast-in-Place
BA Height (m)	3.4	(converted value)
BA Height (ft)	11	
EA Height (m)	3.4	(converted value)
EA Height (ft)	11	
BA Skew Angle	12	
EA Skew Angle	12	
BA Joint Type	22	Fixed, Filled - Elastic Material
EA Joint Type	22	Fixed, Filled - Elastic Material
BA Slope Protection	9	Dry Stone Paving
EA Slope Protection	9	Dry Stone Paving

Safety and Utility

BIN: 5512790 Carried: NORTH MAIN ST Crossed: 90I X

Date this data Downloaded from mainframe: 04/02/2013

Approach Guide Rail Type	10	Cable with Weak Steel Post (W3x5.7 section or equivalent.)
Guide Rail Transition	13	Pylon is present between the end of the bridge
Guide Rail Termination	01	Approach guide rail is made continuous with the guide rail along
the		
Curb Transition	09	Curb and/or sidewalk end in a vertical face (perpendicular to
traffic)		
Appr Roadway Alignment	8	No reduction of vehicle operating speed required
Median Barrier Type	01	No barrier
Bridge Railing Type LEFT	20	Four-Rail Steel, discontinuous rails. See Std. Sheet 61-106.
Bridge Railing Type RIGHT	20	Four-Rail Steel, discontinuous rails. See Std. Sheet 61-106.
Gore Area	1	No gore areas on bridge
Impact Attenuator Type	1	No impact attenuators on bridge
Utility Carried 1	01	No utilities on this bridge
Utility Carried 5		

Utility Carried 2
Utility Carried 6
Utility Carried 3
Utility Carried 7
Utility Carried 4
Utility Carried 8
Light Standards ON 1 *None on bridge*
Light Fixtures ON 1 *None*
Light Fixtures UNDER 1 *None*

Inspection Responsibility

BIN: 5512790 Carried: NORTH MAIN ST Crossed: 90I X

Date this data Downloaded from mainframe: 04/02/2013

Responsible Agency 1 **2L** *New York State Thruway Authority*
Agency 1 Spans **ALL SPANS**
Responsible Agency 2 **99** *Only 1 Agency Responsible*
Agency 2 Spans

Posted Loads and Clearances

BIN: 5512790 Carried: NORTH MAIN ST Crossed: 90I X

Date this data Downloaded from mainframe: 04/02/2013

Recording Date **02/07/2012**
Posted VC ON (Ft)
Posted VC ON (m)
Posted VC ON (In)
Posted VC UNDER (Ft)
Posted VC UNDER (In)
Posted VC UNDER (m)
Posted Load (Metric Tons)
Posted Load (Tons)
Month Posted **2**
Year Posted **2012**

Feature Carried

BIN: 5512790 Carried: NORTH MAIN ST Crossed: 90I X

Date this data Downloaded from mainframe: 04/02/2013

DELETE FEATURE
NEW FEATURE
Feature Number **1**
Over-Under-On Code **1** *Feature is Carried on the bridge*
Feature Code **14** *County Road*
National Highway System **F** *False*
Description Type **D** *Entering a written description of the feature carried by the bridge.*
Description **NORTH MAIN ST**
Secondary Description
Milepoint **0.24**
Overlap Routes

State Highway Number 000000
 Type of Highway 4 County
 Route Description 0 No Description Applies
 Federal Aid System 12 Local City Streets
 Functional Classification 17 Urban - Collector
 Toll 3 On Free Road. The bridge is toll-free and carries a toll-free highway
 Defense Highway Desig 0 The inventory route is not a STRAHNET route.
 National Truck Network 0 The highway carried is not part of the National Network for Trucks.
 Total Number of Lanes 2
 Number of Lanes LEFT 1
 Number of Lanes RIGHT 1
 Lanes Vary 2 Number of lanes or tracks does NOT vary
 Minimum Lane Width (ft) 12
 Minimum Lane Width (m) 3.7 (converted value)
 AADT 1380
 Year of AADT 2011
 Future AADT 1780
 Year of Future AADT 2031
 Daily Truck Traffic (%) 5
 Maximum VC ON (m) 99.99 (converted value)
 Maximum VC ON (Ft) 99
 Maximum VC ON (In) 99
 Minimum VC ON (m) 99.99 (converted value)
 Minimum VC ON (Ft) 99
 Minimum VC ON (In) 99
 Total Horiz Clear (ft) 28
 Total Horiz Clear (m) 8.5 (converted value)
 Detour Length (mi) 4
 Detour Length (km) 6.4 (converted value)

Feature Intersected

BIN: 5512790 Carried: NORTH MAIN ST Crossed: 90I X

Date this data Downloaded from mainframe: 04/02/2013

NEW FEATURE
 DELETE FEATURE
 Feature Number 2 First Intersecting Feature
 Over-Under-On Code 2 Feature passes under the bridge.
 Feature Code 11 Interstate
 Description Type
 Description 90I X
 Milepoint 62.01
 State Highway Number 000000
 Type of Highway 1 Interstate
 Secondary Description
 Route Description 1 Mainline
 Federal Aid System 02 Interstate, Urban, Open to Traffic
 Functional Classification 11 Urban - Principal Arterial - Interstate
 Toll 4 On Interstate Toll segment under Secretarial Agreement.
 Structure
 Defense Highway Desig 1 The inventory route is on an Interstate STRAHNET route.
 National Truck Network 1 National Network for Trucks.
 Number of Lanes 4
 Minimum VC LIFT (ft)
 Minimum VC LIFT (m)
 Maximum VC UNDER (m) 4.47 (converted value)
 Maximum VC UNDER (Ft) 14

Maximum VC UNDER (In) 8
 Minimum VC UNDER (Ft) 14
 Minimum VC UNDER (m) 4.47 (converted value)
 Minimum VC UNDER (In) 8
 Total Horiz Clear (ft) 45.2
 Total Horiz Clear (m) 13.8 (converted value)
 Min Clearance LEFT (m) 3.4 (converted value)
 Min Clearance LEFT (ft) 11
 Min Clearance RIGHT (ft) 9.6
 Min Clearance RIGHT (m) 2.9 (converted value)
 AADT 16356
 Year of AADT 1977
 Future AADT 22898
 Year of Future AADT 1997
 Substructure Protection 1 Navigation protection not required.
 Navigation Control N Bridge not over water.
 Max VC Navigation (m) 0
 Max VC Navigation (ft) 0
 Min Navig Clearance (m) 0
 Min Navig Clearance (ft) 0
 Stream Bed Material 1 No Waterway
 Bank Protection 01 No Bank Protection
 Velocity of Current (fps) NN
 Velocity of Current (mps) N.N
 Features Affecting Flow 1 Not Applicable
 Detour Length (mi)
 Detour Length (km)

Span Inventory

BIN: 5512790 Carried: NORTH MAIN ST Crossed: 90I X

Date this data Downloaded from mainframe: 04/02/2013

DELETE SPAN
 NEW SPAN
 Span Number 1 of 4
 Span Length (ft) 36
 Span Length (m) 11 (converted value)
 Material 1 Steel
 Fracture Critical 1 Yes
 Coating 2 Painted, Not Lead-Based
 Fatigue Resistance 3 D, E and E' Details
 Composite Action 1 Noncomposite
 Out of Plane Bending 1 Yes
 Continuity and Curvature 1 Simple Span
 Load Path Redundancy A Multi-Member
 Design Type 09 Rolled Beam, Multi-Girder
 Internal Redundancy 2 Rolled
 Continuity Redundancy S Span is simply supported or an end span of a continuous structure
 Structural Deck Type 02 C-I-P Portland Cement Concrete-Uncoated Rebars
 Stay-in-place Forms 1 Not used
 Original Wearing Surface 02 Portland Cement Concrete Overlay
 OWS Still in Place 1 Original wearing surface still in use
 Present Wearing Surface 02 Portland Cement Concrete Overlay
 Surface Sealant 2 Linseed Oil
 Ballast 1 Bridge does not carry railroad traffic
 Median Width (ft) 0
 Median Width (m) 0
 Deck Drain 1 None
 Type of Railing LEFT 03 Steel, not conforming to current AASHTO specs.

Type of Railing RIGHT 03 *Steel, not conforming to current AASHTO specs.*
 Begin Bearing Fixity 2 *Fixed*
 Begin Bearing Type 52 *FIXED Steel, Rotates on a Rocker (See BDD 83-36A)*
 End Bearing Fixity 3 *Expansion*
 End Bearing Type 04 *EXPANSION Steel Sliding on Phosphor Bronze (See BDD 83-36A)*
 Pier Type 09 *Concrete Columns with Steel Cap Beam*
 Pier Height (ft) 20
 Pier Height (m) 6.1 *(converted value)*
 Pier Footing 8 *Individual Pile*
 Pier Piles 4 *Concrete, Cast-in-Place*
 Pier Skew Angle 12
 Pier Joint Type 13 *Exp., Compression Seal*
 Feature_Num1
 Feature_Num2
 Feature_Num3
 Feature_Num4

Span Inventory

BIN: 5512790 Carried: NORTH MAIN ST Crossed: 90I X

Date this data Downloaded from mainframe: 04/02/2013

DELETE SPAN
 NEW SPAN
 Span Number 2 *of 4*
 Span Length (ft) 61
 Span Length (m) 18.6 *(converted value)*
 Material 1 *Steel*
 Fracture Critical 1 *Yes*
 Coating 2 *Painted, Not Lead-Based*
 Fatigue Resistance 3 *D, E and E' Details*
 Composite Action 2 *Composite*
 Out of Plane Bending 1 *Yes*
 Continuity and Curvature 1 *Simple Span*
 Load Path Redundancy A *Multi-Member*
 Design Type 09 *Rolled Beam, Multi-Girder*
 Internal Redundancy 2 *Rolled*
 Continuity Redundancy S *Span is simply supported or an end span of a continuous structure*
 Structural Deck Type 02 *C-I-P Portland Cement Concrete-Uncoated Rebars*
 Stay-in-place Forms 1 *Not used*
 Original Wearing Surface 02 *Portland Cement Concrete Overlay*
 OWS Still in Place 1 *Original wearing surface still in use*
 Present Wearing Surface 02 *Portland Cement Concrete Overlay*
 Surface Sealant 2 *Linseed Oil*
 Ballast 1 *Bridge does not carry railroad traffic*
 Median Width (ft) 0
 Median Width (m) 0
 Deck Drain 1 *None*
 Type of Railing LEFT 03 *Steel, not conforming to current AASHTO specs.*
 Type of Railing RIGHT 03 *Steel, not conforming to current AASHTO specs.*
 Begin Bearing Fixity 3 *Expansion*
 Begin Bearing Type 04 *EXPANSION Steel Sliding on Phosphor Bronze (See BDD 83-36A)*
 End Bearing Fixity 2 *Fixed*
 End Bearing Type 52 *FIXED Steel, Rotates on a Rocker (See BDD 83-36A)*
 Pier Type 09 *Concrete Columns with Steel Cap Beam*
 Pier Height (ft) 20
 Pier Height (m) 6.1 *(converted value)*
 Pier Footing 8 *Individual Pile*
 Pier Piles 4 *Concrete, Cast-in-Place*
 Pier Skew Angle 12

Pier Joint Type 30 *Fixed, Compression Seal*
 Feature_Num1
 Feature_Num2
 Feature_Num3
 Feature_Num4

Span Inventory

BIN: 5512790 Carried: NORTH MAIN ST Crossed: 90I X

Date this data Downloaded from mainframe: 04/02/2013

```

DELETE SPAN
NEW SPAN
Span Number 3 of 4
Span Length (ft) 61
Span Length (m) 18.6 (converted value)
Material 1 Steel
Fracture Critical 1 Yes
Coating 2 Painted, Not Lead-Based
Fatigue Resistance 3 D, E and E' Details
Composite Action 2 Composite
Out of Plane Bending 1 Yes
Continuity and Curvature 1 Simple Span
Load Path Redundancy A Multi-Member
Design Type 09 Rolled Beam, Multi-Girder
Internal Redundancy 2 Rolled
Continuity Redundancy S Span is simply supported or an end span of a continuous structure
Structural Deck Type 02 C-I-P Portland Cement Concrete-Uncoated Rebars
Stay-in-place Forms 1 Not used
Original Wearing Surface 02 Portland Cement Concrete Overlay
OWS Still in Place 1 Original wearing surface still in use
Present Wearing Surface 02 Portland Cement Concrete Overlay
Surface Sealant 2 Linseed Oil
Ballast 1 Bridge does not carry railroad traffic
Median Width (ft) 0
Median Width (m) 0
Deck Drain 1 None
Type of Railing LEFT 03 Steel, not conforming to current AASHTO specs.
Type of Railing RIGHT 03 Steel, not conforming to current AASHTO specs.
Begin Bearing Fixity 2 Fixed
Begin Bearing Type 52 FIXED Steel, Rotates on a Rocker (See BDD 83-36A)
End Bearing Fixity 3 Expansion
End Bearing Type 04 EXPANSION Steel Sliding on Phosphor Bronze (See BDD 83-36A)
Pier Type 09 Concrete Columns with Steel Cap Beam
Pier Height (ft) 20
Pier Height (m) 6.1 (converted value)
Pier Footing 8 Individual Pile
Pier Piles 4 Concrete, Cast-in-Place
Pier Skew Angle 12
Pier Joint Type 13 Exp., Compression Seal
Feature_Num1
Feature_Num2
Feature_Num3
Feature_Num4

```

Span Inventory

BIN: 5512790 Carried: NORTH MAIN ST Crossed: 90I X

Date this data Downloaded from mainframe: 04/02/2013

```
DELETE SPAN
NEW SPAN
Span Number 4 of 4
Span Length (ft) 36
Span Length (m) 11 (converted value)
Material 1 Steel
Fracture Critical 1 Yes
Coating 2 Painted, Not Lead-Based
Fatigue Resistance 3 D, E and E' Details
Composite Action 1 Noncomposite
Out of Plane Bending 1 Yes
Continuity and Curvature 1 Simple Span
Load Path Redundancy A Multi-Member
Design Type 09 Rolled Beam, Multi-Girder
Internal Redundancy 2 Rolled
Continuity Redundancy S Span is simply supported or an end span of a continuous structure
Structural Deck Type 02 C-I-P Portland Cement Concrete-Uncoated Rebars
Stay-in-place Forms 1 Not used
Original Wearing Surface 02 Portland Cement Concrete Overlay
OWS Still in Place 1 Original wearing surface still in use
Present Wearing Surface 02 Portland Cement Concrete Overlay
Surface Sealant 2 Linseed Oil
Ballast 1 Bridge does not carry railroad traffic
Median Width (ft) 0
Median Width (m) 0
Deck Drain 1 None
Type of Railing LEFT 03 Steel, not conforming to current AASHTO specs.
Type of Railing RIGHT 03 Steel, not conforming to current AASHTO specs.
Begin Bearing Fixity 3 Expansion
Begin Bearing Type 04 EXPANSION Steel Sliding on Phosphor Bronze (See BDD 83-36A)
End Bearing Fixity 2 Fixed
End Bearing Type 52 FIXED Steel, Rotates on a Rocker (See BDD 83-36A)
Pier Type 01 No Pier
Pier Height (ft) 0
Pier Height (m) 0
Pier Footing
Pier Piles 1 No Piles
Pier Skew Angle 0
Pier Joint Type 01 None
Feature_Num1
Feature_Num2
Feature_Num3
Feature_Num4
```

Work History

BIN: 5512790 Carried: NORTH MAIN ST Crossed: 90I X

Date this data Downloaded from mainframe: 04/02/2013

```
NEW WORK
DELETE WORK
Type of Work
Month
Year
```

Contract Number
Type of Contract
Money Value
Comments
Designer Name
Designer Organization
PIN

Bridge Inspection

BIN: 5512790 Carried: NORTH MAIN ST Crossed: 90I X

Date this data Downloaded from mainframe: 04/02/2013

Agency 21 *Authority*
Inspection Date 07/17/2012
Inspection Type 1 *Biennial*
Flags NNN *No Flags*
Condition Rating 4.391
General Recommendation 5
 BA Joint Rating 5
 EA Joint Rating 4
 BA Bearing Rating 5
 EA Bearing Rating 5
BA Seats/Pedestals Rating 5
EA Seats/Pedestals Rating 5
 BA Backwall Rating 6
 EA Backwall Rating 6
 BA Stem Rating 8
 EA Stem Rating 8
 BA Erosion Rating 5
 EA Erosion Rating 5
 BA Footing Rating 9
 EA Footing Rating 9
 BA Piles Rating 9
 EA Piles Rating 9
 BA Recommendation 5
 EA Recommendation 5
 BWW Wall Rating 6
 EWW Wall Rating 6
 BWW Footing Rating 9
 EWW Footing Rating 9
 BWW Erosion Rating 6
 EWW Erosion Rating 6
 BWW Piles Rating 9
 EWW Piles Rating 9
Appr Drainage Rating 5
Stream Alignment Rating 8
Appr Embankment Rating 5
Channel Erosion Rating 8
Appr Settlement Rating 5
Waterway Opening Rating 8
 Appr Erosion Rating 6
Bank Protection Rating 8
 Appr Pavement Rating 4
Sufficiency Rating Prefix
 Appr Guiderail Rating 6
Sufficiency Rating 69

Span Inspection

BIN: 5512790 Carried: NORTH MAIN ST Crossed: 90I X

Date this data Downloaded from mainframe: 04/02/2013

Span Number	001	002	003	004
Inspection Date	07/17/2012			
Wearing Surface Rating	4	4	4	4
Pier Bearing Rating	3	4	3	8
Curbs Rating	6	6	6	6
Pier Pedestal Rating	3	4	5	8
Sidewalk/Fascia Rating	6	4	4	6
Pier Top of Cap Rating	8	8	8	8
Rail/Parapets Rating	6	6	6	6
Pier Stem Rating	8	8	8	8
Scupper Rating	5	5	5	5
Pier Cap Beam Rating	8	8	8	8
Grate Rating	8	8	8	8
Pier Column Rating	4	6	6	8
Median Rating	8	8	8	8
Pier Footing Rating	9	9	9	8
Monolithic Surface Rating	8	8	8	8
Pier Erosion Rating	6	6	6	8
Pier Pile Rating	9	9	9	8
Pier Recommendation	4	5	5	8
Structural Deck Rating	5	4	4	5
Lighting Rating	8	8	8	8
Primary Member Rating	5	5	5	5
Sign Rating	8	5	5	8
Secondary Member Rating	5	5	5	5
Utility Rating	8	8	8	8
Superstr Paint Rating	4	3	3	4
Superstr Joint Rating	4	4	4	8
Superstr Recommendation	5	4	4	5

Access Categories

BIN: 5512790 Carried: NORTH MAIN ST Crossed: 90I X

Date this data Downloaded from mainframe: 04/02/2013

Span Number	BRI	001	002	003	004
Walking	A	A	A	A	A
Other Access Needs					
Step Ladder					
Extension Ladder	C	C	C	C	C
40 Ft UBIU (12 m)					
Small Lift	G		G	G	
60 Ft UBIU (18 m)					
Medium Lift					
Lightweight UBIU					
Large Lift					
Rowboat					
Barge					
Diving					
Railroad Flagman					
Lane Closure					
Railroad Electrical					
Shadow Vehicle	Q		Q	Q	
Scaffolding					

Further Investigation

BIN: 5512790 Carried: NORTH MAIN ST Crossed: 90I X

Date this data Downloaded from mainframe: 04/02/2013

Inspection Date 07/17/2012
Investigation Needed False
Remarks

Load Ratings

BIN: 5512790 Carried: NORTH MAIN ST Crossed: 90I X

Date this data Downloaded from mainframe: 04/02/2013

Sufficiency Rating Prefix
Sufficiency Rating 69
Scour Critical N Bridge not over a waterway
NBI Deck Condition 5 Generally fair condition, potential for minor rehab
NBI Superstruct Condition 6 Fair condition, potential for major maintenance
NBI Substruct Condition 5 Generally fair condition, potential for minor rehab
NBI Channel Condition N Not Applicable
NBI Culvert Condition N Not Applicable
NBI Structural Condition 5 Condition somewhat better than minimum adequacy
NBI Deck Geometry 5 Condition somewhat better than minimum adequacy
NBI Under Clearance 3 Basically intolerable condition requiring high priority of
repair
NBI Safe Load 5 Condition somewhat better than minimum adequacy
L1 Rating Method 1 Load Factor (LFD)
L2 Rating Method 1 Load Factor (LFD)
L1 Rating Source 1 P.E. Certified Load Rating
L2 Rating Source V Virtis
L1 Rating Date 03/03/1995
L2 Rating Date 12/15/2012
L1 H Inventory Rating 18
L1 M H Inventory Rating 16.3
L2 M H Inventory Rating 21.3
L2 H Inventory Rating 23.5
L1 M H Operating Rating 27.2
L1 H Operating Rating 30
L2 H Operating Rating 39.2
L2 M H Operating Rating 35.6
L1 M HS Inventory Rating 26.3
L1 HS Inventory Rating 29
L2 HS Inventory Rating 34.7
L2 M HS Inventory Rating 31.5
L1 HS Operating Rating 35
L1 M HS Operating Rating 31.8
L2 HS Operating Rating 57.8
L2 M HS Operating Rating 52.4
L1 LRFR Rating Date
L2 LRFR Rating Date
L1 LRFR Rating Source
L2 LRFR Rating Source
L1 LRFR Inventory Rating
L2 LRFR Inventory Rating
L1 LRFR Operating Rating
L2 LRFR Operating Rating
L1 LRFR Submit Date
L2 LRFR Submit Date

L1 LRFR SU4 LEGAL RATING
 L2 LRFR SU4 LEGAL RATING
 L1 LRFR 3S2 LEGAL RATING
 L2 LRFR 3S2 LEGAL RATING
 L1 LRFR LANE LEGAL RATING
 L2 LRFR LANE LEGAL RATING
 L1 LRFR HL93 PRMT RATING
 L2 LRFR HL93 PRMT RATING
 L1 LRFR 6A PRMT RATING
 L2 LRFR 6A PRMT RATING
 L1 LRFR 7 PRMT RATING
 L2 LRFR 7 PRMT RATING

Bridge Safety Assurance

BIN: 5512790 Carried: NORTH MAIN ST Crossed: 90I X

Date this data Downloaded from mainframe: 04/02/2013

Hydraulic Classification
 Collision Classification
 Hydraulic Failure Type
 Collision Failure Type
 Hydraulic Rating
 Collision Rating
 Hydraulic Rating Date
 Collision Rating Date
 Hydraulic - Insp Rec **3** *Not applicable*
 Collision - Insp Rec **X** *Not used this inspection cycle*
 Hydraulic BIIS Inspection
 Collision BIIS Inspection
 Overload Classification
 Concrete Classification
 Overload Failure Type
 Concrete Failure Type
 Overload Rating
 Concrete Rating
 Overload Rating Date
 Concrete Rating Date
 Overload - Insp Rec **X** *Not used this inspection cycle*
 Concrete - Insp Rec **X** *Not used this inspection cycle*
 Overload BIIS Inspection
 Concrete BIIS Inspection
 Seismic Classification
 Steel Classification
 Seismic Failure Type
 Steel Failure Type
 Seismic Rating
 Steel Rating
 Seismic Rating Date
 Steel Rating Date
 Seismic - Insp Rec **X** *Not used this inspection cycle*
 Steel - Insp Rec **2** *No review recommended*
 Seismic BIIS Inspection
 Steel BIIS Inspection

Subsets

BIN: 5512790 Carried: NORTH MAIN ST Crossed: 90I X

Date this data Downloaded from mainframe: 04/02/2013

Region 2 *Utica*
County 4 *Madison*
State F
NHS On F
Local F
Interstate ON F
Other T
Interstate UNDER T
Thruway Bridge U
Load Posted F
Highway ON T
R Posted F
Highway UNDER T
95 Posted F
Railroad ON F
97 Posted F
Railroad UNDER F
Political Unit 0457 *Town of LENOX*
Pedestrian ON T
Water UNDER F
Number of Spans 4
Closed F
Deck Area (sq m) 645 *(converted value)*
Deck Area (sq ft) 6940
Abandoned F
Under Construction F
Primary Owner 2L *New York State Thruway Authority*
Secondary Owner 99 *One Agency - Listed in first subfield*
GTMS - Material 3 *Steel*
GTMS - Type 02 *Stringer/Multi-Beam or Girder*
Condition Rating 4.391
Flags 000 *No Flags*
Year Built 1953
Last Major Work NNNN
Capital Project On File F
Carried NORTH MAIN ST
Crossed 90I X

Historic

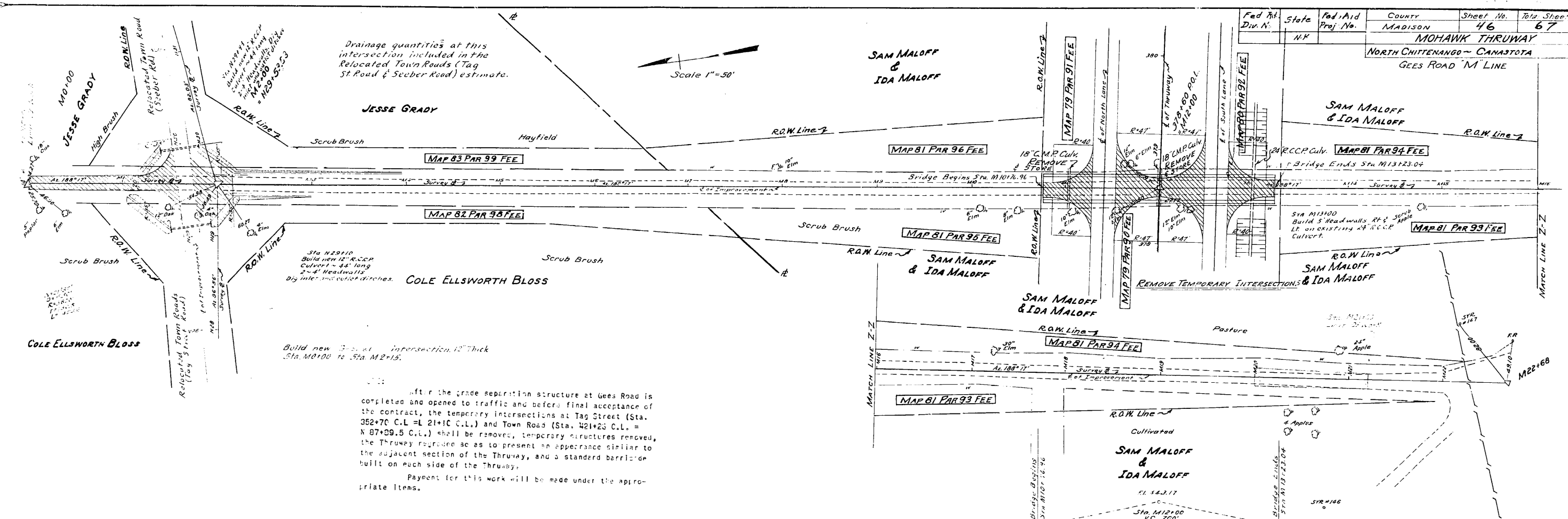
BIN: 5512790 Carried: NORTH MAIN ST Crossed: 90I X

Date this data Downloaded from mainframe: 04/02/2013

Historic Determination 3 *Not evaluated as part of Historic Bridge Inventory*
Historic Reason 1 NA *Not Applicable*
Excluded From Inventory 03 *Excluded Owner*
Historic Reason 2 NA *Not Applicable*
Historic Reason 3 NA *Not Applicable*
GTMS: Material Code 3 *Steel*
GTMS: Structural Code 02 *Stringer/Multi-Beam or Girder*
Main Span Design Type 09 *Rolled Beam, Multi-Girder*
Bridge Type Details 1 NA *Not Applicable*
Bridge Type Details 2 NA *Not Applicable*
Bridge Type Details 3 NA *Not Applicable*
Truss Type Details 1 NA *Not Applicable*

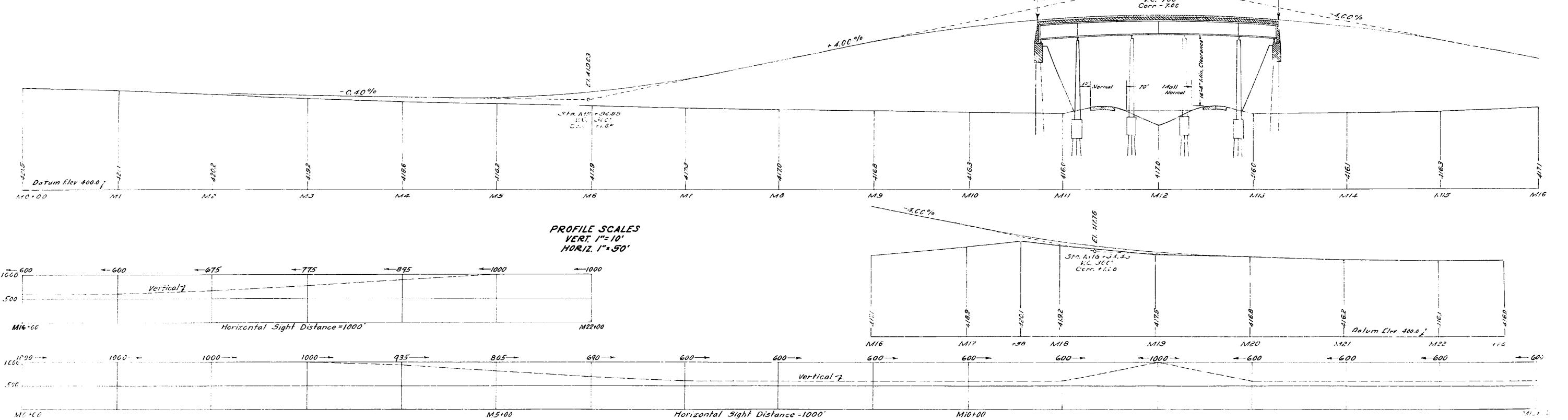
Truss Type Details 2	NA	Not Applicable
Arrangement	N	Not Applicable
Construction Date Update		
Circa Date	2	NOT a Circa Date
Movable Type Detail	N	Not Applicable
Integrity Problems 1	NA	Not Applicable
Integrity Problems 2	NA	Not Applicable
Integrity Problems 3	NA	Not Applicable
Engineer or Designer	U	Unknown
Name of Engineer		
Name of Builder		
Special Recognition 1	N	Not Applicable
Special Recognition 2	N	Not Applicable
Special Recognition 3	N	Not Applicable
Aesthetic Treatment 1	NA	Not Applicable
Aesthetic Treatment 2	NA	Not Applicable
Aesthetic Treatment 3	NA	Not Applicable
Aesthetic Treatment 4	NA	Not Applicable
Historic Assoc Detail	N	Not Applicable
Plans Available Update	U	
Possible Historic Dist	N	NOT In Or Adjacent to a Possible Historic District
Historical Marker	N	NO Historical Marker Present
Land Use	N	Not Applicable
Development	N	Not Applicable

Fed. Aid Div. No.	State	Fed. Aid Proj. No.	COUNTY	Sheet No.	Total Sheets
NK	NK		MADISON	46	67
MOHAWK THRUWAY					
NORTH CHITTENANGO - CANASTOTA					
GEES ROAD 'M' LINE					



After the grade separation structure at Gees Road is completed and opened to traffic and before final acceptance of the contract, the temporary intersections at Tag Street (Sta. 352+70 C.L. = L 21+10 C.L.) and Town Road (Sta. 421+25 C.L. = N 87+09.5 C.L.) shall be removed, temporary structures removed, the Thruway repaved so as to present an appearance similar to the adjacent section of the Thruway, and a standard barrier built on each side of the Thruway.

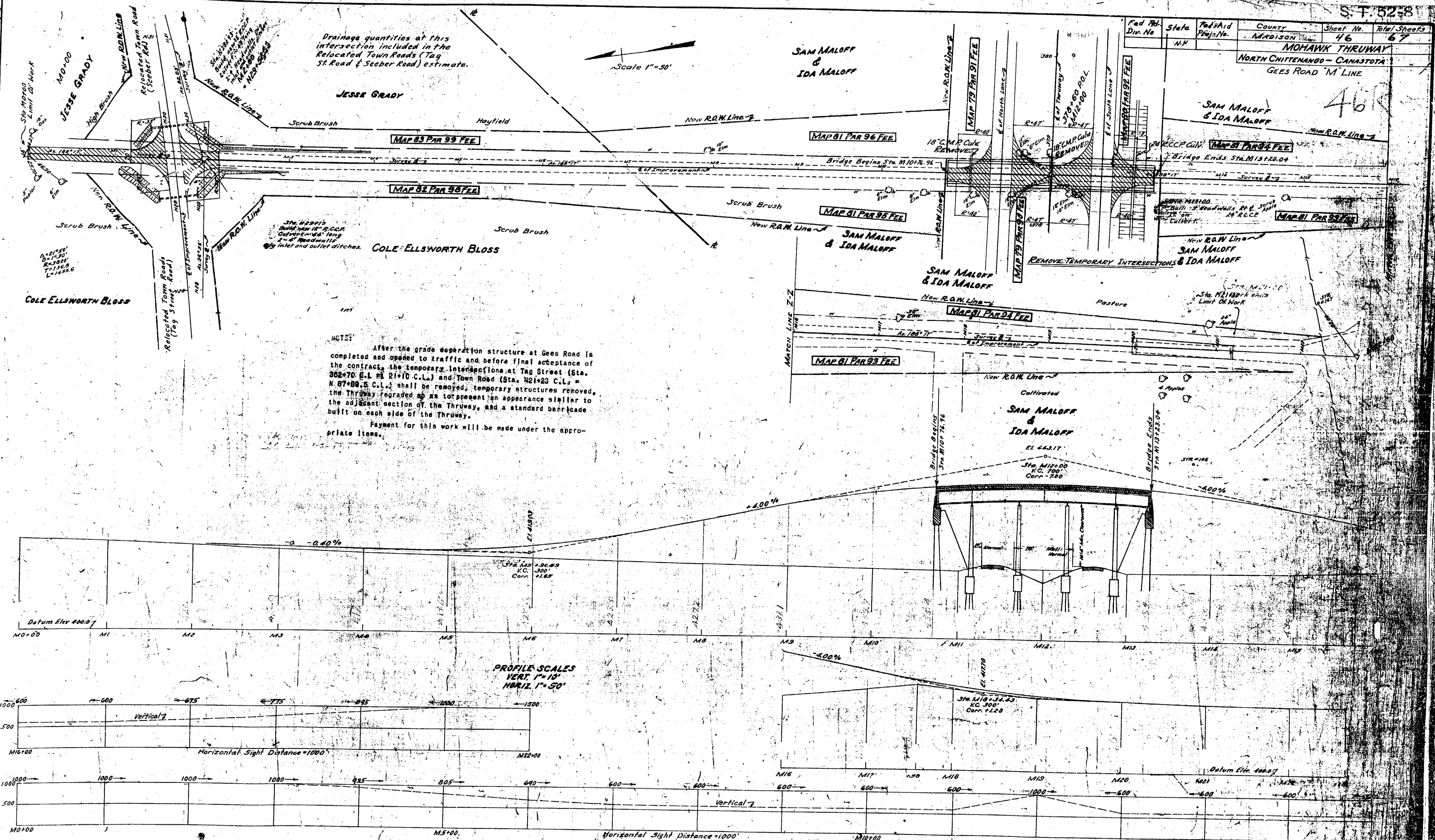
Payment for this work will be made under the appropriate items.



Fed. Rd. Div. No.	State	Fed. Aid Proj. No.	COUNTY	Sheet No.	Total Sheets
	N.H.		MADISON	46	67

MOHAWK THRUWAY
NORTH CHITTENANGO - CANASTOTA
GEES ROAD "M" LINE

461



Prepared pursuant to the Highway Law & recommended by

Date _____ L. Ketchum
ENGINEER DISTRICT NO. 2

This portion of Items 121, 123B & 124.
to be included in Bridge Estimate.

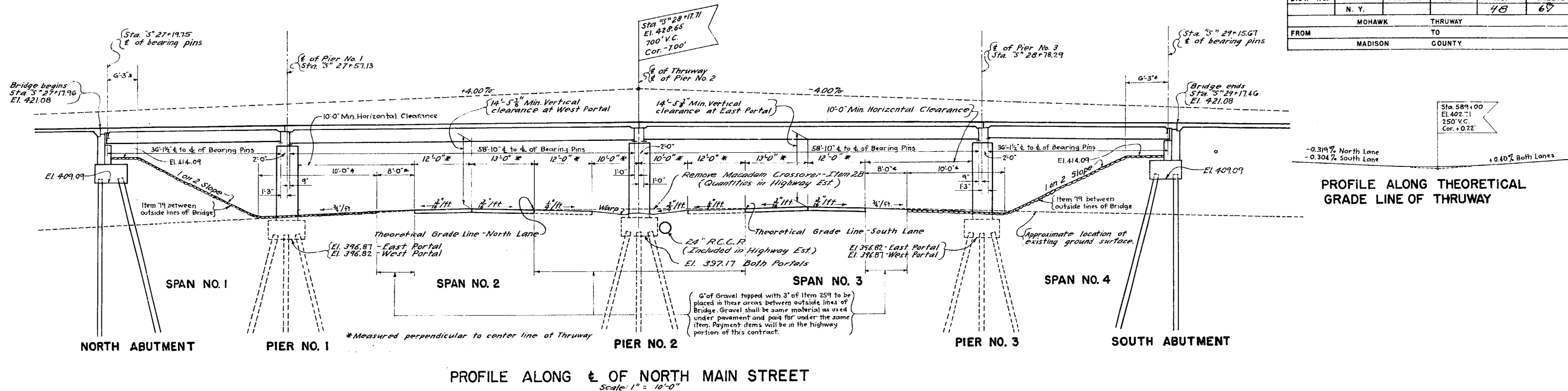


NORTH MAIN STREET
STA. 588 + 82
LAYOUT PLAN AND
ARCHITECTURAL ELEVATION

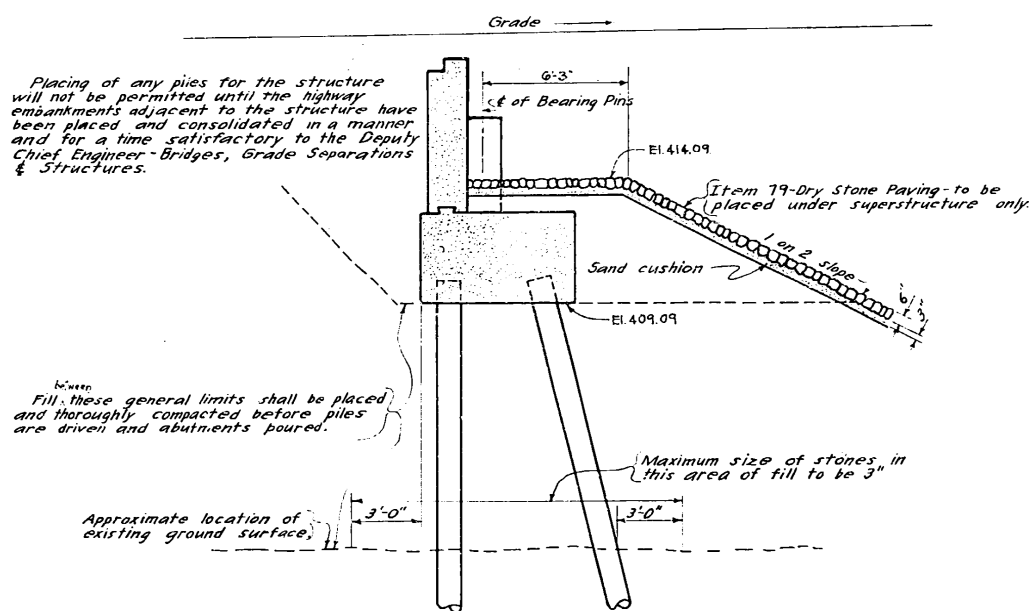
gum 9/50
checked by photo 4/51

2. *Thalassia* 5: 30
 grand
 green
 9.2: green
 grand

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.			48	67
FROM MADISON			TO THURWAY COUNTY		



PROFILE ALONG & OF NORTH MAIN STREET
Scale: 1" = 10'-0"



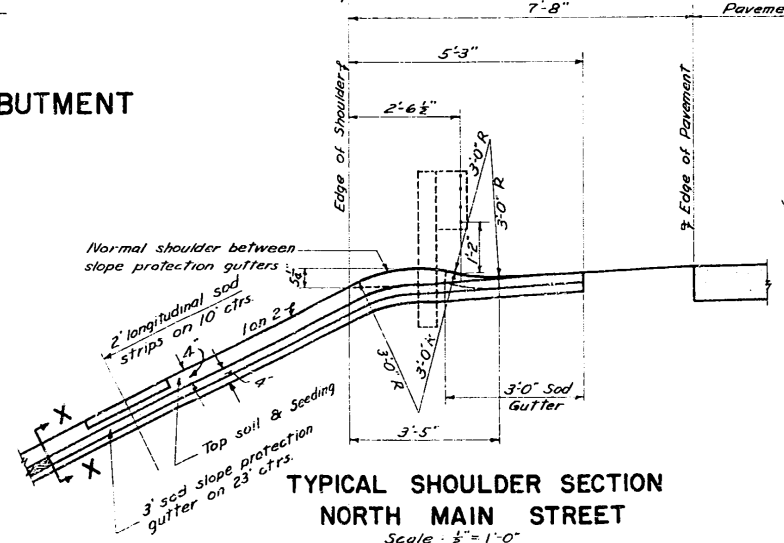
DETAIL OF EMBANKMENT AND BACKFILL AT ABUTMENT

GENERAL NOTES

All rivets to be 3/4".
All holes to be 1/2" unless otherwise noted.

Concrete in abutments and Piers shall be Item 20.
Concrete in superstructure except for pavement shall be Item 18.
Concrete in pavement shall be Item 47B.
The cost of furnishing and installing caulking compound, preformed bituminous joint material, sponge rubber joint material, lead wool, copper flashing and Item 11B shall be included in the prices bid for the various items in this contract.
Materials and Fabrication - Specifications of New York State Department of Public Works dated Jan. 2, 1951 and current modifications and additions.
Design Specifications - ARSHO 1949 - Loading H20-44 and current modifications.

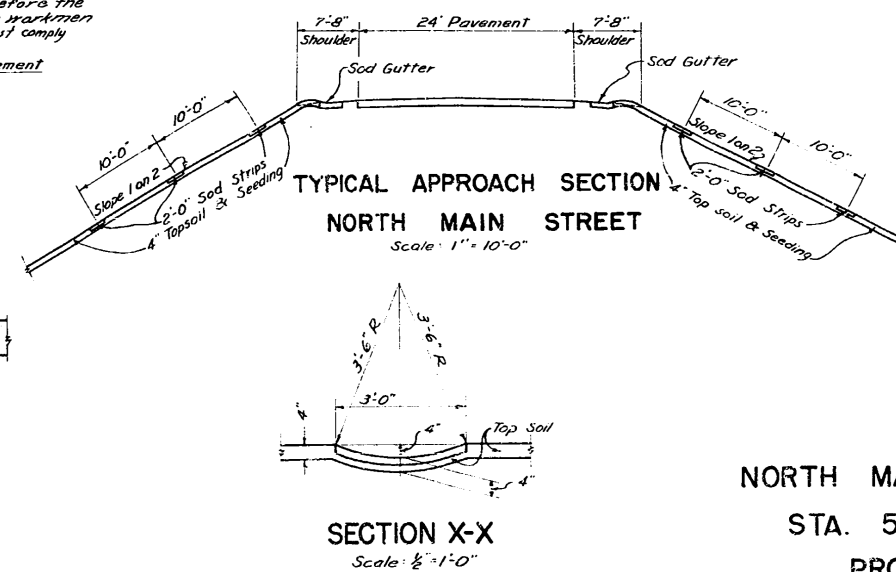
No construction joints other than those shown on the plans will be permitted without the written permission of the Deputy Chief Engineer.
Where caulking compound is to be used the sides of the joints shall be primed with a material satisfactory to the manufacturer of the caulking compound, 20 to 30 minutes before the compound is placed. All joints must be thoroughly clean and dry before the priming coat is applied. Work must be performed by workmen experienced in this type of work. Caulking Compound must comply with D.P.W. Specs. M-35.



TYPICAL SHOULDER SECTION
NORTH MAIN STREET
Scale: 1/2" = 1'-0"

ESTIMATE OF QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	NEAT	ROUNDED
5	Trench Culvert & Bridge Excavation	C.Y.	118	140
15-2	Portland Cement Type 2	Bbl.	1172	1269
15-N	Natural Cement Type N	Bbl.	168	181
18	Class 1B Concrete for Structures	C.Y.	187	216
20	Class 1 Concrete	C.Y.	368	405
25 F	Steel Fabric Reinforcement	S.Y.	783	820
28	Bar Reinforcement for Structures	Lb.	90180	95000
28A	Spiral Bar Shear Connectors	Lb.	1507	1600
29	Structural Steel	Lb.	183131	189000
37	Metal Railing	L.F.	466	470
41	Cement Concrete Pavement	C.Y.	69	74
79	Dry Stone Paving	S.Y.	336	370
85C	Cast in Place Concrete Piles	L.F.	7260	7500
87	Furnishing Equipment for Driving Piles	L.S.	Nec.	Nec.
121	Topsoil Placed from Stockpiles	C.Y.	274	300
123 B	Seeding on Prepared Areas	Acres	0.51	1.0
124	Sodding	S.Y.	658	690

The Contractor's attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the foundation note, which briefly outlines the anticipated subsurface conditions at the site of the structure and which specifies certain requirements relative to construction.

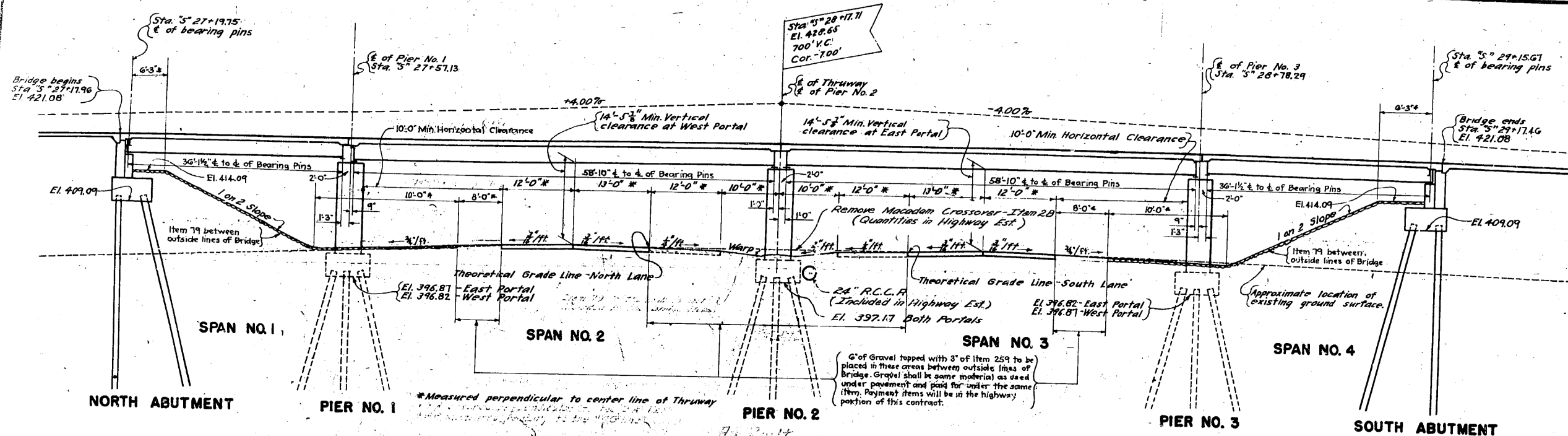


SECTION X-X
Scale: 1/2" = 1'-0"

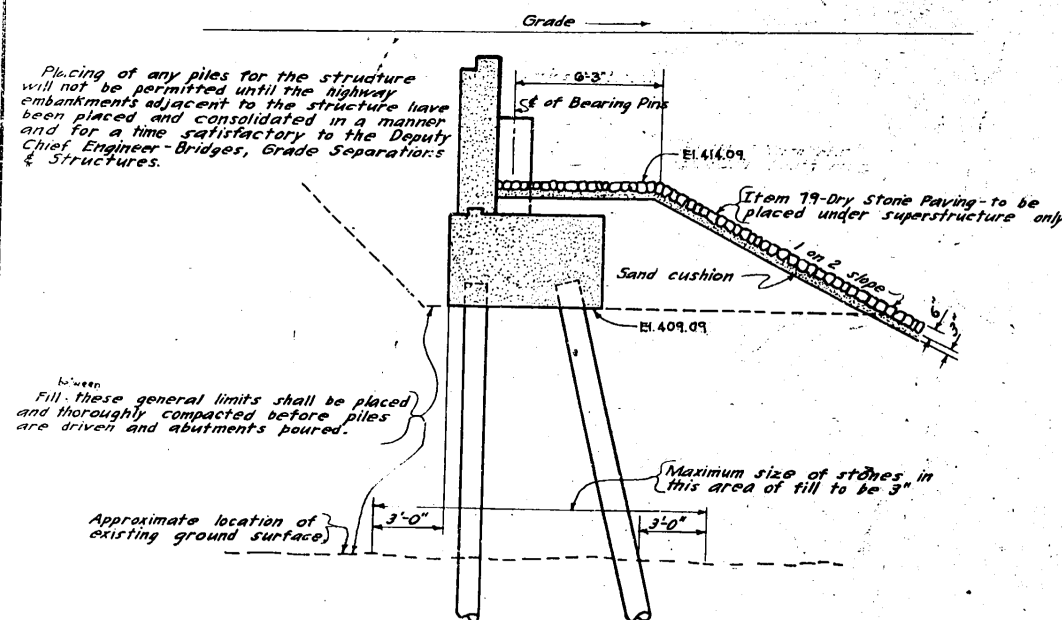
NORTH MAIN STREET
STA. 588 + 82
PROFILE

A Waterproofing Oil Treatment as specified in M-41W shall be applied to all exposed surfaces of concrete except the underside of slab and top of pavement. A Waterproofing Oil Treatment as specified in M-41S shall be applied to the top of pavement.
Where steel exceeding one inch in thickness is to be welded, mild steel arc-welding electrodes with covering of low hydrogen type shall be used. These electrodes must comply with ASTM (A 233-48T) requirements for Classification E 6015 or E 6016.
For design purposes the assumed load per pile does not exceed 30 tons.
For Identification Plate details see Standard Sheet No. 52-41.
Sponge Rubber shall comply with A.S.T.M. - Specs. D 544.
The cost of furnishing and placing water used for wetting down top of slab, sodding and seeding will be paid for under Items 1 W and 1 WA of the highway portion of this contract.

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.			48	67
FROM			THRUWAY		
MADISON			COUNTY		



PROFILE ALONG THEORETICAL GRADE LINE OF THRUWAY



DETAIL OF EMBANKMENT AND BACKFILL AT ABUTMENT

GENERAL NOTES

All rivets to be 3/4".
All holes to be 1/2" unless otherwise noted.

Concrete in abutments and Piers shall be Item 20.
Concrete in superstructure except for pavement shall be Item 18.

Concrete in pavement shall be Item 47B.
The cost of furnishing and installing caulking compound, premoulded bituminous joint material, sponge rubber joint material, lead wool, copper flashing and Item 71B shall be included in the prices bid for the various items in this contract.

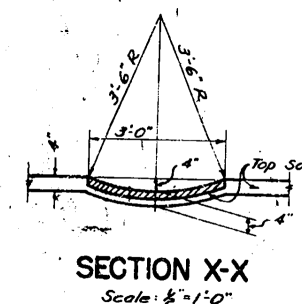
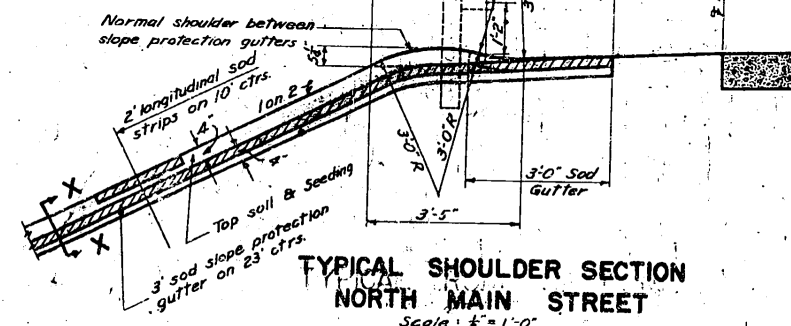
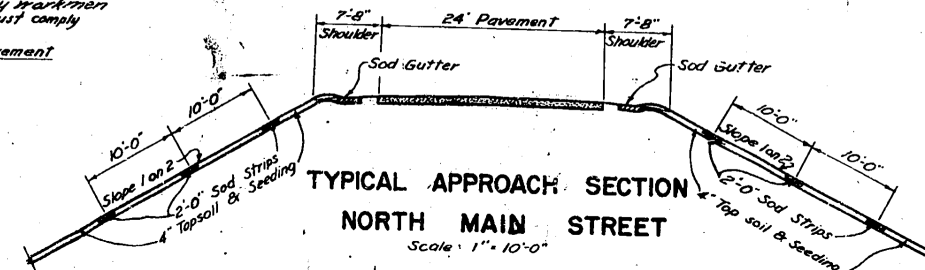
Materials and Fabrication: - Specifications of New York State Department of Public Works, dated Jan. 2, 1951 and current modifications and additions.
Design Specifications: - AASHTO 1949-Loading H20-44 and current modifications.

No construction joints other than those shown on the plans will be permitted without the written permission of the Deputy Chief Engineer.
Where caulking compound is to be used the sides of the joints shall be primed with a material satisfactory to the manufacturer of the caulking compound, 30 to 35 minutes before the compound is placed. All joints must be thoroughly clean and dry before the priming coat is applied. Work must be performed by workmen experienced in this type of work. Caulking Compound must comply with D.P.W. Specs. M-35.

FINAL Total Contract Quantities

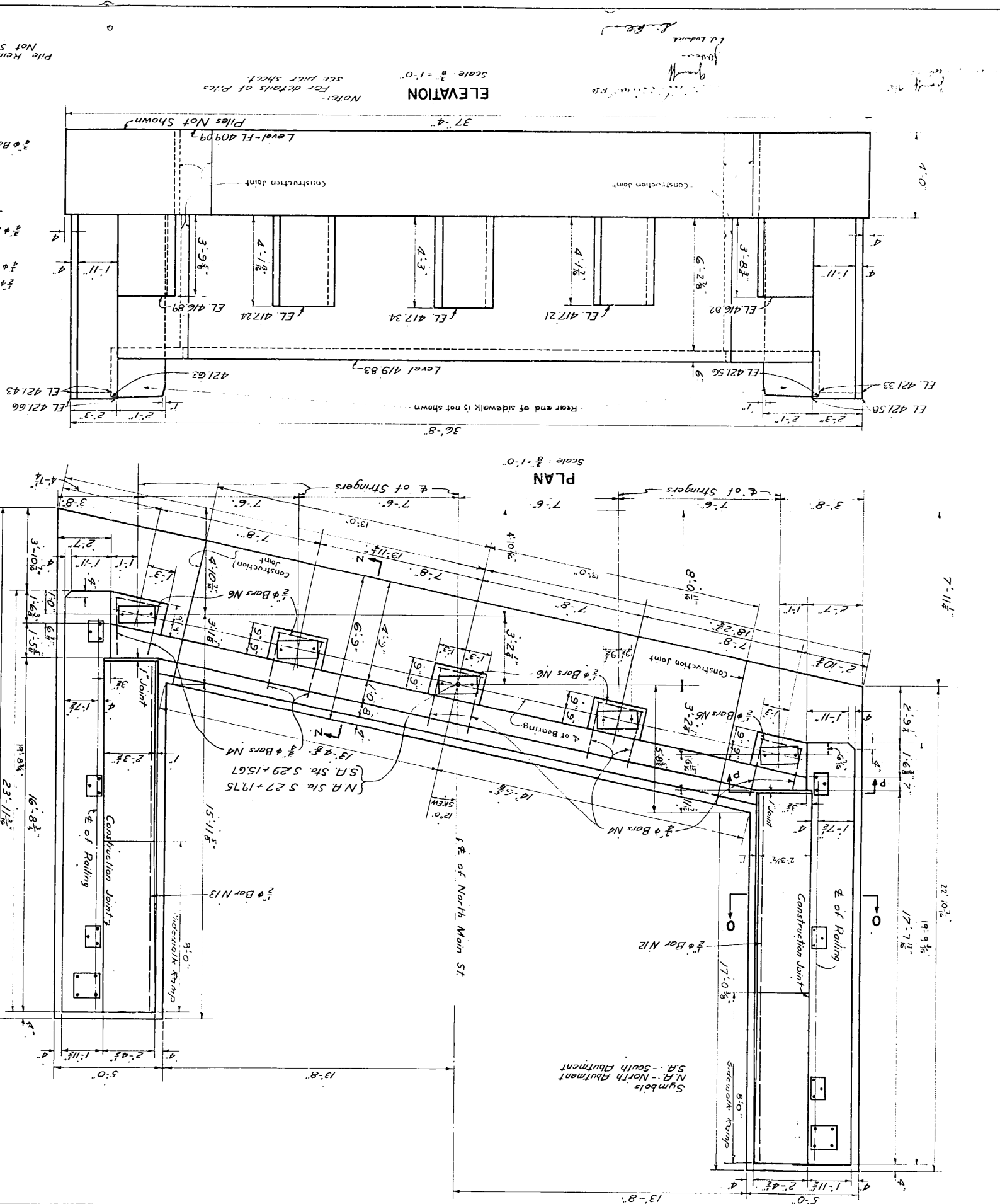
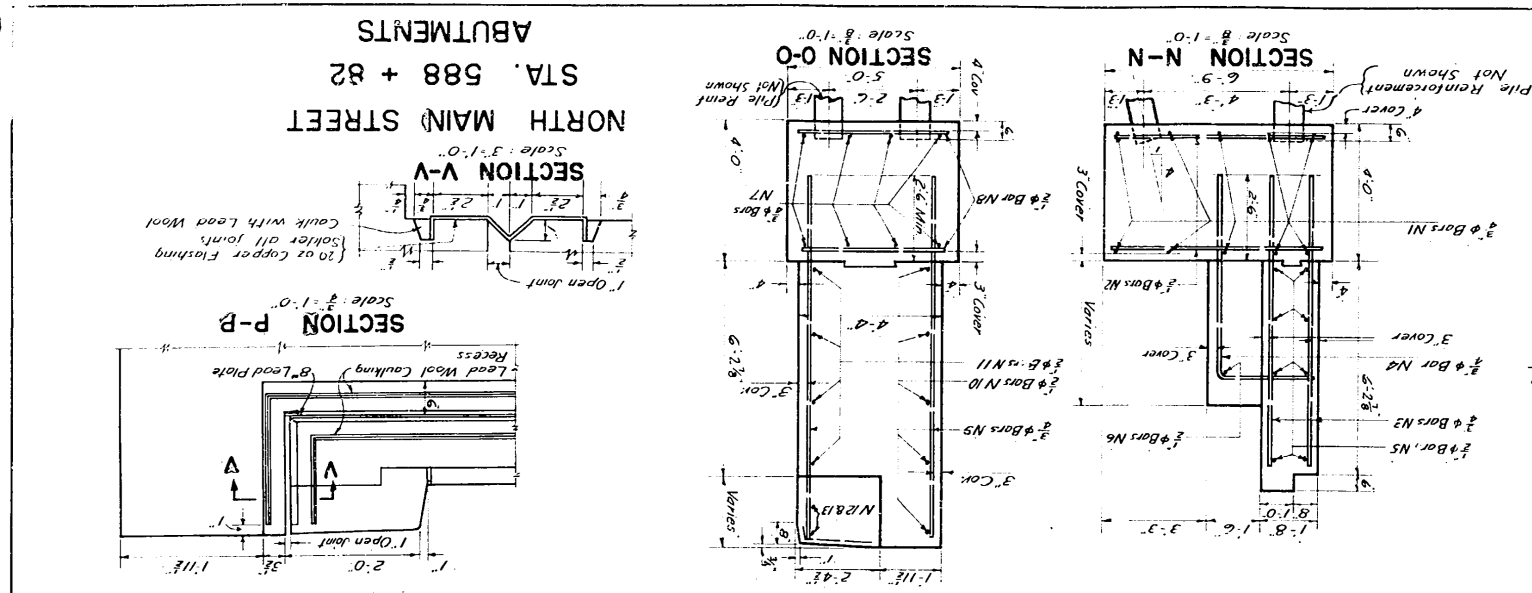
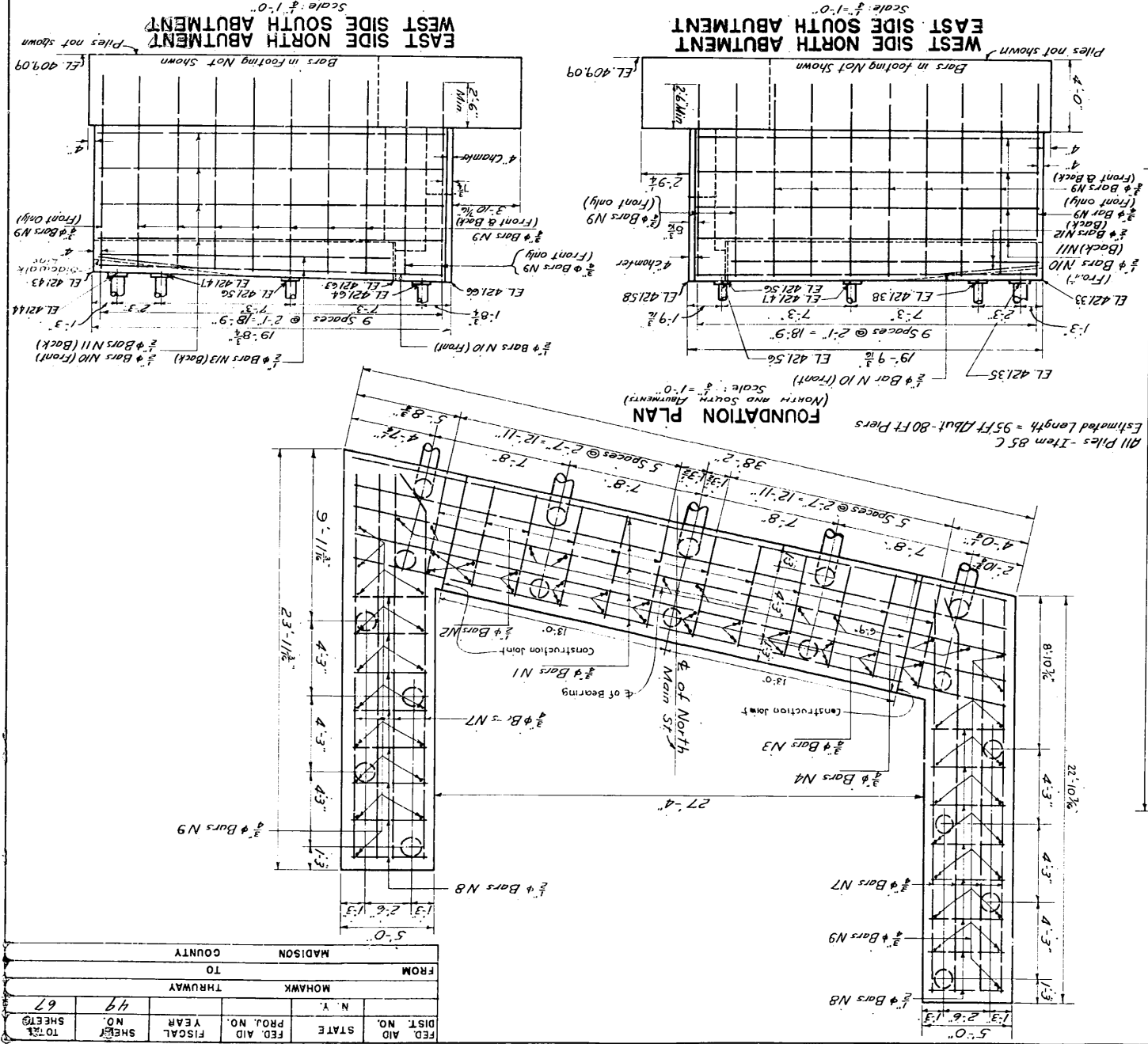
ITEM NO.	DESCRIPTION	UNIT	Final Quantities
5	Trench Culvert & Bridge Excavation	CY	121.7
15-2	Portland Cement Type 2	Bbl.	1,152.3
15-N	Natural Cement Type N	Bbl.	1,650.0
18	Class III Concrete for Structures	CY	201.72
20	Class I Concrete	CY	734.0
25F	Steel Fabric Reinforcement	S.Y.	5,744.1
28	Bar Reinforcement for Structures	Lb.	1,530
28A	Spiral Bar Shear Connectors	Lb.	1,032.5
37	Structural Steel	Lb.	4,76.15
47B	Cement Concrete Pavement	CY	73.71
79	Dry Stone Paving	S.Y.	360.3
85C	Cast in Place Concrete Piles	L.F.	7,281.2
87	Furnishing Equipment for Driving Piles	L.S.	20%
121	Topsoil Placed from Stockpiles	CY	173.3
123B	Seeding on Prepared Areas	Acres	0.36
124	Sodding	S.Y.	3-5.3
67A	Return Equip. for Driving Piles (of N. Main St.)	L.S.	100%

The Contractor's attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the foundation note, which briefly outlines the anticipated subsurface conditions at the site of the structure and which specifies certain requirements relative to construction.



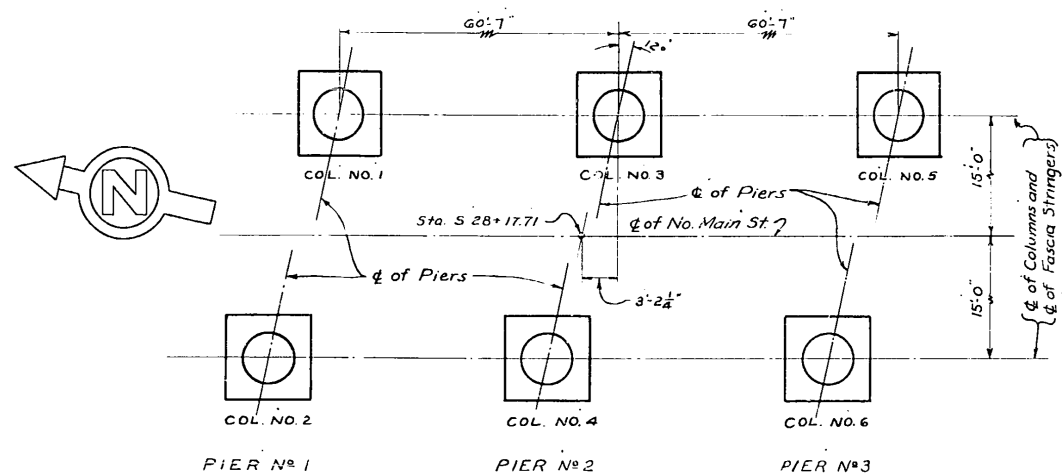
NORTH MAIN STREET
STA. 588 +.82
PROFILE

FED. AID NO.	STATE	FED. AID	PROD. NO.	FISCAL YEAR	SHEET NO.	SHEET NO.	TO	FROM
					49	79	THRUWAY	MADISON COUNTY

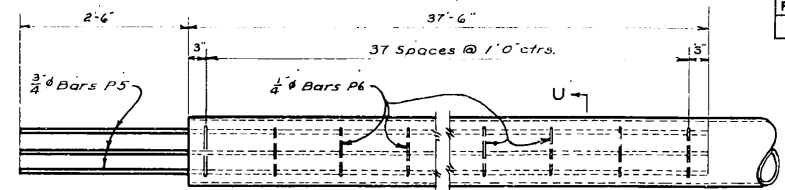


FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.			50	67
FROM			TO		
MADISON			COUNTY		

Cols. No. 1 & 6 El. 417.04
Cols. No. 3 & 4 El. 417.34
Cols. No. 2 & 5 El. 416.99

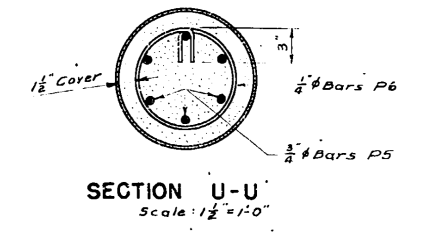


LOCATION OF COLUMNS
Scale: 1/8" = 1'-0"

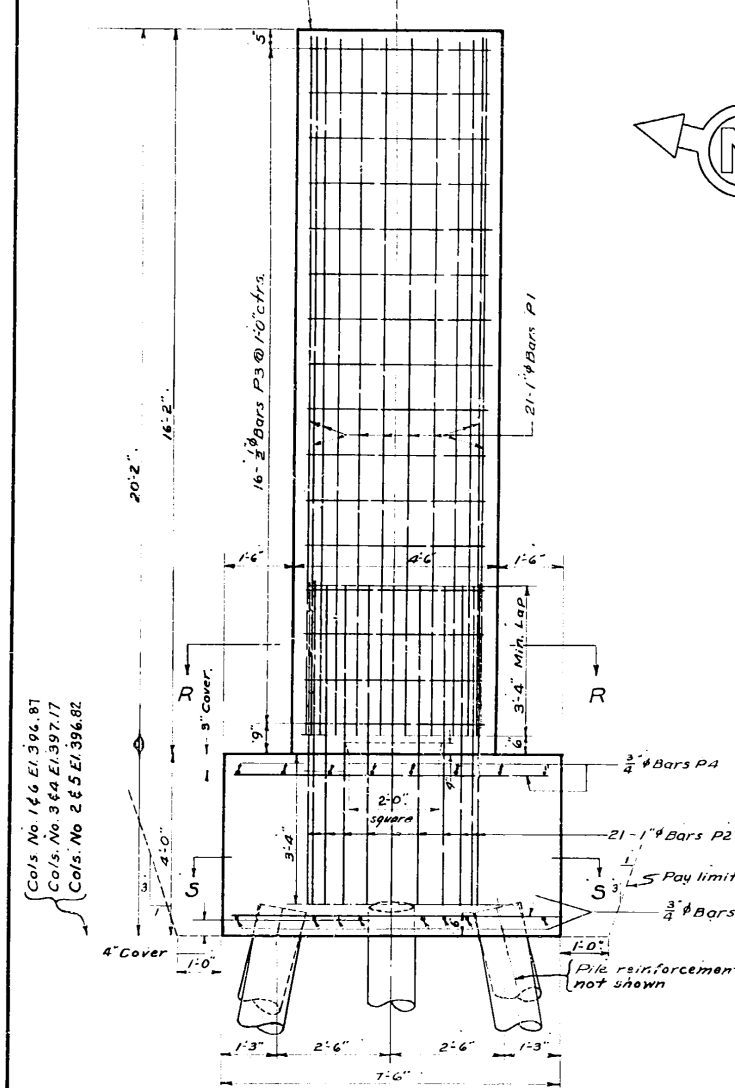


PILE REINFORCEMENT DETAILS
Scale: 3/4" = 1'-0"

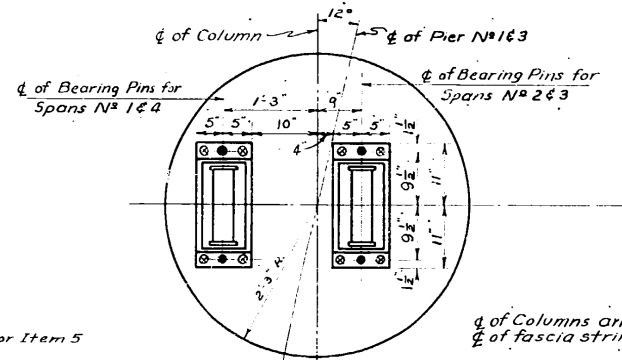
All piles - Item 85 C
Estimated length = 95' for Abutments and 80' for Piers



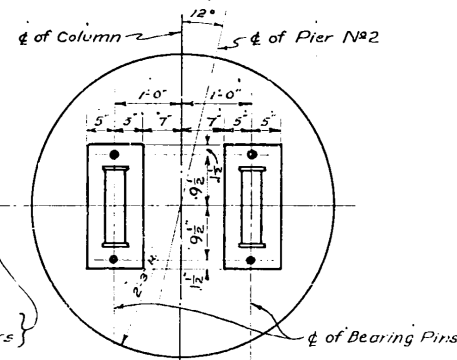
SECTION U-U
Scale: 1 1/2" = 1'-0"



ELEVATION OF COLUMNS
Scale: 1/2" = 1'-0"



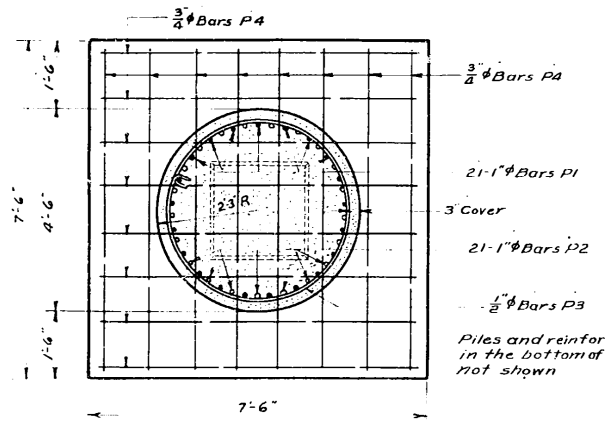
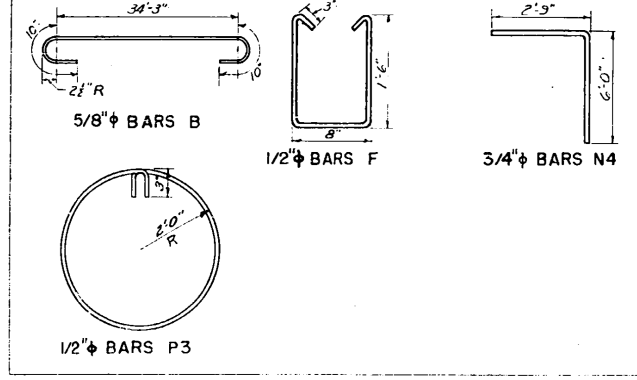
DETAIL OF COLUMNS NO. 1, 2, 5 & 6
EXPANSION BEARINGS
Scale: 3/4" = 1'-0"



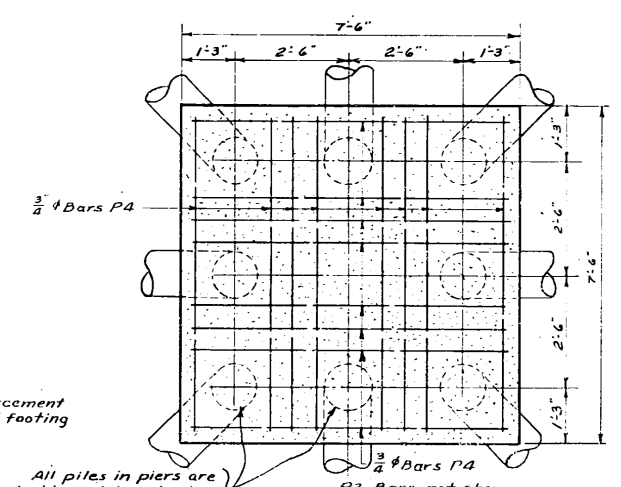
DETAIL OF COLUMNS NO. 3 & 4
FIXED BEARINGS
Scale: 3/4" = 1'-0"

BAR LIST					
MARK	SIZE	NO.	LENGTH	LOCATION AND DESCRIPTION	
A	5"	478	32'-5"	Transverse Bars in Bottom of Slab	Str.
B	5"	454	35'-11"	Transverse Bars in Top of Slab	Bent
D	1"	240	31'-0"	Longitudinal Bars in Center Spans	Str.
E	1"	240	20'-1"	" " " " " "	Str.
F	3/4"	324	3'-11"	Stirrups in Fascia	Bent
N1	3/4"	20	37'-0"	Longitudinal Bars - Abut. Footing	
N2	3/4"	48	6'-5"	Transverse " " " "	Str.
N3	3/4"	48	8'-7"	Vertical " " " "	
N4	3/4"	20	8'-8"	Bent " " in Bridge Seat	Bent
N5	3/4"	16	37'-0"	Longitudinal " " in Backwall	
N6	3/4"	10	2'-2"	Tie Bars in Bridge Seat	
N7	3/4"	32	22'-0"	Longitudinal Bars in Wing Footings	Str.
N8	3/4"	64	4'-6"	Transverse " " " "	
N9	3/4"	68	10'-9"	Vertical " " " "	
N10	3/4"	20	18'-9"	Longitudinal Bars in Face of Wing	
N11	3/4"	16	16'-0"	" " " " " "	
N12	3/4"	4	17'-3"	Bars in Sidewalk at Wings	Str.
N13	3/4"	4	16'-4"	" " " " " "	
P1	1"	126	15'-6"	Vertical Bars in Columns	Str.
P2	1"	126	7'-2"	Dowels Between Footing & Columns	
P3	3/4"	96	12'-11"	Hoops in Columns	Bent
P4	3/4"	192	7'-0"	Transverse Bar in Footing	
P5	3/4"	528	40'-0"	Vertical Bars in Piles	Str.
P6	3/4"	3252	2'-10"	Hoop Bars in Piles Bent in field	

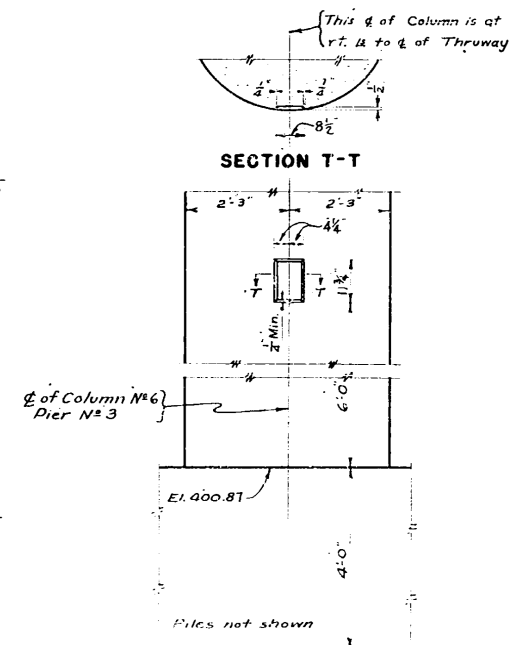
BAR BENDING DETAILS



SECTION R-R
Scale: 1/2" = 1'-0"



SECTION S-S
Scale: 1/2" = 1'-0"

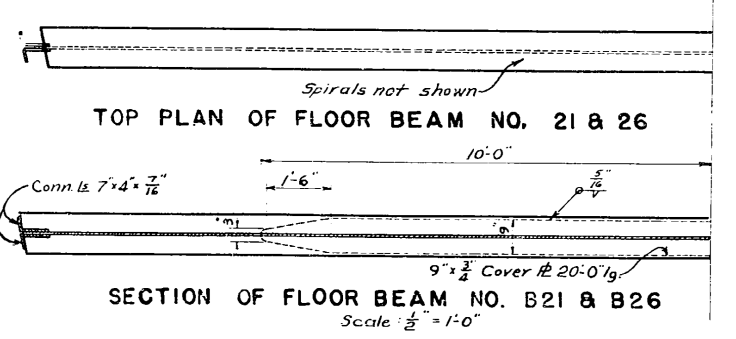
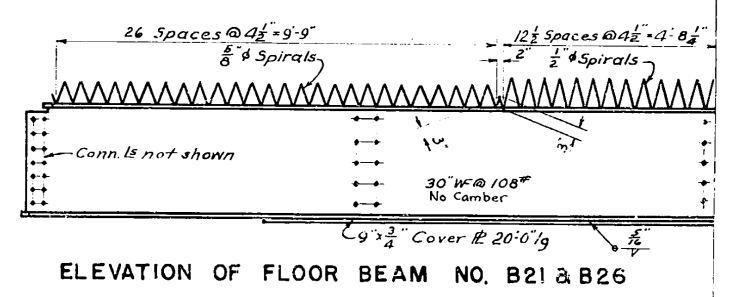
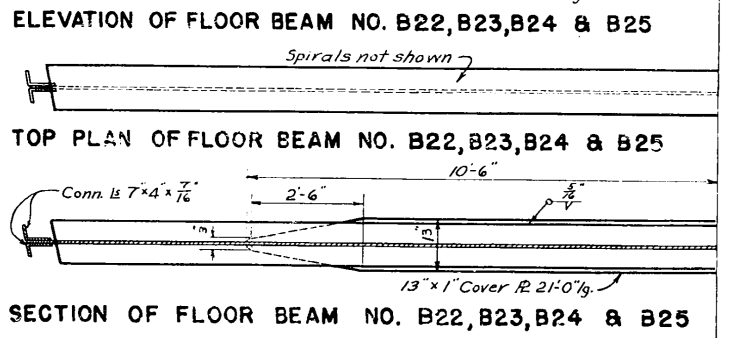
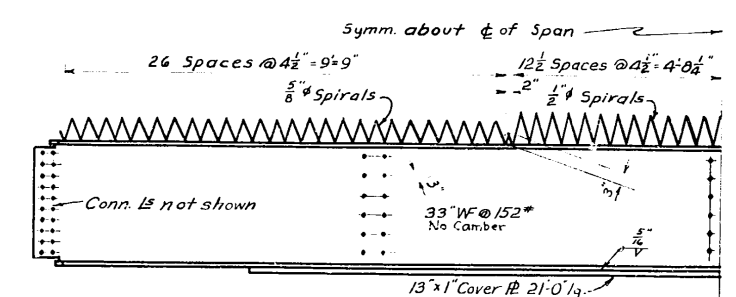
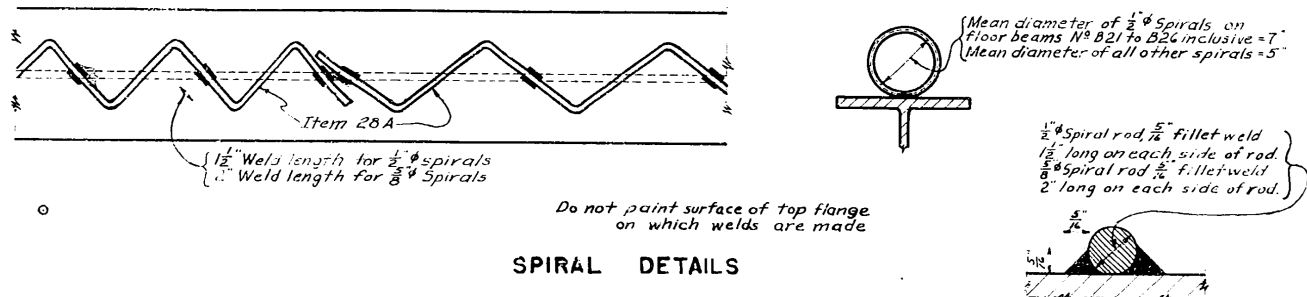
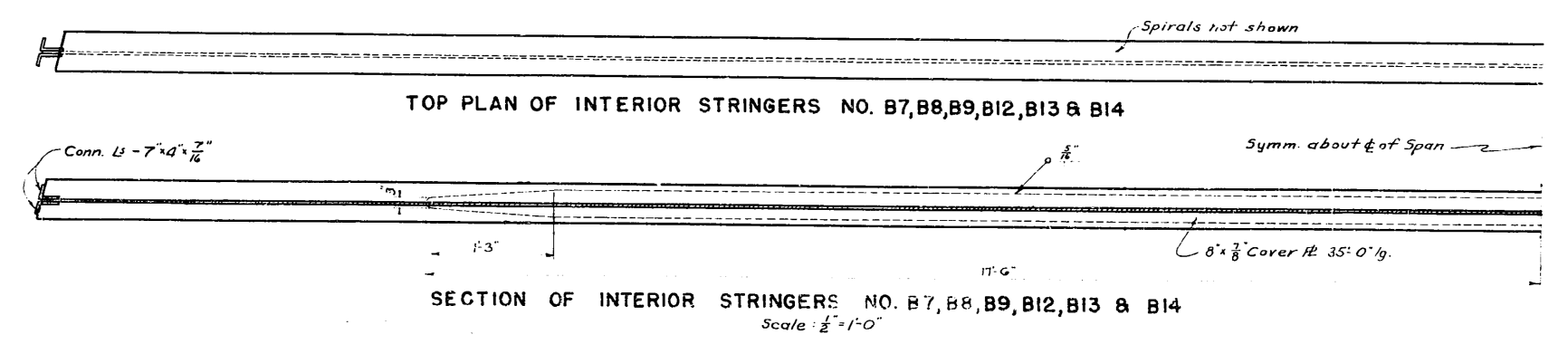
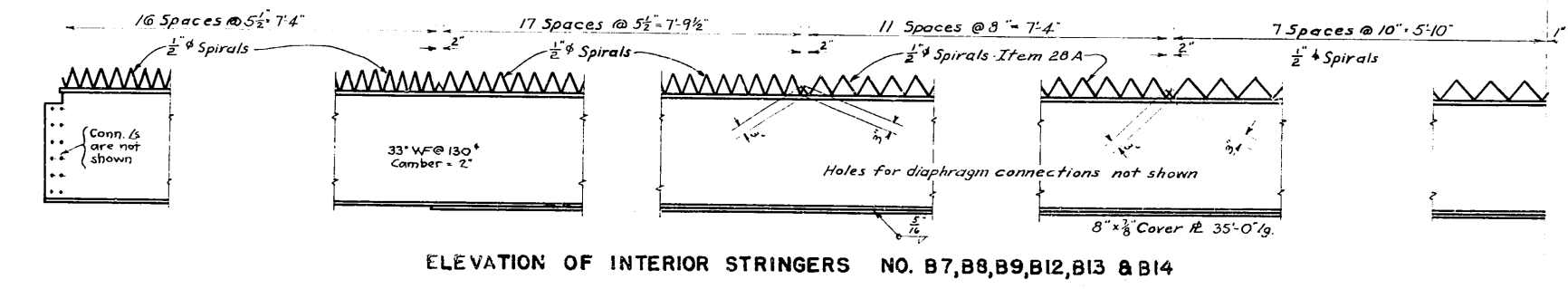
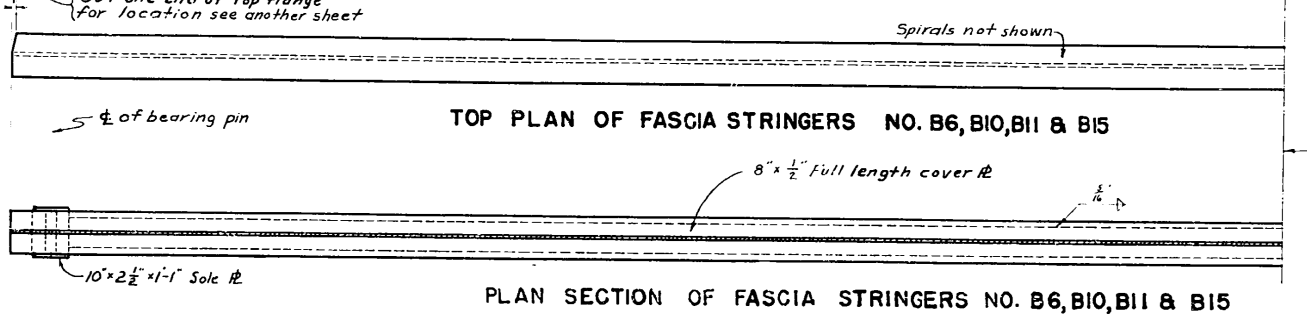
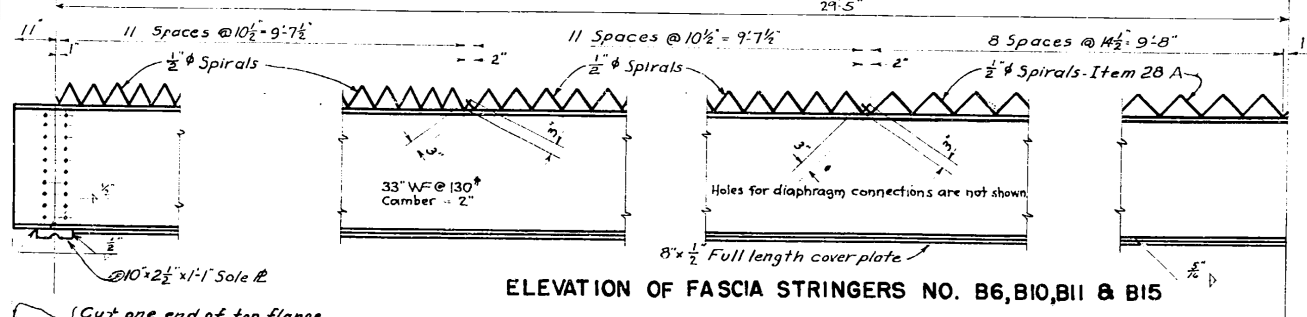


PARTIAL ELEVATION OF COLUMN NO. 6
SHOWING LOCATION OF
IDENTIFICATION PLATE RECESS
Scale: 1/2" = 1'-0"

NORTH MAIN STREET
STA. 588 + 82
PIERS

Checked by 9/5/51
J. Richmond
S. 52-6

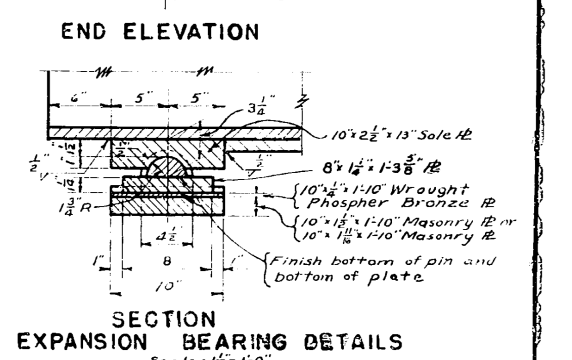
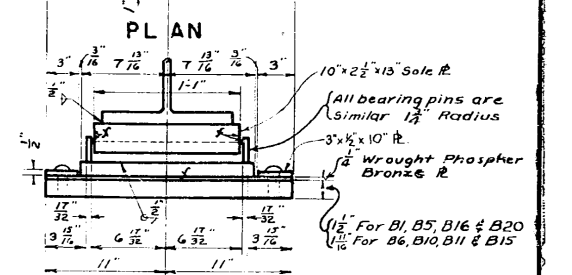
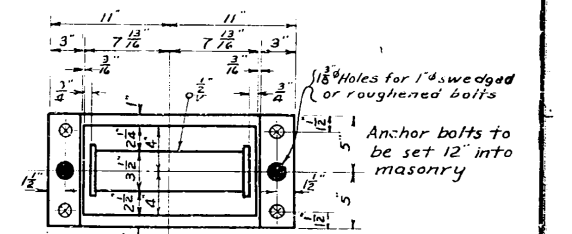
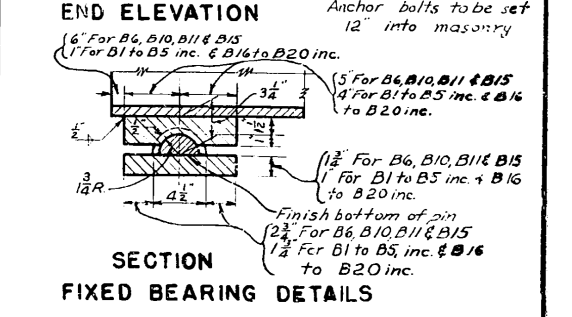
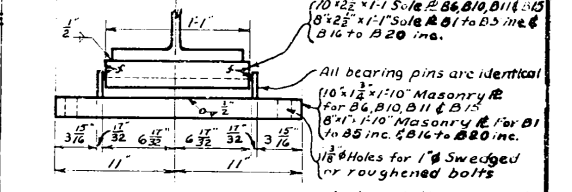
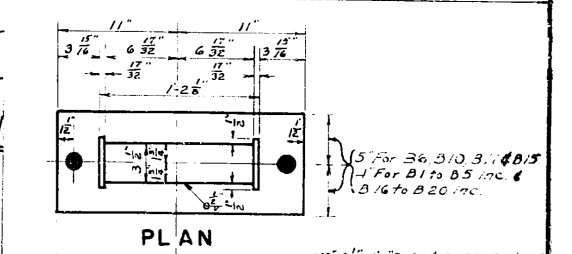
NOTE: Stringers for End spans are not shown



SPECIAL NOTES FOR SPIRALS

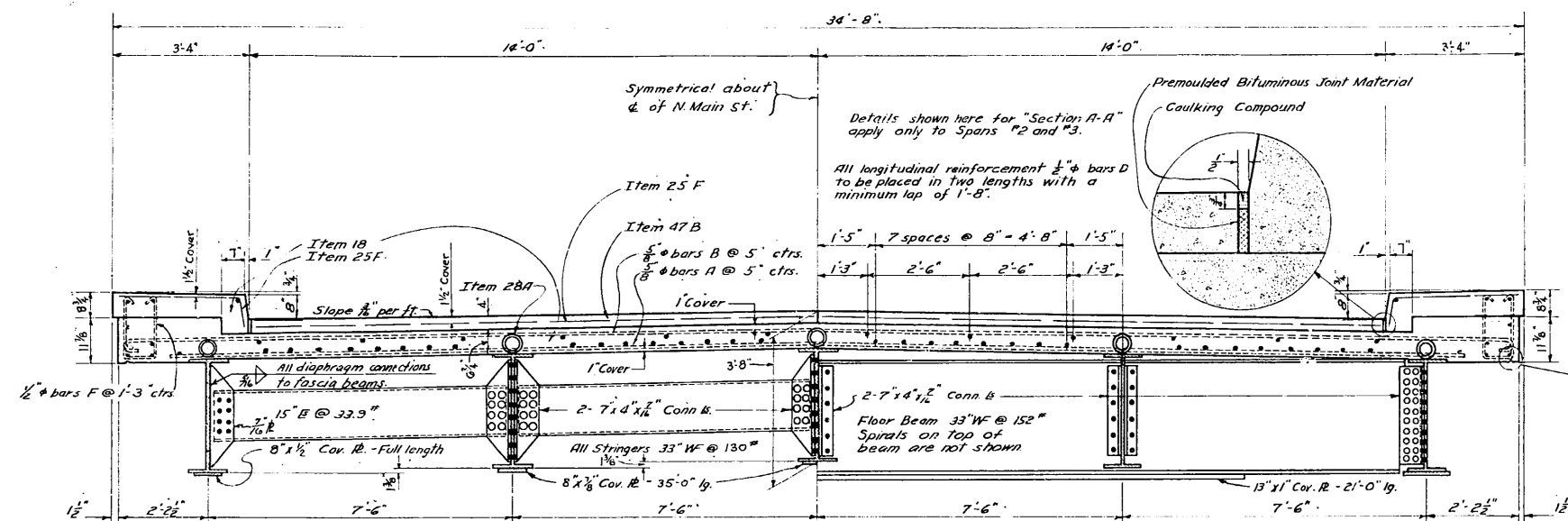
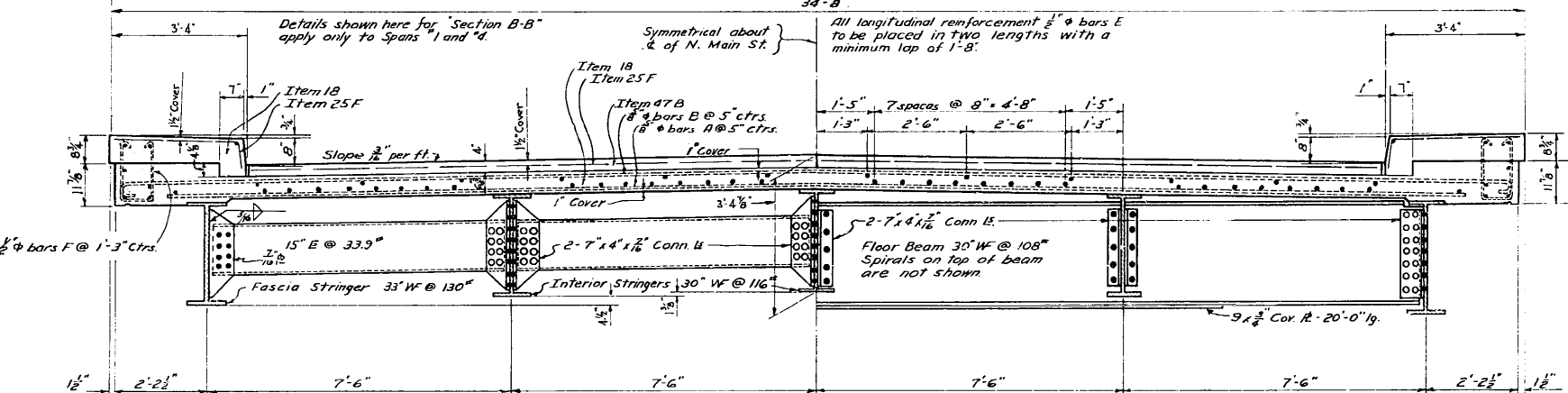
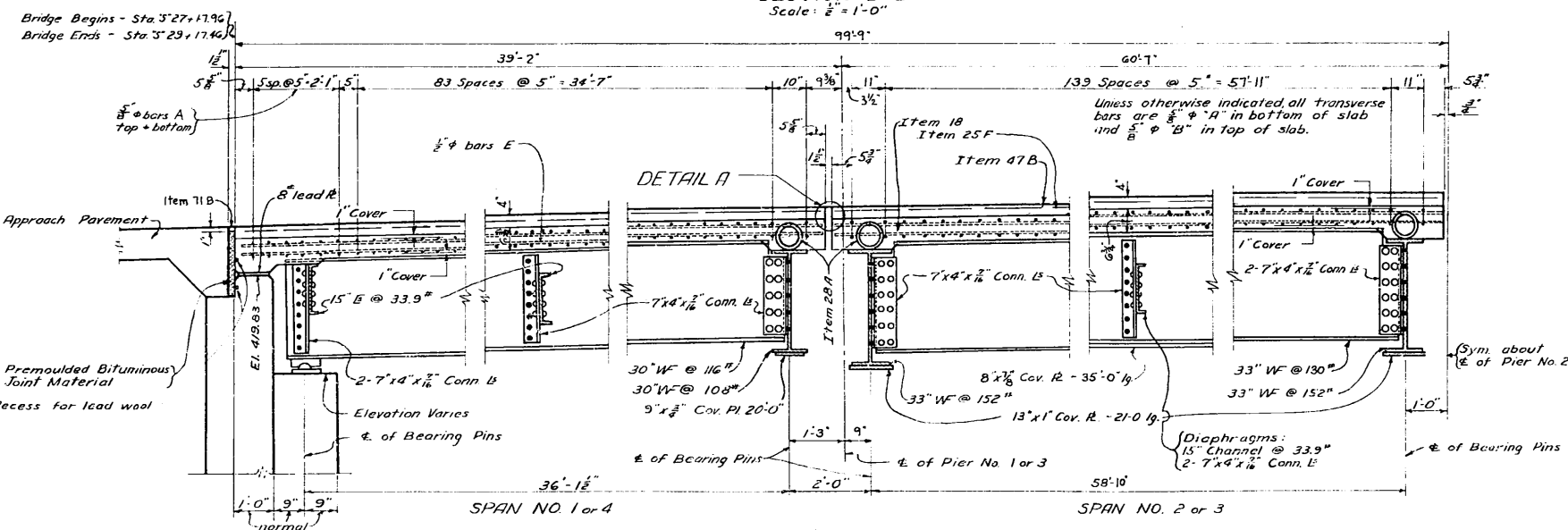
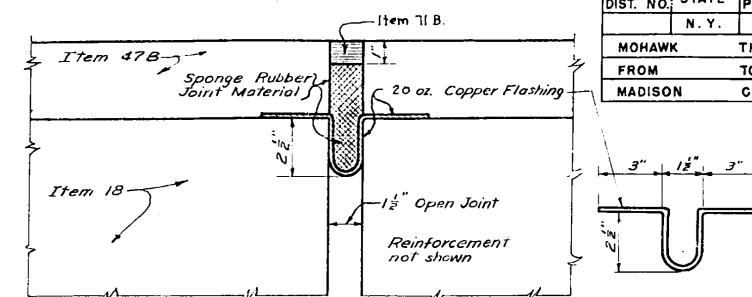
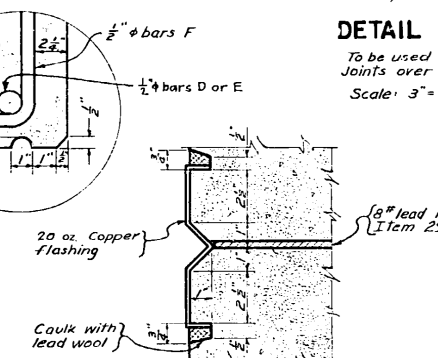
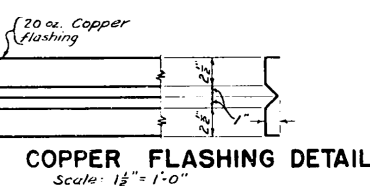
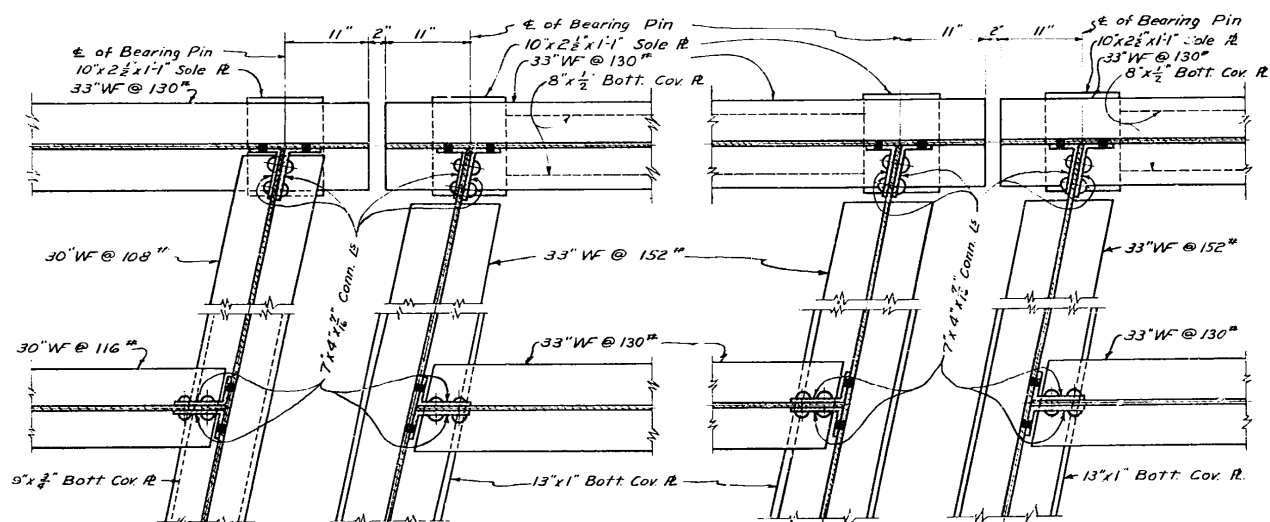
The Contractor and Engineers attention is called to the possibility of interference between the reinforcing steel in the slab and the beam spirals. While steel spacing is given as 5 inches, it is to be understood that 12 bars in each 5 ft 0 in will fill this requirement if no two bars are closer than 4 in. ctrs. or further apart than 6 in. ctrs. and even then some bars may have to be threaded thru one or more spirals. All spirals must have 2 structural welds 1 1/2" long for 1/2" spirals and 2" long for 5/8" spirals at each point of contact with the beam, one weld on each side of bar as shown. 5/32 or 3/16 Diameter electrodes shall be used in welding the spiral bar shear connectors. Special precautions must be exercised where welding crosses edge of flange to avoid any possibility of "under-cut" or nicks in edge of flange.

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.			51	67
FROM	MOHAWK	THRUWAY			
	MADISON	COUN. V.			



NORTH MAIN STREET
STA. 588 + 82
STRINGERS, FLOOR BEAMS AND BEARINGS

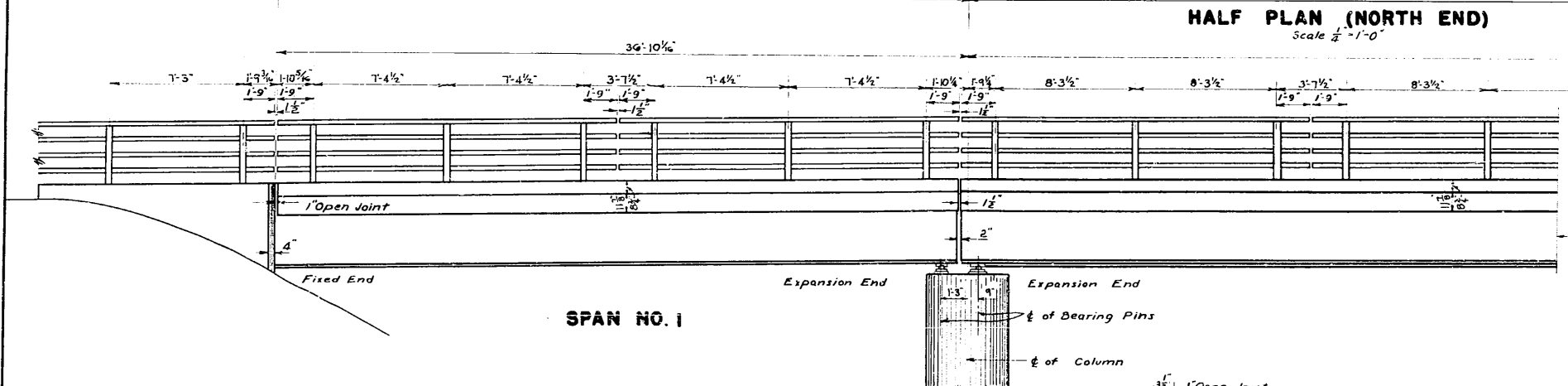
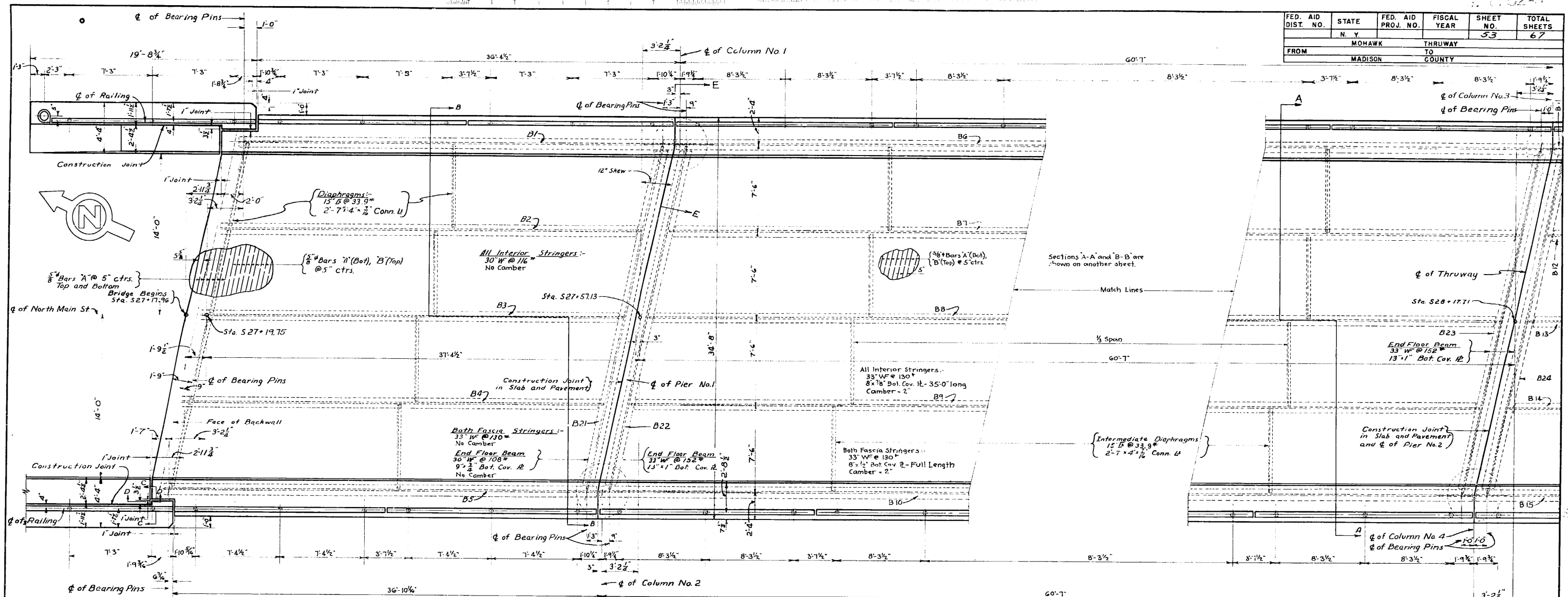
FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.			52	67
MOHAWK			THRUWAY		
FROM			TO		
MADISON			COUNTY		

SECTION A-A
Scale: 1/2" = 1'-0"SECTION B-B
Scale: 1/2" = 1'-0"HALF LONGITUDINAL SECTION
Scale: 1/8" = 1'-0"DETAIL A
To be used at all joints over all piers
Scale: 3" = 1'-0"DETAIL AT FLASHING ON ABUTMENT
Scale: 3" = 1'-0"COPPER FLASHING DETAIL
Scale: 1 1/2" = 1'-0"PARTIAL PLAN OF BEAM CONNECTIONS
OVER PIER NO. 1 & PIER NO. 3PARTIAL PLAN OF BEAM CONNECTIONS
OVER PIER NO. 2

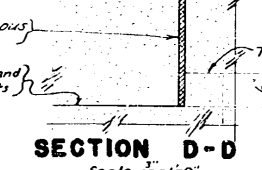
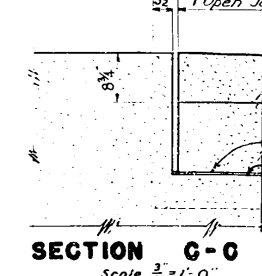
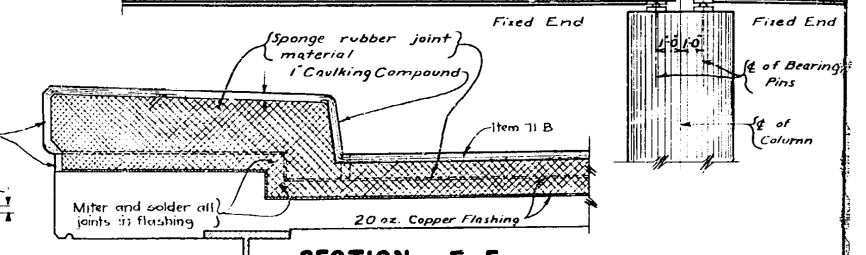
Scale: 1" = 1'-0"

NORTH MAIN STREET
STA. 588 + 82
SUPERSTRUCTURE

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.			53	67
FROM MADISON			THRUWAY TO COUNTY		



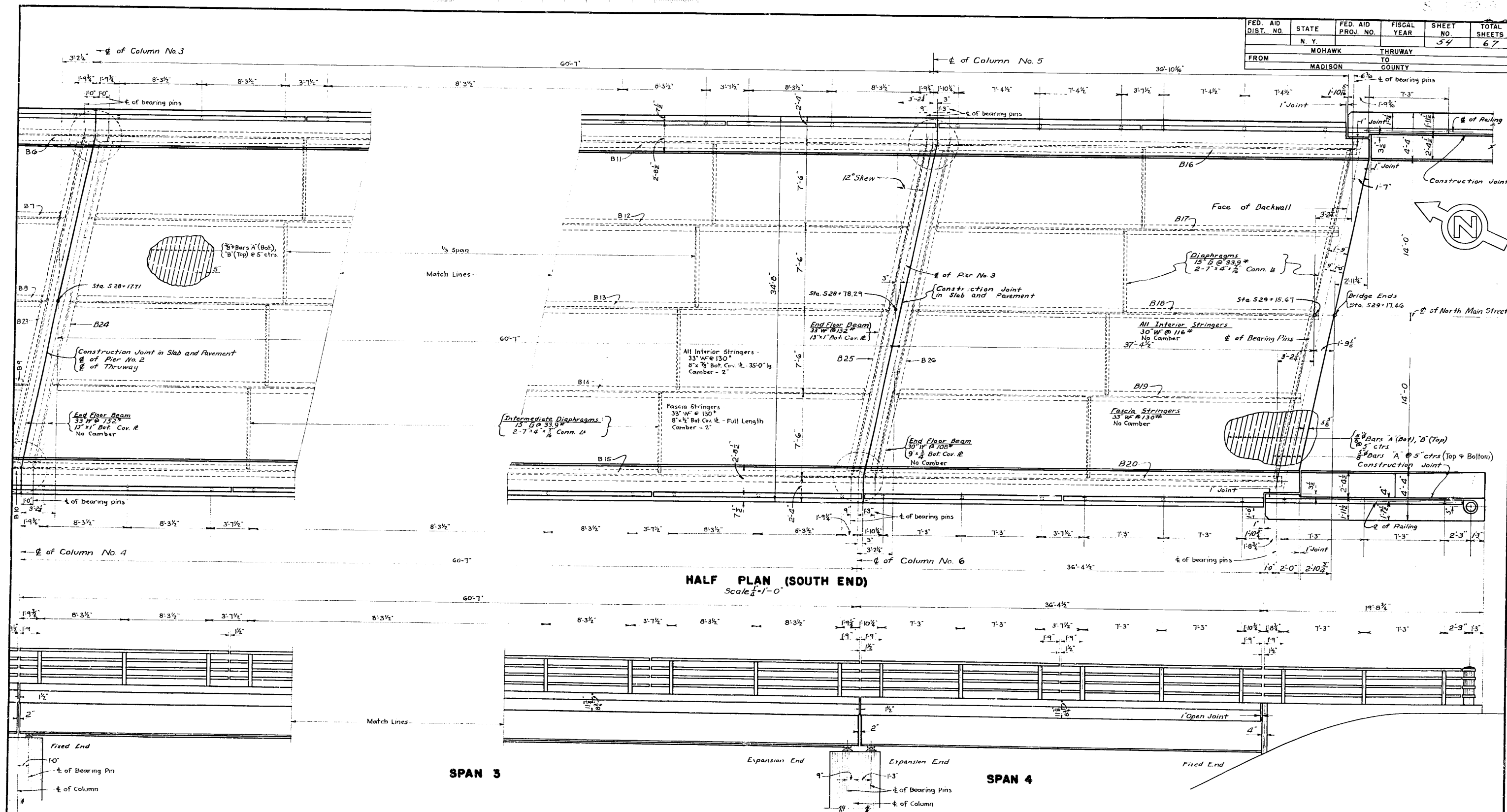
SPAN NO. 2



NORTH MAIN STREET
STA. 588 + 82
SUPERSTRUCTURE

Checked by 9/11
G. M. M. 5/10/53
G. M. M. 5/10/53
G. M. M. 5/10/53
G. M. M. 5/10/53

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.			54	67
FROM MOHAWK			THRUWAY		
			TO		
MADISON			COUNTY		

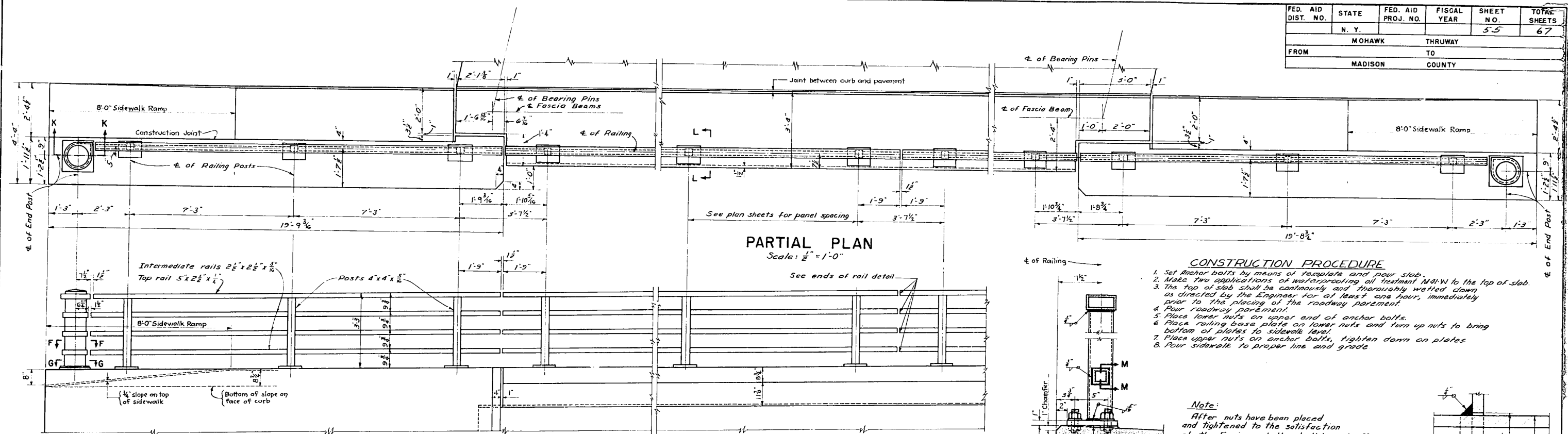


PARTIAL ELEVATION
Scale $\frac{1}{4}'' = 1'-0''$

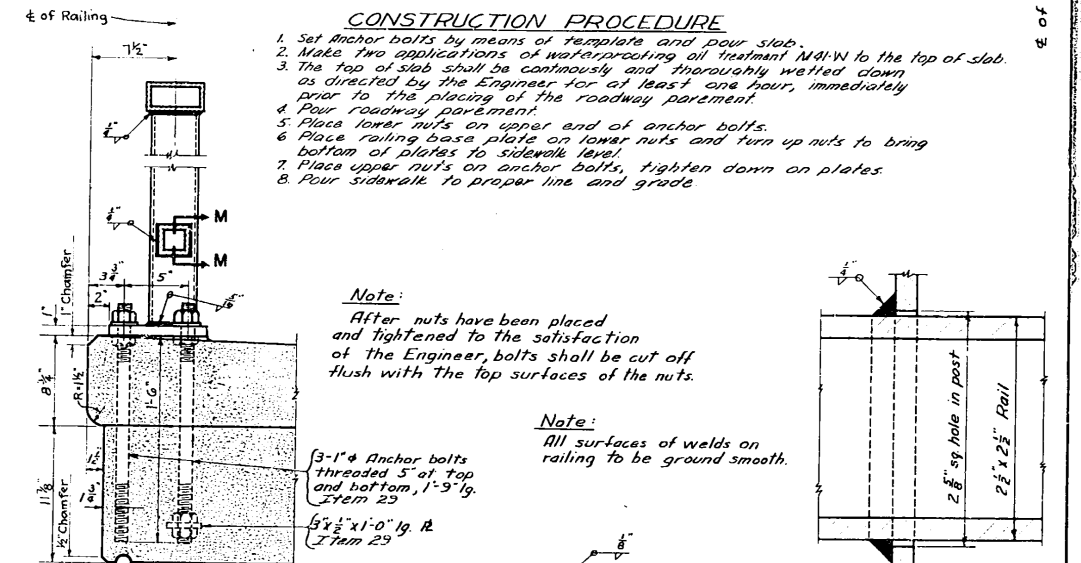
NORTH MAIN STREET
STA. 588 + 82
SUPERSTRUCTURE

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 99. 10/5/51
 100. 10/5/51

FED. AID DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.			55	67
MOHAWK			THRUWAY		
FROM			TO		
MADISON			COUNTY		



PARTIAL PLAN
Scale: $\frac{1}{2}" = 1'-0"$



CONSTRUCTION PROCEDURE

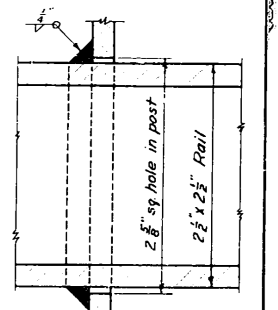
1. Set anchor bolts by means of template and pour slab.
2. Make two applications of waterproofing oil (Kushman) N/W to the top of slab.
3. The top of slab shall be continuously and thoroughly wetted down as directed by the Engineer for at least one hour, immediately prior to the placing of the roadway pavement.
4. Place roadway pavement.
5. Place lower nuts on upper end of anchor bolts.
6. Place railing base plate on lower nuts and turn up nuts to bring bottom of plates to sidewalk level.
7. Place upper nuts on anchor bolts, tighten down on plates.
8. Pour sidewalk to proper line and grade.

Note:

After nuts have been placed and tightened to the satisfaction of the Engineer, bolts shall be cut off flush with the top surfaces of the nuts.

Note:

All surfaces of welds on railing to be ground smooth.

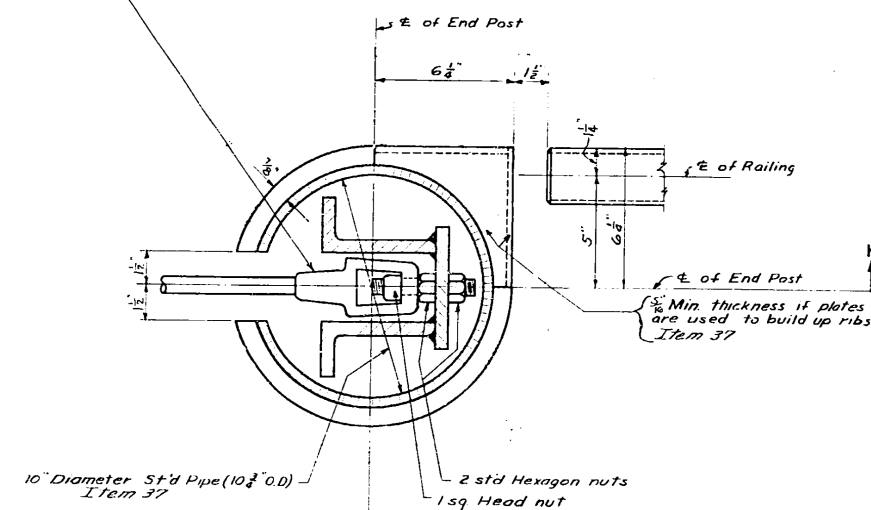


SECTION M-M
Scale: Full Size

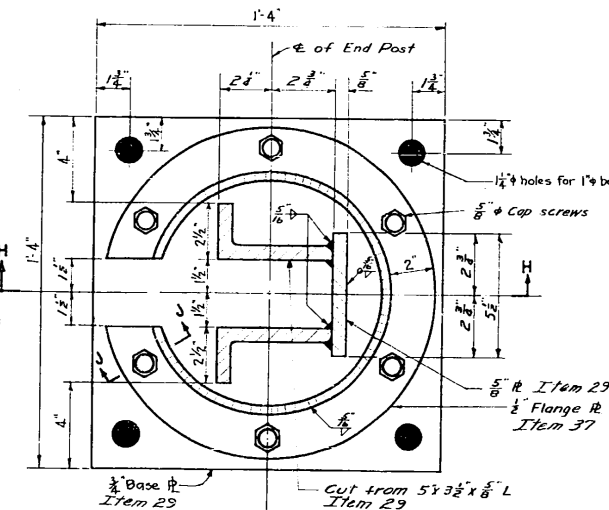
PARTIAL ELEVATION OF RAILING

Scale: $\frac{1}{2}'' = 1'-0''$

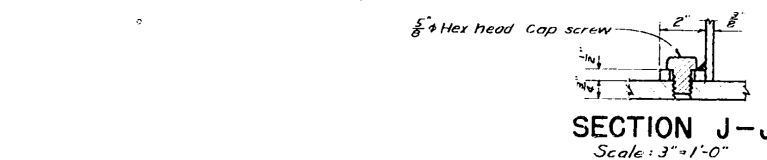
Cable End CG #184A, with short stud and three nuts, manufactured by Bethlehem Steel Company or equal paid for under Item #29



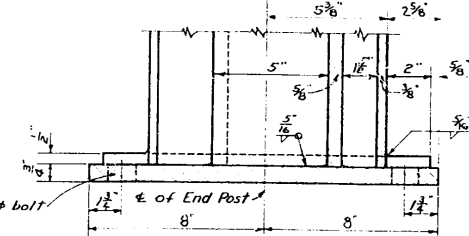
SECTION F-F
Scale: 3"=1'-0"



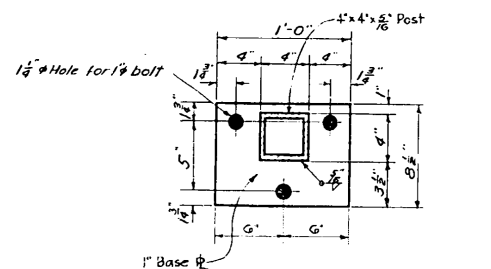
SECTION G-G
Scale: 3" = 1'-0"



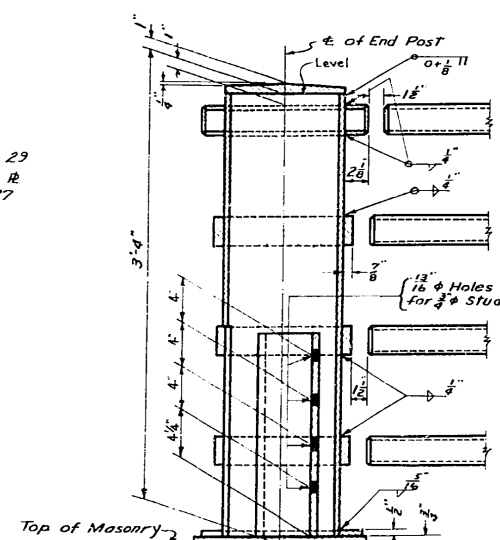
SECTION J-J
Scale: 3" = 1'-0"



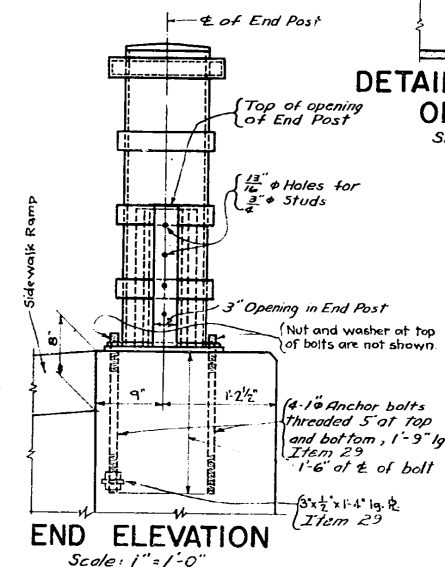
SECTION H-H
Scale: 3"=1'-0"



PLAN OF RAILING BASE R



SECTION K-K
Scale: 1/8" = 1'-0"



DETAIL AT ENDS
OF RAIL
Scale: 3"=1'-0"

NOTES:

*Metal Railing shall be paid for under Item 37.
Payment for furnishing and installing the anchor bolts,
and anchorage for cable guide railing at end posts
shall be made under Item 23.
The railing shall be fabricated and erected so that
the rails will be parallel to each other and to the top
of fascia and the posts will be truly vertical.*

NORTH MAIN STREET
STA. 588 + 82
RAILING

At intervals of 100 feet



Slopes outside of roadway
adjacent to ends of cuts and fills
flattened and warped.

MAINTENANCE and PROTECTION of TRAFFIC

The Contractor shall maintain and protect traffic in accordance with item 78 for the duration of the contract within the limits of Main Street for the entire length of the contract and also within the limits of the Thruway so far as the limits of work extend.

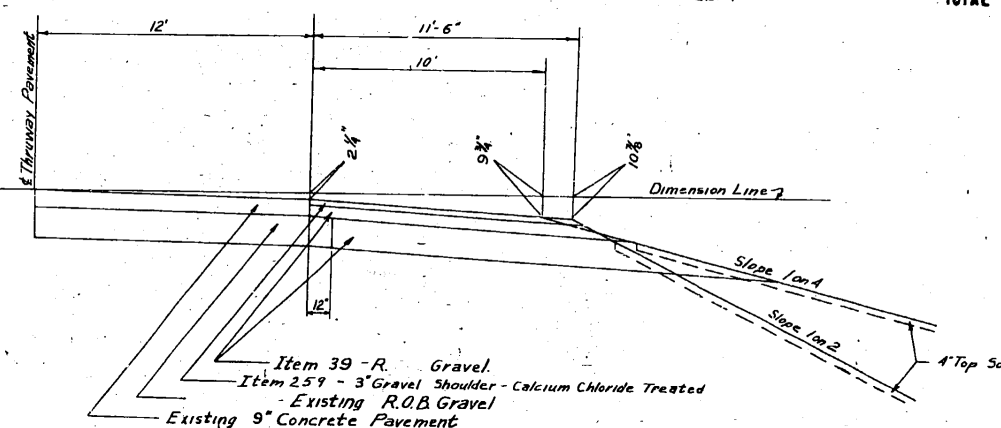
Signs shall be erected in accordance with Standard
Structure Sheet No. 40-43 on both the Thruway and
No. Main St.

Any traffic required to use the Thruway shall be so routed that movement will be only in same direction as Thruway traffic.

NOTES FOR EMBANKMENT

For the approach embankments between Station 5+20+00 and Station 5+35+00 the procedure listed below shall be followed:

1. Remove all waste material from the surface for full width of the embankment.
2. Place a layer of pervious borrow (Item No. 2B) approved by the Engineer, two feet in thickness on the ground surface before starting the embankment construction.
3. Maintain rate of construction not greater than two feet per week until full height is reached.



PART SECTION OF THRUWAY
SHOWING SHOULDER BUILT AFTER
REMOVAL OF TEMPORARY INTERSECTION
Scale $\frac{1}{4}":1'-0"$

DRAINAGE STRUCTURES	
Present Structure	Station REMARKS
None	S 28+00 RI L. 11' x 11' x 11'
None	S 28+04 RI L. 11' x 11' x 11'
None	S 28+07 RI L. 11' x 11' x 11'
None	S 28+10 RT L. 11' x 11' x 11'
18" C.W.P. Culv. 40' long None	S 28+18 Remove and store. 568+00 Build new Special Drop Inlet in ditch with Type B Frame and Grate. Outlet to Drop Inlet Sta. 568+60 C.L. with 110' or 24" R.C.C.P.

TABLE of LENGTHS			
Station to: Station		TRUCK ROAD Feet Miles	BRIDGE Feet Miles
S 17+00	S 27+18	1018 0.182	
S 27+18	S 29+17		199 0.038
S 29+17	S 38+00	683 0.129	
		1701 0.322	199 0.038
	Bridge	199 0.038	
	TOTAL	1990 0.360	

Item 5 - TRENCH, CULVERT, and
BRIDGE EXCAVATION

From	Cu. Yds
143.9	

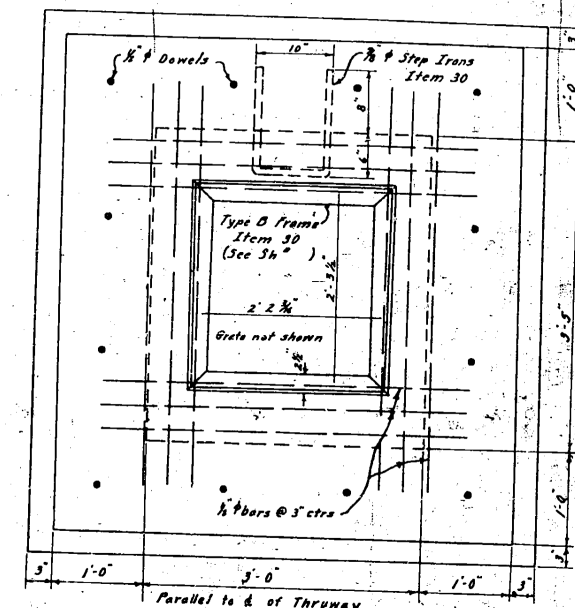
TOTAL	1297
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Item 2B - UNCLASSIFIED EXCAVATION
From : Cu. Yds.

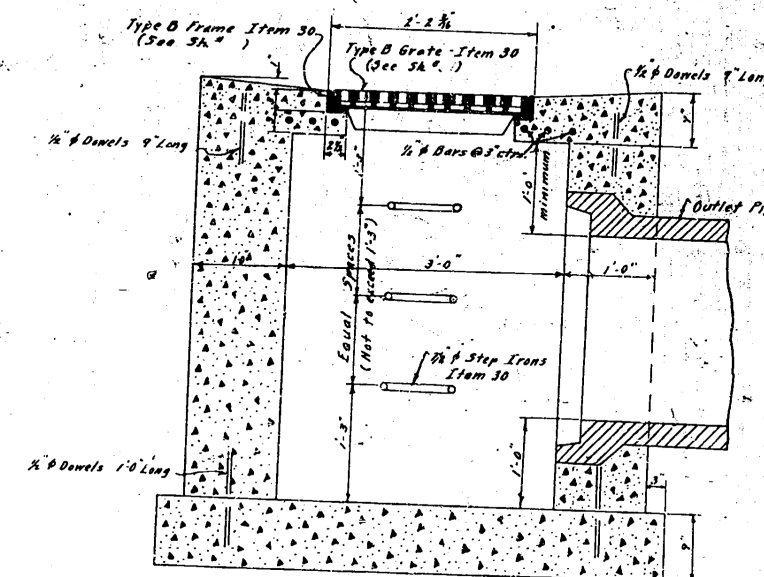
Road Excavation
 Sorrow
 LUNARVILLE, ISTERIE

Excluded by DOT.
Removing Temp. Intersec-
tions

TOTAL	20,21
-------	-------



PLAN



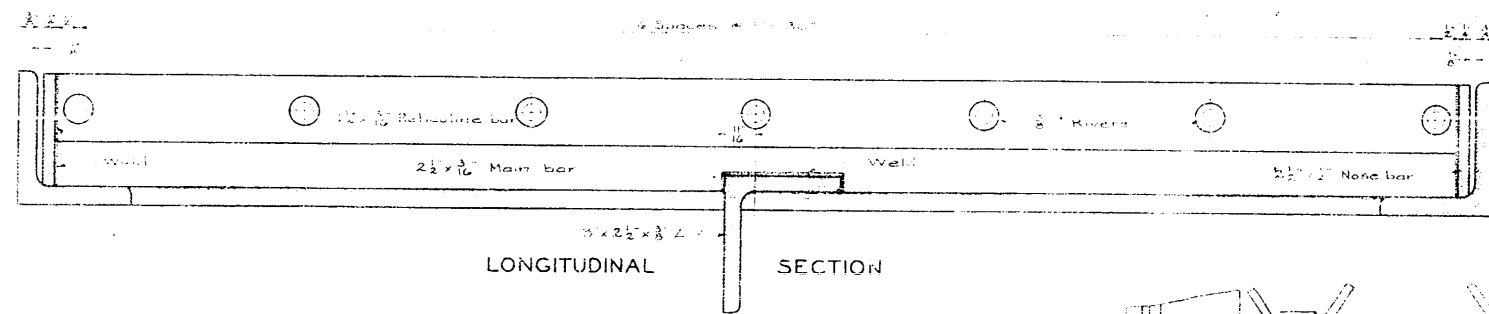
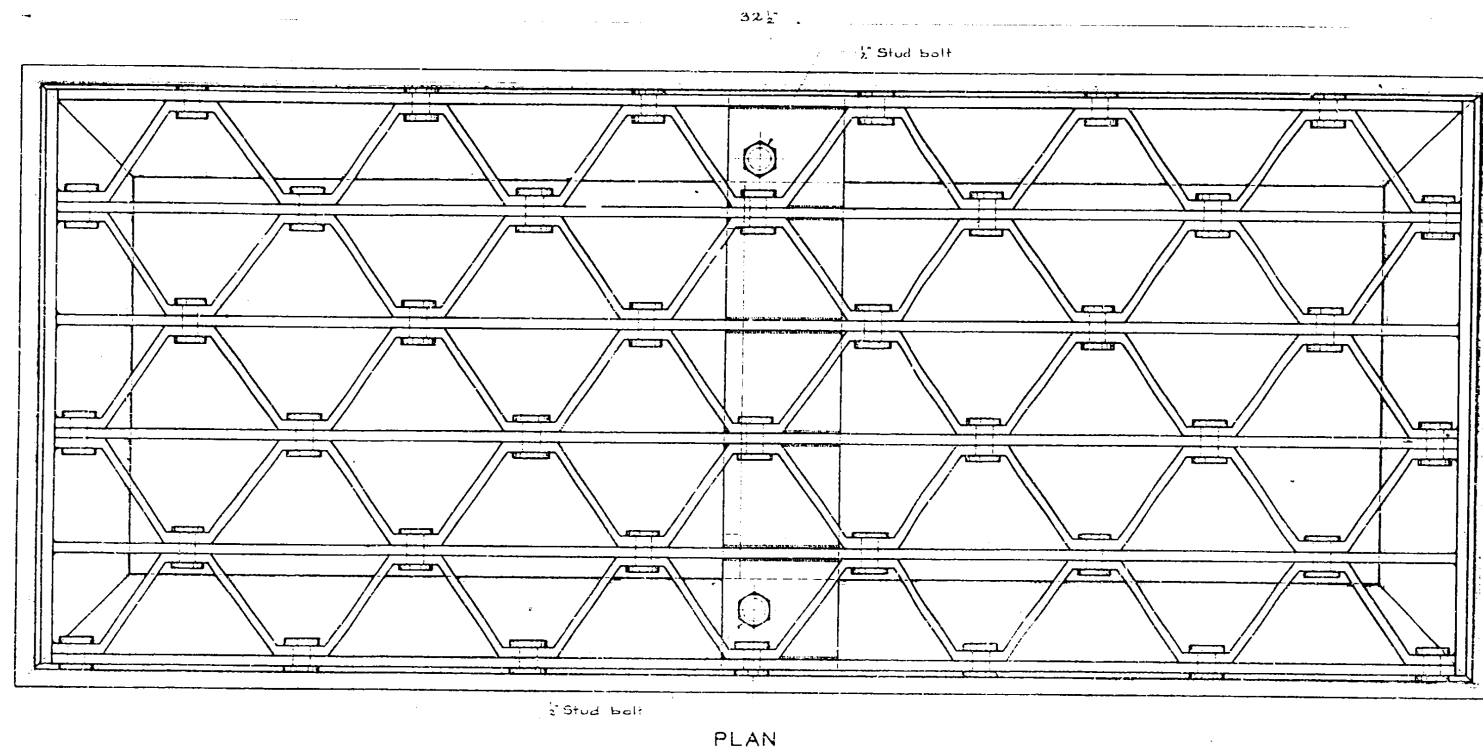
SECTIONAL ELEVATION
DETAILS OF SPECIAL DROP INLET
To BE BUILT AT STA 588+50 IN MALL
Scale 1"=1'-0"

Made By Traced By Checked By

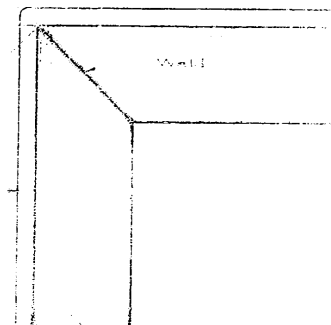
PLAN	_____	<u>Calanzelo</u>	<u>F. F. White</u>
PROFILE	_____	_____	_____

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY

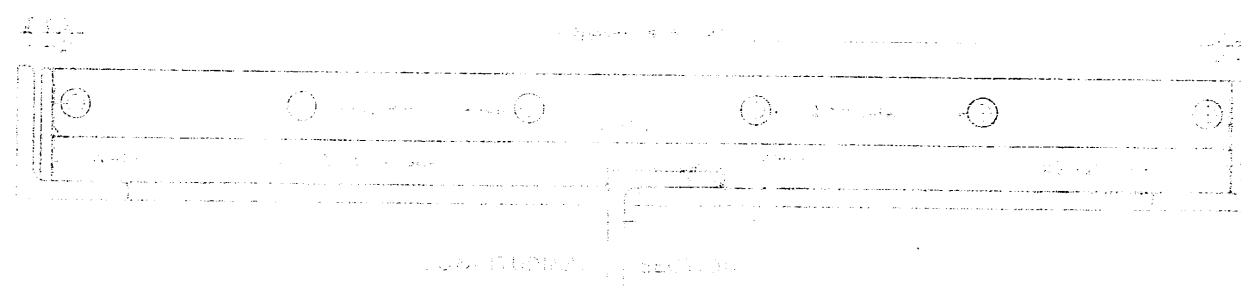
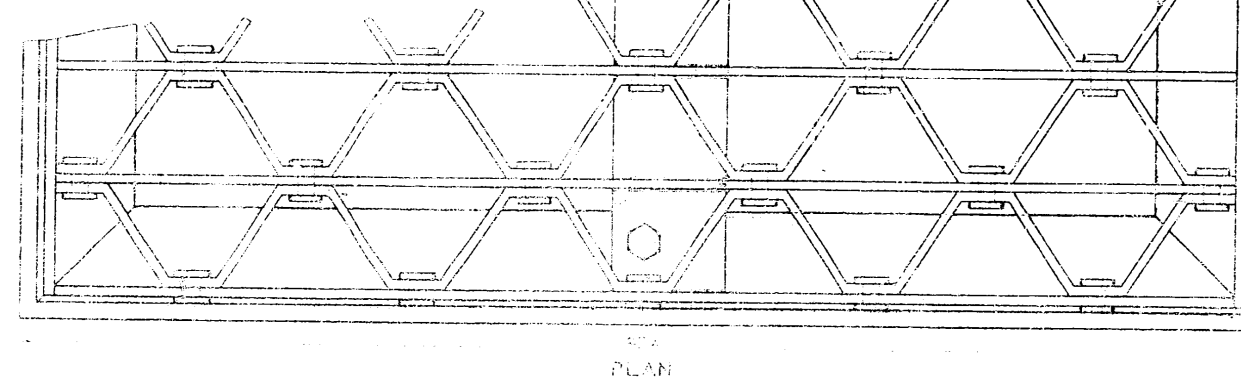
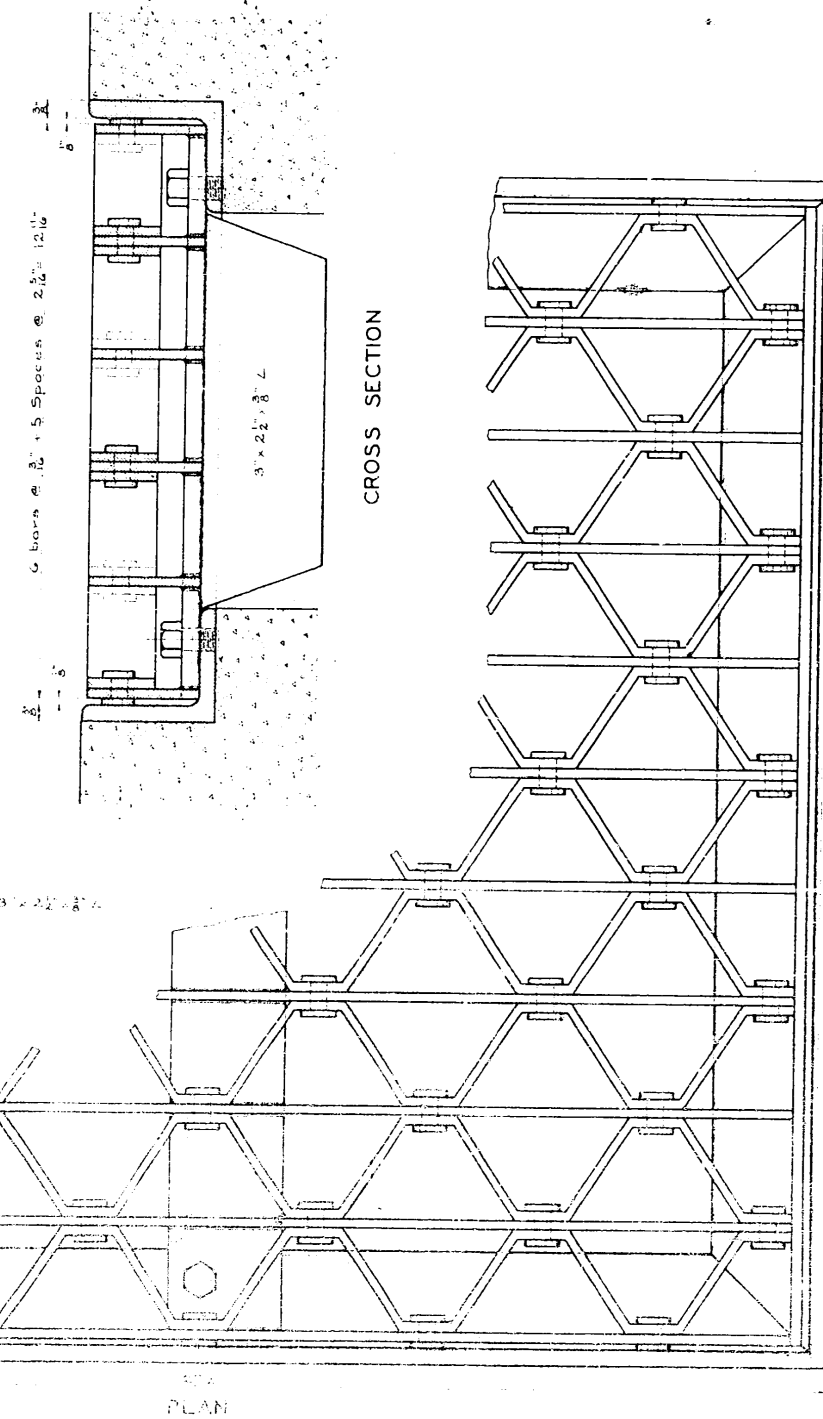
DATE _____ 9/24/2014
ENGINEER DISTRICT No. 2



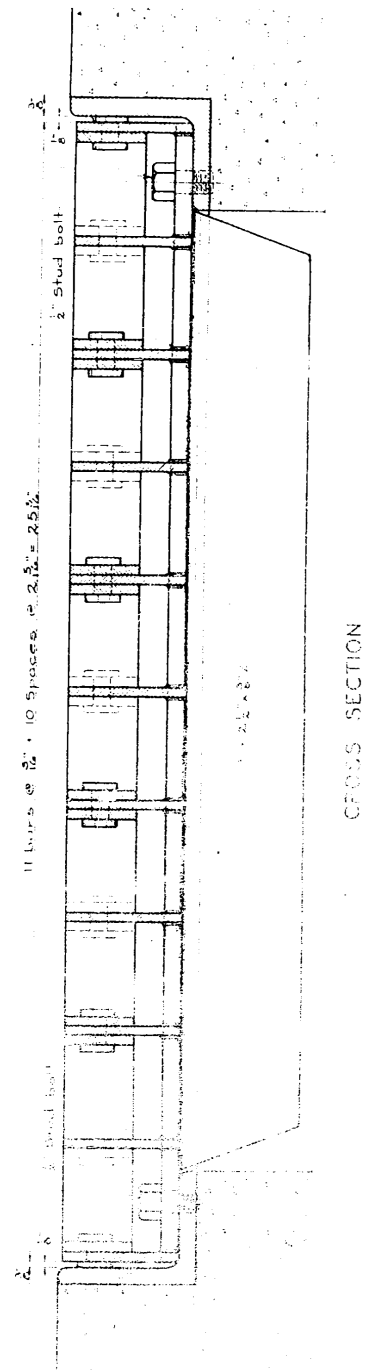
FRAME & GRATE TYPE A



FRAME DETAIL

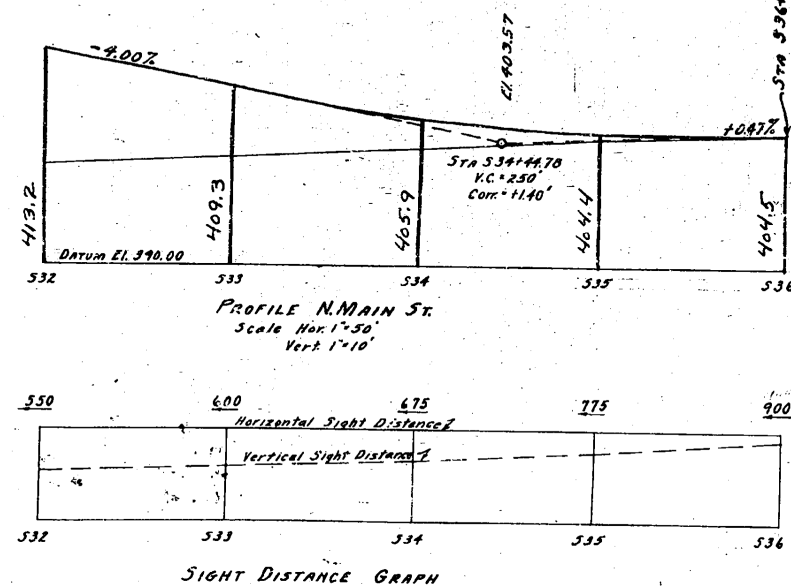
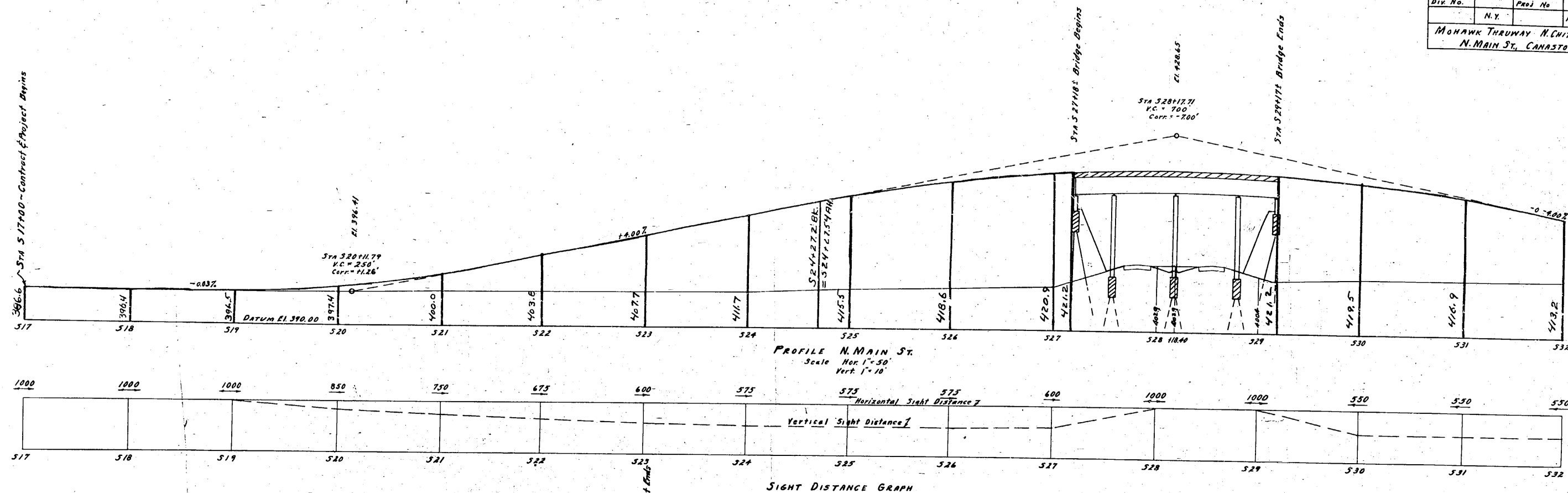


FRAME & GRATE TYPE A



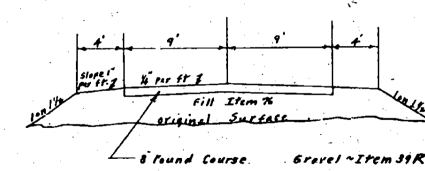
FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS
	N.Y.		MADISON	59	67
MOHAWK THRUWAY M. CHITTENANGO - CANASTOTA N. MAIN ST., CANASTOTA					

59R



MADE BY _____ TRACED BY _____ CHECKED BY _____
PLAN _____ Colangelo G.E. White
PROFILE _____

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED BY
DATE _____ Larry Ketchum
ENGINEER DISTRICT NO. 2



Note: All items necessary for the construction and the removal of the temporary detour shall be included in the price bid for Item 76.

Note:-
Grade the Thruway Mail to carry
drainage from Sta W 581+00 to the
D.I. at Sta. W 588+50 and from the
structure to D.I. at Sta. W. 589+60

PREPARED PURSUANT TO THE HIGHWAY LAW & RECOMMENDED

DATE _____

Lacy Ketchum
ENGINEER DISTRICT

Appendix F Estimate



**Order-of-Magnitude
Opinion of Probable Costs**

SHEET #	1	OF	4
MADE BY:	HT3	DATE:	5/3/2017
CHKD BY:	JJF	DATE:	5/4/2017
REVISED BY:	EH	DATE:	8/28/2017
CHKD BY:		DATE:	

BIN 5512790 - North Main Street Bridge Replacement - MP 262.01

NEW YORK

ITEMS	UNIT	UNIT PRICE 2016	QUANTITY	AMOUNT
Highway				
Roadway Reconstruction (see sheet 2)	SY	\$75	3,400	\$255,000
Excavation (End Area Volume)	CY	\$17	600	\$10,200
Embankment In Place (End Area Volume)	CY	\$18	2,500	\$45,000
Guide Rail (Cable)	LF	\$15	1,400	\$21,000
Silt Fence	LF	\$8	2,000	\$16,000
			HWY. Subtotal	\$347,200
Structures				
Demolition/Construction of North Main St Bridge (see sheet 3 & 4)	LS	\$1,604,612	1	\$1,604,612
			STR. Subtotal	\$1,604,612
			Subtotal	\$1,951,812
Incidentals (20%)				\$390,362
Contingencies (15%)				\$351,326
Potential Field Change Orders (5%)				\$134,675
Mobilization (4%)				\$113,127
Expected Award Amount, Inflated at 5%/year to the midpoint of Construction (2019)				\$147,065
Construction Inspection/Field Change (30%)				\$926,510
			TOTAL	\$4,014,878

SAY \$4,020,000



**NORTH MAIN STREET BRIDGE REPLACEMENT
BIN 5512790
VILLAGE OF CANASTOTA
MADISON COUNTY**

Date: 05-03-2017
By: HT3
Check: JJF 05-04-17
Sheet: 2 of 4

ROADWAY RECONSTRUCTION - UNIT COST BREAKDOWN - UNIT COST PER SY

Item	Description	Length (ft)	Width (ft)	Depth (in)	Qty (SY)	Quantity (CF)	Quantity (CY)	Asphalt Conv. Factor (LB/CF)	Quantity (TON)	Tack Coat Conv. Factor (GAL/SY)	# of Lifts	Qty (GAL)	Pay Quantity	Pay Units	Unit/Cost	Cost/SF
203.02	Excavation	1.0	1.0	22.0		1.833	0.068						0.068	CY	\$ 17.00	\$ 1.16
304.12	Subbase	1.0	1.0	12.0		1.000	0.037						0.037	CY	\$ 45.00	\$ 1.67
402.126202	Top Course	1.0	1.0	1.5		0.125		145.0	0.00906				0.00906	TON	\$ 100.00	\$ 0.91
402.126212	Adjustment to Top												0.00045	QU	\$ 110.00	\$ 0.05
402.196902	Binder Course	1.0	1.0	2.5		0.208		145.0	0.01510				0.01510	TON	\$ 110.00	\$ 1.67
402.196912	Adjustment to Binder												0.00076	QU	\$ 85.00	\$ 0.07
402.376902	Base Course	1.0	1.0	6.0		0.500		145.0	0.03625				0.03625	TON	\$ 100.00	\$ 3.63
402.376912	Adjustment to Base												0.00181	QU	\$ 85.00	\$ 0.16
407.0102	Tack Coat (Between Lifts)	1.0	1.0		0.11					0.06	2	0.0133	0.0133	GAL	\$ 5.00	\$ 0.07

Total Cost per SF: \$ 8.23

SY: \$74.07

SAY: \$75.00

This worksheet attempts to breakdown the unit cost of a single Square Yard of Asphalt placement.

P.I.N.	B.I.N.	5512790	PS&E	1/0/00	Anticipated Year of Construction	2018
BRIDGE North Main Street (CR 5)			OVER		I-90 (Thruway)	
NUMBER OF SPANS:	2	SPAN ARRANGEMENT	80	80	WIDTH	31 ft
ABUTMENT TYPE	Integral	SKEW	12.00 DEG	CURVED GIRDERS	no	RADIUS
SUPERSTRUCTURE:	steel straight					0.00 ft
Alternate Design:	Timber	<input type="checkbox"/> Inverset	<input type="checkbox"/> Slab	<input type="checkbox"/>		
WZTC By:	off site detour					
PREPARED BY:	H. Tompkins	DATE:	02/15/17			

Shoulder Break Area Calculation Data

* See Shoulder Break Area Diagram for dimensions.


	12	21	135	31	6,941	
	Average Skew (Degrees)	* Over Roadway Height (ft) (From Roadway to to bottom of culvert)	* Bottom Angle Length (ft) (Length of barrel for culvert)	Bridge Width (ft) (Width of opening for culvert)	* Shoulder Break Area (Square Feet)	
1A.) Base:	\$130	DOT Regions 1 - 7 & 9 = \$115 steel, Multi-Span Add \$15; Regions 8 & 10 = \$173, Multi-Span Add \$27.				
(\$ / ft ² SB AREA)		DOT Regions 1 - 7 & 9 = \$129 adjacent concrete box, Multi-Span Add \$31; Regions 8 & 10 = \$149, Multi-Span Add \$43.				
		DOT Regions 1 - 7 & 9 = \$165 next beam or spread box, Multi-Span Add \$31; Regions 8 & 10 = \$190, Multi-Span Add \$43.				
		DOT Regions 1 - 7 & 9 = \$117 concrete I-beam or N.E. bulb-T, Multi-Span Add \$31; Regions 8 & 10 = \$135, Multi-Span Add \$43.				
		RR Bridge = \$317.				
		THIS IS NOT A BID PRICE PER SHOULDER BREAK AND SHOULD NOT BE THE SOLE FACTOR IN DETERMINING TYPE OF BRIDGE				
		Notes: 1) Base costs are based on single span bridge designs with integral abutments with average pile lengths.				
		2) RR Bridge cost estimates based on a limited amount of in house data.				
1B.) Culverts & three sided structures with horizontal openings	\$0	Culvert - DOT Regions 1 - 7 & 9 = \$166 Regions 8 & 10 = \$249;				
		3 Sided Frame - DOT Regions 1 - 7 & 9 = \$176 Regions 8 & 10 = \$264.				
		NO "BASE BRIDGE" COST SHOULD BE ENTERED IN SECTION 1 IF USING THESE COSTS.				
2.) Foundations:	\$10	Spread footing, add \$14. All abutment types footings on rock subtract \$20.				
		3 sided frame average pile length add \$3; Poor soil or pile length > 39 ft add \$17.				
		Integral abutments average pile length add \$10; Poor soil or pile length > 39 ft add \$20.				
		All other abutments & piers with average pile length add \$6; Poor soil or pile length > 39 ft add \$31.				
3.) Abutments:	\$0	Abutments 20 to 30 ft add \$8.				
		MSE Walls supporting CIP stub abutments are addressed as contingencies below.				
4.) Cofferdams:	\$0	Costs based on bridges up to 49 ft wide.				
Water depths based on bottom of footing to OHW elev.		Minor Water Diversion (Sand Bags) \$3500 per bridge.				
Divide cost on right by shoulder break ft ² &		Abutments in 4 ft to 6 ft of water \$6,000 per unit.				
		Substructure in 5 ft to 8 ft water \$15,000; 8 ft to 12 ft of water \$24,000 ; 12 ft to 14 ft of water \$26,000.				
		Canal Pier Protection Cofferdam System \$145,000 per unit (Max Water Height Retained to 13 feet).				
		Tremie Seals And Associated Forms \$200,000 per unit.				
5.) Span Adjustment:	\$6	Each foot > average span length of 66 feet add - Concrete 0.31 or Steel 0.46 \$/ Ft (Ex. 138 ft Conc. -> 72Ft *0.31\$/Ft).				
		Thru Truss add \$226. Use the span adjustment with trusses also.				
6.) Curved Girders:	\$0	1601 ft radius or less add \$16; 1601 ft to 2499 ft add \$3; 2499 ft to 3001 ft add \$3.				
7.) Long Wing Walls:	\$30	For total combined wingwall length > 60 ft calculate adjustment using the LongWingWallCosts worksheet.				
8.) Stage Construct.:	\$0	Minor wingwall \$12; WZTC On superstructure staged with sheet piling or GRES add \$5.				
		WZTC On superstructure staged with H-Pile wall lagging add \$5.				
		Down state multiply factor by 1.5.				
9.) Miscellaneous:	\$0	Bridge width less than 30 ft add \$50; Paint or galvanize steel girders add \$45; Paint steel trusses add \$50. Protection walls other than for staging.				
TOTAL BRIDGE COST						
\$ / ft² SB AREA =	\$176					

Shoulder Break Area (ft²) 6,941 X Cost / ft² \$176 = BRIDGE ONLY COST \$1,224,612

Contingencies:	Remove existing bridge	\$320,000
	Work Zone Traffic Control (WZTC)	\$50,000
	Detour structure	
	Channel work	
	Slope protection, other than for channel work	
	Utilities	
	Aesthetics (e.g. Form liners, decorative railing, lights & stone facades)	
	MSE for abutments. Specified "Plain" \$53, "As Shown" \$102 per ft ² of MSE	
	Overhead (e.g. Construction office, computer software & hardware, office supplies)	\$10,000
	Input as decimal for anticipated year of letting:	

Simple Inflation Rate For SFY: (inflation added elsewhere) 0.000

TOTAL BRIDGE SHARE (Mobilization added elsewhere) = \$ 1,604,612

	NORTH MAIN STREET BRIDGE REPLACEMENT BIN 5512790		Date: <u>05-03-2017</u>
	VILLAGE OF CANASTOTA		By: <u>HT3</u>
	MADISON COUNTY		Check: <u>JJF 05-04-17</u>
			Sheet: <u>4 of 4</u>

BRIDGE DEMOLITION - UNIT COST BREAKDOWN - UNIT COST PER SF

Item	Description	Length (ft)	Width (ft)	Height (ft)	# of Elements	Quantity (CF)	Quantity (CY)	Pay Quantity	Pay Units	Unit Cost	Cost
202.19	Abutments (2)	35.0		45.0	2.0	3150.00	116.67	116.67	CY	-	\$ -
	Wingwalls (4)	20.0	2.0	8.0	4.0	1280.000	47.41	47.41	CY	-	\$ -
	Piers Footings (3)	35.0		45.0	3.0	4725.000	175.00	175.00	CY	-	\$ -
	Piers Columns (6)		3.5	16.0	6.0	336.000	12.44	12.44	CY	-	\$ -
	SUBTOTAL							351.52	CY	\$ 100.00	\$ 35,151.86
202.120001	Remove Existing Superstructures	-	-	-	-	-	-	1.00	LS	\$ 250,000.00	\$ 250,000.00

Total Cost per SF: \$ 285,151.86

This worksheet attempts to breakdown the unit cost of Bridge Demolition.

(10% Markup)

SAY: \$ 320,000.00



**Order-of-Magnitude
Opinion of Probable Costs**

SHEET #	1	OF	3
MADE BY:	HT3	DATE:	5/5/2017
CHKD BY:	JJF	DATE:	5/5/2017
REVISED BY:		DATE:	
CHKD BY:		DATE:	

BIN 5512790 - North Main Street Bridge Rehabilitation - MP 262.01

NEW YORK

ITEMS	UNIT	UNIT PRICE 2016	QUANTITY	AMOUNT
Highway				
Roadway Reconstruction (see sheet 2)	SY	\$85	450	\$38,250
Embankment In Place (Roadway)	CY	\$18	100	\$1,800
Guide Rail (Cable)	LF	\$15	200	\$3,000
Silt Fence	LF	\$8	400	\$3,200
			HWY. Subtotal	\$46,250
Structures				
Rehabilitation of North Main St Bridge (see sheet 3)	LS	\$1,870,070	1	\$1,870,070
			STR. Subtotal	\$1,870,070
			Subtotal	\$1,916,320
Incidentals (20%)				\$383,264
Contingencies (15%)				\$344,938
Potential Field Change Orders (5%)				\$132,226
Mobilization (4%)				\$111,070
Expected Award Amount, Inflated at 5%/year to the midpoint of Construction (2019)				\$144,391
Construction Inspection/Field Change (30%)				\$909,663
			TOTAL	\$3,941,871

SAY \$3,950,000



NORTH MAIN STREET BRIDGE REPLACEMENT
BIN 5512790
VILLAGE OF CANASTOTA
MADISON COUNTY

Date: 05-05-2017

By: HT3

Check: JJF 05-05-17

Sheet: 2 of 3

ROADWAY RECONSTRUCTION - UNIT COST BREAKDOWN - UNIT COST PER SY

Item	Description	Length (ft)	Width (ft)	Depth (in)	Qty (SY)	Qty (CF)	Quantity (CY)	Asphalt Conv. Factor (LB/CF)	Quantity (TON)	Tack Coat Conv. Factor (GAL/SY)	# of Lifts	Qty (GAL)	Pay Quantity	Pay Units	Unit/Cost	Cost/SF
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304.12	Subbase	1.0	1.0	12.0		1.000	0.037						0.037	CY	\$ 45.00	\$ 1.67
402.126202	Top Course	1.0	1.0	1.5		0.125		145.0	0.00906				0.00906	TON	\$ 100.00	\$ 0.91
402.126212	Adjustment to Top												0.00045	QU	\$ 110.00	\$ 0.05
402.196902	Binder Course	1.0	1.0	2.5		0.208		145.0	0.01510				0.01510	TON	\$ 110.00	\$ 1.67
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402.376902	Base Course	1.0	1.0	6.0		0.500		145.0	0.03625				0.03625	TON	\$ 100.00	\$ 3.63
402.376912	Adjustment to Base												0.00181	QU	\$ 85.00	\$ 0.16
407.0102	Tack Coat (Between Lifts)	1.0	1.0		0.11					0.06	2	0.0133	0.0133	GAL	\$ 5.00	\$ 0.07

Total Cost per SF: \$ 9.39

SY: \$84.51

SAY: \$85.00

This worksheet attempts to breakdown the unit cost of a single Square Yard of Asphalt placement.



NORTH MAIN STREET BRIDGE REHABILITATION
BIN 5512790
VILLAGE OF CANASTOTA
MADISON COUNTY

Date: 05-05-2017
By: HT3
Check: JJF 05-05-17
Sheet: 3 of 3

Order-of-Magnitude OPC- Bridge Items

Item Number	Description	Pay Unit	Quantity	Unit Price	Total Price
557.0109	Superstructure Slab with Integral Wearing Surface - Bottom Formwork Required - Type 9 Friction	SY	770.00	\$400.00	\$308,000
557.2009	Structural Approach Slab with Integral Wearing Surface - Type 9 Friction	SY	200.00	\$400.00	\$80,000
557.30	Sidewalks and Safety Walks	SY	150.00	\$150.00	\$22,500
565.2025	Type E.B. Fixed Bearing (over 225 kips)	EA	4.00	\$2,250.00	\$9,000
565.2033	Type E.B. Expansion Bearing (112 to 168 kips)	EA	10.00	\$2,000.00	\$20,000
565.2035	Type E.B. Expansion Bearing (over 225 kips)	EA	8.00	\$2,500.00	\$20,000
565.49950016	Bearing Removal	EA	22.00	\$675.00	\$14,850
568.51	Steel Bridge Railing (Four Rail)	LF	400.00	\$200.00	\$80,000
570.150001	Class A Containment for Paint Removal	LS	1.00	\$250,000.00	\$250,000
573.010001	Structural Steel Painting Field Applied, Total Removal	LS	1.00	\$250,000.00	\$250,000
582.06	Removal of Structural Concrete - Replacement with Class D Concrete	SF	704.80	\$150.00	\$105,720
585.01	Structural Lifting Operations - Type A	EA	12.00	\$30,000.00	\$360,000
585.02	Structural Lifting Operations - Type B	EA	10.00	\$5,000.00	\$50,000
619.01	Basic Work Zone Traffic Control	LS	1.00	\$300,000.00	\$300,000

Subtotal = \$1,870,070

Subtotal - Bridge Items = \$1,870,070

Appendix G Detour Feasibility Information



VILLAGE OF CANASTOTA
205 SOUTH PETERBORO STREET
CANASTOTA, NEW YORK 13032
TELEPHONE (315) 697-7559 • FAX (315) 697-3619
E-MAIL: VILLAGE@CANASTOTA.COM

April 27, 2017

Mr. David T. Vosburg, PE-Director Structures Bureau
NYS Thruway Authority
200 Southern Blvd.
PO Box 189
Albany, NY 12201

Re: Draft Design Approval Document
MP 262.01-North Main St (CR 5) over Thruway (I-90)

Dear Director Vosburgh,

Thank you for the information regarding the above named project. We appreciate the replacement of this bridge in our community and the opportunity to comment on the project.

The Village generally agrees with the Project Report but would like to comment specifically on the plans to re-route the traffic to Maple Avenue. Maple Avenue, although the most direct route for detoured traffic, is not a good choice. Traffic that would normally be headed across the bridge from the south would now turn right onto Maple and then turn left onto NYS Rt #13. This detour plan is flawed for the following reasons:

- Maple Ave is a narrow Village street with a small, narrow bridge over Canastota Creek that cannot handle the weight of the additional traffic.
- The turning radius for tractor trailers, at both ends of Maple Ave, is not sufficient.
- There are no sidewalks on this street for pedestrians.

The recommendation of the Village is to detour traffic on NYS Rt #5. This would be the safest route for the traffic as well as the residents of the area.

If you have questions or are in need of further comment, please contact me directly.

Sincerely,



Larry Carpenter
Village Administrator

BOARD OF TRUSTEES

SCOTT F. RAPASADI ❖ BILL HADDAD ❖ ROSANNE WARNER ❖ JEFFREY L. CARPENTER

THIS INSTITUTION IS AN EQUAL OPPORTUNITY PROVIDER AND EMPLOYER.



NEW YORK
STATE OF
OPPORTUNITY.

Thruway
Authority

Sign In Sheet

Syracuse Division Bundled Bridge Project

Detour Feasibility Meeting

Location

Madison County Department of Public Works

1:00 PM

June 8th, 2017

DAVID VOSBURGH	DIRECTOR, STRUCTURES DESIGN	
NYSTA, 200 SOUTHERN BOULEVARD, ALBANY NY 12099		(518) 436-2709
DAVID.VOSBURGH@THRUWAY.NY.GOV		
John Pinard	Town of Lenox Supervisor	
	Canastota;	(315) 863-4130
TOLSUPER@CNY.COM		
John Ball	Undersheriff - Madison County	
J		
John.Ball@madisoncounty.ny.gov		(315) 264-9645 (cell)
Melissa Hannan	Madison County E911	(315) 366-2359
melissa.hannan@madisoncounty.ny.gov		
LARRY CARPENTER	Village of Canastota	315 697-1559
larrycarpenter@canastota.com		
Mike Sudol	MADISON Co. OEM	315-366-2549
KEVIN MERCHANT	NYSDOT	315-336-0660

Ted Halpin

Madison Co. OEM

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