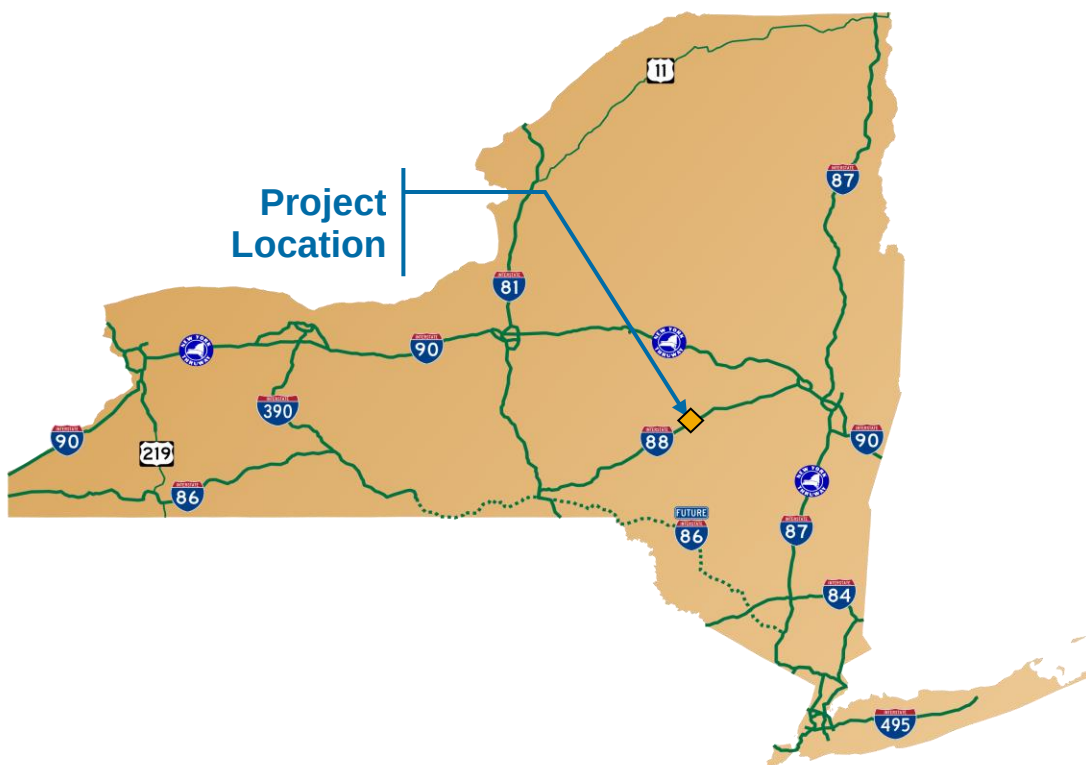


Transportation Project Report

Draft Project Scoping Report/Final Design Report

December 2022

Loft Rd over Schenevus Creek (BridgeNY 2021) Bridge Replacement
Project Identification Number (PIN): 9755.19
Bridge Identification Number (BIN): 2227620
Town of Maryland
Otsego County



Department of
Transportation



U.S. Department of Transportation
Federal Highway Administration

Project Approval Sheet

<u>Milestones</u>	<u>Signatures</u>	<u>Dates</u>
A. Recommendation for, Scope and Design Approval:	The project cost and schedule are consistent with the Regional Capital Program. _____ Andrew Stiles, P.E., Regional Program Manager	_____ Date
B. Recommendation for Scope, 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. The nonstandard features have been adequately justified and it is not prudent to eliminate them as part of this project. _____ Laura Sanda, P.E., Local Project Designer	_____ Date
C. Public Hearing Certification (Pursuant to 23 USC 128 and 23 CFR 771.111):	A public hearing was not required. _____ Laura Sanda, P.E., Local Project Designer	_____ Date
D. Categorical Exclusion Determination on Behalf of FHWA	This project qualifies as a Categorical Exclusion under the National Environmental Policy Act per the NYSDOT/FHWA Programmatic Agreement Regarding Categorical Exclusions. _____ Tomas Wiser, P.E., Regional Director	_____ Date
E. Local Project Nonstandard Feature Approval	Nonstandard features on Non-NHS local roadways have been appropriately justified. _____ Ron Wheeler, Responsible Local Official	_____ Date
F. Local Project Scope and Design Approval	The required environmental determinations have been made, and the preferred alternative for this project is ready for final design. _____ Ron Wheeler, Responsible Local Official	_____ Date

List of Preparers

Group Director Responsible for Production of this Project Scoping Report/Final Design Report (PSR/FDR):

Laura Sanda, PE, Project Manager, McFarland Johnson

Description of Work Performed: Directed the preparation of the PSR/FDR in accordance with established standards, policies, regulations and procedures, except as otherwise explained in this document.

PLACE P.E. STAMP

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.*

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D.	Pavement Information (Not Used)
E.	Structures Information
F.	Nonstandard Features Justification
G.	Public Involvement
H.	Right-of-Way Information
I.	Miscellaneous
J.	Other

CHAPTER 1 – PROJECT DEVELOPMENT

1.1. Introduction

This report was prepared in accordance with the NYSDOT Project Development Manual, 17 NYCRR (New York Codes, Rules and Regulations) Part 15, and 23 CFR (Code of Federal Regulations) 771. Transportation needs have been identified (section 1.2), objectives established (1.2.3) to address the needs, and cost-effective alternatives developed (1.3). This project is federally funded.

1.1.1. Project Location

- A. Route number: N/A
- B. Route name: Loft Road
- C. SH (state highway) number and official highway description: N/A
- D. BIN (Bridge Identification Number) and feature crossed: BIN 2227620 over Schenevus Creek
- E. City/Village/Township: Town of Maryland
- F. County: Otsego
- G. Length: 400ft
- H. From RM N/A to RM N/A

1.2. Purpose, Need and Objectives

1.2.1. Project Need

The existing bridge is nearing the end of its useful life. The existing structure is a single span steel multi-girder structure with a timber deck. It had a general recommendation of 4 in the September 13, 2022 bridge inspection report. There's currently a red flag due to the rating of the bridge having an inventory rating of 16T but the bridge is posted for 20T. The existing bridge is the only access to properties on Loft Road since it's a dead end road. The bridge will continue to deteriorate which will eventually result in the need to close the bridge to traffic resulting in isolation of the properties on Loft Road until a replacement can be built.

1.2.2. Project Purpose

The purpose of this project is to replace the existing bridge to provide a safe, efficient and minimally impactful structure to provide for the long term integrity of this crossing in a cost effective manner.

1.2.3 Project Objective

The objective of this project is to maintain safe access to and from the project area by providing a structurally sound bridge with a minimum service life of 75 years that requires minimal maintenance for the next 30 years, improves sight distance through the railroad tunnel, and provides hydraulic improvements in the most cost effective manner.

1.3. Project Alternative(s)

Alternatives Under Consideration:

No Build: The null or no build alternative remains under consideration as a tool for comparison. The no build alternative does not meet the objectives of the project. Without replacement or rehabilitation, the bridge will eventually fail, posing a safety hazard to the travelling public as well as isolating properties on Loft Road as the bridge is the only means of access to these properties.

Alternative 1: Replacement of the existing bridge with a new bridge on an adjacent horizontal alignment and increased vertical profile. The proposed structure will be on an adjacent alignment to maintain traffic on the existing structure during construction. The proposed horizontal alignment improves the site distance out of the railroad tunnel north of the bridge. The proposed structure would consist of metalized curved steel multi-girders with a composite concrete deck founded on conventional concrete abutments on a deep foundation.

Alternatives Found to Be Not Reasonable:

Rehabilitation – Rehabilitation was found not to be reasonable due to the non-standard hydraulic opening, scour at the begin bridge abutment and general poor condition of the existing structure. This alternative would not meet the project objectives.

Alternative 2: Replacement of the existing bridge with a new bridge on the existing horizontal alignment. This alternative would require the placement of a temporary structure and approaches during construction, and would not address existing sight distance limitations at the railroad tunnel. This alternative would have a higher construction cost and would not meet all of the project objectives.

For a more in-depth discussion of the design criteria and nonstandard features for the reasonable alternative(s) under consideration see Section 2.5 of this report.

1.4 Project Effects

1.4.1 Environmental Classification

Exhibit 1-1 Environmental Classification Summary			
NEPA Classification	Class II CE	BY	Federal Highway Administration (FHWA)
SEQRA Type:	Type II	BY	Responsible Local Official

1.4.2 Comparison of Considered Alternatives

Exhibit 1-2 Comparison of Considered Alternatives		
Category	Alternatives Evaluated	
	No Build	Preferred Alt. 1
Environmental Impacts		
Cultural Resources (Section 106)	None	2 sites affected No Adverse Effect
Endangered/ Threatened Species	None	ESA Does Not Apply
Social Impacts		
Property/Relations	None	Temp Easements – 2 Fee Acquisition - 4
Economic and/or Operational Impacts		
Temporary Detours	None	Onsite Detour
Utilities	None	Relocation required
Construction Cost	None	\$3.05M

Proposed Mitigation:

There are no mitigation measures proposed for this project.

1.4.3 Anticipated Permits/Coordination/Certifications

Exhibit 1-3 Anticipated Permits/Certifications/Coordination	
<u>Permits</u>	
Army Corps of Engineers (USACE):	
•	Nationwide Permit #3
•	Section 404 Individual Permit
•	Section 10 Permit
Others	
•	Local Permits
<u>Coordination</u>	
NYSDEC (pursuant to the "NYSDEC/NYS DOT Memorandum of Understanding Regarding ECL Articles 15 & 24")	
Federal Highway Administration	
New York State Historic Preservation Officer (SHPO)	
US Fish and Wildlife Service	
Norfolk Southern Railroad	
Municipalities – Town of Maryland	
Utilities – National Grid, Verizon, Charter Communications	
<u>Certifications</u>	
None	

1.5 Preferred Alternative

Only one reasonable build alternative has been identified that meets all of the project objectives. A decision to enter final design will not be made until after the environmental determination and evaluation of the comments on the draft design approval document and comments received from the public informational meeting. The No Build Alternative will be retained for use as a baseline to measure and evaluate impacts that might accrue from the preferred alternative.

1.6 Project Schedule and Cost

Exhibit 1-4 - Project Schedule	
Activity	Date Occurred/Tentative
Scope/Design Approval	February 2023
ROW Acquisition	February 2023
Construction Start	May 2024
Construction Complete	November 2024

Exhibit 1-5 Project Costs - Design Bid Build		
Potential Alternatives		Alt 1
Bridge		\$1,837,000
Highway		\$442,000
Miscellaneous/Incidentals	5%	\$113,950
Field Change	5%	\$120,000
Mobilization	4%	\$100,518
Subtotal in Base Year Dollars		\$2,613,468
Contingency/Risk	10%	\$261,347
Subtotal in Base Year Dollars		\$2,874,815
<i>Cost Data Year and Midpoint of Construction Year</i>	2022	2024
Inflation/Escalation to Midpoint of Construction	3%	\$172,489
Award/Construction Cost		\$3,047,304
NORTOIK Southern Engineering		\$25,165
Final Design		\$240,000
Construction Inspection		\$430,000
NORTOIK Southern Construction		\$50,000
ROW		\$27,812
Total Project Cost		\$3,820,281
Rounded to nearest \$10K		\$3,820,000

1.7 Public Involvement

Refer to Appendix G for the project's public outreach documents and related project correspondence

Exhibit 1-6 Public Involvement Plan Schedule of Milestone Dates	
Activity	Date Occurred/Tentative
Scoping Meeting	May 2022
Onsite Meeting with Town/NYS DOT	May 2022
Public Informational Meeting	January 2023
Current Project Letting date	November 2023

For additional information or to provide comments, please contact:

Mailing Address: Ron Wheeler, Town Supervisor
Town of Maryland
P.O. Box 127
Schenevus, NY 12155

Email Address: ronwheeler12@gmail.com

Telephone: (607) 639-1924

Please include the six-digit Project Identification Number (PIN) 9755.19 in any correspondence.

The remainder of this report is a detailed technical evaluation of existing conditions, anticipated impacts of the one reasonable/preferred alternative and comparison to the null alternative, copies of technical reports and plans and other supporting information.

CHAPTER 2 – EXISTING AND PROPOSED CONDITIONS AND CONSIDERATIONS

2.1 Functional Classification/National Highway System/Truck Access

Exhibit 2-1 Classification Data	
Route(s)	Loft Road
Functional Classification	Local Rural Road
National Highway System (NHS)	No
Designated Truck Access Route	No
Qualifying Highway	No
Within 1 mile of a Qualifying Highway	No
Within the 16 ft vertical clearance network	No

2.2 Planning Considerations

2.2.1 Abutting Highway Segments and Future Plans

Abutting highway segments match the typical section of the existing highway within the project limits.

The Town of Maryland has confirmed that there are no plans to reconstruct or widen this highway segment, or the adjoining segments, within the next 20 years.

2.2.2 Local Plans for the Project Area

This project is on the 2020 – 2023 State Transportation Improvement Program (STIP). Project funding has been fully allocated on the STIP.

The Town and the Engineer have reviewed the local comprehensive plan prepared for the Town of Maryland. This project is consistent with the local comprehensive plan.

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

2.2.3. Access Control

Access is unrestricted along Loft Road. One unpaved residential driveway exits onto the highway within the project limits. This project will not change the existing access control.

2.3. Traffic Considerations

2.3.1 Traffic Volumes

Exhibit 2-2 Existing and Forecast Traffic Volumes		
	Loft Road	
Year	ADT	DHV
Existing (2022)	55	8
ETC (2024)	55	8
ETC+10 (2034)	58	9
ETC+20 (2044)	61	9

Note: ETC is the Estimated Time of Completion

Forecast no-build design year traffic volumes – The Estimated Time of Completion (ETC) + 20 design year was selected per HDM Chapter 5.

2.3.2 Speed Studies

Exhibit – 2-3 Speed Data	
Route	Loft Road
Existing Speed Limit (mph)	Not Posted
Operating Speed (mph) and Method Used for Measurement	25 mph (Speed Study)

2.3.3 Level of Service Analysis

There are currently no capacity issues. There are no anticipated capacity improvements within 20 years. The project will not provide capacity improvements; therefore a Level of Service analysis was not conducted.

2.3.4 Safety and Crash History Analysis

A crash analysis was performed in accordance with NYS Highway Design Manual (HDM) Chapter 5. The analysis extended from the intersection of Loft Road and NY Route 7 to the end of Loft Road was performed from 5/1/2019 to 5/1/2022. There were no crashes within the study area that occurred within the most recent three years. There were no crashes within the project limits. Therefore, there are no crash concerns for this project.

2.3.5 Pedestrians, Bicyclists and Transit (Complete Streets)

Pedestrians

There are no existing separate provisions for pedestrians within the project limits. There is low-density residential development in the project area that generates infrequent pedestrian travel. The pedestrian trips that do exist are anticipated to be primarily recreational trips without a specific destination along with some residence to residence travel. Pedestrians may legally use the proposed 2 ft paved shoulder per the NYS Vehicle and Traffic Law Section 1156(b). No pedestrian-specific accommodations are warranted. This is consistent with HDM Chapter 18 and the Capital Projects Complete Streets Checklist in Appendix C.

Bicyclists

The existing level of and potential for bicycling is characterized as low due to the rural nature of the project area. There are generators of infrequent bicycle traffic within and near the project limits, such as a post office, and scattered highway-related restaurants and services. The route is not a designated bicycle route.

Given the rural nature of the roadway, a shoulder is the primary means of accommodating bicyclists. Bicyclists may legally use the paved shoulder and roadway consistent with the NYS Vehicle and Traffic Law Section 1234.

There are no shoulders on the existing bridge. The Capital Projects Complete Streets Checklist provided in Appendix C indicates the project area only has occasional pedestrian or bicycle traffic and that no pedestrian generators exist nearby. Therefore, pedestrian and bicycle improvements are not recognized. The proposed shoulder width is 2 ft. per the shoulder width standard for a non-NHS local rural road with a design year ADT of 61.

2.4 Structures

2.4.1 Structures Data

The existing bridge is described below. The project proposes to replace the existing structure.

Exhibit 2-4 Structure Data		
DATA	EXISTING STRUCTURE	PROPOSED STRUCTURE
BIN	2227620	2227620
Feature Carried/Crossed	Schenevus Creek	Schenevus Creek
Type of Bridge	Multi-Girder	Multi-Girder
Number and Length of Spans	1-80 ft	1 -106 ft*
Lane Width(s)	6.75 ft	9 ft
Shoulder Width(s)	0 ft	2 ft
Sidewalk(s)	None	None
Utilities Carried	None	None
Horizontal Clearance(s)	N/A	N/A
Vertical Clearance(s)	N/A	N/A
State Condition Rating	4	7

Measured along the arc

History & Deficiencies – The existing bridge was constructed in 1930 and consists of a timber deck on steel girders founded on gravity abutments. The bridge is listed as scour critical due to the substructures.

Inspection -

Element Assessment Summary Table							
Element	Total Quantity	Unit	CS-1	CS-2	CS-3	CS-4	CS-5
31 - Timber Deck	1043	SQUAR E_FOO T		75	968		0
107 - Steel Open Girder/Beam	522	ft			447	75	0
215 - Reinforced Concrete Abutment	106	ft		58	41		7
220 - Reinforced Concrete Pile Cap/Footing	106	ft	52				54
313 - Fixed Bearing	7	each		7			0
316 - Other Bearing	7	each		7			0
330 - Metal Bridge Railing	149	ft		127	22		0
510 - Wearing Surfaces	1021	SQUAR E_FOO T			931	90	0
515 - Steel Protective Coating	4447	SQUAR E_FOO T		221		4226	0
800 - Erosion or Scour	106	ft	54	52			0
801 - Stream Hydraulics	1	each			1		0
830 - Secondary Members	1	each		1			0
850 - Backwall	28	ft			28		0
851 - Abutment Pedestal	14	each		7	7		0

(a) General Recommendation – 4

(b) Summary of Condition and Inspection Reports

- a. Steel Girders – All girders exhibit section loss up to 15% at the bottom of the webs. The top flanges have minimum of 25% section loss, with the highest at girder 7 with 41%. The bottom flanges all exceed 15% with the highest at G3 with 42%
- b. Wearing Surface – The wearing surface is heavily cracked. By visual inspection, heavy leakage is observed in areas where the wearing surface is cracked. The surface is also uneven along the span as water pooling can be seen.
- c. Steel Protective Coating – The existing paint system has failed along all the girders.

Restrictions – Posted for 20 tons. Level II Load Rating on file with NYS recommends a 16T posting.

Waterway – the existing bridge is currently listed as a scour critical due to the substructures being founded on soil. The begin abutment infringes on the hydraulic opening and has a history of scour.

A Coast Guard Checklist is not required.

2.4.2 Hydraulic Considerations

Watershed Description:

The Schenevus Creek is in southern Otsego County, New York bound by Interstate-88 and New York Route 7. The Schenevus is a sinuous creek flowing south-westerly crossing under a multitude of bridges and railroads from the town of Worcester, through the town of Schenevus, Chaseville and Maryland to Colliersville, where it outlets into the Susquehanna River. The project location at the Loft Road bridge, in Maryland has a drainage area of the watershed of approximately 94 square miles, extending approximately 15 miles east, with heavily forested watershed with some agricultural and residential properties. There is a confluence with Whitney Brook immediately downstream of the bridge with a drainage area of 2.3 square miles and similar land use. Within the limits of the study area the channel ranges from 90-150 feet wide and consists of cobbles, small boulders, brush, and trees along the banks which become submerged at high stage flows.

Hydraulic Results:

An existing conditions hydraulic model was completed using HEC-RAS program, and the preliminary results are shown below. The proposed bridge alternative considered raising the grade of the roadway to accommodate a 2ft freeboard for proposed Q50. This would impact additional ROW property owned by Northfolk Southern, and reduce the sight distance through the stone arch. Impacting ROW owned by the railroad would increase ROW costs and duration of the ROW process. Given the project objectives and no evidence of storms reaching the low chord of the existing bridge, it was determined to set the proposed low chord to pass the Q100 storm. Proposed hydraulics and the *Hydraulic Justification Report* will be completed and included with the final design report. It is likely that maintaining 2'-0" of freeboard for the projected Q50 may not be attainable without a combination of increasing the roadway profile and decreasing the estimated structure depth.

Hydraulic Data Table				
Drainage Area	96.3	square miles	Basic Flood	Design Flood
Recurrency Interval		years	100	50
Peak Flow (100%)		ft³/sec	6,080	5,370
Peak Flow (120%)		ft³/sec	7,300	6,450
Design High Water @ Max Backwater (~ Bridge Length Upstream) (ELEV)	100% Peak Flow	Existing	1193.28	1192.78
		Proposed	TBD	TBD
	120% Peak Flow	Existing	1194.17	1193.55
		Proposed	TBD	TBD
Existing Low Chord ELEV			1193.44	
Existing Freeboard (100% Peak Flow) (feet)			0.16	0.66
Existing Freeboard (120% Peak Flow) (feet)			-0.73	-0.11
Proposed Low Chord ELEV			1194.17	
Proposed Freeboard (100% Peak Flow) (feet)			TBD	TBD
Proposed Freeboard (120% Peak Flow) (feet)			TBD	TBD

2.5 Design Standards

2.5.1 Critical Design Elements

Exhibit 2-5 Critical Design Elements for Loft Road				
PIN		9755.19		BIN (if applicable)
Functional Class:		Rural Local		2227620
Design Class:		Local		NHS ☐ Non-NHS ☒
Project Type:		Bridge Replacement		Context Class: Rural
Design Year AADT:		83		Terrain: Rolling
Truck Access or Qualifying Highway (QH)?		Neither		Percentage of Trucks: 8%
Existing or Proposed Bicycle Route?		No		If not a QH, is project within 1 mi of a QH? No
Anticipated level of bicycle activity		Low		
Element	Standard		Existing Condition	Proposed Condition ²
1	Design Speed	25 mph ¹ HDM Section 2.7.4.1.A	25 mph	25 mph
2	Lane Width	9 ft HDM Section 2.7.4.1.B and Exhibit 2-7	6.75 ft	9 ft
	Approach Lane Width		6.75 ft	9 ft
3	Shoulder Width	2 ft HDM Section 2.7.4.1.C and Exhibit 2-7	0 ft	2 ft
	Approach Shoulder Width		0 ft	2 ft
4	Horizontal Curve Radius	113 ft Min (at $e_{max} = 8\%$) HDM Section 2.7.4.1.D and Exhibit 2-7	113 ft	150 ft
5	Superelevation	$e_{max} = 8\%$ HDM Section 2.7.4.1.E and Exhibit 2-1b	N/A	4% @ $e_{max} = 8\%^{**}$
6	Stopping Sight Distance (Horizontal and Vertical)	133 ft Min. HDM Section 2.7.4.1.F and Exhibit 2-7	92 ft (Horiz. SSD)	87 ft (Horiz. SSD) ^{**}
7	Maximum Grade	11% HDM Section 2.7.4.1.G and Exhibit 2-7	10.59%	10.59%
8	Cross Slope	1.5% Min., 3% Max. HDM Section 2.7.4.1.H	Varies to 7.1%	N/A ⁴
9	Vertical Clearance	14 ft Min., 14ft 6 in Des. BM Section 2.3.1, Table 2-2	N/A	N/A
10	Design Loading Structural Capacity	NYS DOT LRFD Specifications AASHTO HL-93 Design Live Load BM Sections 1.3 and 1.5	HS20 Inventory: 16T HS20 Operating: 26T	LRFR 1.2

Exhibit 2-5 Critical Design Elements for Loft Road					
PIN	9755.19	BIN (if applicable)		2227620	
Functional Class:	Rural Local	NHS	☐	Non-NHS	☒
Design Class:	Local	Context Class:		Rural	
Project Type:	Bridge Replacement	Terrain:		Rolling	
Design Year AADT:	83	Percentage of Trucks:		8%	
Truck Access or Qualifying Highway (QH)?	Neither	If not a QH, is project within 1 mi of a QH?		No	
Existing or Proposed Bicycle Route?	No	Anticipated level of bicycle activity		Low	
Element		Standard		Existing Condition	Proposed Condition²
11	Americans with Disabilities Act Compliance ³	HDM Chapter 18		No existing pedestrian facilities	No new proposed pedestrian facilities

Notes:

- 1 The Town has concurred that the proposed Design Speed of 25 mph is consistent with the anticipated off-peak 85th percentile speed and is within the design classification's range of design speeds for terrain and volume.
- 2 ** Denotes non-standard feature
- 3 Refer to Section 2.3.5 for detailed pedestrian facility information.
- 4 Proposed roadway section is superelevated throughout the project limits.

2.5.2 Other Design Parameters

Exhibit 2-6 Other Design Parameters			
Element	Parameter	Existing Conditions	Proposed Condition
Freeboard (BM 2.4.3)	2 ft for the 50-year design flood	-0.11 ft.	TBD Less than 2ft*

*Nonconforming feature

2.5.3 Existing and Proposed Highway/Bridge Plan and Section

Refer to the existing and proposed typical sections.

2.5.4 Nonstandard/Nonconforming Features

The following nonstandard and nonconforming features are proposed to be retained.

Nonstandard Features

- 1) Superelevation
- 2) Stopping Sight Distance

Nonconforming Features

- 1) Minimum superelevation runoff length
- 2) Minimum superelevation runout length
- 3) Minimum length of sag vertical curve
- 4) Minimum Freeboard

A non-standard stopping sight distance of 87ft is proposed. This stopping sight distance was calculated along the midspan of the structure and is due to the bridge railing and curvature of the bridge. The site distance through the one lane railroad tunnel along the existing alignment is 104 ft and along the proposed alignment is 152 ft. The stopping sight distance is calculated looking at an object 2 ft off the ground. While the proposed stopping sight distance is considered to be less than existing due to the curvature of the bridge and new railing, the overall safety at this location is improved. It will be substantially easier to see vehicles approaching from the opposite direction and through the one lane tunnel.

2.6 Other Infrastructure Considerations

2.6.1 Pavement and Shoulder Conditions

The pavement condition rating is not required for this bridge project.

2.6.2 Right of Way

Right of way acquisitions are anticipated for this project. Fee acquisitions are required to provide adequate slope protection for the substructures and to provide standard 3 rod ROW from the new roadway alignment. The temporary easements are required for access during construction. Two properties shown in the table have an unknown parcel size at this point. RK Hite is working on determining the limits of the properties and this table will be updated in the final design report. Final determinations will be made during final design, however it's anticipated these takings are considered de-minimis. See Appendix H for additional information.

Exhibit 2-7 Anticipated Right-of-Way Acquisitions					
Owner	Tax Map No.	Type of Acquisition	Estimated Acquisition Area	Parcel Size	Percentage of Acquisition
David DeRosa	245.09-1-29	Fee	0.07	2.11	3.3%
David DeRosa	245.09-1-29	Temporary Easement	0.02	2.11	0.9%
Joseph J Corso and Rosemarie Corso	N/A	Fee	0.03	N/A	N/A
Steven Roger Ebert Sr. Suzanne Cora Ebert	245.10-1-46.01	Fee	0.14	3.43	4.1%
Steven Roger Ebert Sr. Suzanne Cora Ebert	245.10-1-46.01	Temporary Easement	0.18	3.43	5.2%
Unknown Owner	N/A	Temporary Easement	0.03	N/A	N/A

2.6.3 Geotechnical

Preliminary geotechnical information indicated rock is 34ft below the existing roadway surface on the north and 28ft on the south side. A deep foundation type will be utilized.

2.6.4 Access Management

No changes are proposed to any of the existing driveways within the project limits. Adjacent to the bridge, the Norfolk Southern railroad arch bridge over Loft Road causes conflict due to limited sight distance. Improvements to the sight distance through the railroad arch bridge are included in the proposed condition.

2.6.5 Traffic Control Devices

There are no traffic control signals within the project limits. The project will not modify the remaining normal highway signs within the project limits, although any deteriorated signs shall be replaced. This will be investigated further during final design.

2.6.6 Drainage Systems

There is an existing pipe located under the road that outlets into the Whitney brook. This pipe is located near the face of the Norfolk Southern Railroad arch bridge. Full depth reconstruction will end prior to the stone arch face. No impact to drainage structures are anticipated.

2.6.7 Utilities and Lighting

Exhibit - 2-8 Utilities			
Owner	Type	Location/Side	Condition/Conflict
Charter Communications	Catv, Fiber (OH)	Varies	Relocation Required
National Grid	Electric (OH)	Varies	Relocation Required
Verizon	Fiber (OH)	Varies	Relocation Required

2.6.8 Guide Railing, Median/Roadside Barriers and Impact Attenuators

The existing bridge has metal bridge railing on both sides. The metal bridge rail transitions to corrugated beam guide railing on both sides of the approaches. Existing guiderail within the project limits will be removed and replaced. 4-Rail Bridge Rail will be utilized on the bridge. See table below for proposed rail off the bridge.

Exhibit 2-9 Proposed Location of Guide Railing, Median Barriers and Impact Attenuators			
Type	Location	Side	Length (m)
Box Beam	Northwest Quadrant	LT	26 FT
Box Beam	Northeast Quadrant	LT	86 FT
Box Beam	Southeast Quadrant	RT	103 FT
Bridge Rail Extension	Southwest Quadrant	RT	50 FT

2.6.9 Intelligent Transportation Systems (ITS)

There are no ITS components within the project limits.

2.6.10 Landscape and Community Enhancement Considerations

There is no plan for landscaping and community enhancement on this project.

2.7 Work Zone Safety and Mobility

2.7.1 Transportation Management Plan

The Region has determined that the subject project is not significant per 23 CFR 630.1010.

A Transportation Management Plan (TMP) will be prepared for the project consistent with 23 CFR 630.1012. The TMP will consist of a Temporary Traffic Control (TTC) plan. Transportation Operations (TO) and Public Information (PI) components of a TMP will be considered during final design.

2.7.2 Proposed Work Zone Traffic Control

Refer to Appendix A of this report for work zone traffic control plans. Alternating one-way traffic will be maintained via the existing structure during construction. Staged construction will be necessary to tie in the pavement on the approaches. No off-site detours will be required. The existing structure was red flagged in October 2020. As of the Red Flag, emergency vehicles including firetrucks cannot pass over the structure safely and a temporary dirt road off Interstate 88 was installed. The route for emergency vehicles will be maintained and open during construction. The details for the work zone traffic control will be prepared and evaluated during final design. No additional environmental impacts will occur.

Special Provisions

Due to the limited vertical clearance through the stone arch bridge, it's anticipated that the contractor will be permitted to use the Interstate 88 access detour throughout construction. An access request letter has been submitted to FHWA along with a WZTC layout.

2.8 Additional Considerations

2.8.1 Constructability Review

A constructability review will be completed during final design.

2.8.2 Ownership and Maintenance Jurisdiction

The existing bridge is owned and maintained by the town of Maryland.

2.8.3 NYS Smart Growth Public Infrastructure Policy Act (SGPIPA)

Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act (SGPIPA). The project has been coordinated with the town to ensure that the project aligns with the current public infrastructure policy.

To the extent practicable, this project has met the relevant criteria as described in ECL § 6-0107. The Smart Growth Screening Tool was used to assess the project's consistency and alignment with relevant Smart Growth criteria; the tool was completed by the RLPL on January 11th, 2022 and reflects the current project scope. The Smart Growth Screening Tool is included in Appendix I.

2.8.4 Miscellaneous Information

Loft Road Bridge is in close proximity a Norfolk southern railroad crossing. Coordinating with Norfolk southern Railroad is underway and will continue through the design and construction process. A preliminary engineering agreement between the Town of Maryland and Norfolk Southern Railroad has been executed for \$26,165. An additional \$50,000 is shown in the project cost table for coordination throughout construction. This is an estimated amount to cover shop drawing submittals and flagging operations. This is subject to change.

CHAPTER 3 – SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS

Refer to the Social, Economic and Environmental Resources Checklist (SEERC) included in Appendix B for information on all environmental issues for which the project was screened.

3.1 National Environmental Policy Act (NEPA)

Per the result of the Federal Environmental Approvals Worksheet (FEAW) provided in Appendix B, this project is being progressed as a NEPA Class II action (Categorical Exclusion or CE) because it does not individually or cumulatively have a significant environmental impact. As a CE, it is excluded from the requirement for the preparation of an Environmental Impact Statement (EIS) or Environmental Assessment (EA).

Per the Federal Highway Administration's regulations in 23 CFR 771.117, this project qualifies as a Categorical Exclusion (CE). The project is primarily a bridge rehabilitation, reconstruction or replacement or the construction of grade separation to replace existing at-grade railroad crossings (23 CFR 771.117(c)(28)) and does not significantly impact the environment. In accordance with the NYSDOT/FHWA Programmatic Agreement Regarding Categorical Exclusions, the FHWA will make the NEPA environmental determination. Refer to the FEAW in Appendix B for the details of this determination.

3.1.1 NEPA Cooperating/Participating Agencies

The following agencies are Cooperating Agencies in accordance with 23 CFR 771.111(d):

- United States Fish and Wildlife Service (USFWS)
- United States Army Corps of Engineers (USACE)

3.2 State Environmental Quality Review Act (SEQRA)

In accordance with 6 NYCRR Part 617 State Environmental Quality Review (SEQR), the Town of Maryland has determined that this project is a SEQR Type II Action. No further SEQR processing is required. The project has been identified as a Type II action, per Subdivision 617.5(c)(2): "Replacement, rehabilitation or reconstruction of a structure or facility, in kind, on the same site, including upgrading buildings to meet building, energy, or fire codes unless such action meets or exceeds any of the thresholds in Section 617.4 of this Part." This allows the project to be classified as Type II since the project does not violate any of the criteria contained in Subdivision 617.7(c) and does not exceed the thresholds of a Type I Action as defined in Section 617.4.

3.3 Additional Environmental Information

3.3.1 Wetlands

A site visit by a qualified MJ wetland scientist on September 26, 2022, confirmed the absence of wetlands within the project's area of potential effect.

3.3.2 Surface Waterbodies and Watercourses:

Review of the New York State Department of Environmental Conservation (NYSDEC) Environmental Resource Mapper on December 21, 2022, indicated that the Schenevus Creek and is considered a Class C stream with C(T) standards. Based on this classification, the bridge crosses a "Protected Stream"

regulated under Article 15 of the Environmental Conservation Law. Schenevus Creek is considered “navigable-in-fact” by NYSDEC standards, and therefore is considered to be “Navigable Water of the State” under Article 15 of the Environmental Conservation Law. Schenevus Creek is regulated as a “Water of the US” (WOTUS) under Section 404 of the Clean Water Act as it is a perennial stream that discharges to a section of the Susquehanna River approximately six miles southwest of the project location that has been determined by the USACE to be a Section 404 Traditional Navigable Water (TNW).

A sight specific Mean High Water (MHW)/Ordinary High Water (OHW) has been field determined to be 1186.61 (NAVD88). The project involves cut/ fill below the MHW/OHW to facilitate construction and allow for the placement of heavy stone along the stream embankments to protect the new structure. The placement of heavy stone along the stream bank below the MHW/OHW will not result in a net fill. As a result, the project will require a USACE Section 404 Permit(s), NYSDEC Article 15 Protection of Waters Permit, and a NYSDEC Section 401 Water Quality Certification (WQC). It is anticipated the project will qualify for coverage under one or a combination of the following Section 404 Nationwide Permits (NWPs): NWP #3 – Maintenance, NWP #13 - Bank Stabilization, and/ or NWP #14 - Linear Transportation Projects. It is further assumed that the project will qualify for use of existing NYSDEC Blanket WQCs with conditions, specifically that any in-water work shall be prohibited beginning October 1 and ending May 31.

3.3.3 Aquifers

Review of the Environmental Protection Agency (EPA) designated Sole Source Aquifer Area mapping, indicates the proposed project is not located within the boundary of a mapped Sole Source Aquifer. Coordination with EPA and preparation of a Groundwater Assessment Report is not required, since the project scope consists of work that does not require a Federal Sole Source Aquifer Section 1424(e) review by FHWA and EPA, pursuant to Executive Order 12372.

No impacts to the local aquifer are anticipated as Best Management Practices (BMPs) to protect the aquifer will be employed during project construction, including Erosion and Sediment Control, Stormwater Management, and Construction Chemical Storage and Handling.

3.3.4 Stormwater Management

A SPDES General Permit (GP-20-001) will not be necessary since the preferred alternative does not disturb greater than 1 acre. Appropriate erosion and sediment control measures will be developed as part of the contract documents.

3.2.5 State-listed Threatened and Endangered Species

Review of the NYSDEC Environmental Resource Mapper on December 21, 2022, indicated that the bridge is not located in the vicinity of any known state-listed threatened or endangered species, or species of special concern.

3.2.6 Federally-listed Threatened and Endangered Species

Review of the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) database conducted on December 15, 2022, indicated the bridge is located within the potential vicinity of the monarch butterfly (*Danaus plexippus*). The monarch butterfly is a candidate species and not yet listed or proposed for listing under Section 7 of the Endangered Species Act (ESA). Candidate species do not receive formal federal protection and “Effect Determinations” for the monarch butterfly are not currently required under the ESA. A copy of the ESA Transmittal Sheet has been included in Appendix B.

3.2.7 Invasive Plant Species

A field review of the general project area indicated that Japanese knotweed (*Polygonum cuspidatum*), a NYSDOT priority invasive plant species, is prevalent along the embankments of Schenevus Creek and surrounding area. Precautions will be taken to prevent the introduction and spread of invasive species during project design and construction through NYSDOT Standard Specifications. NYSDOT Standard Specification Section 107-01 requires that the Contractor shall thoroughly clean all construction equipment and vehicles operating in infested areas prior to moving to non-infested areas in accordance with Federal and State Department of Agriculture regulations for plant pest control. Cleaning of construction equipment and vehicles shall be conducted prior to arriving at the work sites, after working in known invasive species areas, and before leaving the project site.

3.2.8 Floodplains

According to the Flood Insurance Rate Map (FIRM) depicting the project area, the project location is located within Zone A Special flood Hazard area. Zone A is defined as areas subject to inundation by the 1-percent-annual-change flood event generally determined using approximate methodologies. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs) or flood depths are shown on the FIRM. Mandatory flood insurance requirements and floodplain management standards apply. Since the proposed project is federally funded and the floodplain will be impacted, a specific finding in compliance with Executive Order 11988 is required.

The proposed structure utilizes a single span layout to maintain the hydraulic opening and utilizes a deep foundation to improve scour susceptibility. It was designed to have no adverse impacts to the floodplain and requires no mitigation. Detailed hydrology and hydraulics calculations have been performed to ensure that there will be no increase in water surface elevation for the 1-percent-annual-change flood event as a result of the proposed structure.

Compliance with Executive Order 11988 is required since this is a federally funded project. The proposed project activities will comply with the terms and conditions of Executive Order 11988 and 23 CFR 650, Subpart A, as the proposed bridge is located within the 100-year floodplain. In addition, there are no other practicable alternatives as the bridge cannot be relocated outside of the floodplain. The bridge replacement meets floodplain development standards established by the FEMA National Flood Insurance Program.

3.3.10 Visual Resources

The subject bridge is located in a rural setting with adjacent private residences and wooded undeveloped land. A Visual Impact Assessment Scoping Questionnaire was prepared. A copy of the questionnaire has been included in the attachments. In summary, it was determined that the scope of the project resulted in a score of 6-9 which indicates "no noticeable physical changes to the environment are proposed and no further analysis is required. While the structure type is changing, the project is in an area of low viewer sensitivity.

3.3.11 Asbestos

An asbestos assessment was conducted by Atlantic Testing Laboratories, based out of Utica, New York. A total of 5 homogeneous areas of suspect ACMs were identified during the visual examination, from which 10 bulk samples were collected and subsequently submitted to a New York State Department of Health (NYSDOH) approved laboratory for analysis. The analysis report indicates that no ACMs were identified. A copy of the report is included in Appendix B.

3.3.12 Contaminated and Hazardous Materials

Potential exposure to contaminated or hazardous materials will be limited to those potentially existing within the subsurface soils along the stream embankments and potentially existing on or within the bridge itself.

Based on field reconnaissance of the project area on September 26, 2022, there was no visual evidence of previous potential spills or releases, or other site conditions that would indicate the potential to encounter contaminated or hazardous materials during subsurface construction work.

Given that most painted-steel bridges constructed before 1988 were originally coated with lead-based paint (LBP), it was assumed that the paints on the bridge superstructure and guard rails had the potential to contain lead. As a result, a LBP assessment was conducted by Atlantic Testing Laboratories, Utica, New York. A total of 3 homogeneous paints of suspect LBP were identified during the visual examination, from which 3 paint chips were collected and subsequently submitted to a New York State Department of Health (NYSDOH) approved laboratory for analysis. The analyzed paint sample from the "Green/ White Bridge Ground Rail Paint" indicated a total lead constituent analysis concentration of 250 ppm (mg/kg). Based on a maximum theoretical leachate concentration of 12.5 ppm, the paint exceeds the United States Environmental Protection Agency's regulatory maximum concentration for lead toxicity characteristics utilizing the Toxicity Characteristic Leaching Procedure (TCLP) of 5 ppm. As a result, the paint will be treated as a hazardous waste during disposal. In addition, a worker protection plan will be developed by the contractor. The paint will be handled and disposed of in accordance with all applicable local, state, and federal regulations. A copy of the report is included in Appendix B.

Should other potential unidentified contaminated or hazardous materials be encountered during construction, all work will cease, and the NYSDEC, NYSDOT, and Town will be notified for further consultation and coordination.

3.4 ANTICIPATED PERMITS/CERTIFICATIONS/COORDINATION

Permits

New York State Department of Environmental Conservation (NYSDEC):

- Article 15 - Protection of Waters Permit
- Section 401 - Water Quality Certification

Army Corps of Engineers (USACE):

- Section 404 Nationwide Permits (NWPs): NWP #3 – Maintenance, NWP #13 - Bank Stabilization, and/ or NWP #14 - Linear Transportation Projects.

Coordination

- NYSDOT
- NYSDEC
- USACE
- Municipality

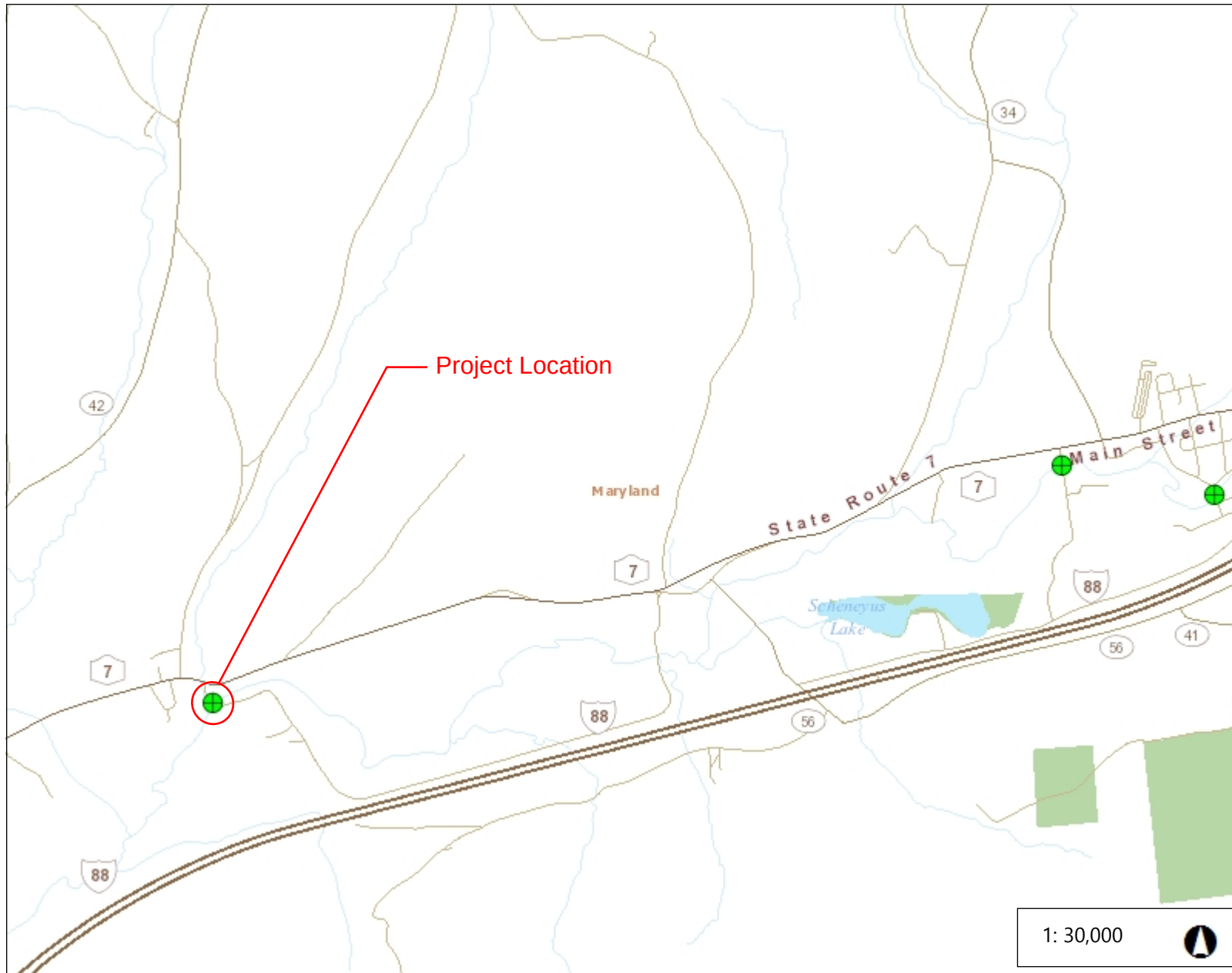
Certifications

None

APPENDICES

APPENDIX A

Maps, Plans, Profiles & Typical Sections



Legend

- State Owned R-Posted Waivered Bridges*
- State Owned R-Posted Bridges, Non-Waivered
- Non-State Owned R-Posted Bridges
- Load Posted Bridges
- Other Posting Including Closed

Notes

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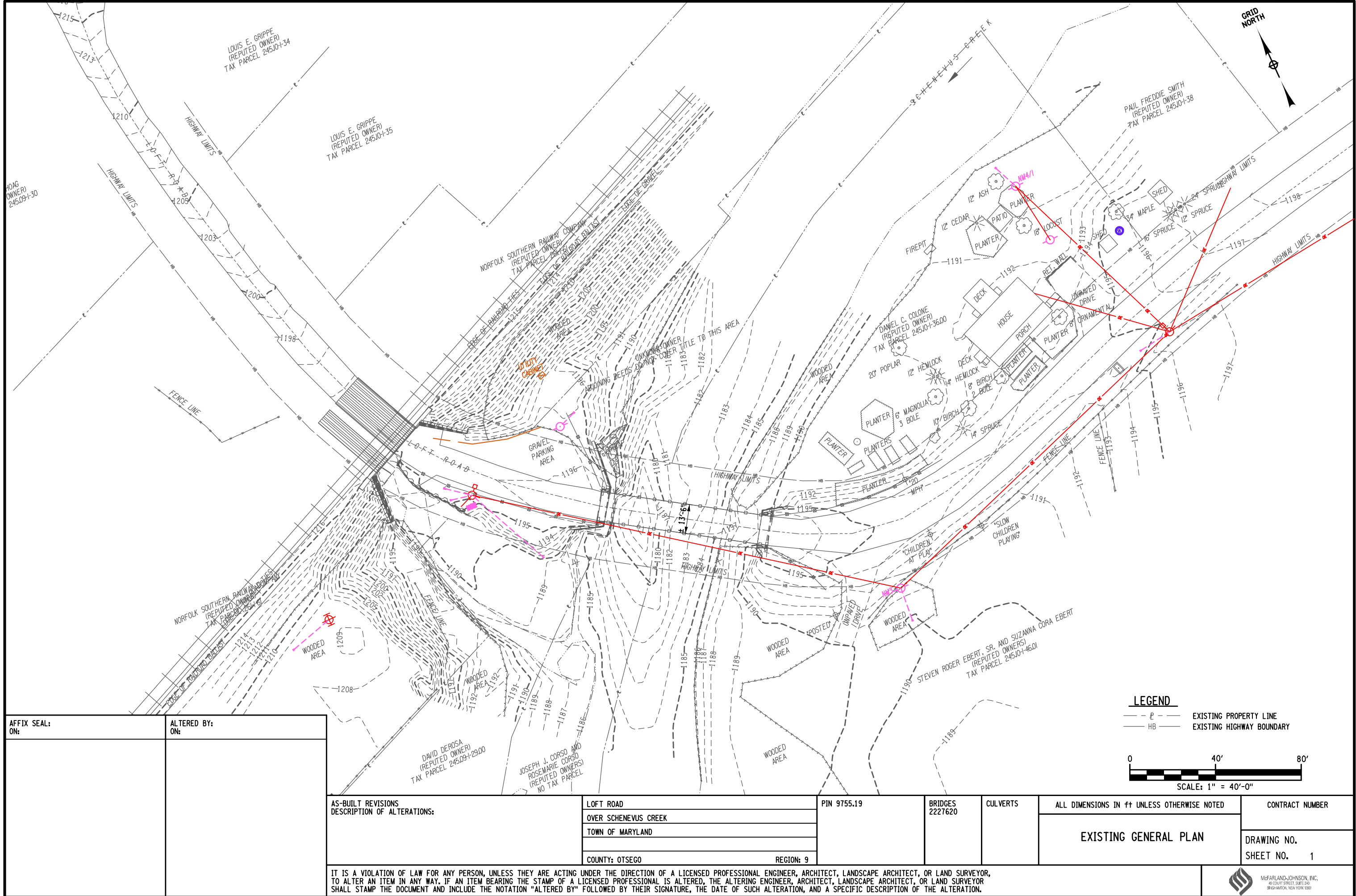
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This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

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USER = rgenung

DESIGN SUPERVISOR XXX JOB MANAGER XXX DESIGN XXX DRAFTING XXX CHECK XXX PROJECT MANAGER XXX



AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:
LOFT ROAD
OVER SCHENEVUS CREEK
TOWN OF MARYLAND
COUNTY: OTSEGO
REGION: 9

PIN 9755.19
BRIDGES 2227620
CULVERTS

ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED
EXISTING GENERAL PLAN

CONTRACT NUMBER
DRAWING NO.
SHEET NO. 1

LEGEND

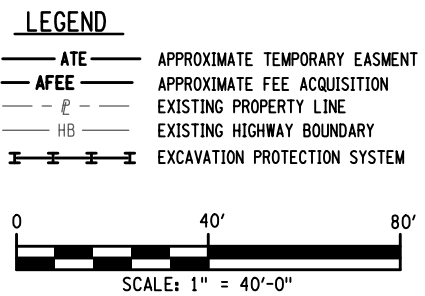
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— HB — EXISTING HIGHWAY BOUNDARY

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SCALE: 1" = 40'-0"

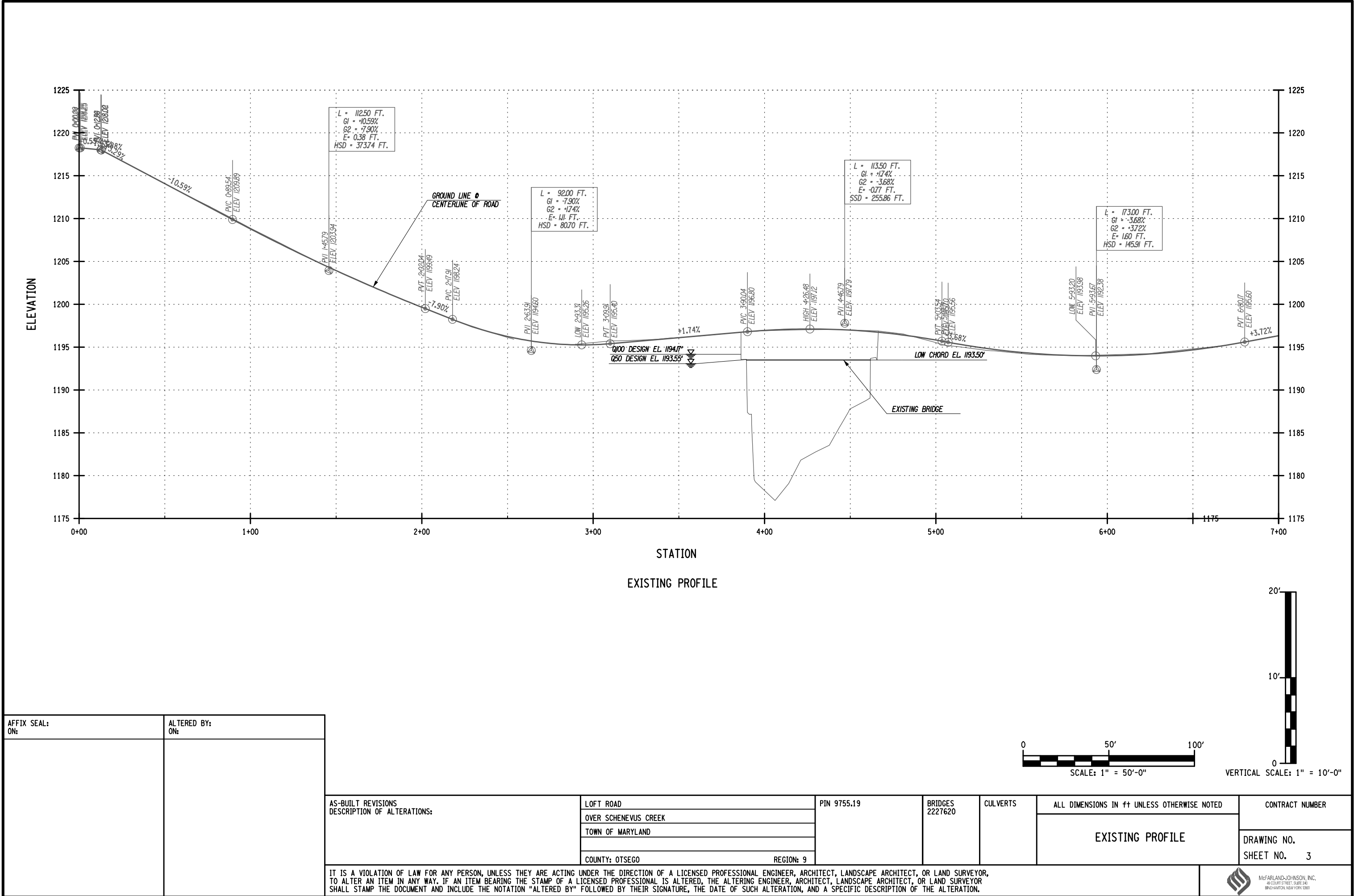
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, 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.

McFARLAND-JOHNSON, INC.
40 COURT STREET, SUITE 240
BRIDGEHARTON, NEW YORK 13021



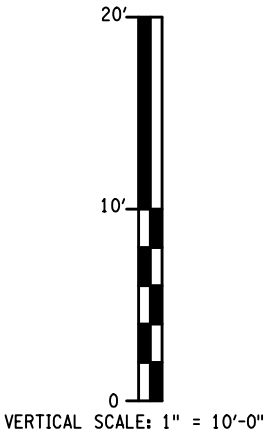
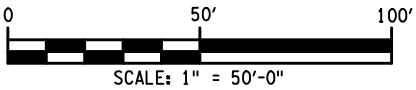
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AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	LOFT ROAD	PIN 9755.19	BRIDGES 2227620	CULVERTS	ALL DIMENSIONS IN ft UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	OVER SCHENEVUS CREEK				EXISTING PROFILE	DRAWING NO. SHEET NO. 3
	TOWN OF MARYLAND					
	COUNTY: OTSEGO REGION: 9					
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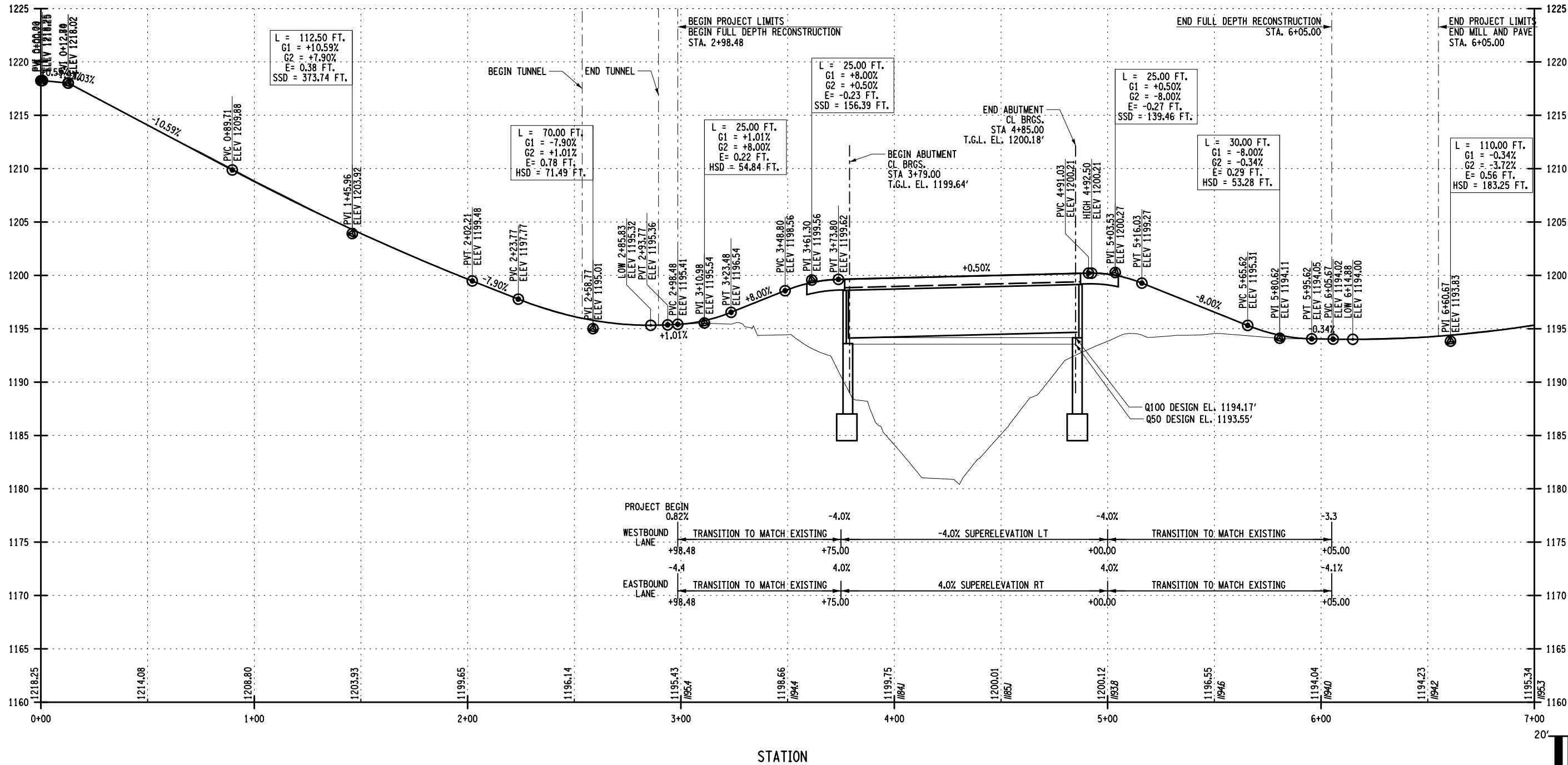
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JOB MANAGER XXX

DESIGN SUPERVISOR XXX

ELEVATION



STATION
PROPOSED PROFILE

AFFIX SEAL: ON:	ALTERED BY: ON:

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	LOFT ROAD	PIN 9755.19	BRIDGES 2227620	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	OVER SCHENEVUS CREEK				PROPOSED PROFILE	DRAWING NO.
	TOWN OF MARYLAND					
	COUNTY: OTSEGO					
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.						 MCFARLAND-JOHNSON, INC. 40 COURT STREET, SUITE 100 BRIDGEWATER, NEW YORK 13611



McFARLAND-JOHNSON, INC.
49 COURT STREET, SUITE 240
BINGHAMTON, NEW YORK 13901

APPENDIX B

Environmental Information

Social, Economic and Environmental Resources Checklist				
PIN: 9755.19		FUNDING TYPE: Federal		
DESCRIPTION: Loft Road over Schenevus Creek Bridge Replacement		DATE:12-21-22		
		REVISION DATE:		
MUNICIPALITY: Town of Maryland		NEPA CLASS: II		
COUNTY: Otsego County		SEQRA TYPE: II		
SCOPE: Bridge replacement on new alignment.				
SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS		IF YES, GO TO IMPACT OR ISSUE; IF NO CHECK BOX BELOW	IMPACT ¹ OR ISSUE?	
		NO	YES	NO
Social				
A. Land Use				
1. Is there potential to affect current land use/zoning?	☒	☐	☐	
2. Is there a lack of consistency with community's comprehensive plan and/or other local or regional planning goals?	☒	☐	☐	
3. Will the project affect any planned or future development?	☒	☐	☐	
B. Neighborhoods and Community Cohesion				
1. Are relocations of homes or businesses proposed or acquisition of community resources anticipated?	☒	☐	☐	
2. Is there potential for changes to neighborhood character?	☒	☐	☐	
3. Is there a potential to impact transportation options (e.g., transit, walking, bicycling)?	☒	☐	☐	
4. Are there potential changes to travel patterns that could affect neighborhood quality of life?	☒	☐	☐	
5. Will the project divide or isolate portions of the community or generate new development that could affect the current community structure?	☒	☐	☐	
C. General Social Groups				
1. Are there potential effects to the ability of transit dependent, elderly, or disabled populations to access destinations (particularly local businesses and health care facilities)?	☒	☐	☐	
2. Does the project have the potential to disproportionately impact low income or minority populations (Environmental Justice)?	☒	☐	☐	
3. Are there alterations to pedestrian facilities that would affect the elderly or disabled such as lengthening pedestrian crossings or providing median refuge?	☒	☐	☐	
D. Community Services				
1. Is there potential to affect access to or use of Schools, Recreation Areas or Places of Worship (e.g., detours, sidewalk removal, addition of curb ramps, crosswalks, pedestrian signals, etc.)?	☒	☐	☐	

SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS	IF YES, GO TO IMPACT OR ISSUE; IF NO CHECK BOX BELOW	IMPACT ¹ OR ISSUE?	
	NO	YES	NO
2. Is there potential to affect emergency service response?	☒	☐	☐
Economic			
A. Regional and Local Economies			
1. Is there potential to affect local economic viability (e.g., development potential, tax revenues, employment opportunities, retail sales or public expenditures)?	☒	☐	☐
2. Is there a potential to divert traffic away from businesses?	☒	☐	☐
B. Business Districts			
1. Are there potential effects on the viability or character of Business Districts?	☒	☐	☐
2. Will the project affect transportation options available for patrons getting into or out of the District?	☒	☐	☐
3. Will sidewalks, bicycling opportunities or transit opportunities to or within the district be affected?	☒	☐	☐
4. Will parking within the district be affected?	☒	☐	☐
C. Specific Business Impacts			
1. Are effects to specific businesses anticipated? (e.g., sidewalks, bicycling opportunities, or handicapped access to and from businesses)?	☒	☐	☐
2. Will the project affect available transportation options for patrons to businesses?	☒	☐	☐
3. Will the project affect the ability of businesses to receive deliveries?	☒	☐	☐
4. Will parking for businesses be affected?	☒	☐	☐
Environmental			
1. Are there wetlands within or immediately adjacent to the project limits? <i>See Environmental Procedures Manual (EPM) 4.A.R, Executive Order (EO) 11990 may apply.</i>	☒	☐	☐
2. Are there Surface Waters (other than wetlands) within or immediately adjacent to the project limits? <i>lakes, ponds streams or wetlands of any jurisdiction</i>	☐	☐	☒
3. Is there a designated Wild or Scenic River within or immediately adjacent to the project limits? (See The Environmental Manual (TEM) 4.4.3)	☒	☐	☐
4. Will the project require a U.S. Coast Guard Bridge Permit? <i>Project area includes a bridge over navigable waters of U.S.</i>	☒	☐	☐
5. Does the project area contain waters regulated as Navigable by U. S. Army Corps of Engineers? <i>Section 404/10 Individual Permit or NWP 23 may be required</i>	☒	☐	☐
6. Is the project in a mapped Flood Zone? <i>TEM section 4.?, EO 11988</i>	☐	☐	☒
7. Is the project in or could it affect a designated coastal area? <i>FAN and/or Consistency determination may be required. See TEM 4.6</i>	☒	☐	☐
8. Is the project area above a Sole Source Aquifer? <i>See TEM 4.4 Coordination with FHWA and/or EPA may be required.</i>	☒	☐	☐

SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS	IF YES, GO TO IMPACT OR ISSUE; IF NO CHECK BOX BELOW	IMPACT ¹ OR ISSUE?	
	NO	YES	NO
9. Will the project involve one (1) acre of ground disturbance (or 5,000 sf in the East of Hudson watershed)?	☒	☐	☐
10. Are federally/state listed endangered species or designated critical habitat indicated for the project county? <i>Coordination with DEC and/or a FHWA determination may be required. See TEM 4.4.9.3</i>	☒	☐	☐
11. Is the project in a designated Critical Environmental Area? <i>TEM 4.4.11(SEQR issue)</i>	☒	☐	☐
12. Are there any resources protected by Section 106 (or Section 1409) within the project limits or immediate area? See TEM 4.4.12 Appendix G	☒	☐	☐
13. Is Native American coordination required outside of Section 106 consultation? <i>The project on or affecting Native American Lands or other areas of interest</i>	☒	☐	☐
14. Is there a use, constructive use or temporary occupancy of a 4(f) resource? See SECTION 4(f) POLICY PAPER and contact Area Engineer.	☒	☐	☐
15. Will the project involve conversion of a 6(f) resource? <i>listed as having Land and Water Conservation funds spent on the resource</i>	☒	☐	☐
16. Is there any potential to affect the character of important and possibly significant the visual resources of the project area and its environs? (See PDM Chapter 3.2.2.2)	☒	☐	☐
17. Will the project convert land protected by the Federal Farmland Protection Act? See TEM 4.4.15	☒	☐	☐
18. Will the project acquire active farmland from an Agricultural District? (SEQR issue)	☒	☐	☐
19. Is the project in a non-attainment area and exceed the CO screening criteria? see EPM Chapter 1 1.1-19 an Air Quality Analysis required	☒	☐	☐
20. Is the project in a non-attainment area and exceed the PM screening criteria? see EPM Chapter 1 1.1-19? A hot spot analysis is required	☒	☐	☐
21. Is the project a Type I Noise project as per 23 CFR 772? See TEM 4.4.18	☒	☐	☐
22. Will the project require the removal of Asbestos Containing Materials? See TEM 4.4.19	☒	☐	☐
23. Does the project area contain Contaminated and Hazardous Materials? <i>EPA National Priority List</i>	☒	☐	☐
24. Will the project increase the height of towers, construct new towers or other obstructions in a known migratory bird flyway?	☒	☐	☐

NOTES:

¹ The term "impacts" means both positive and negative effects. Both types of effects should be discussed in the body of the report as appropriate.

PREPARED BY (Print Name and Title): **Corinne Steinmuller, Environmental Analyst, McFarland Johnson**

CERTIFICATION:

I certify that the information provided above is true and accurate.

Regional/Main Office Environmental Unit Supervisor _____ Date _____

Print Name and Title: _____

Federal Environmental Approval Worksheet

PIN: 9755.19	Completed by: Corinne Steinmuller	Date Completed: 11/15/22	FUNDING TYPE: Federal
TITLE/PUBLIC DESCRIPTION: Loft Road Bridge Replacement over Schenevus Creek			NEPA CLASS: Class II: CE
			SEQR TYPE: Type II
LOCALITY (Village, Town, City): Town of Maryland		COUNTY: Otsego	Is this a Reevaluation? No

Purpose of this Worksheet:

- Implement the Programmatic Agreement Between the Federal Highway Administration, New York Division (FHWA), and the New York State Department of Transportation (NYSDOT) Regarding the Processing of Actions Classified as Categorical Exclusions (CEs) for Federal-Aid Highway Projects (PARCE), executed September 2017.
- Communicate the project National Environmental Policy Act (NEPA) classification and identify whether the FHWA or the NYSDOT (titles identified per Project Development Manual (PDM) Chapter 4, Exhibit 4-2) is making the CE determination.
- Identify any FHWA independent determinations, approvals and/or concurrences required before the CE determination can be made.
- To be included within the Design Approval Document (DAD¹) in accordance with the documentation requirements in the PARCE.

Categorical Exclusion (CE) - a category of actions which do not individually or cumulatively have a significant effect on the human environment and which have been found to have no such effect in procedures adopted by a Federal agency (40 CFR 1508.4). Actions that do not individually or cumulatively have a significant environmental effect are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS) (23 CFR 771.115(b)).

Instructions:

Initial review of the Federal Environmental Approval Worksheet (FEAW) should occur in scoping or early in Design Phase I to identify potential risks. Complete new review of the FEAW periodically, particularly if project parameters or site condition changes result in potential resource impacts. Completion of the FEAW with signature in Step 4 is required prior to Design Approval. See PDM Chapter 4 for additional details.

Step 1A: Unusual Circumstances Threshold Determination – 23 CFR 771.117(b)

Do any, or the potential for any, unusual circumstances exist??

- | | |
|---|---|
| • Significant environmental impacts | YES ☐ NO ☒ |
| • Substantial controversy on environmental grounds | YES ☐ NO ☒ |
| • Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act | YES ☐ NO ☒ |
| • Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the project | YES ☐ NO ☒ |

If **yes to any** of the above, contact the Main Office Project Liaison (MOPL) (see PDM Exhibit 4-1). Any project which would normally be classified as a CE but could involve unusual circumstances (or even uncertainty) will require consultation with the Office of Environment (OOE) and subsequently with the FHWA to determine if CE classification is still warranted. If, after consultation with the FHWA, it is determined that the project cannot be progressed as a CE, **skip to step 4** and see PDM Chapter 4 for NEPA Class I (EIS) or Class III (EA) processing. If, after consultation with the FHWA, it is determined that the project can be progressed as a CE, **proceed to step 1B**.

If **no to all** the above, then this project qualifies as a CE; **proceed to step 1B**.

Step 1B: Identification of CE action

Is the project an action listed in 23 CFR 771.117 (c) - (d) (or as identified in FHWA's additional flexibilities memo)?
 YES ☒ NO ☐

If **Yes**, proceed to step 2.

If **No**, contact the MOPL (see PDM Exhibit 4-1). If, after consultation with the OOE and the FHWA, it is determined that the project cannot be progressed as a CE, **skip to step 4** and see PDM Chapter 4 for NEPA Class I (EIS) or Class III (EA) processing. If, after consultation with the FHWA, it is determined that the project can continue as a CE, **proceed to step 2**.

¹ For FHWA actions not associated with a project (no DAD), include in the appropriate documentation for that action.

² See definitions and examples of unusual circumstances in FEAW_Instructions.doc

Federal Environmental Approval Worksheet

Project ID Number: 9755.19

Step 2: FHWA environmental actions required prior to CE determination³

The Step 2 table identifies certain issues that require: the FHWA to make the CE determination (Column A and 2.4); independent FHWA determinations (2.1); FHWA approvals, compliance or concurrence (2.2); or notification to the FHWA (2.3). Review *the FEAW Thresholds document* to determine how to fill out each column of Step 2.

2.1	Required FHWA Independent environmental determinations	PARCE threshold exceeded ⁴	FHWA independent determination/ concurrence required	Date Federal determination/ concurrence issued	Resource not present, or present but threshold not exceeded
		A	B	B1	C
	Executive Order (EO) 11990 Protection of Wetlands Individual Finding		☐	Date Issued	☒
	ESA Section 7 Threatened and Endangered Species	☐	☐	Date Issued	☒
	Section 106 of National Historic Preservation Act	☐	☒	Date Issued	☐
	Section 4(f) (Park, Wildlife Refuge, Historic Sites, and National Wild and Scenic Rivers)	☐	☐	Date Issued	☒
2.2	Other FHWA environmental approvals, compliance and/or concurrence required	PARCE threshold exceeded ⁴	Threshold exceeded; FHWA approval, compliance or concurrence required		Resource not present, or present but threshold not exceeded
	EO 11988 Floodplains	☐	☐		☒
	EO 13112 Invasive Species		☐		☒
	EO 12898 Environmental Justice		☐		☒
	Safe Drinking Water Act Section 1424(e)		☐		☒
	US Army Corps of Engineers, Section 404/10 NWP #23		☐		☒
	Section 6(f) Land and Water Conservation Funds		☐		☒
	Migratory Bird Treaty Act		☐		☒
	23CFR772 Type I Noise abatement		☐		☒
2.3	Other Environmental Issues requiring FHWA notification	PARCE threshold exceeded ⁴	FHWA notification threshold exceeded		Resource not present, or present but threshold not exceeded
	US Army Corps of Engineers, Section 404/10 Individual Permit	☐	☐		☒
	National Wild and Scenic Rivers	☐	☐		☒
	US Coast Guard Bridge Permit	☐	☐		☒
	Known hazardous waste site (only EPA National Priority list)		☐		☒
	Project on or affecting Native American Lands		☐		☒
2.4	Other Issues Triggering FHWA Approval of Categorical Exclusion	PARCE threshold exceeded ⁴			Resource not present, or present but threshold not exceeded
	Property Acquisition	☐			☒
	Major Traffic Disruptions	☐			☒
	Changes in Access Control	☐			☒

³ This table does not represent all environmental issues and actions that a project is subject to. Classification as a CE does not exempt the project from further environmental review. Refer to the PDM and The Environmental Manual (TEM) to determine review requirements.

⁴ When PARCE threshold is exceeded, the NYSDOT recommends that the project qualifies as a CE and requests the FHWA make the CE determination. Information on PARCE specific thresholds is contained within *the FEAW Thresholds document*.

Federal Environmental Approval Worksheet

Project ID Number: 9755.19

Step 3: Who makes the NEPA CE Determination?

To identify which party, either the FHWA or the NYSDOT, makes the CE determination in accordance with the PARCE, follow the instructions found in the table below, beginning in Step 3A. This step also identifies which correspondence shell to use to distribute the FEAW and other environmental notifications or approvals.

3	Determine whether the FHWA or the NYSDOT makes the CE determination and whether additional notifications or approvals are required.
3A	Is the project an action listed in 23 CFR 771.117 (c) - (d) (Answered yes in Step 1B)? YES ☒ If Yes, proceed to 3B. NO ☐ If No, the FHWA makes the CE determination. - For Locally Administered Federal Aid Projects only, the DAD, the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the Regional Planning and Program Manager (RPPM) to the FHWA directly using Shell 4. - For all other projects, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using Shell 3. Proceed to Step 4.
3B	Are any of the CE Thresholds from the PARCE exceeded (Are there any checks in Column A of Step 2)? YES ☐ If Yes, the FHWA makes the CE determination. - For Locally Administered Federal Aid Projects only, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the RPPM to the FHWA directly using Shell 4. - For all other projects, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using Shell 3. Proceed to Step 4. NO ☒ If No, proceed to 3C.
3C	Are there outstanding independent environmental approvals or concurrences? (Are there checks in column B of Step 2.1 without dates in column B1)? YES ☒ If Yes, then the FHWA makes the CE determination. - For Locally Administered Federal Aid Projects only, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent from the RPPM to the FHWA directly using Shell 4. - For all other projects, the DAD and the NYSDOT recommendation and request (that the FHWA determines the project qualifies as a CE) are sent to the MOPL for review using Shell 3. Proceed to Step 4. NO ☐ If No, the NYSDOT makes the NEPA CE determination. Proceed to 3D.
3D	Are there ☐ any circumstances requiring demonstration of applicable EO compliance (any checks in column B of Table 2.2); or ☐ any issues requiring the FHWA environmental notification (any checks in column B of Table 2.3)? YES ☐ If either box is checked, once all required approvals and concurrences have been secured, the NYSDOT makes the CE determination but the information must be forwarded to FHWA for notification or action prior to Design Approval using Shell 1. Proceed to step 4. NO ☐ If neither box is checked, once all required approvals and concurrences have been secured the NYSDOT makes the CE determination without notification to the FHWA. The project will use Shell 2. Proceed to step 4.

Federal Environmental Approval Worksheet

Project ID Number: 9755.19

Step 4: Summary and Recommendation

- The project **is not** located within an area subject to transportation air quality conformity.
 - **If the project is within such areas, the NEPA process may not be completed until all transportation conformity requirements are met⁵.** Transportation conformity requirements **have** been met at the time of this signature.
- This project does qualify to be progressed as a Categorical Exclusion.
- The NEPA Determination will be made by FHWA
- Project is c(28) "Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in paragraph (e)..." ⁶
- All outstanding FHWA environmental approvals will be obtained and are listed here:
FHWA Section 7 Concurrence
FHWA Section 106 Concurrence
- All the conditions of the PARCE are addressed herein (or within the DAD or attachments).

I certify that the information provided above is true and accurate and recommend the project be processed as described above.

Project Manager/Designer
(or Responsible Local Official) X Date _____

Print Name and Title: Ron Wheeler, Responsible Local Official

Regional Environmental Unit
Supervisor X Date _____

Print Name and Title: _____

Regional Local Project Liaison
(Locally Administered Projects Only) X Date _____

Print Name and Title: _____

Changes that may have occurred since the preparation of the FEAW which would create the need to review the FEAW again include but are not limited to triggers for reevaluations described in PDM Appendix 11. Based on the review of the previously certified FEAW, if the current scope of the action would change any of the answers to the FEAW and more specifically if any of the determinations within step 2.1 require a new federal determination or concurrence then a new FEAW should be produced and certified.

⁵ See additional information on conformity in *FEAW_Instructions.doc*

⁶ See additional information on identifying (c)26, (c)27 & (c)28 versus d (13) in *FEAW_Instructions.doc*

Section 7 ESA Process for USFWS Species: ESA Transmittal Sheet

Step 3: Documentation. Please complete the appropriate boxes below and complete the documentation as described.

	ESA Does Not Apply	No Effect, Activity-Based	No Effect	No Effect, No Suitable Habitat	Bat PA IPaC Submittal- Winter Tree Removal (MA, NLAA)	NLEB PA IPaC Submittal- April/Aug/Sept Tree Removal	Individual Submission to USFWS	MA, LAA- Formal Consultation
Northern Long-eared Bat	☒		☐	☐	☐	☐	☐	☐
Indiana Bat	☒		☐	☐	☐	NA	☐	☐
Bog Turtle	☒		☐	☐	NA	NA	☐	☐
Mollusks (Dwarf Wedge Mussel, Rayed Bean, Clubshell, Chittenango Ovale Amber Snail)	☒		☐	☐	NA	NA	☐	☐
Karner Blue Butterfly	☒		☐	☐	NA	NA	☐	☐
Other, List Species:	☒		☐	☐	NA	NA	☐	☐
Monarch Butterfly								
Documentation Required	The IPaC Official Species List is included in the DAD.	Record the corresponding number of the activity in the box. This sheet and the IPaC Official Species List are included in the DAD.	NYSDOT submits "No Effect" determination to FHWA. FHWA will concur or not concur.	NYSDOT submits "No Effect, No Suitable Habitat" determination to FHWA. Concurrence has been obtained if 7 days pass without correspondence from FHWA.	NYSDOT submits through IPaC w/ Area Engineer included. Concurrence is obtained if 14 days pass without correspondence from USFWS.	NYSDOT submits through IPaC w/ Area Engineer included. Concurrence is obtained if 30 days pass without correspondence from USFWS.	NYSDOT submits either BE or BA to FHWA, who submits to USFWS for concurrence.	NYSDOT submits BA to FHWA for Initiation of Formal Consultation with USFWS.
Submission to FHWA Required?	No	No	Yes	Yes	cc: only	cc: only	Yes	Yes
Submission to USFWS by DOT through IPAC Required?	No	No	No	No	Yes	Yes	No	No
Submission to USFWS by FHWA Required?	No	No	No	No	No	No	Yes	Yes

Instructions: This Summary Sheet is to be included all submissions to FHWA. A submittal package includes all documentation for all species requiring concurrence with a cover letter requesting concurrence, so that FHWA can make one ESA determination. SEE EACH SPECIES-SPECIFIC PACKAGE FOR SPECIFIC DOCUMENTATION REQUIREMENTS FOR SUBMITTALS. Also, FHWA requires documentation of compliance with ESA in the DAD.



United States Department of the Interior

FISH AND WILDLIFE SERVICE
New York Ecological Services Field Office
3817 Luker Road
Cortland, NY 13045-9385
Phone: (607) 753-9334 Fax: (607) 753-9699
Email Address: fw5es_nyfo@fws.gov



In Reply Refer To:

December 15, 2022

Project Code: 2023-0023120

Project Name: NYSDOT PIN 9755.19: BIN 2227620- Loft Road Over Schenevus Creek

Subject: List of threatened and endangered species that may occur in your proposed project location 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 (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

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 Act, 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 website 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.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2))

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

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 Act. **Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

New York Ecological Services Field Office

3817 Luker Road

Cortland, NY 13045-9385

(607) 753-9334

Project Summary

Project Code: 2023-0023120

Project Name: NYSDOT PIN 9755.19: BIN 2227620- Loft Road Over Schenevus Creek

Project Type: Bridge - Replacement

Project Description: Bridge replacement project.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@42.535445291676474,-74.88467781493108,14z>



Counties: Otsego County, New York

Endangered Species Act Species

There is a total of 1 threatened, endangered, or candidate species on this 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.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

IPaC User Contact Information

Agency: New York State Department of Transportation

Name: Steven Cammisa

Address: 44 Hawley St, 12th Floor

City: Binghamton

State: NY

Zip: 13901

Email: steve.cammisa@dot.ny.gov

Phone: 6077218488

NYSDOT SECTION 106 PROJECT SUBMITTAL PACKAGE

New York State Department of Transportation Section 106 Project Submittal Package Section 106 of the National Historic Preservation Act For Locally Administered Federal-Aid Projects

The purpose of the Project Submittal Package (PSP) is to provide sufficient information for NYSDOT to initiate Section 106 review. The PSP is prepared by the Project Sponsor or their consultants for federal aid transportation projects and submitted to the Regional Local Project Liaison (RLPL) for review by the Regional Cultural Resource Coordinator (CRC). The PSP is for use by NYSDOT only; the Sponsor should not submit the PSP to the NY State Historic Preservation Office (SHPO). Based on a review of the PSP, the CRC will identify what is needed for Section 106 compliance for the project.

DATE: 10/12/2022 PIN: 9755.19 BIN(s) (include original construction date(s)): 2227620, constructed 1930.

IDENTIFICATION

Project Name (if any): Loft Road Bridge over Schenevus Creek Replacement

Project Area Boundaries: Two-acre APE extending along Loft Road from a point 170-feet north of the bridge to approximately 430-feet south of the bridge.

(Indicate State or County Route # and/or local street name, and clearly defined endpoints)

County: Otsego

Town/City: Maryland

Village/Hamlet:

ALL PROJECTS SUBMITTED FOR REVIEW SHOULD INCLUDE THE FOLLOWING INFORMATION:
--

☒ **Project Description** – Describe the project type and proposed Scope of work to be undertaken as part of this project, including activities such as cutting, excavation, grading, and filling for highway and bridge projects. Identify potential on-site detours, new sidewalks, and right-of-way acquisition.

☒ **Location Maps** - Provide USGS Quad or similar scale map showing the project location and project limits. The map must clearly show street and road names surrounding the project area as well as all portions of the project.

☒ **Photos** - Provide clear color photographs of the entire project area keyed to a site plan. Captions should identify buildings by street address.

Photos should include:

- General views of existing conditions.
- Buildings/structures more than 50 years old that are located along with the property or on adjoining property.
- Areas of prior ground disturbance (removal of original topsoil; filling and plowing are not considered disturbance).

SPONSOR CONTACT:

Firm/Agency: Town of Maryland

Name: Ron Wheeler

Title: Town Supervisor

Address: 40 Main Street

City: Schenevus

State: NY

Zip: 12155

Phone: 607-638-1924

E-Mail: n/a



1.0 Project Information

This Section 106 Project Submittal Package Cultural Resources Screening memorandum for the proposed improvements to the Loft Road Bridge over Schenevus Creek Replacement (the Project), located in the Town of Maryland, in Otsego County, New York, was prepared by Environmental Design and Research, Landscape Architecture, Engineering, and Environmental Services, D.P.C. (EDR) on behalf of McFarland-Johnson, Inc. This memorandum was prepared by EDR cultural resources staff who meet the qualifications specified by the Secretary of the Interior's Standards for Historic Preservation and Archaeology per 36 CFR Part 61.

1.1 Project Description

The proposed Project (PIN 9755.19) consists of replacing the existing bridge carrying Loft Road over Schenevus Creek (BIN 2227620). The single-span, steel bridge was constructed in 1930. A 2021 inspection by the New York State Department of Transportation rated it as being in "poor" condition. The Project includes replacement of the bridge using a temporary detour for traffic along Loft Road (a dead-end road), and possibly realignment of Loft Road to improve line-of-sight for cars travelling under the one-lane railroad bridge immediately north of the bridge. The Norfolk Southern Railway Company operates the railroad.

1.2 Area of Potential Effect (APE)

The Area of Potential Effect (APE) for this Project consists of the proposed limits of work, which are projected to cover approximately two acres of ground encompassing the existing bridge and Loft Road from a point about 170 feet north of the bridge to approximately 430 feet south of the bridge. The proposed APE also includes ground located west of the bridge to accommodate a potential realignment of the bridge and Loft Road relative to the railroad bridge and/or the construction of a temporary detour.

The APE includes the confluence of Whitney Brook and Schenevus Creek. Immediately north of the creek is an elevated railroad bed with a steep embankment. The railroad is carried over Loft Road and Whitney Brook by a stone bridge. North of the railroad, the ground gradually slopes upward towards the intersection of Loft Road and NY 7. The area south of BIN 2227620 include mowed lawns north of Loft Road and pasture south of Loft Road. The road is situated on the edge of the natural terrace, which becomes increasingly steep towards the east end of the APE.

1.3 Archaeological Sensitivity

A review of the New York State Office of Parks, Recreation and Historic Preservation (NYSHPO) Cultural Resources Information System (CRIS) website determined that the proposed Project, which includes the confluence of Whitney Brook with Schenevus Creek, occurs within an

archaeologically sensitive area. Two previously identified archaeological sites, both the locations of former mills, have been previously identified within 1,500 feet of the Project APE. One of these, the Lawson Sawmill, Machine Shop, and Gristmill (USN 07709.000014) is adjacent to the APE. This site's location as depicted in CRIS is between the railroad embankment and the creek; the narrow, sloping ground in this located is heavily overgrown and has been impacted by utilities and fill deposition near Loft Road (see photograph locations depicted in Attachment B and photographs included as Attachment C).

CRIS's GIS-based mapping does not show any cultural resources surveys that may have been conducted within 1,000 feet of the APE. CRIS also provides access to the non-digitized records of older (i.e., pre-2000) surveys, though these have limited information. These records indicate that a small Phase IB survey was conducted in 1986 on the north side of NY 7, approximately 550 feet northwest of the APE. No sites were identified by that survey.

1.4 Potential Impacts to Historic Resources

EDR reviewed the CRIS database was reviewed to determine the location of any previously identified historic properties within or adjacent to the proposed Project. BIN 2227620 was constructed in 1930 but has not been inventoried by NYSHPO or evaluated for eligibility for listing in the State/National Registers of Historic Places (S/NRHP).

According to the CRIS website, there are two inventoried structures within 500 feet of the Project APE:

- The house at 151 Loft Road (USN 07709.000041) is located approximately 460 feet east of the Project APE. It has been evaluated by NYSHPO and determined to be not eligible for listing on the S/NRHP.
- The house at 7584 NY 7 (USN 07709.000042) is located approximately 422 feet northeast of the APE on the north side of the elevated railroad bed. It has been evaluated by NYSHPO and determined to be not eligible for listing on the S/NRHP.

Several buildings, including buildings 50 years of age or older, located adjacent to the Project APE have not been evaluated for S/NRHP eligibility. The stone railroad bridge is also unevaluated for listing on the S/NRHP. Photograph locations are depicted in Attachment B and photographs of the buildings are included in Attachment C.

The proposed Project will not involve the demolition or alteration of any previously identified S/NRHP-eligible historic resources.

1.5 Photographs

A site visit was conducted on September 26, 2022, to document existing conditions within the Project APE and to assess the potential for impacts to cultural resources. Photograph locations are noted on the map of the APE in Attachment B. Photographs documenting existing conditions, land use, visual character, and previous ground disturbance of the Project APE, as well as all buildings adjacent to the Project APE, are included as Attachment C.

1.6 References

Collamer, Jeanette. 1986. *Stage IA-IB Cultural Resource Survey for the Maryland Post Office Facility, Otsego County, New York*. Prepared for the United States Postal Service.

LIST OF ATTACHMENTS

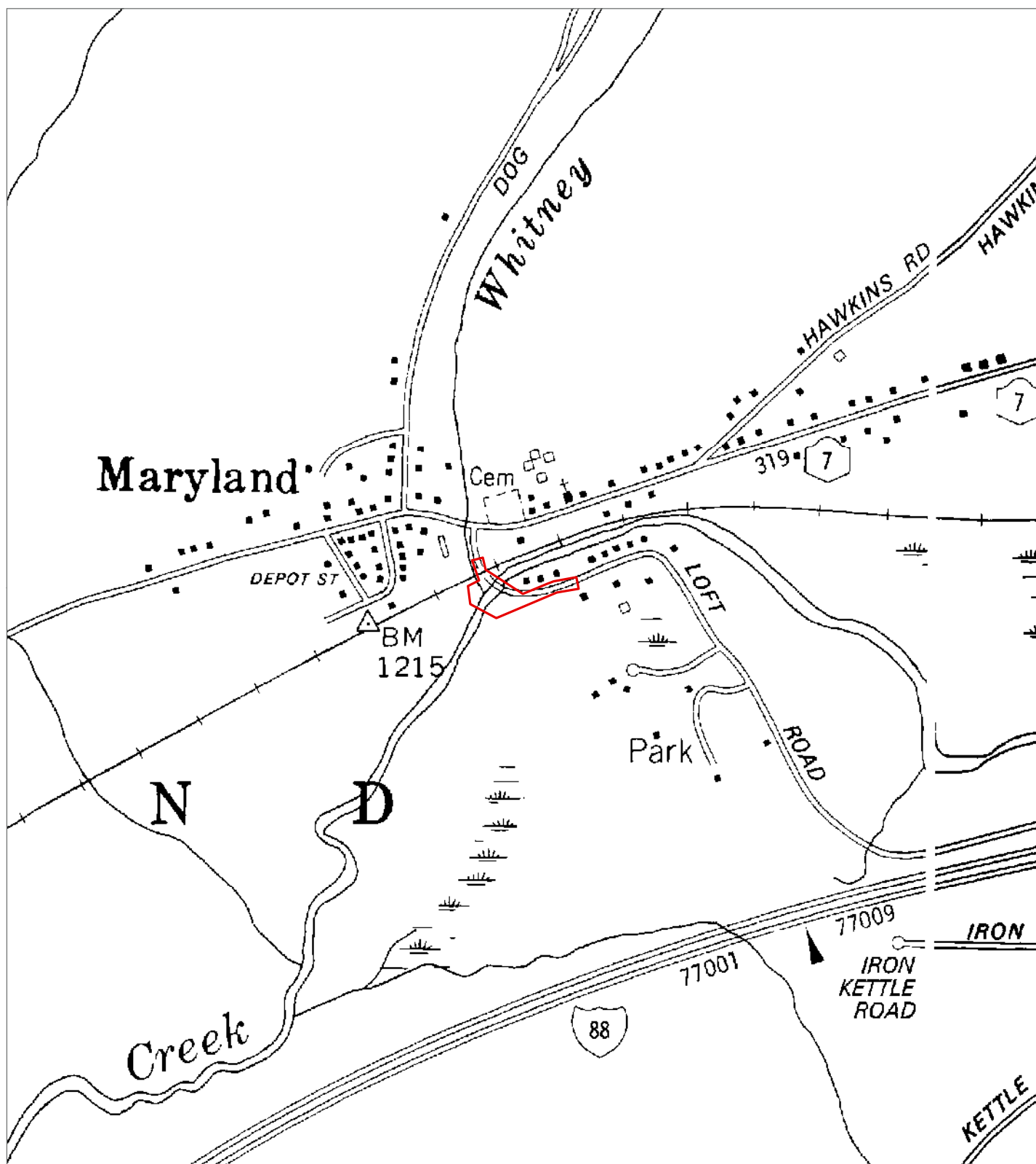
Attachment A. Project Location

Attachment B. Photograph Locations

Attachment C. Photographs

Attachment A:
Project Location

Attachment A. Project Location Map



Loft Road over Schenevus Creek Bridge Replacement (BIN 2227620)

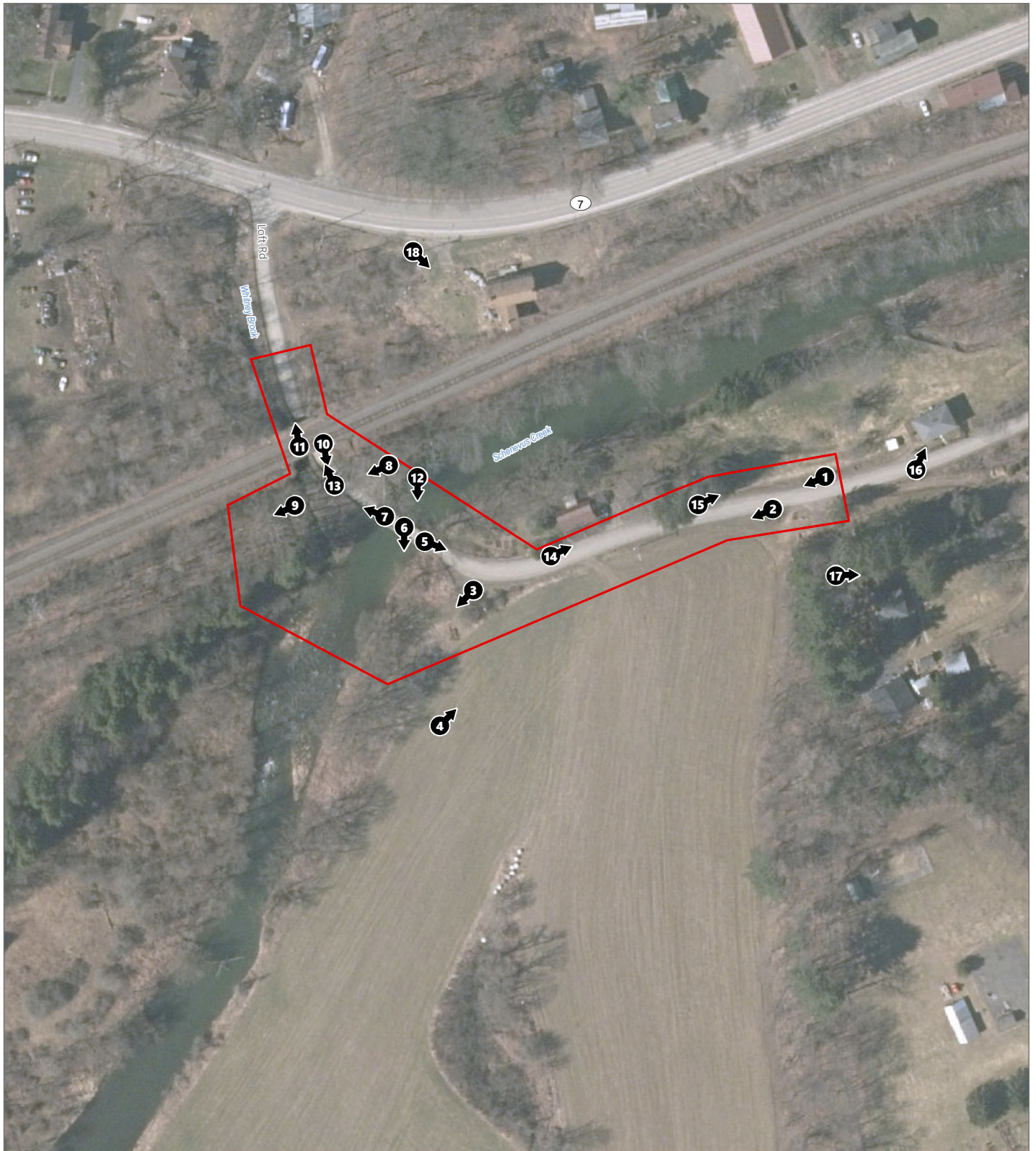
Town of Maryland, Otsego County, New York

 Area of Potential Effect

0 250 500 1,000
Feet

Attachment B:
Photograph Locations

Attachment B. Photograph Locations



Loft Road over Schenevus Creek Bridge Replacement (BIN 2227620)

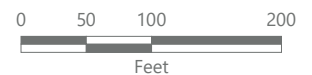
Town of Maryland, Otsego County, New York



Photograph Location



Area of Potential Effect



Attachment C:
Photographs

Photo 1

View facing west along the north side of Loft Road.



Photo 2

View facing west along the south side of Loft Road.



Loft Road over Schenevus Creek Bridge Replacement (BIN 2227620)

Town of Maryland, Otsego County, New York

Cultural Resources Screening



Photo 3

View facing southwest of the field access at the bend in Loft Road.



Photo 4

View facing east of the field on the south side of Loft Road.

Loft Road over Schenevus Creek Bridge Replacement (BIN 2227620)

Town of Maryland, Otsego County, New York

Cultural Resources Screening



Photo 5

View from the bridge
looking southeast.



Photo 6

View from the bridge
looking southwest.

Loft Road over Schenevus Creek Bridge Replacement (BIN 2227620)

Town of Maryland, Otsego County, New York

Cultural Resources Screening



Photo 7

View from the bridge
looking northwest.



Photo 8

View of disturbed area east
of Loft Road and south of the
railroad embankment.

Loft Road over Schenevus Creek Bridge Replacement (BIN 2227620)

Town of Maryland, Otsego County, New York

Cultural Resources Screening



Photo 9

View facing west of wooded area adjacent to the railroad bed northwest of the bridge.

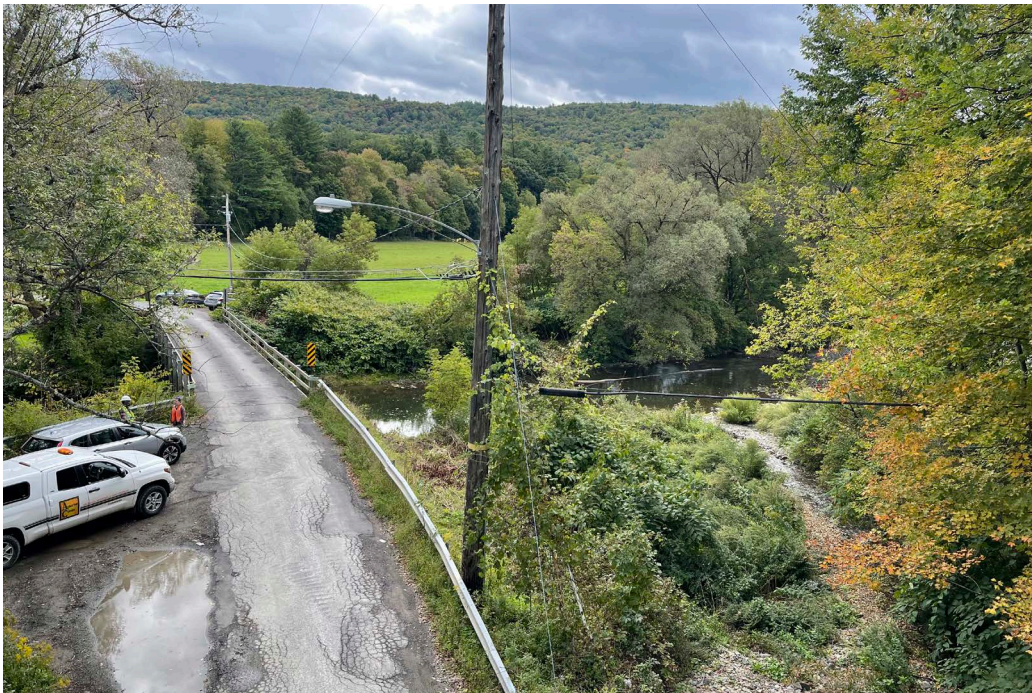


Photo 10

View from the railroad bed looking south at the bridge and surrounding landscape.

Loft Road over Schenevus Creek Bridge Replacement (BIN 2227620)

Town of Maryland, Otsego County, New York

Cultural Resources Screening

Photo 11

View from the railroad bed looking north along Loft Road.

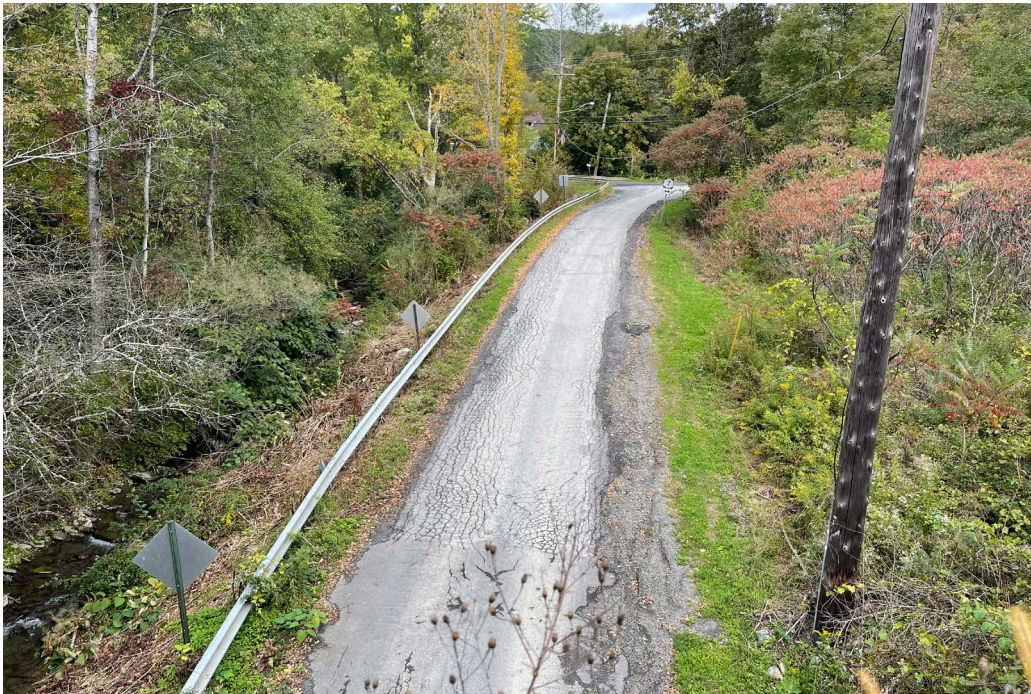


Photo 12

View facing southwest of BIN 2227620.



Loft Road over Schenevus Creek Bridge Replacement (BIN 2227620)

Town of Maryland, Otsego County, New York

Cultural Resources Screening

Photo 13

View facing north into the Loft Road tunnel of the stone railroad bridge.



Photo 14

View of 123 Loft Road, facing northeast.



Loft Road over Schenevus Creek Bridge Replacement (BIN 2227620)

Town of Maryland, Otsego County, New York

Cultural Resources Screening

Photo 15

View of 127 Loft Road,
facing northeast.



Photo 16

View of 137 Loft Road,
facing northeast.



Loft Road over Schenevus Creek Bridge Replacement (BIN 2227620)

Town of Maryland, Otsego County, New York

Cultural Resources Screening



Photo 17

View of 134 Loft Road,
facing east.



Photo 18

View of 7562 NY 7,
facing southeast.

Loft Road over Schenevus Creek Bridge Replacement (BIN 2227620)

Town of Maryland, Otsego County, New York

Cultural Resources Screening

Visual Impact Assessment Scoping Questionnaire

Project Name: 9755.19 Loft Road over Schenevus Creek Bridge Replacement	Site Visit Date: 5/06/2022
Location: Loft Rd over Schenevus Creek, Town of Maryland, Otsego County	Time: 11 a.m.
Special Conditions/Notes: None	Conducted By: Laura Sanda, P.E.

Environmental Compatibility

- Will the project result in a noticeable change in the physical characteristics of the existing environment? (Consider all project components and construction impacts - both permanent and temporary, including landform changes, structures, noise barriers, vegetation removal, railing, signage, and contractor activities.)*

☐ High level of permanent change (3)	☐ Moderate level of permanent change (2)
☒ Low level of permanent or temporary change (1)	☐ No Noticeable Change (0)
- Will the project complement or contrast with the visual character desired by the community? (Evaluate the scale and extent of the project features compared to the surrounding scale of the community. Is the project likely to give an urban appearance to an existing rural or suburban community? Do you anticipate that the change will be viewed by the public as positive or negative? Research planning documents or talk with local planners and community representatives to understand the type of visual environment local residents envision for their community.)*

☐ Low Compatibility (3)	☐ Moderate Compatibility (2)
☒ High compatibility (1)	
- What level of local concern is there for the types of project features (e.g., bridge structures, large excavations, sound barriers, or median planting removal) and construction impacts that are proposed? (Certain project improvements can be of special interest to local citizens, causing a heightened level of public concern, and requiring a more focused visual analysis.)*

☐ High concern (3)	☐ Moderate concern (2)
☐ Low concern (1)	☒ Negligible Project Features (0)
- Is it anticipated that to mitigate visual impacts, it may be necessary to develop extensive or novel mitigation strategies to avoid, minimize, or compensate for adverse impacts or will using conventional mitigation strategies, such as landscape or architectural treatment adequately mitigate adverse visual impacts?*

☐ Extensive Non-Conventional Mitigation Likely (3)	☐ Some non-conventional Mitigation Likely (2)
☐ Only Conventional Mitigation Likely (1)	☒ No Mitigation Likely (0)

5. *Will this project, when seen collectively with other projects, result in an aggregate adverse change (cumulative impacts) in overall visual quality or character?* (Identify any projects [both state and local] in the area that have been constructed in recent years and those currently planned for future construction. The window of time and the extent of area applicable to possible cumulative impacts should be based on a reasonable anticipation of the viewing public's perception.)
- o Cumulative Impacts likely: 0-5 years (3)
 - o Cumulative Impacts likely: 6-10 years (2)
 - Cumulative Impacts unlikely (1)

Viewer Sensitivity

1. *What is the potential that the project proposal may be controversial within the community, or opposed by any organized group?* (This can be researched initially by talking with the state DOT and local agency management and staff familiar with the affected community's sentiments as evidenced by past projects and/or current information.)
- o High Potential (3)
 - o Moderate Potential (2)
 - o Low Potential (1)
 - No Potential (0)
2. *How sensitive are potential viewer-groups likely to be regarding visible changes proposed by the project?* (Consider among other factors the number of viewers within the group, probable viewer expectations, activities, viewing duration, and orientation. The expected viewer sensitivity level may be scoped by applying professional judgment, and by soliciting information from other DOT staff, local agencies and community representatives familiar with the affected community's sentiments and demonstrated concerns.)
- o High Sensitivity (3)
 - o Moderate Sensitivity (2)
 - Low Sensitivity (1)
3. *To what degree does the project's aesthetic approach appear to be consistent with applicable laws, ordinances, regulations, policies or standards?*
- o Low Compatibility (3)
 - o Moderate Compatibility (2)
 - High compatibility (1)

4. *Are permits going to be required by outside regulatory agencies (i.e., Federal, State, or local)?* (Permit requirements can have an unintended consequence on the visual environment. Anticipated permits, as well as specific permit requirements - which are defined by the permitter, may be determined by talking with the project environmental planner and project engineer. Note: coordinate with the state DOT representative responsible for obtaining the permit prior to communicating directly with any permitting agency. Permits that may benefit from additional analysis include permits that may result in visible built features, such as infiltration basins or devices under a storm water permit or a retaining wall for wetland avoidance or permits for work in sensitive areas such as coastal development permits or on Federal lands, such as impacts to Wild and Scenic Rivers.)

- Yes (3)
- o No (1)
- o Maybe (2)

5. *Will the project sponsor or public benefit from a more detailed visual analysis in order to help reach consensus on a course of action to address potential visual impacts?* (Consider the proposed project features, possible visual impacts, and probable mitigation recommendations.)

- o Yes (3)
- No (1)
- o Maybe (2)

Determining the Level of Visual Impact Assessment

Total the scores of the answers to all ten questions on the Visual Impact Assessment Scoping Questionnaire. Use the total score from the questionnaire as an indicator of the appropriate level of VIA to perform for the project. Confirm that the level suggested by the checklist is consistent with the project teams' professional judgments. If there remains doubt about whether a VIA needs to be completed, it may be prudent to conduct an Abbreviated VIA. If there remains doubt about the level of the VIA, begin with the simpler VIA process. If visual impacts emerge as a more substantial concern than anticipated, the level of VIA documentation can always be increased.

The level of the VIA can initially be based on the following ranges of total scores:

☐ **Score 25-30**

An *Expanded VIA* is probably necessary. It is recommended that it should be proceeded by a formal visual scoping study prior to beginning the VIA to alert the project team to potential highly adverse impacts and to develop new project alternatives to avoid those impacts. These technical studies will likely receive state-wide, even national, public review. Extensive use of visual simulations and a comprehensive public involvement program would be typical.

☐ **Score 20-24**

A *Standard VIA* is recommended. This technical study will likely receive extensive local, perhaps state-wide, public review. It would typically include several visual simulations. It would also include a thorough examination of public planning and policy documents supplemented with a direct public engagement processes to determine visual preferences.

☐ **Score 15-19**

An *Abbreviated VIA* would briefly describe project features, impacts and mitigation requirements. Visual simulations would be optional. An *Abbreviated VIA* would receive little direct public interest beyond a summary of its findings in the project's environmental documents. Visual preferences would be based on observation and review of planning and policy documents by local jurisdictions.

☐ **Score 10-14**

A *VIA Memorandum* addressing minor visual issues that indicates the nature of the limited impacts and any necessary mitigation strategies that should be implemented would likely be sufficient along with an explanation of why no formal analysis is required.

☒ **Score 6-9**

No noticeable physical changes to the environment are proposed and no further analysis is required. Print out a copy of this completed questionnaire for your project file to document that there is no effect. A *VIA Memorandum* may be used to document that there is no effect and to explain the approach used for the determination.

GUIDELINES FOR THE VISUAL IMPACT ASSESSMENT OF HIGHWAY PROJECTS – APPENDICES

Appendix D

Types of VIA Documents

When it is determined that a VIA is needed, there are four distinct possible levels of reporting. Help to determine the appropriate level of VIA document is provided in Chapter 3 of the VIA Guidelines. These four levels, listed by increasing complexity, are:

1. VIA Memorandum
2. Abbreviated VIA
3. Standard VIA
4. Expanded VIA

Basic descriptions of each level of VIA document are described in this Appendix.

VIA Memorandum

A VIA Memorandum is simply a short memorandum from the VIA author to the NEPA project manager stating that the potential for the project to cause adverse or beneficial impacts to visual resources, viewers, or visual quality is negligible and explaining the approach used to reach that conclusion. A VIA Memorandum is usually reserved for projects that are Categorical Exclusions (CEs) but may include Environmental Assessment (EA) or Environmental Impact Statement (EIS)-level projects with little or no visual impacts.

Abbreviated VIA

An Abbreviated VIA is a document that succinctly reports the findings of a VIA. It includes a brief project description and a report of the findings of the VIA's establishment, inventory, analysis, and mitigation phases. Maps, aerial photography and photographs are used sparingly and only when such illustrations reduce the need for text. An Abbreviated VIA is typically used for an EA or EIS-level project when it has been identified during scoping that there are minimal visual concerns. It may also be used for CEs, if a VIA Memorandum will not suffice and a slightly more detailed analysis is needed to address visual impacts.

To report the establishment phase, identify the location and extent of the project corridor on a map, along with the area of visual effect. Provide a brief project description. Typically, for an Abbreviated VIA, it is not necessary to delineate viewsheds or landscape units.

To report the inventory phase, briefly identify visual resources of the natural, cultural, and project environments as a description of the visual character of the project corridor; briefly identify the viewing experience of neighbors and travelers; and finally, identify existing visual quality as what viewers like and dislike about the existing environment.

To report the analysis phase, define how the visual character of the corridor will change as a result of the project. Describe impacts to visual resources and the experience of viewers. Define the degree of impacts as being beneficial, adverse, or neutral.

To report the mitigation phase, describe how mitigation strategies avoid, minimize, or compensate for adverse visual impacts and how beneficial visual impacts will be incorporated in the project.

Standard VIA

A Standard VIA would typically be used for EA or EIS projects that are anticipated as having substantial adverse or beneficial visual impacts. In the Standard VIA document, report the findings of the establishment, inventory, analysis, and mitigation phases of the VIA process. The Standard VIA is developed with input from the NEPA public involvement process to directly and accurately ascertain viewer preferences. It is suggested that these findings be presented in a manner more traditional with how environmental review documents are produced by presenting the findings in the following chapters:

Chapter 1: Project Description. Report the project's purpose and need and identify issues of visual quality. Define and map the project location. Provide a project description, including descriptions of alternatives and any associated plans or cross-sections, as appropriate.

Chapter 2: Methodology. Describe the purpose of the VIA and how it will be used to inform location, design, and mitigation decisions of the transportation agency. Describe the assessment methodology, noting the use of the FHWA VIA guidelines and any modifications to the methodology recommended in the guidelines. The VIA Flow Chart (see Figure 3-1 in the guidelines) can be inserted into the document to illustrate the process, if preferred.

Chapter 3: Affected Environment. Describe the regulatory setting, listing any federal, state, or local laws, rules, ordinances, or other regulations that are related to visual issues, visual resources, visual character, visual quality, or the visual experience of viewers. Define and map the area of visual effect, and show the location of distinct landscape units and associated key views.

Provide representative images and descriptions of the visual character of the landscape units, identifying in particular the visual resources of the natural, cultural, and project environments.

Describe the visual character of project. These descriptions can be documented by landscape units, if the visual character of the project in each landscape unit is unique.

Briefly describe who are the neighbors and travelers, their self-interest, their sensitivity to visual change, and their visual preferences.

Define existing visual quality by identifying viewer's impressions of existing visual character, especially their impressions of natural harmony, cultural order, and project coherence.

Chapter 4: Impact Analysis and Mitigation. Describe how the proposed project will alter the visual character of the area of visual effect and consequently the experience of visual quality by viewers. Define the impacts to visual quality using the concepts of changes to natural harmony, cultural order, and project coherence.

Describe in common language the visual impacts to natural harmony, cultural order, and project coherence. Discuss this in terms of the compatibility or incompatibility of the visual character of the proposed project with the visual character which currently exists in the area of visual effect and how visual quality would be affected. Discuss how key views would be affected. Use before and after images to illustrate impacts, in cases where simulations are used. Provide a narrative discussion with the simulations discussing how they relate to the public's viewer preferences. Describe the expected viewer sensitivity to these changes. Define impacts as being adverse, beneficial, or neutral. Describe any anticipated cumulative impacts to existing visual quality associated with the project.

Suggest how to avoid, minimize, or compensate for adverse impacts and how to incorporate beneficial impacts into the project as enhancements. Recognize that mitigation and enhancements can affect either visual resources or viewers, as noted in Chapter 7.

Expanded VIA

An Expanded VIA is usually reserved for very complex or controversial projects where resolving visual issues has been identified as being key to public acceptance of a project. To report an Expanded VIA, follow the same outline as a Standard VIA, except report findings with more detail. In particular, the inventory of Landscape Units and Viewers Groups may be more fine-grained, rendering more subtlety in defining existing visual quality and impacts to it. For an Expanded VIA, alternative alignments or alternative designs may be fully and separately inventoried and analyzed. For an Expanded VIA, utilizing an effective public participation strategy to accurately ascertain viewer preferences is key for determining impacts to visual quality and designing effective mitigation strategies. Provide a description of how the public was involved in the VIA process. The development of simulations showing impacts and mitigation is especially necessary for reporting the findings of an Expanded VIA.

APPENDIX C

Traffic Information

PIN:	975519	Project Location:	Town of Maryland, Otsego County
Context:	☐ Urban / Village ☐ Suburban ☒ Rural		
Project Title:	Loft Rd over Schenevus Creek bridge replacement (BIN 2227620)		
STEP 1- APPLICABILITY OF CHECKLIST			
1.1	Is the project located entirely on a facility where bicyclists and pedestrians are prohibited by law and the project does not involve a shared use path or pedestrian/bicycle structure? <i>If no, continue to question 1.2. If yes, <u>stop here</u>.</i>		☐ Yes ☒ No
1.2	a. Is this project a 1R* Maintenance project? <i>If no, continue to question 1.3. If yes, go to part b of this question.</i>		☐ Yes ☒ No
1.2	b. Are there opportunities on the 1R project to improve safety for bicyclists and pedestrians with the following Complete Street features? • Sidewalk curb ramps and crosswalks • Shoulder condition and width • Pavement markings • Signing <i>Document opportunities or deficiencies in the IPP and <u>stop here</u>.</i>		☐ Yes ☐ No
* Refer to Highway Design Manual (HDM) Chapter 7, Exhibit 7-1 "Resurfacing ADA and Safety Assessment Form" under ADA, Pavement Markings and Shoulder Resurfacing for guidance.			
1.3	Is this project a Cyclical Pavement Marking project? <i>If no, continue to question 1.4. If yes, review EI 13-021* and identify opportunities to improve safety for bicyclists and pedestrians with the following Complete Streets features:</i> • Travel lane width • Shoulder width • Markings for pedestrians and bicyclists <i>Document opportunities or deficiencies in the IPP and <u>stop here</u>.</i>		☐ Yes ☒ No
* EI 13-021, "Requirements and Guidance for Pavement Marking Operations - Required Installation of CARDS and Travel Lane and Shoulder Width Adjustments".			
1.4	Is this a Maintenance project (as described in the "Definitions" section of this checklist) and different from 1.2 and 1.3 projects? <i>If no, continue to Step 2. If yes, the Project Development Team should continue to look for opportunities during the Design Approval process to improve existing bicycle and pedestrian facilities within the scope of project. Identify the project type in the space below and <u>stop here</u>.</i>		☐ Yes ☒ No
STEP 1 prepared by: Dave MacEwan, RLPL Date: 12/30/21			
STEP 2 - IPP LEVEL QUESTIONS (At Initiation)			Comment / Action

2.1	Are there public policies or approved known development plans (e.g., community Complete Streets policy, Comprehensive Plan, MPO Long Range and/or Bike/Ped plan, Corridor Study, etc.) that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area? <i>Contact municipal planning office, Regional Planning Group and Regional Bicycle/Pedestrian Coordinator.</i>	☐ Yes ☒ No	
2.2	Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area?	☐ Yes ☒ No	
2.3	a. Is the highway part of an existing or planned State, regional or local bicycle route? <i>If no, proceed to question 2.4. If yes, go to part b of this question.</i> b. Do the existing bicycle accommodations meet the minimum standard guidelines of HDM Chapter 17 or the AASHTO "Guide for the Development of Bicycle Facilities"? * <i>Contact Regional Bicycle/Pedestrian Coordinator</i> * Per HDM Chapter 17- Section 17.4.3, Minimum Standards and Guidelines.	☐ Yes ☒ No ☐ Yes ☐ No	
2.4	Is the highway considered important to bicycle tourism by the municipality or region?	☐ Yes ☒ No	
2.5	Is the highway affected by special events (e.g., fairs, triathlons, festivals) that might influence bicycle, pedestrian or transit users? <i>Contact Regional Traffic and Safety</i>	☐ Yes ☒ No	
2.6	Are there existing or proposed generators within the project area (<i>refer to the "Guidance" section</i>) that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations? <i>Contact the municipal planning office, Regional Planning Group, and refer to the CAMCI Viewer, described in the "Definitions" section.</i>	☒ Yes ☐ No	The occasional pedestrian may cross the bridge from the residential area to the east to the hamlet of Maryland along NYS Rt 7.
2.7	Is the highway an undivided 4 lane section in an urban or suburban setting, with narrow shoulders, no center turn lanes, and existing Annual Average Daily Traffic (AADT) < 15,000 vehicles per day? <i>If yes, consider a road diet evaluation for the scoping/design phase. Refer to the "Definitions" section for more information on road diets.</i>	☐ Yes ☒ No	

2.8	Is there evidence of pedestrian activity (e.g., a worn path) and no or limited pedestrian infrastructure?	☐ Yes ☐ No	UNKNOWN
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STEP 2 prepared by: Date:

Bicycle/Pedestrian Coordinator has been provided an opportunity to comment: ☐ Yes ☐ No

ATTACH TO IPP AND INCLUDE RECOMMENDATIONS FOR SCOPING/DESIGN.

STEP 3 - PROJECT DEVELOPMENT LEVEL QUESTIONS (Scoping/Design Stage)			Comment / Action
3.1	Is there an identified need for bicycle/pedestrian/transit or "way finding" signs that could be incorporated into the project?	☐ Yes ☒ No	
3.2	Is there history of bicycle or pedestrian crashes in the project area for which improvements have not yet been made?	☐ Yes ☒ No	
3.3	Are there existing curb ramps, crosswalks, pedestrian traffic signal features, or sidewalks that don't meet ADA standards per HDM Chapter 18 ?	☐ Yes ☒ No	
3.4	Is the posted speed limit is 40 mph or more and the paved shoulder width less than 4' (1.2 m) (6' in the Adirondack or other State Park)? Refer to EI 13-021 .	☐ Yes ☒ No	
3.5	Is there a perceived pedestrian safety or access concern that could be addressed by the use of traffic calming tools (e.g., bulb outs, raised pedestrian refuge medians, corner islands, raised crosswalks, mid-block crossings)?	☐ Yes ☒ No	
3.6	Are there conflicts among vehicles (moving or parked) and bike, pedestrian or transit users which could be addressed by the project?	☐ Yes ☒ No	
3.7	Are there opportunities (or has the community expressed a desire) for new/improved pedestrian-level lighting, to create a more inviting or safer environment?	☐ Yes ☒ No	
3.8	Does the community have an existing street furniture program or a desire for street appurtenances (e.g., bike racks, benches)?	☐ Yes ☒ No	

3.9	Are there gaps in the bike/pedestrian connections between existing/planned generators? <i>Consider locations within and in close proximity of the project area. (Within 0.5 mi (800 m) for pedestrian facilities and within 1.0 mi (1600 m) for bicycle facilities.)</i>	☐ Yes ☒ No	
3.10	Are existing transit route facilities (bus stops, shelters, pullouts) inadequate or in inconvenient locations? (e.g., not near crosswalks) <i>Consult with Traffic and Safety and transit operator, as appropriate</i>	☐ Yes ☒ No	
3.11	Are there opportunities to improve vehicle parking patterns or to consolidate driveways, (which would benefit transit, pedestrians and bicyclists) as part of this project?	☐ Yes ☒ No	
3.12	Is the project on a "local delivery" route and/or do area businesses rely upon truck deliveries that need to be considered in design?	☐ Yes ☒ No	
3.13	Are there opportunities to include green infrastructure which may help reduce stormwater runoff and/or create a more inviting pedestrian environment?	☐ Yes ☒ No	
3.14	Are there opportunities to improve bicyclist operation through intersections and interchanges such as with the use of bicycle lane width and/or signing?	☐ Yes ☒ No	

STEP 3 prepared by:

Date:

Additional comments, supporting documentation and clarifications for answers in step 1, 2 or 3:

The project area does not have more than occasional pedestrian or bicycle traffic and there are no pedestrian generators nearby. Loft Road is a dead end and the need for pedestrian and bicycle improvements are not recognized.

APPENDIX D
Pavement Information
(Not Used)

APPENDIX E

Structures Information

New York State Department of Transportation

General Bridge Inspection Report

Inspection Date: September 13, 2022

Structure Information

BIN: 2227620

Feature Carried: LOFT ROAD

Feature Crossed: SCHENEVUS CREEK

Orientation: 8 - NORTHWEST

Region: 09 - BINGHAMTON

County: OTSEGO

Political Unit: Town of MARYLAND

Approximate Year Built: 1930

Primary Owner: 40 - Town

Primary Maintenance Responsibility: 40 - Town

General Type Main Span: 3 - Steel, 02 - Stringer/Multi-Beam or Girder

This Bridge is not a Ramp

Number of Spans: 1

Postings

Posted Load Matches Inventory: No

Posted Load in field: 20

Posted Vertical Clearances Match Inventory: N/A

Inventory On: Not Posted

Inventory Under: Not Posted

Number of Flags Issued

Red PIA: 0

Red: 1

Yellow: 1

Safety PIA: 0

New York State Inspection Overview

General Recommendation: 4

Federal NBI Ratings

NBI Deck Condition: 4

NBI Superstructure Condition: 4

NBI Substructure Condition: 5

NBI Channel Condition: 5

NBI Culvert Condition: N

Action Items

Non-Structural Condition Observations noted: YES

Vulnerability Reviews Recommended: NO

Diving Inspection Requested: NO

Further Investigation Requested: NO

Inspector & Reviewer Signature Information

Inspection Signature: Eric C. Hilliard, P.E. 063761-1

Date: November 09, 2022

Review Signature: Michael J. Peters, P.E. 068102-1

Date: November 11, 2022

Processed by: William F. Leblanc, P.E. 085471-1

Date: November 21, 2022

Report Printed: November 21, 2022 8:09:52 AM

Special Emphasis Inspection

Special Emphasis Detail	"Other" Special Emphasis Detail Description	Hands-On Insp Performed	Hands-On Inspection Note
AASHTO Category D, E, and E' welded details	1.Diaphragm to girder web connections. 2.Rail post welded connections to the bottom flanges of the fascia girders.	Yes	100% hands on inspection performed on all special emphasis details. Weld cracking observed at rail post clip angle connections. See YF 9B22ZLW005. Eric Hilliard PE (63761)

Additional Information

Overloads Observed

No overload vehicles observed during this inspection.

Notes to Next Inspector

BIN plate located at begin stem

Wingwalls are monolithic with abutments and rated under abutment elements. HVA performed on 8/19/20.

2022 Access - Walking, Harcon Tracker.

2021 Access - Walking, Harcon Tracker.

2020 Access: Walking, Trailer mounted UBIU, Temporary Bridge Closure, Flaggers.

2019 Access: Walking, Lightweight UBIU, Temporary Bridge Closure, Flaggers.

2018 Access: Walking, Step Ladder, Lightweight UBIU, Temporary Bridge Closure. The wingwalls are monolithic with the abutments. The SCR of 3 was revised to 2 by the NYSDOT R9 Hydraulic Unit during the qc of the inspection report, without issuing a new HVA.

2017 Access: Walking, Step Ladder, Lightweight UBIU, Lane Closure

Improvements Observed

2022: none

2021 - None.

2020: Scour protection repairs completed on end side. The damaged/worn signs mentioned previously on the begin approach have been replaced with new signs.

2019: Steel sheeting and soldier pile/lagging scour protection installed at the end abutment, 75 sf timber deck replaced near the end of the bridge.

2018: None

2017: None

Pedestrian Fence Height

None

Snow Fence

None

Bin Plate Condition

OK

Scour Critical Rating

5 - Bridge foundations determined to be stable for assessed or calculated scour condition. Scour is determined to be within the limits of footing or piles by assessment (i.e., bridge foundations are on rock formations that have been determined to resist scour within the service life of the bridge), by calculations or by installation of properly designed countermeasures.

Field Notes

Staff Present During Inspection

Name	Title	Organization
Mark Pimentel	ATL	Stantec
Tom Pannell	Tracker	Harcon

General Equipment Required for Inspection*

Access Type
13 - Walking
Tracker

* For span specific equipment requirements refer to the Active Inventory's "Access Needs" tab in BDIS.

Detailed Time & Weather Conditions

Field Date	Arrival	Departure	Temp (F)	Weather Conditions
09/13/2022	09:15 AM	02:30 PM	70	Cloudy, heavy rain

Inspection Times (hours)

Time required for travel, inspection and report preparation	12
Lane closure usage	None
Railroad flagging time	No

Element Quantities

Element Assessment Summary Table

Element	Total Quantity	Unit	CS-1	CS-2	CS-3	CS-4	CS-5
31 - Timber Deck	1043	ft ²		105	938		0
107 - Steel Open Girder/Beam	522	ft			447	75	0
215 - Reinforced Concrete Abutment	106	ft		53	46		7
220 - Reinforced Concrete Pile Cap/Footing	106	ft			3		103
313 - Fixed Bearing	7	each		7			0
316 - Other Bearing	7	each		7			0
330 - Metal Bridge Railing	149	ft		125	24		0
510 - Wearing Surfaces	1021	ft ²			868	153	0
515 - Steel Protective Coating	4447	ft ²		221		4226	0
800 - Erosion or Scour	106	ft	54	52			0
801 - Stream Hydraulics	1	each			1		0
830 - Secondary Members	1	each		1			0
850 - Backwall	28	ft			28		0
851 - Abutment Pedestal	14	each		7	7		0

Element Assessment by Span

Element**	Total Quantity	Unit	CS-1	CS-2	CS-3	CS-4	CS-5
<i>Span Number : 1</i>							
BA215 - Reinforced Concrete Abutment	43	ft		22	21		0
BA220 - Reinforced Concrete Pile Cap/Footing	43	ft					43
BA316 - Other Bearing	7	each		7			0
<i>515 - Steel Protective Coating</i>	7	ft ²				7	0
BA800 - Erosion or Scour	43	ft	43				0
BA850 - Backwall	14	ft			14		0
BA851 - Abutment Pedestal	7	each		5	2		0
EA215 - Reinforced Concrete Abutment	63	ft		31	25		7
EA220 - Reinforced Concrete Pile Cap/Footing	63	ft			3		60
EA313 - Fixed Bearing	7	each		7			0
<i>515 - Steel Protective Coating</i>	7	ft ²				7	0
EA800 - Erosion or Scour	63	ft	11	52			0
EA850 - Backwall	14	ft			14		0
EA851 - Abutment Pedestal	7	each		2	5		0
31 - Timber Deck	1043	ft ²		105	938		0

Element**	Total Quantity	Unit	CS-1	CS-2	CS-3	CS-4	CS-5
510 - Wearing Surfaces	1021	ft ²			868	153	0
107 - Steel Open Girder/Beam	522	ft			447	75	0
515 - Steel Protective Coating	3881	ft ²				3881	0
330 - Metal Bridge Railing	149	ft		125	24		0
515 - Steel Protective Coating	552	ft ²		221		331	0
801 - Stream Hydraulics	1	each			1		0
830 - Secondary Members	1	each		1			0

** Elements with a prefix designate the locations of BA-Begin Abutment, BW-Begin Wingwall, EA-End Abutment, EW-End Wingwall, CO-Culvert Outlet, and PR-Pier. No prefix generally indicates the element is part of the superstructure.

Inspection Notes

General Notes

Vegetation has been cleared along the end approach, left side. All signs are clearly visible. Previous NSCO not reissued. See photo 1.
Load posting signs at begin and end approaches are in good condition. See photo 1 and 2.

Element Condition Notes

Span 1: 31 - Timber Deck	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	1043	0	105	938	0	0
Condition State 3 Note						
Referenced Photo(s): 3, 4						
Referenced Sketch(es): None						
The majority of the deck underside (roughly 90%) is damp and water stained due to open cracks in the wearing surface. Also, more than half of the deck clips are either missing or severely corroded. Rate 968 square feet CS3.						
Span 1: 31 - Timber Deck-510 - Wearing Surfaces	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	1021	0	0	868	153	0
Common						
Referenced Photo(s): 5, 6						
Referenced Sketch(es): None						
The asphalt wearing surface is heavily cracked on its right side near 1/3 span and at the end of the bridge. There is evidence of significant leakage below the deck. Rate 153 (15%) square feet CS4.						
The remainder of the wearing surface has unsealed transverse cracking that is up to 1/16 inches wide and is rated CS3.						
Span 1: 107 - Steel Open Girder/Beam	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	522	0	0	447	75	0
Common						
Referenced Photo(s): 7, 8, 9, 10, 11						
Referenced Sketch(es): 2, 3						
The bridge is currently posted for 20 tons. There are significant long-standing section losses to the top and bottom flanges of all girders. See section loss readings. Top and bottom flange section losses were obtained with a d-meter and digital caliper. Some changes in readings since 2021 were noted. The top and bottom flange section losses at midspan are as follows:						
G1: TF= 35%; BF= 50%, (previously TF= 37%; BF= 48%) (photo 7)						
G2: TF= 30%; BF= 26%, (previously TF= 27%; BF= 22%)						
G3: TF= 40%; BF= 37%, (previously TF= 37%; BF= 37%) (photo 8)						

G4: TF= 33%; BF= 42%, (previously TF= 37%; BF= 36%) (photo 9)
G5: TF= 30%; BF= 26%, (previously TF= 29%; BF= 29%)
G6: TF= 25%; BF= 33%, (previously TF= 25%; BF= 31%)
G7: TF= 33%; BF= 38%, (previously TF= 31%; BF= 34%)

See the attached Section Loss Documentation sketches for details.

Also, all girders have up to 15% to 25% section loss to the bottom 2 to 4 inches of the webs throughout the girder lengths. The girders have all been previously plated at the begin and end abutments (Photo 10).

The deterioration of girder G4 appears to be controlling for the load rating and is therefore rated CS4. There is no superstructure Level One Load Rating in the BIN Folder, nor within BDIS, to substantiate the current load posting of 20 Tons. Therefore, the posting is considered interim/temporary, and Red Flag 9B22ZLW004 was issued in the 2022 inspection. Based on the 2021 level 2 load rating the capacity is H20: 17T inventory and 29T operating.

Cracked welds were noted at the railing clip angle connection at two locations. Yellow Flag 9B22ZLW005 was issued this inspection (photo 11)

Rate 75 feet CS4 and 447 feet CS3.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 107 - Steel Open Girder/Beam-515 - Steel Protective Coating	3881	0	0	0	3881	0
Condition State 4 Note						
Referenced Photo(s): 4, 8, 12						
Referenced Sketch(es): None						

The paint has failed on the girders allowing corrosion and section loss to continue. Rate all paint CS4.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: BA215 - Reinforced Concrete Abutment	43	0	22	21	0	0
Condition State 3 Note						
Referenced Photo(s): 13, 14, 15						
Referenced Sketch(es): None						

Approximately half the length of the begin stem and wingwalls have map cracking with moderate efflorescence and scattered hollow sounding areas (photo 13). The right wingwall portion of the abutment has a 1 foot long 16 inch high spall by 2 inch deep spall on the top and front face (photo 14). The inboard face of the left cheek wall has a 2 square foot spall up to 2 inches deep (photo 15). Rate 21 feet CS3.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: EA215 - Reinforced Concrete Abutment	63	0	31	25	0	7
Common						
Referenced Photo(s): 16, 17						
Referenced Sketch(es): 4						

The end abutment stem and left side wingwall portion have map cracking with moderate efflorescence and scattered hollow sounding areas (photos 16). The top of the end abutment stem is spalled 1 foot long by 8 inches high and up to 2.5 inches deep below G1. Below girders G3 to G7, the shotcrete coating is spalled 10.5 feet long by 1 foot high and up to 4 inches deep with exposed and corroded welded wire mesh (photo 17). Rate 25 feet CS3.

A 7 foot length of the end abutment wingwall ends are buried and rated CS5.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: EA220 - Reinforced Concrete Pile Cap/Footing	63	0	0	3	0	60
Condition State 3 Note						
Referenced Photo(s): 18						
Referenced Sketch(es): None						

A short section (3 LF) of the top corner of the footing is now exposed. Remaining sections are buried.

Span 1: EA313 - Fixed Bearing-515 - Steel Protective Coating	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	7	0	0	0	7	0
Span 1: BA316 - Other Bearing-515 - Steel Protective Coating	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	7	0	0	0	7	0
Condition State 4 Note Referenced Photo(s): 19, 20 Referenced Sketch(es): None						
The paint has failed on the begin and end abutment bearings allowing corrosion to form and section loss to occur. Rate all paint CS4.						
Span 1: 330 - Metal Bridge Railing	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	149	0	125	24	0	0
Condition State 3 Note Referenced Photo(s): 11, 21, 22, 23 Referenced Sketch(es): None						
All the rail posts have between 30% and 60% section loss to their upper and lower connection brackets to the fascia girder flanges. Also the inboard flanges of rail posts have between 50% and 100% section loss with edge perforations near the deck level (photo 21.). At the end abutment, the bottom rails on both sides of the bridge have 50% section loss with large perorations (photo 22).						
There is a slight inward bend in panel 7 (photo 23).						
Cracked welds were noted at the railing clip angle connection at two locations. Yellow Flag 9B22ZLW005 was issued this inspection (photo 11).						
Rate 24 feet CS3.						
Span 1: 330 - Metal Bridge Railing-515 - Steel Protective Coating	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	552	0	221	0	331	0
Condition State 4 Note Referenced Photo(s): 6, 21 Referenced Sketch(es): None						
The paint has failed on approximately 60% of the bridge rails and posts allowing corrosion to form and section loss to occur. Rate 331 square feet CS4.						
Span 1: 801 - Stream Hydraulics	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	1	0	0	1	0	0
Condition State 3 Note Referenced Photo(s): 24, 25, 26, 27, 28 Referenced Sketch(es): 5, 6, 7						
See attached Stream Hydraulics Defect History sketch.						
Span 1: BA850 - Backwall	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	14	0	0	14	0	0
Span 1: EA850 - Backwall	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	14	0	0	14	0	0
Condition State 3 Note Referenced Photo(s): 19, 29 Referenced Sketch(es): None						
The begin and end steel backwall plates have heavy corrosion and steel delamination. Rate full length of both begin and end abutment backwalls CS3.						

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: BA851 - Abutment Pedestal	7	0	5	2	0	0
Condition State 3 Note <i>Referenced Photo(s):</i> 30 <i>Referenced Sketch(es):</i> None						
The outside face of pedestals for girders G1 and G7 have up to 6 inches of wet debris with growing vegetation covering the bearings and pedestals. Rate girder G1 and G7 pedestals CS3.						
Span 1: EA851 - Abutment Pedestal	7	0	2	5	0	0
Condition State 3 Note <i>Referenced Photo(s):</i> 16, 17, 31, 32 <i>Referenced Sketch(es):</i> None						
The G1 pedestal is spalled 1 foot long by 8 inches high and up to 2.5 inches deep (photo 16). The G3 to G7 pedestals are spalled 1 foot high and up to 4 inches deep with exposed and corroded welded wire mesh (photo 17 and 31). The outside face of pedestals for girders G1 and G7 have up to 6 inches of wet debris covering the bearings and pedestals, similar to the begin abutment (photo 32). Rate 5 pedestals CS3.						

Non-Structural Condition Observations

Category: APPROACH - Railing Quantity: 1 Unit: ea

Referenced Element(s): NONE

Referenced Photo(s): 33,34

Referenced Sketch(es): NONE

At the begin right there are two back-up posts that are bent away from the w-rail guide railing (photo 34). At the end left, there are bolts missing from several splices along the entire length of guide railing, but the splices remain connected (photo 33).

Inspection Photographs

Photo Number: 1

Photo Filename: 22_EH_0589.JPG

Attachment Description:
End approach looking back



Photo Number: 2

Photo Filename: 22_EH_0590.JPG

Attachment Description:
Begin approach looking ahead



Attachment Description: Bay 4 looking back	Photo Number: 3 Photo Filename: 22_EH_0597.JPG 
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Attachment Description: Bay 4 looking ahead	Photo Number: 4 Photo Filename: 22_EH_0605.JPG 
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Photo Number: 5 Photo Filename: 22_EH_0602.JPG

Attachment Description:
Begin right looking ahead



Photo Number: 6 Photo Filename: 22_EH_0603.JPG

Attachment Description:
Begin left looking ahead



Photo Number: 7

Photo Filename: 22_EH_0636.JPG

Attachment Description:
G1, midspan looking left



Photo Number: 8

Photo Filename: 22_EH_0634.JPG

Attachment Description:
G3, midspan looking left



Photo Number: 9

Photo Filename: 22_EH_0633.JPG

Attachment Description:
G4, midspan looking left



Photo Number: 10

Photo Filename: 22_EH_0598.JPG

Attachment Description:
G1, looking ahead from
begin



Photo Number: 11

Photo Filename: 22_EH_0627.JPG

Attachment Description:
Post 4, left side looking
back



Photo Number: 12

Photo Filename: 22_EH_0635.JPG

Attachment Description:
Bay 3, looking back



Photo Number: 13

Photo Filename: 22_EH_0607.JPG

Attachment Description:
Looking back from midspan



Photo Number: 14

Photo Filename: 22_EH_0604.JPG

Attachment Description:
Begin abutment, right side
looking left



Attachment Description: Begin abutment Left side looking back	Photo Number: 15	Photo Filename: 22_EH_0608.JPG
		

Attachment Description: End abutment left side looking ahead	Photo Number: 16	Photo Filename: 22_EH_0599.JPG
		



Photo Number: 19

Photo Filename: 22_EH_0606.JPG

Attachment Description:
Begin abutment, bay 1
looking back



Photo Number: 20

Photo Filename: 22_EH_0620.JPG

Attachment Description:
End abutment, bay 6
looking ahead



Attachment Description: Right side post 9 looking back	Photo Number: 21	Photo Filename: 22_EH_0619.JPG
		

Attachment Description: End right corner looking right	Photo Number: 22	Photo Filename: 22_EH_0625.JPG
		

Photo Number: 23

Photo Filename: 22_EH_0611.JPG

Attachment Description:
Left side looking ahead



Photo Number: 24

Photo Filename: 22_EH_0618.JPG

Attachment Description:
Looking right from end
abutment





Attachment Description: Looking left, downstream	Photo Number: 27 Photo Filename: 22_EH_0591.JPG 
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Attachment Description: Looking right, upstream	Photo Number: 28 Photo Filename: 22_EH_0592.JPG 
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Photo Number: 29

Photo Filename: 22_EH_0614.JPG

Attachment Description:
End abutment, bay 3
looking ahead



Photo Number: 30

Photo Filename: 22_EH_0613.JPG

Attachment Description:
Begin abutment at G7
looking back



Attachment Description: End abutment, G3 to G7 looking right	Photo Number: 31 Photo Filename: 22_EH_0615.JPG 
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Attachment Description: End abutment, G1 looking ahead	Photo Number: 32 Photo Filename: 22_EH_0616.JPG 
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Inspection Sketches

Sketch Number: 1

Sketch Filename: 22BD186.jpg

BD186(02/17)

NYS DEPT. OF TRANSPORTATION

R/C BIN: 9/4 2227620

DATE: 9/13/2022

FEATURE CARRIED: LOFT ROAD

FEATURE CROSSED: SCHENEVUS CREEK

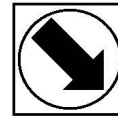
PHOTO LOCATION PLAN



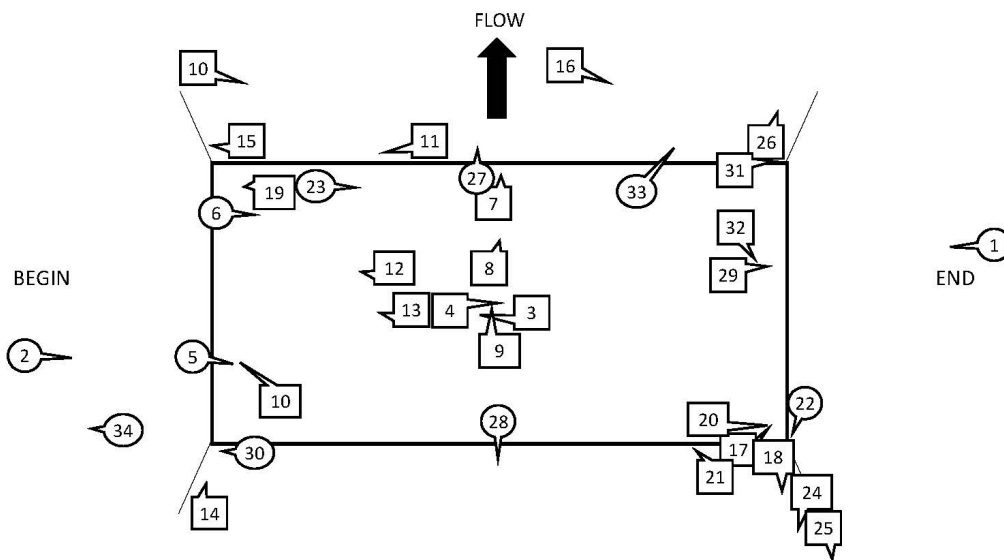
PHOTO ABOVE DECK



PHOTO BELOW DECK



NORTH



Sketch Description: 22BD186.jpg

Sketch Number: **2**

Sketch Filename: **22SectionLoss_1 (Large).jpg**

BIN: 9/4 2227620

FEATURE CARRIED: **LOFT ROAD**

FEATURE CROSSED: **SCHENEVUS CREEK**

NYS DEPT. OF TRANSPORTATION

SECTION LOSS DOCUMENTATION

GIRDERS AT MIDSPAN

Sheet: 1 of 2

Section Size=		W30x115		Flange Width=		10.500		Flange Thick=		0.875		Web Thick=		0.550				Girder Height=		30.000	
Location		G1 @ Midspan																	SECTION LOSS		
Date	By	Top Flange			Web										Bottom Flange			Top Flange	Bottom Flange	Web	
		TL	hole	TR	W1	d1	W2	d2	W3	d3	W4	d4	W5	D5	BL	hole	BR				
10/15/19	TH	0.605	0.00	0.567											0.632	0.00	0.646	33%	27%		
10/29/20	MT	0.580	0.00	0.490											0.580	0.00	0.590	39%	33%		
8/26/21	GS	0.570	0.00	0.540											0.545	0.00	0.370	37%	48%		
9/13/22	EH	0.613	0.00	0.525											0.353	0.00	0.515	35%	50%		

Section Size=	W30x115	Flange Width=	10.500	Flange Thick=	0.875	Web Thick=	0.550		Girder Height=	30.000										
Location	G2 @ Midspan									SECTION LOSS										
Date	By	Top Flange			Web										Bottom Flange			Top Flange	Bottom Flange	Web
		TL	hole	TR	W1	d1	W2	d2	W3	d3	W4	d4	W5	D5	BL	hole	BR			
10/15/19	TH	0.605	0.00	0.665											0.746	0.00	0.750	27%	15%	
10/29/20	MT	0.600	0.00	0.510											0.710	0.00	0.740	37%	17%	
8/26/21	GS	0.600	0.00	0.670											0.660	0.00	0.710	27%	22%	
9/13/22	EH	0.589	0.00	0.628											0.620	0.00	0.670	30%	26%	

Section Size=		W30x115		Flange Width=		10.500		Flange Thick=		0.875		Web Thick=		0.550				Girder Height=		30.000	
Location		G3 @ Midspan																SECTION LOSS			
Date	By	Top Flange			Web										Bottom Flange			Top Flange	Bottom Flange	Web	
		TL	hole	TR	W1	d1	W2	d2	W3	d3	W4	d4	W5	D5	BL	hole	BR				
10/15/19	TH	0.461	0.00	0.541											0.586	0.00	0.555	43%	35%		
10/29/20	MT	0.520	0.00	0.590											0.500	0.00	0.510	37%	42%		
8/26/21	GS	0.550	0.00	0.550											0.565	0.00	0.540	37%	37%		
9/13/22	EH	0.521	0.00	0.534											0.528		0.568	40%	37%		

Section Size=		W30x115		Flange Width=		10.500		Flange Thick=		0.875		Web Thick=		0.550				Girder Height=		30.000	
Location		G4 @ Midspan																SECTION LOSS			
Date	By	Top Flange			Web										Bottom Flange			Top Flange	Bottom Flange	Web	
		TL	hole	TR	W1	d1	W2	d2	W3	d3	W4	d4	W5	D5	BL	hole	BR				
10/15/19	TH	0.600	0.00	0.615											0.554	0.00	0.577	31%	35%		
10/29/20	MT	0.620	0.00	0.550											0.560	0.00	0.560	33%	36%		
8/26/21	GS	0.590	0.00	0.510											0.540	0.00	0.580	37%	36%		
9/13/22	EH	0.640		0.528											0.470		0.540	33%	42%		

SECTION LOSS DOCUMENTATION FOR A LOCALIZED AREA

KEY:

The diagram shows a 5-story building with floors labeled d1 (bottom) to d5 (top). Wind directions are indicated by arrows on the right side, labeled W1 (bottom) to W5 (top). The building is represented by a vertical line with horizontal lines for each floor level.

Data Input Nomenclature:

W(i) – web thickness within the range designated by d(i)

$d(i)$ – depth range of the web corresponding to thickness $W(i)$

TL - Top Flange Left Side

TR - Top Flange Right Side
BL - Bottom Flange Left Side

BR - Bottom Flange Right Side

NOTES:

1. Not all of the web data needs to be input but W1, d1, and W5 need to be input as a minimum to calculate web section loss.
2. Dimension "d5" is automatically calculated as the remainder of the web based on the dimensions given for "d1" thru "d4".
3. For holes in the web, 0.00 should be input as a "W" dimension and the corresponding "d" range input as the height of the hole.
4. For holes in the flanges, the width of the holes should be input under the "holes" column for the applicable flange.

Sketch Description: 22SectionLoss_1

Sketch Number: 3

Sketch Filename: 22SectionLoss_2.jpg

BIN: 9/4 2227620

FEATURE CARRIED: LOFT ROAD

FEATURE CROSSED: SCHENEVUS CREEK

NYS DEPT. OF TRANSPORTATION
SECTION LOSS DOCUMENTATION
GIRDERS AT MIDSPAN

Sheet: 2 of 2

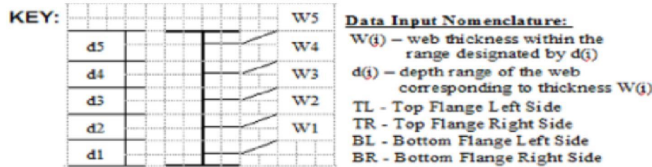
Section Size=	W30x115	Flange Width=	10.500	Flange Thick=	0.875	Web Thick=	0.550		Girder Height=	30.000										
Location	G5 @ Midspan															SECTION LOSS				
Date	By	Top Flange			Web										Bottom Flange			Top Flange	Bottom Flange	Web
		TL	hole	TR	W1	d1	W2	d2	W3	d3	W4	d4	W5	D5	BL	hole	BR			
10/15/19	TH	0.641	0.00	0.639											0.493	0.00	0.777	27%	27%	
10/26/20	MT	0.660	0.00	0.620											0.520	0.00	0.750	27%	27%	
8/26/21	GS	0.670	0.00	0.580											0.535	0.00	0.710	29%	29%	
9/13/22	EH	0.660	0.00	0.570											0.543	0.00	0.748	30%	26%	

Section Size=	W30x115	Flange Width=	10.500	Flange Thick=	0.875	Web Thick=	0.550		Girder Height=	30.000										
Location	G6 @ Midspan																	SECTION LOSS		
Date	By	Top Flange			Web										Bottom Flange			Top Flange	Bottom Flange	Web
		TL	hole	TR	W1	d1	W2	d2	W3	d3	W4	d4	W5	D5	BL	hole	BR			
10/15/19	TH	0.690	0.00	0.652											0.567	0.00	0.686	23%	28%	
10/26/20	MT	0.650	0.00	0.610											0.510	0.00	0.625	28%	35%	
8/26/21	GS	0.670	0.00	0.640											0.540	0.00	0.670	25%	31%	
9/13/22	EH	0.662	0.00	0.655											0.570	0.00	0.603	25%	33%	

Section Size=	W30x115	Flange Width=	10.500	Flange Thick=	0.875	Web Thick=	0.550		Girder Height=	30.000										
Location	G7 @ Midspan								SECTION LOSS											
Date	By	Top Flange			Web										Bottom Flange			Top Flange	Bottom Flange	Web
		TL	hole	TR	W1	d1	W2	d2	W3	d3	W4	d4	W5	D5	BL	hole	BR			
10/15/19	TH	0.548	0.00	0.575											0.632	0.00	0.678	36%	25%	
10/26/20	MT	0.510	0.00	0.530											0.590	0.00	0.690	41%	27%	
8/26/21	GS	0.650	0.00	0.550											0.550	0.00	0.605	31%	34%	
9/13/22	EH	0.643	0.00	0.526											0.498	0.00	0.580	33%	38%	

Section Size=				Flange Width=				Flange Thick=				Web Thick=				Girder Height=				
Location																SECTION LOSS				
Date	By	Top Flange			Web										Bottom Flange			Top Flange	Bottom Flange	Web
		TL	hole	TR	W1	d1	W2	d2	W3	d3	W4	d4	W5	D5	BL	hole	BR			

SECTION LOSS DOCUMENTATION FOR A LOCALIZED AREA



NOTES:

- Not all of the web data needs to be input but W1, d1, and W5 need to be input as a minimum to calculate web section loss.
- Dimension "d5" is automatically calculated as the remainder of the web based on the dimensions given for "d1" thru "d4".
- For holes in the web, 0.00 should be input as a "W" dimension and the corresponding "d" range input as the height of the hole.
- For holes in the flanges, the width of the holes should be input under the "holes" column for the applicable flange.

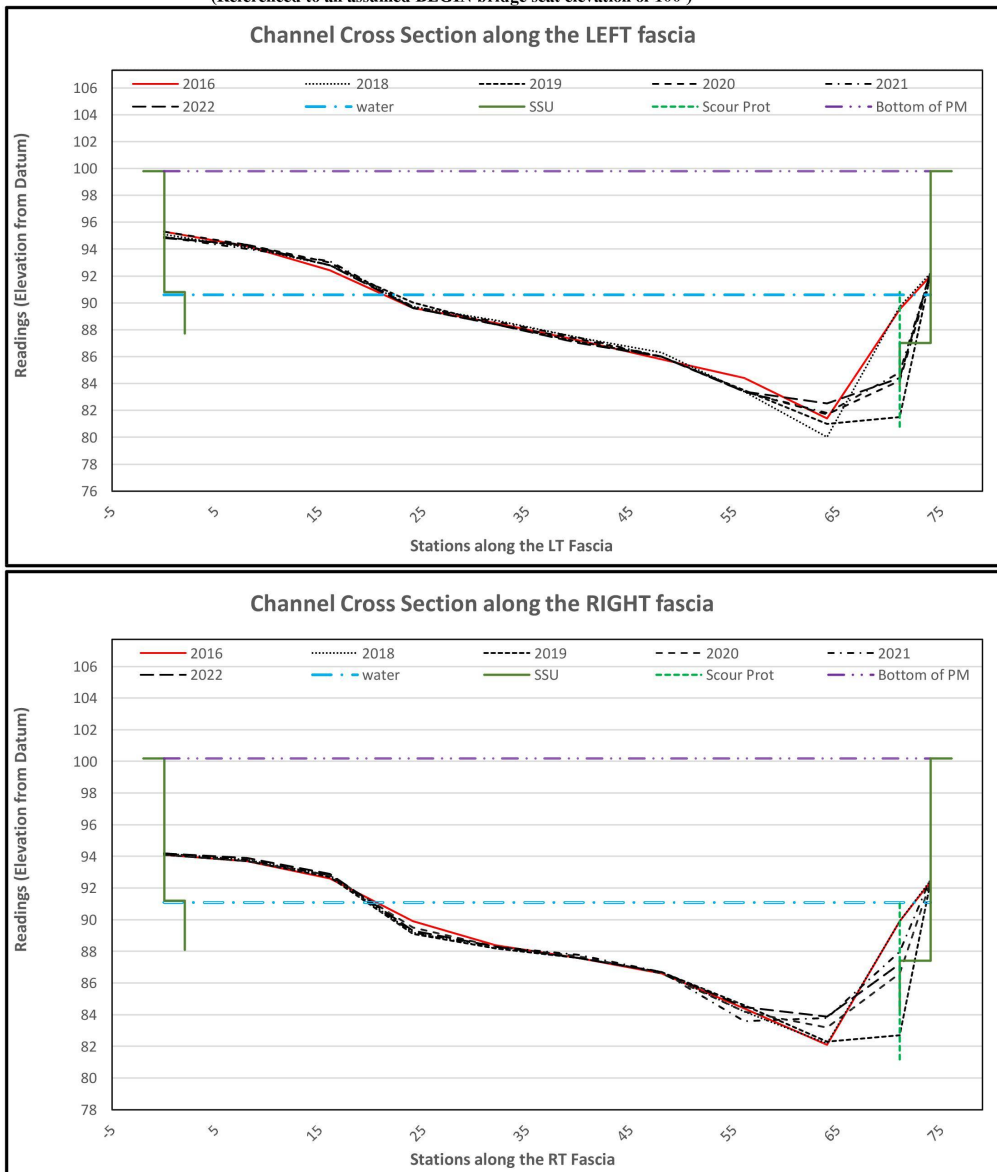
Sketch Description: 22SectionLoss_2

Sketch Number: 6

Sketch Filename: 22ChannelCrossSectionReadings-002.jpg

RC 9/4 BIN 2227620

CHANNEL CROSS SECTION READINGS (Dropline - Graph of channel's bed):
 (Referenced to an assumed BEGIN bridge seat elevation of 100')



Sketch Description: 22ChannelCrossSectionReadings-002.jpg

Sketch Number: 7

Sketch Filename: 22StreamHydraulicsDefectHistory.jpg

**Agency Defined Element 801 - Stream Hydraulics
Defect History**

R/C BIN: 9/4 2227620

Feature Carried: LOFT ROAD

Feature Crossed: SCHENEVUS CREEK

ADE 801 DEFECTS		CONDITION STATES (CS)				
		Baseline	Previous Inspection Assessments			Current Inspection
		NA	10/15/19	10/29/20	08/26/21	09/13/22
6120	Channel Alignment	3	3	3	3	3
6130	Channel Scour	2	3	2	2	2
6140	Waterway Opening	2	2	2	2	2
6150	Scour Protection	2	2	2	2	2
6160	Bank Protection	2	2	2	2	2
6165	Bank Erosion	3	3	3	3	3
6180	Debris Near Bridge	2	2	2	2	2
6190	Countermeasures	2	2	2	2	2
ADE 801 - Controlling Condition State =						3

Inspector's Comment (comment required for each defect assessed CS-3 or CS-4):

Channel Alignment CS3 – The stream channel approaches the bridge on a curve to the left with the main flow directed toward the end abutment (photo 24). The alignment has historical caused scour and undermining along the end right half of the stream channel (repaired in 2019 with a scour apron). The alignment on the left side of the bridge is better.

Bank Erosion CS3 – Due to the stream alignment, there is erosion of the end left and right stream banks (photos 25 and 26).

Stream Reference Photos taken in accordance with TA18-002 (see photos 27 & 28).

Sketch Description: 22StreamHydraulicsDefectHistory.jpg

Sketch Number: 8

Sketch Filename: 22LoadRating.jpg

LRR 2018

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
Region 9 Bridge Inspection Load Rating Form

R/C B.I.N. 9/4 2227620 LOFT ROAD over SCHENEVUS CREEK
Bridge Identification Number Feature Carried Feature Crossed

1. Current Load Rating: 2/3/2022
(in BIN Folder) Date

2. Bridge Load Posting: 20 TONS Check box if no posting: ☐

3. Updates Made to Plans by Inspector: Check box if no updates: ☒

4. Load Rating Condition Documentation: Check box if no condition documentation: ☒

5. Structural Flags Issued: Check box if no structural flags issued: ☒

6. Notes to Load Rating Engineer: Check box if no notes to LRE: ☐

See section loss documentation and report for information.

7. Inspector: ERIC HILLIARD, PE# 63761 Date: 9/13/2022

UPDATED 01/2018

Sketch Description: 22LoadRating.jpg

Sketch Number: 9

Sketch Filename: 22BD241.jpg

BD241(02/17)

NYSDOT Bridge Inspection Report
Sheet 1 of 1

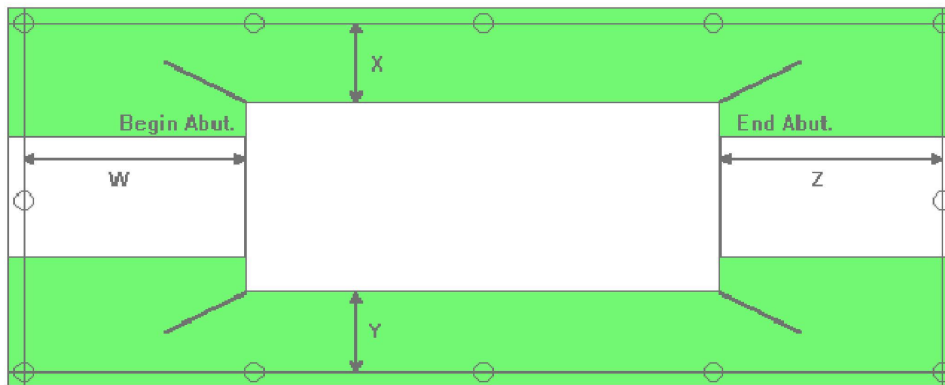
Electrical Hazard Survey

Carried:	LOFT ROAD	R/C BIN:	9/4 2227620
Crossed:	SCHENEVUS CREEK	Insp. Date:	9/13/2022
ATL:	MARK PIMENTEL	Team Leader:	ERIC HILLIARD

Electrical Hazard Classification		Danger!
	X	Warning
		No Lines Present

Electrical Hazard Alignments	X	Parallel Alignment
	X	Perpendicular Alignment
		Diagonal Alignment

Utility Name	UNKNOWN
System Voltage	UNKNOWN



English Units for Offsets

Location (Put X where appropriate)	No Lines Present	Above the Deck	Below the Deck	Above and Below	Horizontal Offset (ft)	Vertical Offset (ft)
Before Begin Abutment	(W)		X		70	15
To Left of Bridge	(X)		X		4	15
To Right of Bridge	(Y)	X				
After End Abutment	(Z)		X		50	15

Sketch Description: 22BD241.jpg

New York State Department of Transportation Red Flag 9B22ZLW004

By: Eric C. Hilliard

Flag Date: September 13, 2022

Superseding Information:

This flag supersedes: RF 9B21Z4W020

Structure Information

BIN: **2227620**

Feature Carried: LOFT ROAD

Feature Crossed: SCHENEVUS CREEK

Orientation: 8 - NORTHWEST

Posted Load Matches Inventory: No

Posted Load in field : 20

Primary Owner: 40 - Town

Primary Maintenance Responsibility: 40 - Town

Typical or Main Span Type: 3 - Steel, 02 - Stringer/Multi-Beam or Girder

This Bridge is not a Ramp

Number of Spans: 1

Region: 09 - BINGHAMTON

County: OTSEGO

Political Unit: Town of MARYLAND

Approximate Year Built: 1930

Verbal Notification Information

Person Notified: Rick Truman

Date: September 13, 2022 1:45:00 PM

Of: NYSDOT R-9

Signature Information

Signature: Eric C. Hilliard, P.E. 063761-1

Date: September 14, 2022

Reviewed By: Michael J. Peters

Date: September 14, 2022

Attachments: 2

Red Flag 9B22ZLW004

BIN 2227620

Flag Date: September 13, 2022

Flagged Elements

Parent Element	Element	Total Quantity	Unit
<i>Span Number : 1</i>			
	107 - Steel Open Girder/Beam	522	ft

Flagged Condition Description

Flagged condition: Subject bridge does not have sufficient Live Load Capacity to safely carry full legal traffic loads. Bridge has a temporary/interim load posting.

Condition:

This is a steel, multi-girder bridge with a timber deck. The bridge is posted for 20 Tons based solely on a Level 2 Load Rating (Photos 1 and 2). There is no Level 1 Load Rating in the BIN folder or BDIS system. Therefore, the load posting is considered temporary/interim. Based on the 2021 Level 2 load rating, the bridge has an H20 inventory capacity of 17 tons and an operating capacity of 29 Tons. There are no lane restrictions across the bridge

Significance:

The current load posting of 20 Tons appears to be based solely on a Level 2 Load Rating, as there is no Level 1 Load Rating in the BIN Folder or BDIS system. Therefore, the posting is considered interim/temporary.

Red Flag 9B22ZLW004

BIN 2227620

Flag Date: September 13, 2022

Flag Photographs

Photo Number: 1

Photo Filename: 22_EH_0590.JPG



Attachment Description: Begin approach looking ahead

Red Flag 9B22ZLW004

BIN 2227620

Flag Date: September 13, 2022

Photo Number: 2

Photo Filename: 22_EH_0589.JPG



Attachment Description: End approach looking back

New York State Department of Transportation Yellow Flag 9B22ZLW005

By: Eric C. Hilliard

Flag Date: September 13, 2022

Superseding Information:

No Flags Superseded

Structure Information

BIN: 2227620

Feature Carried: LOFT ROAD

Feature Crossed: SCHENEVUS CREEK

Orientation: 8 - NORTHWEST

Posted Load Matches Inventory: No

Posted Load in field : 20

Primary Owner: 40 - Town

Primary Maintenance Responsibility: 40 - Town

Typical or Main Span Type: 3 - Steel, 02 - Stringer/Multi-Beam or Girder

This Bridge is not a Ramp

Number of Spans: 1

Region: 09 - BINGHAMTON

County: OTSEGO

Political Unit: Town of MARYLAND

Approximate Year Built: 1930

Verbal Notification Information

Person Notified: Not Contacted

Date:

Of:

Signature Information

Signature: Eric C. Hilliard, P.E. 063761-1

Date: September 15, 2022

Reviewed By: Michael J. Peters

Date: September 16, 2022

Attachments: 3

Yellow Flag 9B22ZLW005

BIN 2227620

Flag Date: September 13, 2022

Flagged Elements

Parent Element	Element	Total Quantity	Unit
<i>Span Number : 1</i>			
	107 - Steel Open Girder/Beam	522	ft

Flagged Condition Description

Flagged Condition:

This flag is being issued for cracked welds in tension areas of steel beams.

Cracks are noted in the welds connecting the bridge rail post clip angle to the steel beam bottom flange at two locations:

Left side, post 4: The weld is cracked on the end side plus 50% of the back side. (photo 2)

Right side, post 1: The weld is cracked on all sides but the connection is firm and may not be cracked thru. (photo 3)

There is no propagation into the steel beam base metal at this time.

Significance:

The cracks have the potential to propagate into the base metal of the steel beam.

Flag Photographs

Photo Number: 1

Photo Filename: 22_EH_00628.jpg



Attachment Description: Left side looking back

Yellow Flag 9B22ZLW005

BIN 2227620

Flag Date: September 13, 2022

Photo Number: 2

Photo Filename: 22_EH_0627.JPG



Attachment Description: Left side, post 4 looking back

Yellow Flag 9B22ZLW005

BIN 2227620

Flag Date: September 13, 2022

Photo Number: 3

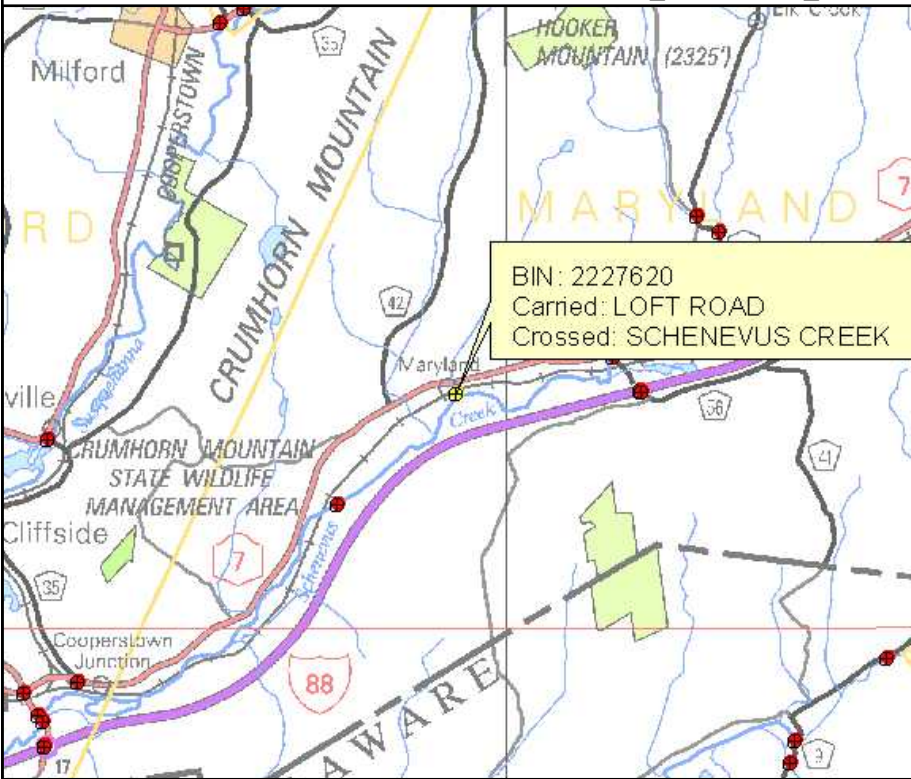
Photo Filename: 22_EH_0638.JPG



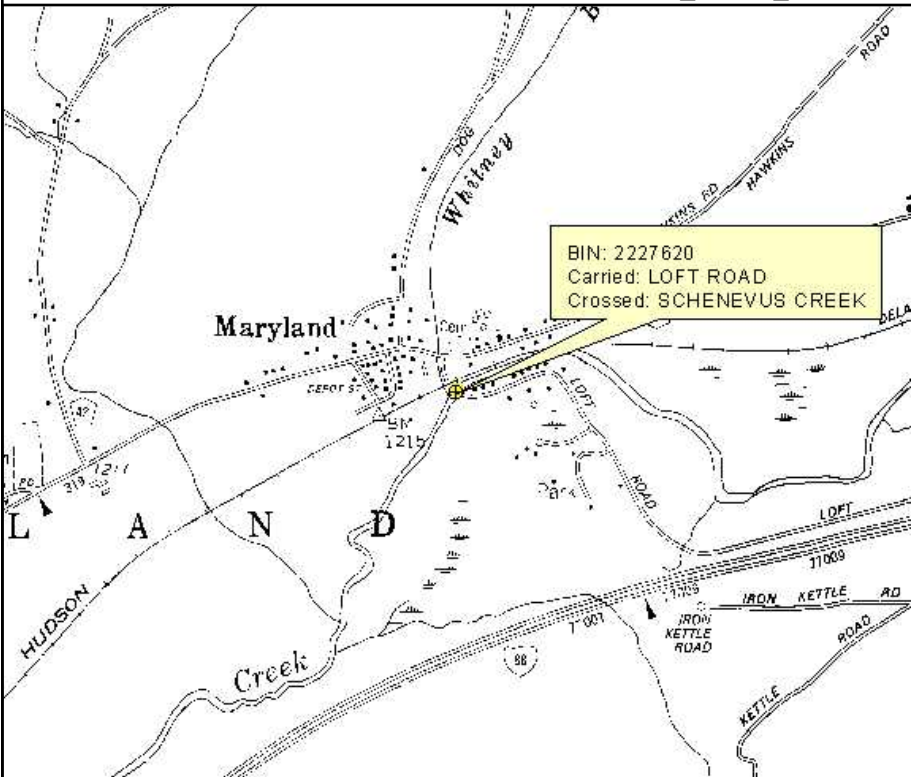
Attachment Description: Right side, post 1 looking back

Standard Photographs

2227620_LOCATION_MAP.JPG



2227620_QUAD_MAP.JPG



AbutmentBegin.jpg



AbutmentEnd.jpg



ApproachBegin.jpg



ApproachEnd.jpg



ApproachEnd2.JPG



ElevationLeft.jpg



ElevationRight.jpg



Feature2CrossedLeft.jpg



Feature2CrossedRight.jpg



Framing.jpg



TopofDeck.jpg



APPENDIX F

Non Standard Feature Justification


**Exhibit 2-15
Nonstandard Feature Justification**

Rev. 04/15/21

PIN: 9755,19		Route No. and Name: Loft Road	
Project Type: Bridge Replacement		☐ National Network/Qualifying Highway ☐ Access Highway	
Functional Class: Rural Local		Design Classification: Local	Context Class: Rural
AADT: 83	% Trucks: 8	☐ NHS ☒ Non-NHS	Terrain: Rolling
1. Description of Nonstandard Feature			
Type of Feature: Superelevation		Other: Identify feature type if "Other" was selected	
Location: STA 2+98.48 to STA 6+05.00			
Latitude and Longitude (Linear Feature) FROM Lat: 42.5356647 Long: -74.8850108 TO Lat: 42.5353558 Long: -74.8841218			
Latitude and Longitude (Point Feature) Lat: -- Long: --			
Standard Value: 8%		Design Speed: 25 mph	
Existing Value: N/A		Recommended Speed - Existing: 25 mph	
Proposed Value: 4%		Recommended Speed - Proposed: 25 mph	
2. Accident Analysis			
Current Accident Rate ¹ : 0 ☒ acc/mvm ☐ acc/mev		Statewide Accident Rate: 2.72 ☒ acc/mvm ☐ acc/mev	
From 5/01/2019 to 5/01/2022		Is the Nonstandard Feature a contributing factor? ☐ Yes ☒ No	
Anticipated accident rates, severity, and costs: There were no accidents reported on Loft Road in the most recent three years.			
3. Cost Estimates			
Cost to fully meet standards: \$86,200.00		Cost(s) for incremental improvements: \$21,550 per %	
4. Mitigation			
<i>e.g., increased superelevation and speed change lane length for a non-standard ramp radius</i> No mitigation is proposed. There is no superelevation currently provided at this location, the inclusion of 4% superelevation is an improvement over existing conditions. It is not feasible to properly transition a larger superelevation rate due to the location of the railroad bridge. Speeds are low at this location due to the single lane railroad bridge which naturally mitigates speed.			
5. Compatibility with Adjacent Segments and Future Plans			
There is no superelevation on existing adjacent roadway sections on Loft Road. There is a Norfolk Southern arch bridge crossing over Loft Road within 90 feet from the proposed begin abutment. In order to eliminate impacts to the railroad bridge, the superelevation transition length will be shorter than the design standard. Reducing the maximum superelevation will reduce the superelevation transition gradient.			
6. Other Factors			
<i>e.g., social, economic, and environmental</i> Loft Road is a rural dead end road. There is limited traffic traveling this road at reduced speeds. There are no future plans for development on this road.			
7. Proposed Treatment (i.e., recommendation)			
Propose a 4% superelevation which is an improvement over the existing condition.			

¹ Use accidents per million vehicle miles (acc/mvm) for linear highway segments; use accidents per million entering vehicles (acc/meh) for intersections.


**Exhibit 2-15
Nonstandard Feature Justification**

Rev. 04/15/21

PIN: 9755,19		Route No. and Name: Loft Road	
Project Type: Bridge Replacement		☐ National Network/Qualifying Highway ☐ Access Highway	
Functional Class: Rural Local		Design Classification: Local	Context Class: Rural
AADT: 83	% Trucks: 8	☐ NHS ☒ Non-NHS	Terrain: Rolling
1. Description of Nonstandard Feature			
Type of Feature: Stopping Sight Distance (Horizontal)		Other: Identify feature type if "Other" was selected	
Location: STA 3+48.85 to STA 5+72.16			
Latitude and Longitude (Linear Feature) FROM Lat: 42.5355392 Long: -74.8849326 TO Lat: 42.5353249 Long: -74.8842363			
Latitude and Longitude (Point Feature) Lat: -- Long: --			
Standard Value: 133 ft		Design Speed: 25 mph	
Existing Value: 92 ft on south approach due to guide rail		Recommended Speed - Existing: 25 mph	
Proposed Value: 87 ft on new bridge due to new bridge rail and bridge curvature		Recommended Speed - Proposed: 25 mph	
2. Accident Analysis			
Current Accident Rate ¹ : 0 ☒ acc/mvm ☐ acc/mev		Statewide Accident Rate: 2.72 ☒ acc/mvm ☐ acc/mev	
From 05/01/2019 to 05/01/2022		Is the Nonstandard Feature a contributing factor? ☐ Yes ☒ No	
Anticipated accident rates, severity, and costs: There were no accidents reported on Loft Road in the most recent three years.			
3. Cost Estimates			
Cost to fully meet standards: \$416,600.00		Cost(s) for incremental improvements: N/A - see mitigation	
4. Mitigation			
<i>e.g., increased superelevation and speed change lane length for a non-standard ramp radius</i> No mitigation is proposed. This condition is caused primarily by the location of the adjacent railroad bridge. The site distance through the tunnel was improved to the largest extent possible. This value has been maximized for this site but due to the restrictions of the railroad bridge and the need to maintain traffic on site due to the dead end, it is not possible to improve this value further.			
5. Compatibility with Adjacent Segments and Future Plans			
There is a narrow Norfolk Southern arch bridge crossing over Loft Road within 100 feet from the existing bridge. The one lane tunnel restricts the stopping sight distance along the existing horizontal alignment. Vehicles approaching the arch bridge from the East cannot see oncoming traffic on the existing bridge. The proposed alignment will allow vehicles to drive straight through the arch bridge to the proposed bridge, thus improving the horizontal stopping sight distance at that location. The proposed curved bridge will have standard steel bridge rail. The steel bridge rail will limit the stopping sight distance for vehicles on the bridge in the westbound lane. Vehicles will be able to see other vehicles in the westbound lane due to gaps in the steel bridge rail.			
6. Other Factors			
<i>e.g., social, economic, and environmental</i> Loft Road is a rural dead end road. There is limited traffic traveling on this road at reduced speeds. There are no future plans for development on this road. The site distance through the one lane railroad tunnel along the existing alignment is 104 ft and along the proposed alignment is 152 ft. The stopping sight distance is calculated looking at an object 2 ft off the ground. While the proposed stopping sight distance is considered to be less than existing due to the curvature of the bridge and new railing, the overall safety at this location is improved. It will be substantially easier to see vehicles approaching from the opposite direction and through the one lane tunnel.			
7. Proposed Treatment (i.e., recommendation)			
Propose the non-standard stopping sight distance of 87 ft. The adjacent railroad bridge is one lane and naturally reduces speed at this location. The improved alignment allows a safer crossing through the railroad bridge than the existing condition.			

¹ Use accidents per million vehicle miles (acc/mvm) for linear highway segments; use accidents per million entering vehicles (acc/meh) for intersections.

APPENDIX G

Public Involvement

APPENDIX H

Right-of-Way Information

Loft Rd Over Schenevus Creek Bridge Replacement

Anticipated Right-of-Way Acquisitions					
Owner	Tax Map No.	Type of Acquisition	Estimated Acquisition Area (ac.)	Parcel Size (ac.)	Percentage of Acquisition
David DeRosa	245.09-1-29	Fee	0.07	2.11	3.3%
David DeRosa	245.09-1-29	Temporary Easement	0.02	2.11	0.9%
Joseph J Corso and Rosemarie Corso	N/A	Fee	0.03	N/A	N/A
Steven Roger Ebert Sr. Suzanne Cora Ebert	245.10-1-46.01	Fee	0.14	3.43	4.1%
Steven Roger Ebert Sr. Suzanne Cora Ebert	245.10-1-46.01	Temporary Easement	0.18	3.43	5.2%
Unknown Owner	N/A	Temporary Easement	0.03	N/A	N/A
Total Percent Acquisitions					
				David DeRosa	4.3%
				Joseph J Corso and Rosemarie Corso	N/A
				Steven Roger Ebert Sr. Suzanne Cora Ebert	9.3%
				Unkown Owner	N/A

APPENDIX I

Miscellaneous

Smart Growth Screening Tool

PIN 975519

Prepared By: Dave MacEwan, RLPL

Smart Growth Screening Tool (STEP 1)

NYSDOT & Local Sponsors – Fill out the Smart Growth Screening Tool until the directions indicate to **STOP** for the project type under consideration. For all other projects, complete answering the questions. For any questions, refer to [Smart Growth Guidance](#) document.

Title of Proposed Project: Loft Rd over Schenevus Creek (BIN 2227620)

Location of Project: Town of Maryland, Otsego County

Brief Description: bridge replacement

A. Infrastructure:

Addresses SG Law criterion a. –

(To advance projects for the use, maintenance or improvement of existing infrastructure)

1. Does this project use, maintain, or improve existing infrastructure?

Yes ☒

No ☐

N/A ☐

Explain: (use this space to expand on your answers above – the form has no limitations on the length of your narrative)

This project replaces the existing structure which carries Loft Rd over Schenevus Creek (BIN 2227620).

Maintenance Projects Only

a. Continue with screening tool for the four (4) types of maintenance projects listed below, as defined in **NYSDOT PDM Exhibit 7-1 and described in 7-4:**

<https://www.dot.ny.gov/divisions/engineering/design/dqab/pdm>

- ➡ Shoulder rehabilitation and/or repair;
- ➡ Upgrade sign(s) and/or traffic signals;
- ➡ Park & ride lot rehabilitation;

Smart Growth Screening Tool

- ➔ 1R projects that include single course surfacing (inlay or overlay), per Chapter 7 of the NYSDOT Highway Design Manual.
- b. For all other maintenance projects, **STOP here**. Attach this document to the programmatic [Smart Growth Impact Statement and signed Attestation](#) for Maintenance projects.

For all other projects (**other than maintenance**), continue with screening tool.

B. Sustainability:

NYSDOT defines Sustainability as follows: A sustainable society manages resources in a way that fulfills the community/social, economic and environmental needs of the present without compromising the needs and opportunities of future generations. A transportation system that supports a sustainable society is one that:

- ➔ Allows individual and societal transportation needs to be met in a manner consistent with human and ecosystem health and with equity within and between generations.
- ➔ Is safe, affordable, and accessible, operates efficiently, offers choice of transport mode, and supports a vibrant economy.
- ➔ Protects and preserves the environment by limiting transportation emissions and wastes, minimizes the consumption of resources and enhances the existing environment as practicable.

For more information on the Department's Sustainability strategy, refer to Appendix 1 of the Smart Growth Guidance and the NYSDOT web site, www.dot.ny.gov/programs/greenlites/sustainability

(Addresses SG Law criterion j : to promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain and implement.)

1. Will this project promote sustainability by strengthening existing communities?

Yes ☒ No ☐ N/A ☐

2. Will the project reduce greenhouse gas emissions?

Yes ☐ No ☐ N/A ☒

Explain: (use this space to expand on your answers above)

Maintaining this link in the local roadway system will avoid a small landlocked (dead end) community from being cut off. Due to the low vehicle volumes, project location, and scope, it is not likely to have an effect on greenhouse gas emissions.

Smart Growth Screening Tool

C. Smart Growth Location:

Plans and investments should preserve our communities by promoting its distinct identity through a local vision created by its citizens.

(Addresses SG Law criteria b and c: to advance projects located in municipal centers; to advance projects in developed areas or areas designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan.)

1. Is this project located in a developed area?

Yes ☒ No ☐ N/A ☐

2. Is the project located in a municipal center?

Yes ☐ No ☒ N/A ☐

3. Will this project foster downtown revitalization?

Yes ☐ No ☒ N/A ☐

4. Is this project located in an area designated for concentrated infill development in a municipally approved comprehensive land use plan, waterfront revitalization plan, or Brownfield Opportunity Area plan?

Yes ☐ No ☒ N/A ☐

Explain: (use this space to expand on your answers above)

The project area is rural farm/residential. The bridge must be replaced to maintain access to a dead-end community of approximately 15 homes and farms.

D. Mixed Use Compact Development:

Future planning and development should assure the availability of a range of choices in housing and affordability, employment, education transportation and other essential services to encourage a jobs/housing balance and vibrant community-based workforce.

(Addresses SG Law criteria e and i: to 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

Smart Growth Screening Tool

development and the integration of all income groups; to ensure predictability in building and land use codes.)

1. Will this project foster mixed land uses?

Yes ☐ No ☐ N/A ☒

2. Will the project foster brownfield redevelopment?

Yes ☐ No ☐ N/A ☒

3. Will this project foster enhancement of beauty in public spaces?

Yes ☐ No ☐ N/A ☒

4. Will the project foster a diversity of housing in proximity to places of employment and/or recreation?

Yes ☐ No ☐ N/A ☒

5. Will the project foster a diversity of housing in proximity to places of commercial development and/or compact development?

Yes ☐ No ☐ N/A ☒

6. Will this project foster integration of all income groups and/or age groups?

Yes ☐ No ☐ N/A ☒

7. Will the project ensure predictability in land use codes?

Yes ☐ No ☐ N/A ☒

8. Will the project ensure predictability in building codes?

Yes ☐ No ☐ N/A ☐

Explain: (use this space to expand on your answers above)

The project's specific location and limited scope will not have an effect on these criteria.

E. Transportation and Access:

NYS DOT recognizes that Smart Growth encourages communities to offer a wide range of transportation options, from walking and biking to transit and automobiles, which increase people's access to jobs, goods, services, and recreation.

(Addresses SG Law criterion f: to provide mobility through transportation choices including improved public transportation and reduced automobile dependency.)

Smart Growth Screening Tool

1. Will this project provide public transit?

Yes ☐ No ☐ N/A ☒

2. Will this project enable reduced automobile dependency?

Yes ☐ No ☐ N/A ☒

3. Will this project improve bicycle and pedestrian facilities (such as shoulder widening to provide for on-road bike lanes, lane striping, crosswalks, new or expanded sidewalks or new/improved pedestrian signals)?

Yes ☐ No ☐ N/A ☒

(Note: Question 3 is an expansion on question 2. The recently passed Complete Streets legislation requires that consideration be given to complete street design features in the planning, design, construction, reconstruction and rehabilitation, but not including resurfacing, maintenance, or pavement recycling of such projects.)

Explain: (use this space to expand on your answers above)

The project's specific location and limited scope will not have an effect on these criteria.

F. Coordinated, Community-Based Planning:

Past experience has shown that early and continuing input in the transportation planning process leads to better decisions and more effective use of limited resources. For information on community based planning efforts, the MPO may be a good resource if the project is located within the MPO planning area.

(Addresses SG Law criteria g and h: to coordinate between state and local government and inter-municipal and regional planning; to participate in community based planning and collaboration.)

1. Has there been participation in community-based planning and collaboration on the project?

Yes ☒ No ☐ N/A ☐

2. Is the project consistent with local plans?

Yes ☒ No ☐ N/A ☐

3. Is the project consistent with county, regional, and state plans?

Yes ☒ No ☐ N/A ☐

Smart Growth Screening Tool

4. Has there been coordination between inter-municipal/regional planning and state planning on the project?

Yes ☐ No ☐ N/A ☒

Explain: (use this space to expand on your answers above)

Local residents have been informed of the sponsor's intent to replace the bridge, and they are supportive of maintaining access to their homes and farms. The project is consistent with local plans, and will be placed on the Statewide Transportation Improvement Plan (STIP). Due to its scope, planning outside the immediate area is not required.

G. Stewardship of Natural and Cultural Resources:

Clean water, clean air and natural open land are essential elements of public health and quality of life for New York State residents, visitors, and future generations. Restoring and protecting natural assets, and open space, promoting energy efficiency, and green building, should be incorporated into all land use and infrastructure planning decisions.

(Addresses SG Law criterion d :To protect, preserve and enhance the State's resources, including agricultural land, forests surface and ground water, air quality, recreation and open space, scenic areas and significant historic and archeological resources.)

1. Will the project protect, preserve, and/or enhance agricultural land and/or forests?

Yes ☐ No ☐ N/A ☒

2. Will the project protect, preserve, and/or enhance surface water and/or groundwater?

Yes ☐ No ☐ N/A ☒

3. Will the project protect, preserve, and/or enhance air quality?

Yes ☐ No ☐ N/A ☒

4. Will the project protect, preserve, and/or enhance recreation and/or open space?

Yes ☐ No ☐ N/A ☒

5. Will the project protect, preserve, and/or enhance scenic areas?

Yes ☐ No ☐ N/A ☒

6. Will the project protect, preserve, and/or enhance historic and/or archeological resources?

Yes ☐ No ☐ N/A ☒

Explain: (use this space to expand on your answers above)

Smart Growth Screening Tool

The project's limited scope will not have a significant effect on these criteria. Best practices will be used during design and construction to maintain the quality of environmental resources in the immediate area.

Smart Growth Screening Tool

Smart Growth Impact Statement (STEP 2)

NYSDOT: Complete a Smart Growth Impact Statement (SGIS) below using the information from the Screening Tool.

Local Sponsors: The local sponsors are **not** responsible for completing a Smart Growth Impact Statement. Proceed to **Step 3**.

Smart Growth Impact Statement

PIN:

Project Name:

Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act. This project has been determined to meet the relevant criteria, to the extent practicable, described in ECL Sec. 6-0107. Specifically, the project:



This publicly supported infrastructure project complies with the state policy of maximizing the social, economic and environmental benefits from public infrastructure development. The project will not contribute to the unnecessary costs of sprawl development, including environmental degradation, disinvestment in urban and suburban communities, or loss of open space induced by sprawl.

Smart Growth Screening Tool

Review & Attestation Instructions (STEP 3)

Local Sponsors: Once the Smart Growth Screening Tool is completed, the next step is to submit the project certification statement (**Section A**) to Responsible Local Official for signature. After signing the document, the completed Screening Tool and Certification statement should be sent to NYSDOT for review as noted below.

NYSDOT: For state-let projects, the Screening Tool and SGIS is forwarded to Regional Director/ RPPM/Main Office Program Director or designee for review, and upon approval, the attestation is signed (**Section B.2**). For locally administered projects, the sponsor's submission and certification statement is reviewed by NYSDOT staff, the appropriate box (**Section B.1**) is checked, and the attestation is signed (Section B.2).

A. CERTIFICATION (LOCAL PROJECT)

I HEREBY CERTIFY, to the best of my knowledge, all of the above to be true and correct.

Preparer of this document:

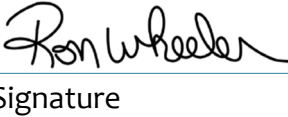

Signature

1/11/2022
Date

RLPL
Title

Dave MacEwan
Printed Name

Responsible Local Official (for local projects):


Signature

1/19/2022
Date

Town Supervisor
Title

Ron Wheeler
Printed Name

Smart Growth Screening Tool

B. ATTESTATION (NYSDOT)

1. I HEREBY:

☒ Concur with the above certification, thereby attesting that this project is in compliance with the State Smart Growth Public Infrastructure Policy Act

☐ Concur with the above certification, with the following conditions (information requests, confirming studies, project modifications, etc.):

(Attach additional sheets as needed)

☐ do not concur with the above certification, thereby deeming this project ineligible to be a recipient of State funding or a subrecipient of Federal funding in accordance with the State Smart Growth Public Infrastructure Policy Act.

2. **NOW THEREFORE**, pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act, to the extent practicable, as described in the attached Smart Growth Impact Statement.

NYSDOT Commissioner, Regional Director, MO Program Director,
Regional Planning & Programming Manager (or official designee):



Signature

RPPM

Title

2-9-22

Date

Pam Eshbaugh

Printed Name