

# Section 106 Project Submittal Package

## Replacement of Syracuse Division Bridges

**Milepost 262.01: North Main Street, Town of Canastota, New York**

**BIN 5512790**

**Town of Canastota, Madison County, New York**

**NYSTA Project ID:**

**Prepared for:**



New York State Thruway Authority  
200 Southern Blvd.  
P.O. Box 189  
Albany, NY 12201-0189



Stantec  
61 Commercial Street, Suite 100  
Rochester, NY 14614  
[www.stantec.com](http://www.stantec.com)

**Prepared by:**



**Environmental Design & Research,  
Landscape Architecture, Engineering, & Environmental Services, D.P.C.**  
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Syracuse, New York 13202  
[www.edrdpc.com](http://www.edrdpc.com)

**February 2017**

**NEW YORK STATE THRUWAY AUTHORITY (NYSTA) PROJECT SUBMITTAL PACKAGE**  
**Section 106 of the National Historic Preservation Act**

A Project Submittal Package is prepared by the NYSTA (Sponsor) or their consultants for federal aid transportation projects to provide sufficient information for NYSTA assessment of Section 106 obligations.

DATE February 10, 2017 NYSTA PROJECT ID \_\_\_\_\_ BINs 5512790

**IDENTIFICATION**

Project Name (if any) MP 262.01 North Main Street, Canastota

Project Area Boundaries See attached mapping for limits of Projects. Section 1.1 contains a full description of Project limits.

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

County Madison

Town/City Canastota

Village/Hamlet: N/A

Have you consulted the NYSHPO web site at \*<http://nysparks.state.ny.us> to determine the preliminary presence or absence of previously identified cultural resources within or adjacent to the project area? If yes: X Yes No

- Was the project site wholly or partially included within an identified archaeologically sensitive area? X Yes No
- Does the project site involve or is it substantially contiguous to a National Register of Historic Places listed property? Yes X No

\*<http://nysparks.state.ny.us> then select **HISTORIC PRESERVATION** then **Historic Preservation Field Services Bureau** then **On Line Tools – CRIS**

|   |
|---|
| <b>ALL PROJECTS SUBMITTED FOR REVIEW SHOULD INCLUDE THE FOLLOWING INFORMATION</b> |
|---|

☒ **Project Description** – Attach a full description of the nature and extent of the work to be undertaken as part of this project. This should include, but not limited to, potential activities that might involve drainage, cutting, excavation, grading, filling, on-site detours, new sidewalks, right-of-way acquisition. Relevant portions of the project applications or environmental statements may be submitted. This could be from sections of the Draft Design Report/ Draft Scoping Document.

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

☒ **Photos** - Provide clear, original color photographs of the entire project area keyed to a site plan. These photos should indicate:

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

**LOCAL SPONSOR CONTACT**

Name: Albert Mastroianni Title: Project Manager  
Firm/Agency: New York State Thruway Authority  
Address: 200 Southern Boulevard City: Albany State: NY Zip: 12201  
Phone: 518-436-2909 E-Mail: Albert.mastroianni@thruway.ny.gov

Consultant Name: Environmental Design & Research, Landscape Architecture, Engineering & Environmental Services, D.P.C.  
Contact Information: 217 Montgomery Street, Suite 1000, Syracuse, NY 13202  
Phone: (315) 471-0688

## 1.0 Project Information

The purpose of this Section 106 Project Submittal Package (PSP) is to document the potential for impact on cultural resources that may result from replacement of the North Main Street bridge over the New York State Thruway, at Milepoint (MP) 262.01 on the New York State Thruway, in the Town of Canastota, Madison County, New York (hereafter, the Project). This PSP was prepared by Environmental Design & Research, Landscape Architecture, Engineering, & Environmental Services, D.P.C. (EDR) on behalf of the New York State Thruway Authority (NYSTA). This submittal 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 Location

The proposed Project consists of the replacement of the Judd Road bridge over the New York State Thruway, in the Town of Canastota, Madison County (see Attachment A). The existing steel multi-girder bridge is oriented north/south and was constructed in 1952.

The following terms are used throughout the PSP to describe the proposed action:

- **NYSTA MP 262.01: North Main Street, (BIN 5512790) (the Project):** The proposed Project consists of the replacement an existing steel multi-girder bridge. The existing bridge carries North Main Street over the New York State Thruway (I-90). The existing bridge is approximately 200-feet in length, and was constructed in 1953. As stated in a 2015 Bridge Inspection Report (see Attachment B), several components of the bridge structure have deteriorated, and are in need of repair and/or replacement.
- **Area of Potential Effect (APE):** The APE for this Project is defined as a 1500-foot corridor extending north and south directions along North Main Street from the bridge, as well as a 500-foot corridor east and west along the New York State Thruway (see Attachment A for limits of the APE).

### 1.2 Potential Impact on Historic-Architectural Resources

The New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) Cultural Resources Information System (CRIS) website was reviewed to determine the location of properties listed on the National Register of Historic Places (NRHP) within and immediately adjacent to the APE defined above. No properties previously listed on, or determined eligible for, the NRHP are located within the APE. Therefore, the proposed Project is not anticipated to affect historic properties previously listed on or eligible for the NRHP.

The proposed project will include superstructure replacement. This approach will not significantly alter the appearance of the bridge, and therefore, the Project has no potential to adversely impact the setting of any historic resources.

The bridge was initially constructed as a part of the new Interstate 90 (New York State Thruway) circa 1953, as confirmed in the 2015 Inspection Report (Attachment B). EDR has reviewed the 2002 New York State Department of Transportation (NYSDOT) *Evaluation of National Register Eligibility: Task C3 of the Historic Bridge Inventory and Management Plan*, which does not identify BIN 5512790 as eligible for listing on the NRHP.

### **1.3 Archaeological Sensitivity**

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

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

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

### **1.4 Archaeological Impact Assessment**

There are no previously reported archaeological sites in the APE. All ground disturbance will be restricted to the areas around existing bridge abutments and piers, which consist of made land built up during the construction of Interstate 90 (the New York State Thruway) circa 1953. Therefore, the proposed Project is not anticipated to impact any archaeological resources.

### **1.5 Photographs**

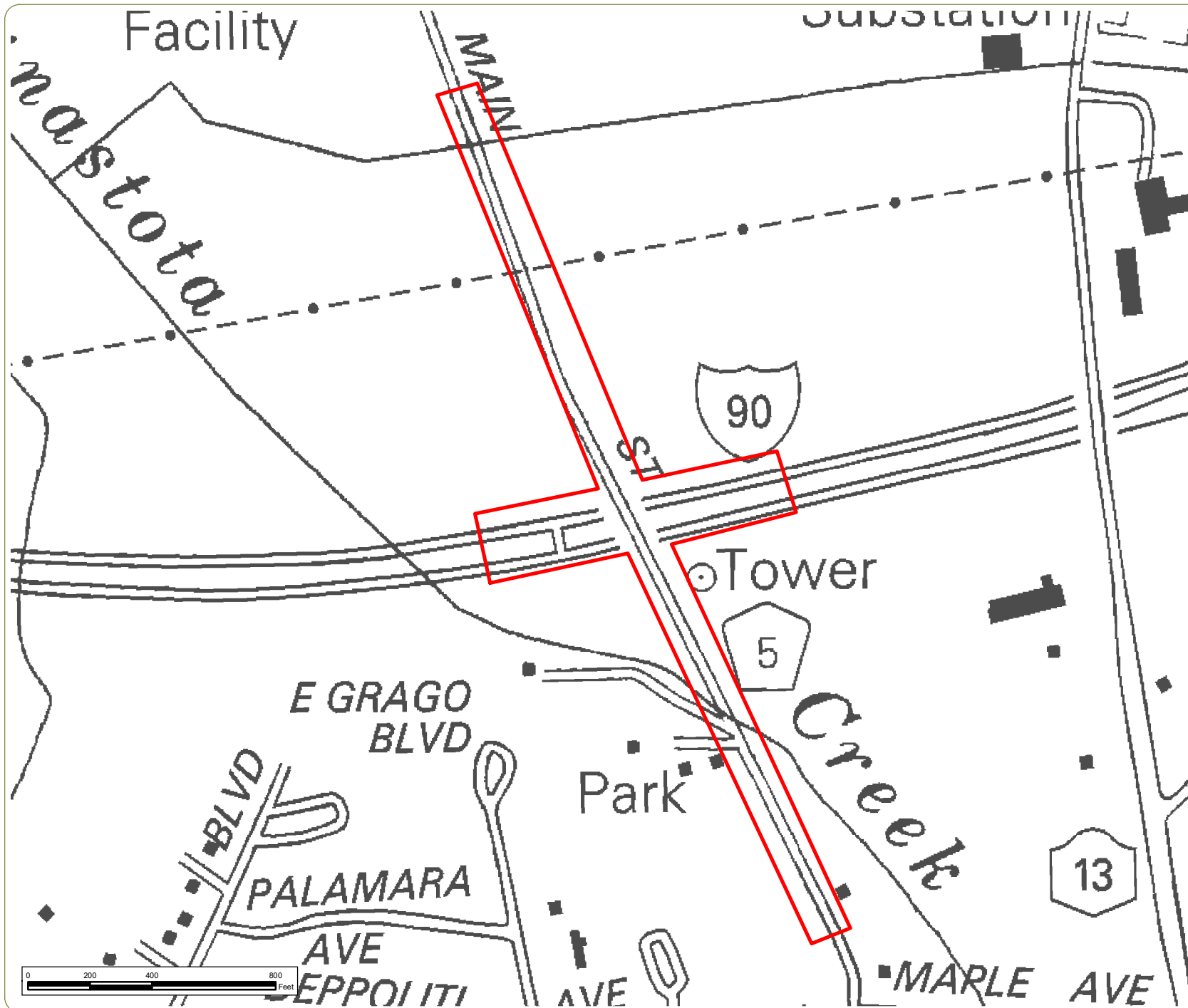
A site visit was conducted by EDR staff on December 1<sup>st</sup>, 2016, in order to document existing conditions within the project area, including existing land use, visual character, and previous ground disturbance. Photograph locations are noted on a map included as Attachment D and selected photographs from this site visit are included as Attachment E.



## **LIST OF ATTACHMENTS**

- Attachment A. Project Location Map
- Attachment B. 2015 Bridge Inspection Report
- Attachment C. Historic Aerial Photographs
- Attachment D. Photograph Locations
- Attachment E. Photographs

**Attachment A:**  
**Project Location Map**




## Replacement of Syracuse Division Bridges

**MP 262.01: North Main  
Street (BIN 5512790)**

Town of Canastota,  
Madison County, New York

### Attachment A: Project Location

February 2017

 Area of Potential Effect

**Notes:**  
1. Basemap: NYSDOT Canastota, NY  
1:24000 planimetric quadrangles.  
2. This is a color graphic. Reproduction  
in grayscale may misrepresent the data.



**Attachment B:**  
**2015 Bridge Inspection Report**

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



**New York State Thruway Authority - Bridge Inspection Report**

# 2015 INSPECTION

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

**REVIEWED BY:** Garret Hoffmann  
Garret Hoffmann

**TITLE:** Quality Control Engineer PE# 70686

**Sketch Type:** Location Map

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

NEW YORK STATE THRUWAY AUTHORITY

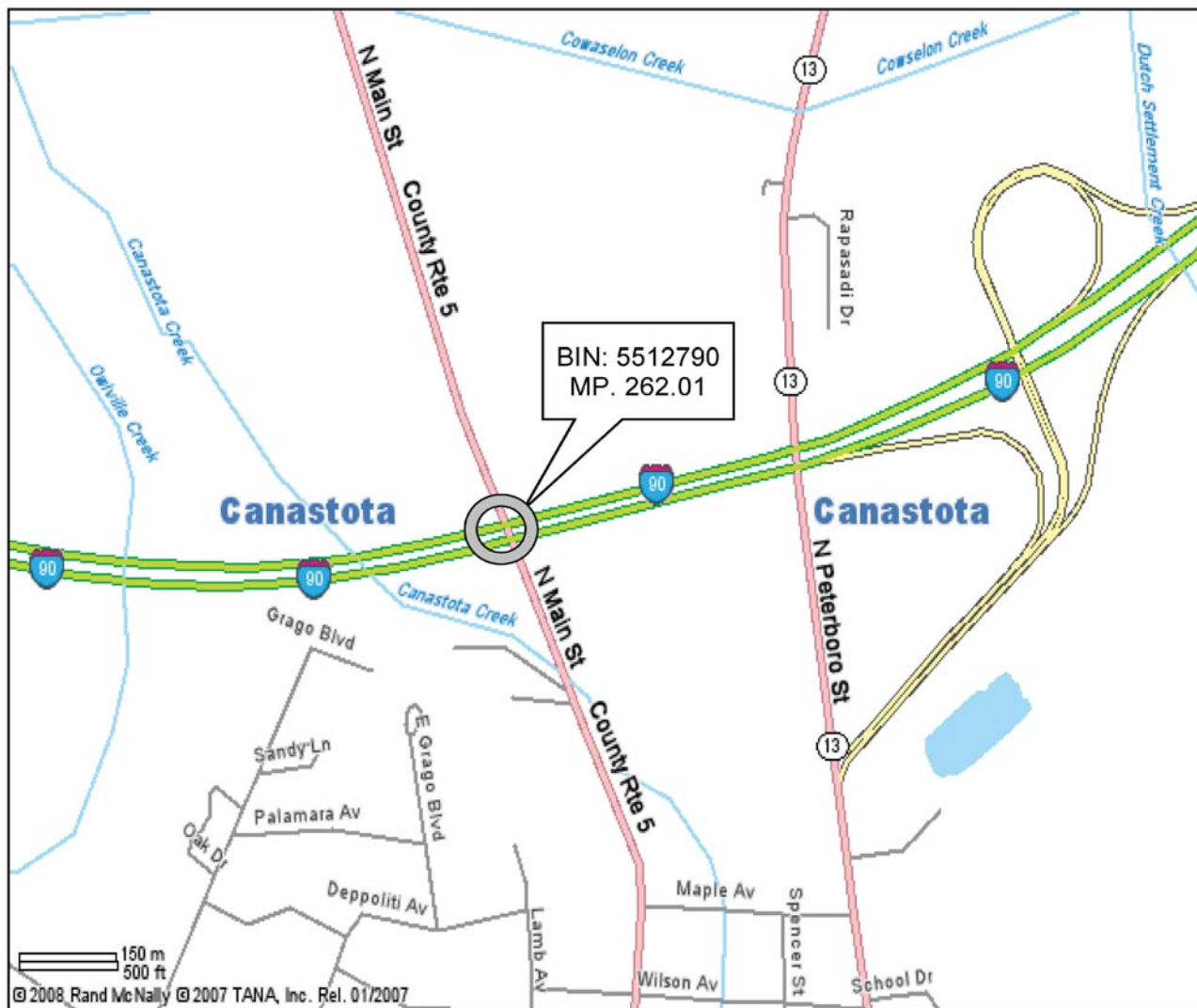
RC BIN  
**24 5512790**

MILEPOST  
**262.01**



**LOCATION MAP**

Feature Carried: 90IX  
Feature Crossed: North Main Street



# INSPECTION

NYS DEPT OF TRANSPORTATION  
BRIDGE INSPECTION REPORT

SHEET 1 OF 30

DATE: 

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

RC - BIN: 

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

 MP: 262.01

TEAM LEADER: Andrew Lachina

Signature: Andrew M. Lachina

P.E. NUMBER: 092598 STATE: NY

ASST. TEAM LEADER: Fady Gerges

RAMP BRIDGE ATTACHED TO SPAN: \_\_\_\_\_ BIN: \_\_\_\_\_

INSPECTION AGENCY: 

|    |    |
|----|----|
| 13 |    |
| 19 | 20 |

 TYPE OF INSPECTION: 

|    |
|----|
| 1  |
| 21 |

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

STATE HWY. NO: \_\_\_\_\_ MILEPOINT: \_\_\_\_\_ POLIT. UNIT: Lenox

FEATURE(S) CARRIED: NORTH MAIN ST

FEATURE(S) CROSSED: 90IX

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

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

|  |                |                   |               |   |    |    |     |     |  |  |    |  |    |    |    |    |    |  |  |      |    |    |
|--|----------------|-------------------|---------------|---|----|----|-----|-----|--|--|----|--|----|----|----|----|----|--|--|------|----|----|
| VERTICAL CLEARANCE<br>AND LOAD POSTINGS  | ON: NOT POSTED | Under: NOT POSTED | Loading: NONE | <table border="1"><tr><td>06</td><td>2</td></tr><tr><td>118</td><td>120</td></tr></table> | 06 | 2  | 118 | 120 |  |  |    |  |    |    |    |    |    |  |  |      |    |    |
|  | 06             | 2                 |               |   |    |    |     |     |  |  |    |  |    |    |    |    |    |  |  |      |    |    |
| 118  | 120            |                   |               |   |    |    |     |     |  |  |    |  |    |    |    |    |    |  |  |      |    |    |
| <table border="1"><tr><td>0</td><td>Ft</td><td>0</td><td>In</td></tr><tr><td>19</td><td>20</td><td>21</td><td>22</td></tr></table> | 0              | Ft                | 0             | In  | 19 | 20 | 21  | 22  | <table border="1"><tr><td></td><td>Ft</td><td></td><td>In</td></tr><tr><td>23</td><td>24</td><td>25</td><td>26</td></tr></table> |  | Ft |  | In | 23 | 24 | 25 | 26 | <table border="1"><tr><td></td><td>TONS</td></tr><tr><td>27</td><td>28</td></tr></table> |  | TONS | 27 | 28 |
| 0  | Ft             | 0                 | In            |   |    |    |     |     |  |  |    |  |    |    |    |    |    |  |  |      |    |    |
| 19   | 20             | 21                | 22            |   |    |    |     |     |  |  |    |  |    |    |    |    |    |  |  |      |    |    |
|  | Ft             |                   | In            |   |    |    |     |     |  |  |    |  |    |    |    |    |    |  |  |      |    |    |
| 23   | 24             | 25                | 26            |   |    |    |     |     |  |  |    |  |    |    |    |    |    |  |  |      |    |    |
|  | TONS           |                   |               |   |    |    |     |     |  |  |    |  |    |    |    |    |    |  |  |      |    |    |
| 27   | 28             |                   |               |   |    |    |     |     |  |  |    |  |    |    |    |    |    |  |  |      |    |    |

|                              |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
|------------------------------|---|---|------------|---|-----|-------------|---|---|----|-------|---|---|----|---|---|---|----------|---|---|----|
| ABUTMENTS:                   | Begin   | End   | WINGWALLS: | Begin   | End | APPROACHES: |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
|                              | Joint with deck   | <table border="1"><tr><td>5</td></tr><tr><td>22</td></tr></table> |            | 5   | 22  |             | <table border="1"><tr><td>5</td></tr><tr><td>23</td></tr></table> | 5   | 23 | Walls | <table border="1"><tr><td>6</td></tr><tr><td>40</td></tr></table> | 6   | 40 | <table border="1"><tr><td>6</td></tr><tr><td>41</td></tr></table> | 6   | 41  | Drainage | <table border="1"><tr><td>6</td></tr><tr><td>53</td></tr></table> | 6 | 53 |
|                              | 5   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
|                              | 22  |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
|                              | 5   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
|                              | 23  |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
|                              | 6   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
|                              | 40  |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 6                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 41                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 6                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 53                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| Bearings, anchors bolts, pad | <table border="1"><tr><td>5</td></tr><tr><td>24</td></tr></table> | 5   | 24         | <table border="1"><tr><td>5</td></tr><tr><td>25</td></tr></table> | 5   | 25          | Footings  | <table border="1"><tr><td>9</td></tr><tr><td>42</td></tr></table> | 9  | 42    | <table border="1"><tr><td>9</td></tr><tr><td>43</td></tr></table> | 9   | 43 | Embankment  | <table border="1"><tr><td>5</td></tr><tr><td>54</td></tr></table> | 5   | 54       |   |   |    |
| 5                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 24                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 5                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 25                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 9                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 42                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 9                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 43                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 5                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 54                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| Bridge seat and pedestals    | <table border="1"><tr><td>5</td></tr><tr><td>26</td></tr></table> | 5   | 26         | <table border="1"><tr><td>5</td></tr><tr><td>27</td></tr></table> | 5   | 27          | Erosion or scour  | <table border="1"><tr><td>6</td></tr><tr><td>44</td></tr></table> | 6  | 44    | <table border="1"><tr><td>6</td></tr><tr><td>45</td></tr></table> | 6   | 45 | Settlement  | <table border="1"><tr><td>6</td></tr><tr><td>55</td></tr></table> | 6   | 55       |   |   |    |
| 5                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 26                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 5                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 27                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 6                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 44                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 6                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 45                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 6                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 55                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| Backwall                     | <table border="1"><tr><td>6</td></tr><tr><td>28</td></tr></table> | 6   | 28         | <table border="1"><tr><td>6</td></tr><tr><td>29</td></tr></table> | 6   | 29          | Piles   | <table border="1"><tr><td>9</td></tr><tr><td>46</td></tr></table> | 9  | 46    | <table border="1"><tr><td>9</td></tr><tr><td>47</td></tr></table> | 9   | 47 | Erosion   | <table border="1"><tr><td>6</td></tr><tr><td>56</td></tr></table> | 6   | 56       |   |   |    |
| 6                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 28                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 6                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 29                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 9                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 46                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 9                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 47                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 6                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 56                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| Stem (breastwall)            | <table border="1"><tr><td>8</td></tr><tr><td>30</td></tr></table> | 8   | 30         | <table border="1"><tr><td>8</td></tr><tr><td>31</td></tr></table> | 8   | 31          | STREAM<br>CHANNEL:<br>Stream Alignment                            | <table border="1"><tr><td>8</td></tr><tr><td>48</td></tr></table> | 8  | 48    | Erosion And Scour   | <table border="1"><tr><td>8</td></tr><tr><td>49</td></tr></table> | 8  | 49  | Pavement  | <table border="1"><tr><td>6</td></tr><tr><td>57</td></tr></table> | 6        | 57  |   |    |
| 8                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 30                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 8                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 31                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 8                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 48                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 8                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 49                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 6                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 57                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| Erosion or scour             | <table border="1"><tr><td>5</td></tr><tr><td>32</td></tr></table> | 5   | 32         | <table border="1"><tr><td>5</td></tr><tr><td>33</td></tr></table> | 5   | 33          | Waterway Opening  | <table border="1"><tr><td>8</td></tr><tr><td>50</td></tr></table> | 8  | 50    | Guide Railing   | <table border="1"><tr><td>5</td></tr><tr><td>58</td></tr></table> | 5  | 58  |   |   |          |   |   |    |
| 5                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 32                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 5                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 33                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 8                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 50                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 5                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 58                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| Footings                     | <table border="1"><tr><td>6</td></tr><tr><td>34</td></tr></table> | 6   | 34         | <table border="1"><tr><td>9</td></tr><tr><td>35</td></tr></table> | 9   | 35          | Bank Protection   | <table border="1"><tr><td>8</td></tr><tr><td>51</td></tr></table> | 8  | 51    | GENERAL<br>RECOMMEND  | <table border="1"><tr><td>4</td></tr><tr><td>60</td></tr></table> | 4  | 60  |   |   |          |   |   |    |
| 6                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 34                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 9                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 35                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 8                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 51                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 4                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 60                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| Piles                        | <table border="1"><tr><td>9</td></tr><tr><td>36</td></tr></table> | 9   | 36         | <table border="1"><tr><td>9</td></tr><tr><td>37</td></tr></table> | 9   | 37          |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 9                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 36                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 9                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 37                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| Recommendation               | <table border="1"><tr><td>5</td></tr><tr><td>38</td></tr></table> | 5   | 38         | <table border="1"><tr><td>5</td></tr><tr><td>39</td></tr></table> | 5   | 39          |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 5                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 38                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 5                            |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |
| 39                           |   |   |            |   |     |             |   |   |    |       |   |   |    |   |   |   |          |   |   |    |

**ACCESS CATEGORY:**

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

**FLAG ISSUED?**

NONE: 

|   |
|---|
| X |
|---|

  
YELLOW: 

|  |
|--|
|  |
|--|

  
RED: 

|  |
|--|
|  |
|--|

  
SAFETY: 

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|--|

**BRIEF REASON**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Vulnerability Reassessment Review Recommended?**

HYD 

|    |
|----|
| 3  |
| 65 |

 OVL 

|   |
|---|
| X |
|---|

 STL 

|   |
|---|
| 2 |
|---|

 COL 

|   |
|---|
| X |
|---|

 CON 

|   |
|---|
| X |
|---|

 SMC 

|    |
|----|
| X  |
| 70 |

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

REVIEWED BY: Garret Hoffmann  
Garret Hoffmann

P.E. NUMBER: 70686

DATE: 9/8/2015



RC - BIN: 2 4 - 5 5 1 2 7 9 0

NYS DEPT OF TRANSPORTATION  
BRIDGE INSPECTION REPORT  
SHEET 2 OF 30

TEAM LEADER: Andrew Lachina

ASST. TEAM LEADER: Fady Gerges

DATE: 07 29 15  
13 14 15 16 17 18

OTHERS: NYSTA Maintenance - MPT & Access

FEATURE(S) CARRIED: NORTH MAIN ST

FEATURE(S) CROSSED: 90IX

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

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

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

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

PIN AND HANGERS ☐

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

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

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

RECOMMEND FURTHER INVESTIGATION 2 19 1 = NO 2 = YES

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

FIELD NOTES

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

# FEDERAL RATING FORM

NYS DEPT OF TRANSPORTATION

MP: 262.01

BRIDGE INSPECTION REPORT

RC - BIN: 

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

SHEET 3 OF 30

TEAM LEADER: Andrew Lachina

DATE: 

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

ASST. TEAM LEADER: Fady Gerges

FEATURE(S) CARRIED: NORTH MAIN ST

FEATURE(S) CROSSED: 90IX

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

Notes:

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

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

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

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

**BRIDGE INSPECTION AND CONDITION REPORT**  
**SUPPLEMENTARY INSPECTION ACTIVITIES**

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

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

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

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

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

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

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

NYS THRUWAY AUTHORITY  
BRIDGE INSPECTION REPORT

MP: 262.01  
BIN: 5512790

SHEET 5 of 30  
DATE: 7/29/2015

INSPECTED BY: Andrew Lachina TITLE: Team Leader

FEATURE(S) CARRIED: NORTH MAIN ST

FEATURE(S) CROSSED: 90IX

**BRIDGE INSPECTION AND CONDITION REPORT**  
**SUPPLEMENTARY INSPECTION ACTIVITIES**

& G5 at Pier 1.

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

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

a). Small ( $12^\circ$ ) skew and minimal stagger; b). Web thickness ( $tw = 0.580"$ )  $> 0.400"$ ; c). Low AADT (1300 in 2013); d.) Tapered connection plates; and e.) Lack of any unusual restraint or geometry in the connections.

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

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

NYS THRUWAY AUTHORITY  
BRIDGE INSPECTION REPORT

MILEPOST: 262.01

SHEET 6 OF 30

RC: 24

BIN: 5512790

INSPECT DATE: 7/29/2015

TEAM LEADER: Andrew Lachina

ASST. TEAM LEADER: Fady Gerges

Feature Carried: NORTH MAIN ST

Feature(s) Crossed: 90IX

GENERAL REMARKS:

GENERAL RECOMMENDATION: 4 (WAS 3)

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

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

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

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

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

INSPECTED BY: Andrew Lachina TITLE: Team Leader

FEATURE(S) CARRIED: NORTH MAIN ST

FEATURE(S) CROSSED: 90IX

### BRIDGE INSPECTION MPT REQUIREMENTS

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

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

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

#### NOTES:

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

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

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

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

32

Erosion or Scour (Begin)

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

551

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

**19 Wearing Surface**

ALL SPANS: 1 4 4 2

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

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

Span 2: 2 4 4 3

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

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

Span 3: 3 3 3 4

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

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

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



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

**21 Sidewalks & Fascias**

Span 1: 1 5 6 6

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

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

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

Span 2: 2 4 4 7

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

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

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

Span 3: 3 4 4 8

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

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

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

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

27 Deck Structural

Span 1: 1 5 5 6

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

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

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

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

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

See Span 1 Deck Deterioration Sketch.

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

27 Deck Structural

Span 2: 2 4 4 7, 9, 10

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

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

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

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

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

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

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

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

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

See Span 2 Deck Deterioration Sketch.

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

**27 Deck Structural**

Span 3: 3 3 3 8, 11, 12

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

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

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

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

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

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

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

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

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

See Span 3 Deck Deterioration Sketch.

|                    |          |       |         |               |
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27 Deck Structural

Span 4: 4 5 5 13

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

Bay 1: A few tight transverse cracks with efflorescence.

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

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

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

See Span 4 Deck Deterioration Sketch.

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

## 28 Primary Members

ALL Spans: 1 5 5 14, 15, 16

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

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

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

### Span 1:

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

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

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

See attached Girder End Section Loss Documentation.

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

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

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

**28 Primary Members**

Span 2: 2 5 5 16, 17, 18

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

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

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

See attached Girder End Section Loss Documentation.

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

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

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

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

Span 3: 3 5 5 16, 19

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

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

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

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

|                    |          |       |         |      |          |
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|                    | REMARKS: | SPAN: | NEW:    | PRE: | PHOTO #: |

**28 Primary Members**

Span 4: 4 5 5 16

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

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

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

**30 Paint**

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

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

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

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

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

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

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

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

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

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

3 3 3 11, 19  
4 4 4 13



|                    |          |       |         |               |
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| ITEM:              | TITLE:   |       | RATINGS |               |
|                    | REMARKS: | SPAN: | NEW:    | PRE: PHOTO #: |

31 Joints

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

Pier 1:

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

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

Pier 2: 2 4 4 23

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

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

Pier 3: 3 4 4 24

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

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

|                    |          |       |         |               |
|--------------------|----------|-------|---------|---------------|
| RATING FORM: TP350 |          |       |         |               |
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|                    | REMARKS: | SPAN: | NEW:    | PRE: PHOTO #: |

### 33 Bearings, Anchor Bolts, Pads

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

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

Pier 1:

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

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

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

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

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

Pier 2: 2 4 4 28

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

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

**33 Bearings, Anchor Bolts, Pads**

Pier 3: 3 2 2 29, 30

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

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

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

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

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

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

|                    |          |       |         |               |
|--------------------|----------|-------|---------|---------------|
| RATING FORM: TP350 |          |       |         |               |
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|                    | REMARKS: | SPAN: | NEW:    | PRE: PHOTO #: |

34 Pedestals

Pier 1: 1 5 1 31

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

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

Pier 2: 2 3 3 32, 33, 34

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

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

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

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

34 Pedestals

Pier 3: 3 3 5 29

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

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

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

38 Pier Columns

Pier 1: 1 4 1 35, 36

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

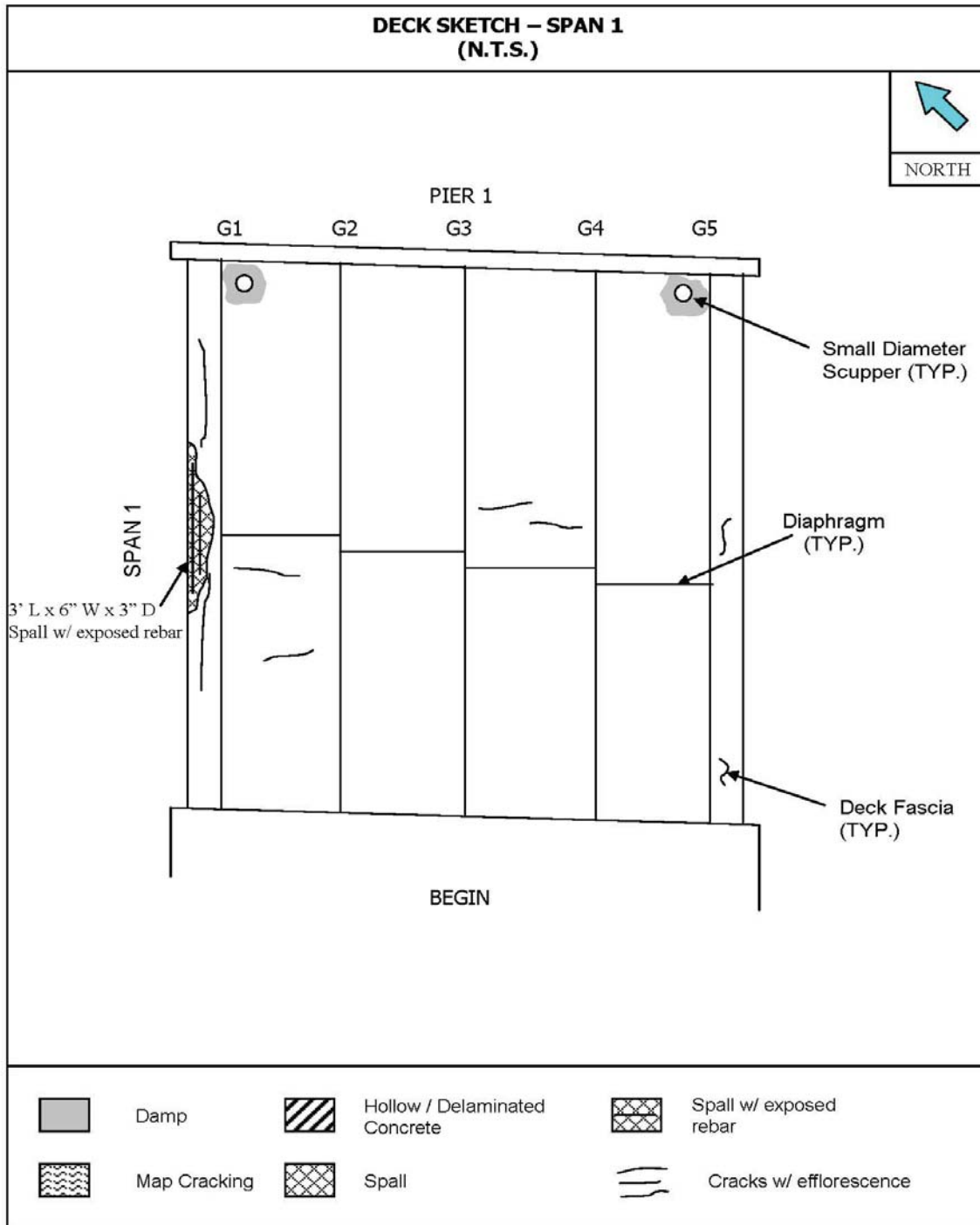
Pier 1, Right Column has a 4' H x 2'W x 3" D spall with exposed reinforcement on the End Left face at grade. The spall is surrounded by 35 SF of cracked and delaminated concrete.

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

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

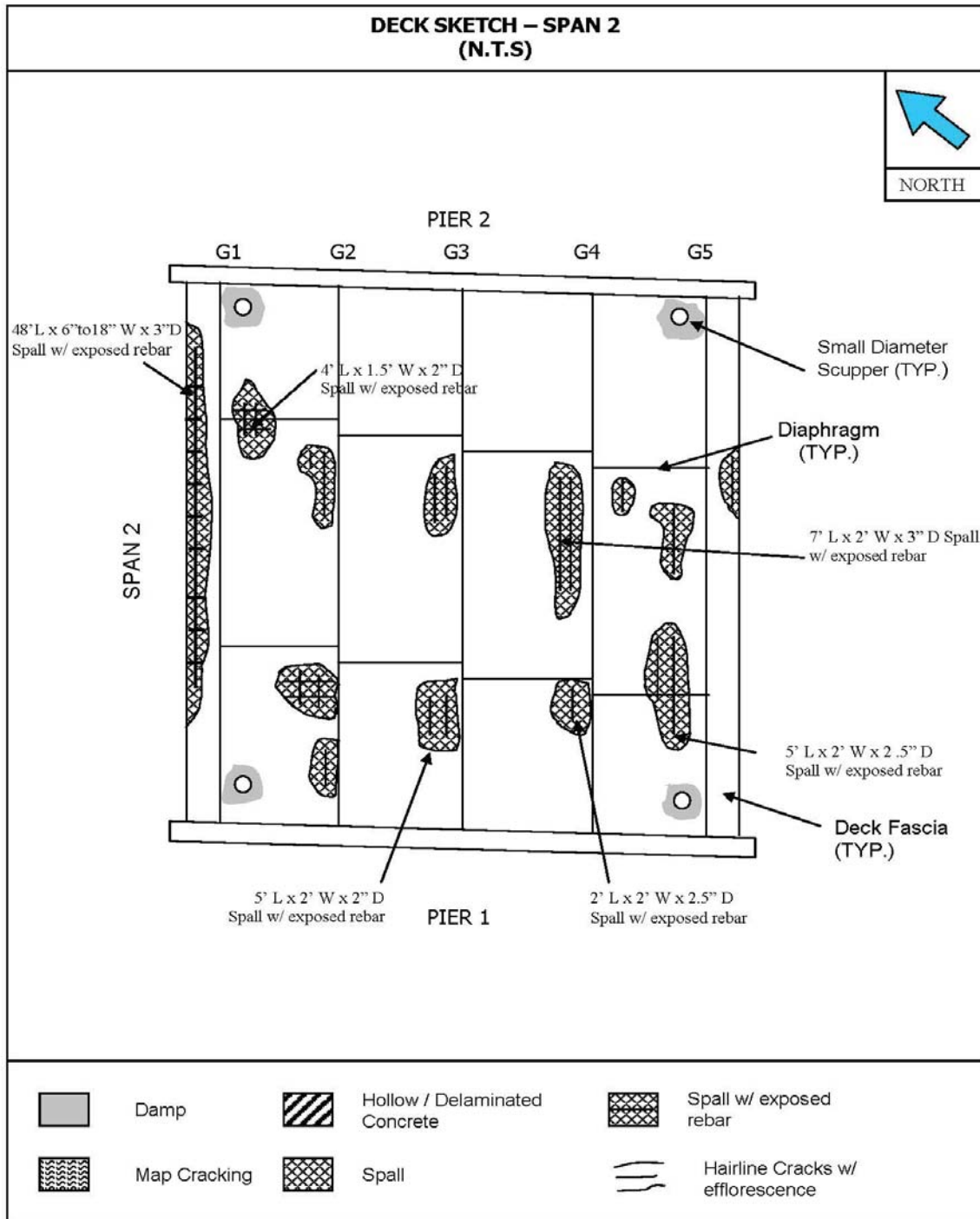
Sketch Type: Deck

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



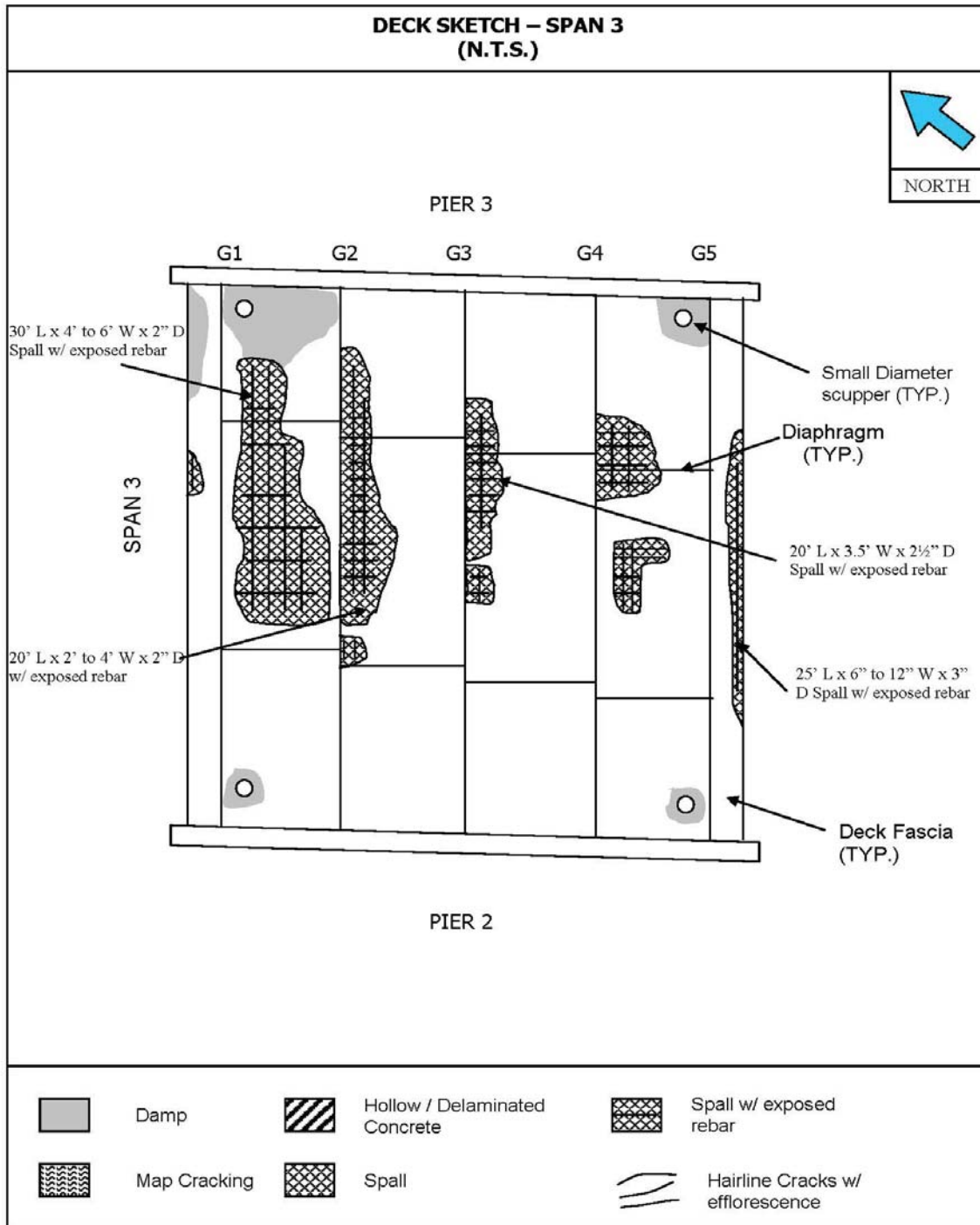
Sketch Type: Deck

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



Sketch Type: Deck

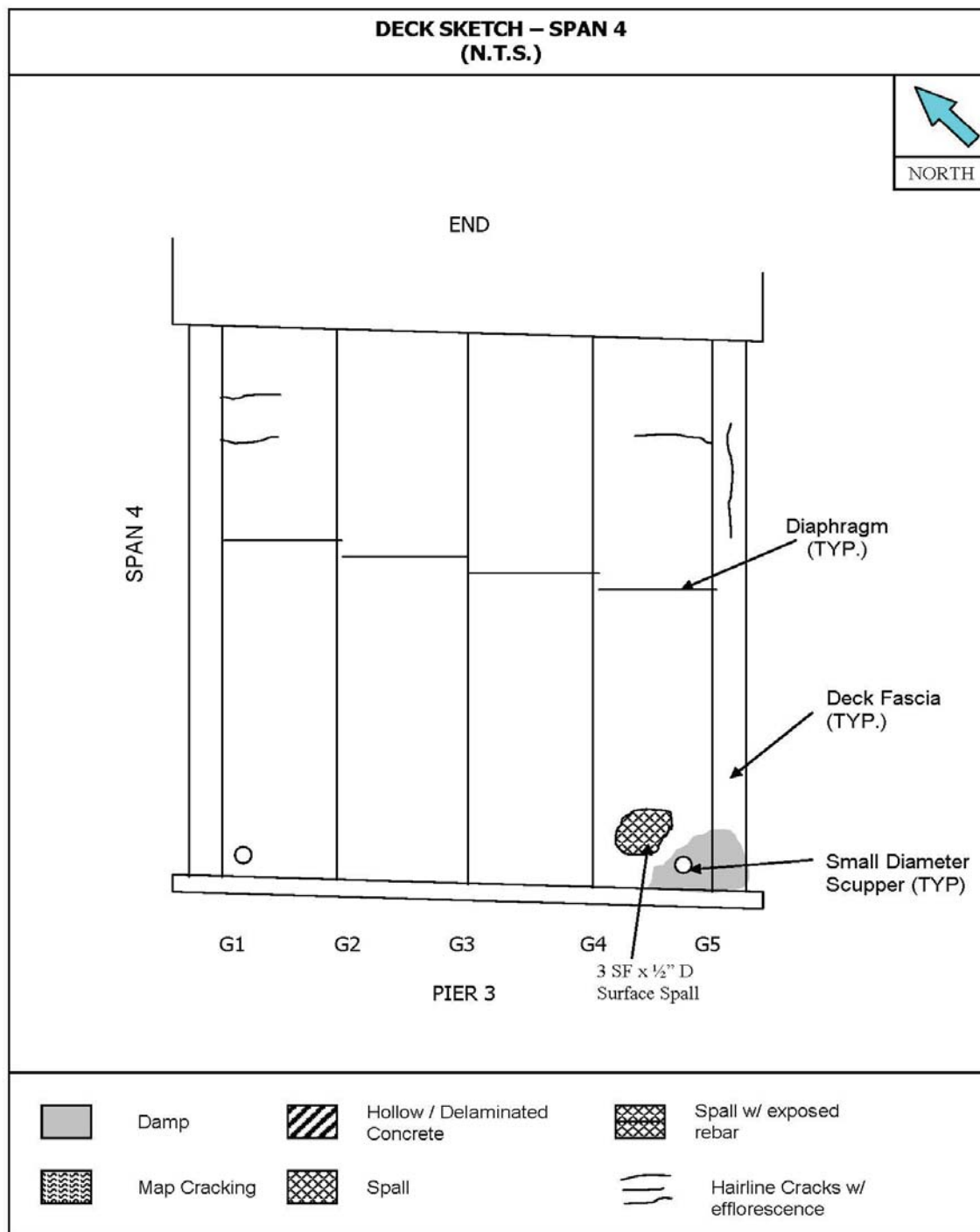
File Name: 262.01-12-03-15DeckS3.jpg





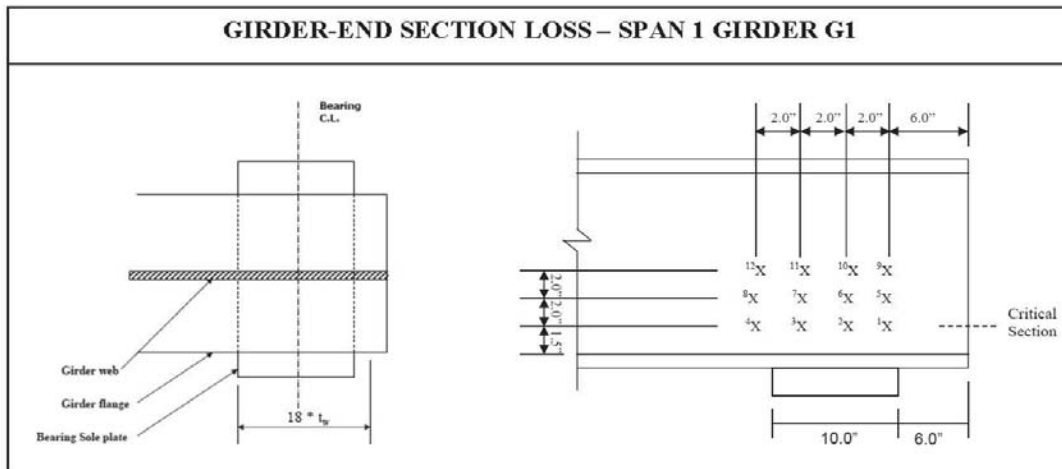
Sketch Type: Deck

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



Sketch Type: Special Emphasis

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



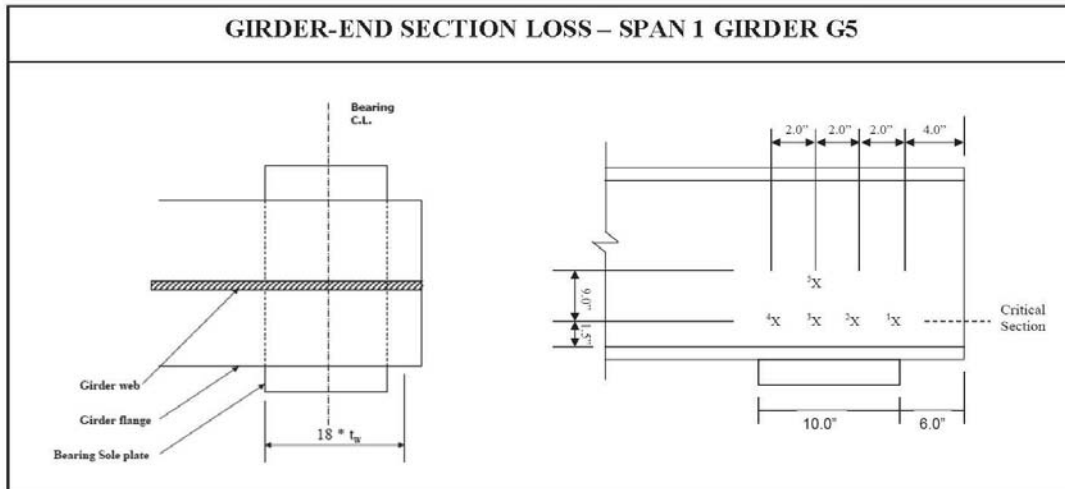
| 33 WF 130     |       |       |       |       | Web Thickness (in) = 0.580 |       |       |       |       |    |       |    |
|---------------|-------|-------|-------|-------|----------------------------|-------|-------|-------|-------|----|-------|----|
| Location      | Row 1 |       |       | 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

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

\* Location not accessible due to diaphragm connection bolts.

**Sketch Type:** Special Emphasis

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

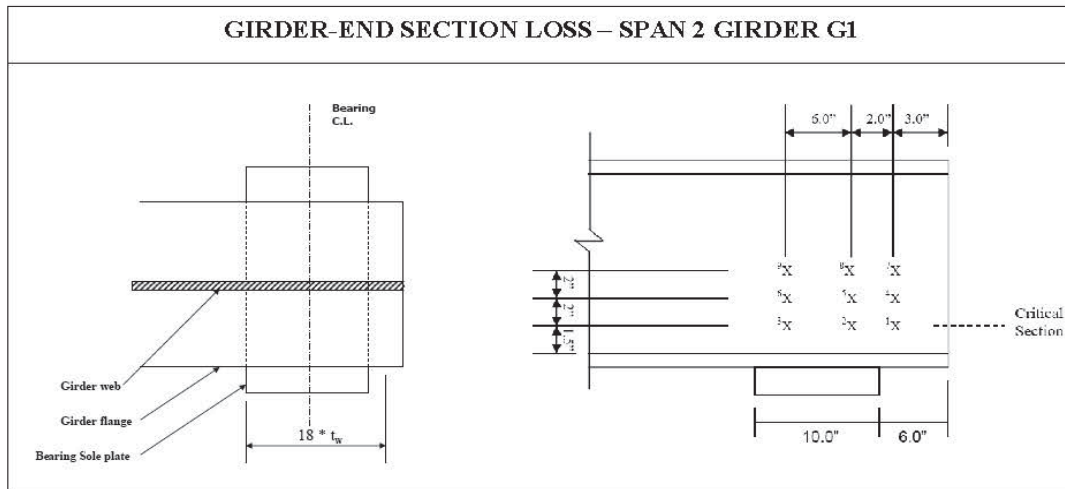


| 33 WF 130     |       | Web Thickness (in.) = |       |       |       | 0.580 |
|---------------|-------|-----------------------|-------|-------|-------|-------|
| Location      | 1     | 2                     | 3     | 4     | 5     |       |
| S1 G5 @ Pier1 | 0.465 | 0.507                 | 0.486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

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

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

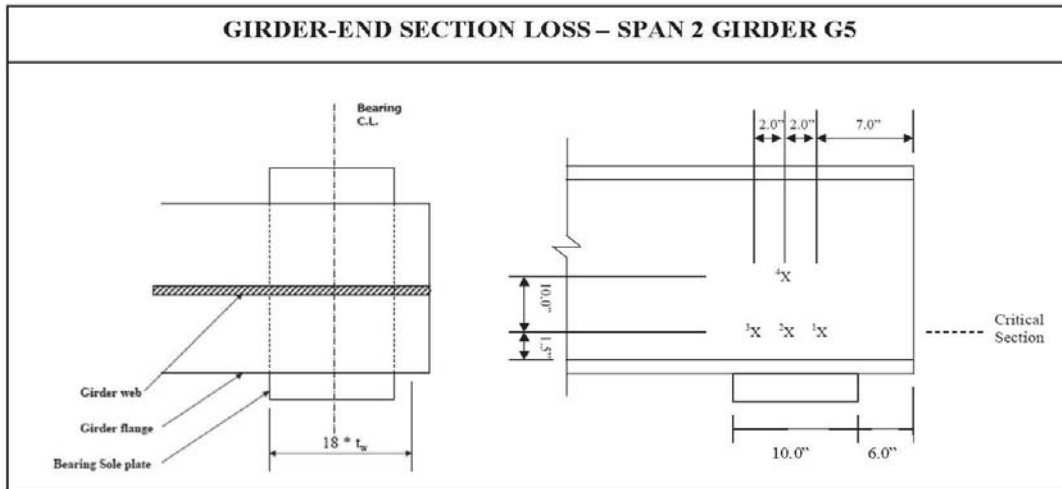


| 33 WF 130     |       |       |       | Web Thickness (in) = 0.580 |       |       |       |       |       |
|---------------|-------|-------|-------|----------------------------|-------|-------|-------|-------|-------|
| Location      | Row 1 |       |       | Row 2                      |       |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

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

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



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

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

**Attachment C:**  
**Historic Aerial Photographs**



Main Street/I-90

Main Street/I-90

Canastota, NY 13032

Inquiry Number: 4843378.5

February 02, 2017

## The EDR Aerial Photo Decade Package



6 Armstrong Road, 4th floor  
Shelton, CT 06484  
Toll Free: 800.352.0050  
[www.edrnet.com](http://www.edrnet.com)

## EDR Aerial Photo Decade Package

02/02/17

**Site Name:**

Main Street/I-90  
Main Street/I-90  
Canastota, NY 13032  
EDR Inquiry # 4843378.5

**Client Name:**

Environmental Design & Research, d.p.c  
217 Montgomery Street  
Syracuse, NY 13202  
Contact: Caitlin Graff



Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

**Search Results:**

| <b><i>Year</i></b> | <b><i>Scale</i></b> | <b><i>Details</i></b>          | <b><i>Source</i></b> |
|--------------------|---------------------|--------------------------------|----------------------|
| 2011               | 1"=500'             | Flight Year: 2011              | USDA/NAIP            |
| 2009               | 1"=500'             | Flight Year: 2009              | USDA/NAIP            |
| 2008               | 1"=500'             | Flight Year: 2008              | USDA/NAIP            |
| 2006               | 1"=500'             | Flight Year: 2006              | USDA/NAIP            |
| 1994               | 1"=500'             | Acquisition Date: May 03, 1994 | USGS/DOQQ            |
| 1989               | 1"=500'             | Flight Date: April 26, 1989    | USGS                 |
| 1985               | 1"=500'             | Flight Date: April 29, 1985    | USGS                 |
| 1974               | 1"=500'             | Flight Date: April 17, 1974    | USGS                 |
| 1956               | 1"=500'             | Flight Date: October 11, 1956  | USGS                 |
| 1952               | 1"=500'             | Flight Date: March 27, 1952    | USGS                 |
| 1941               | 1"=500'             | Flight Date: May 06, 1941      | USGS                 |

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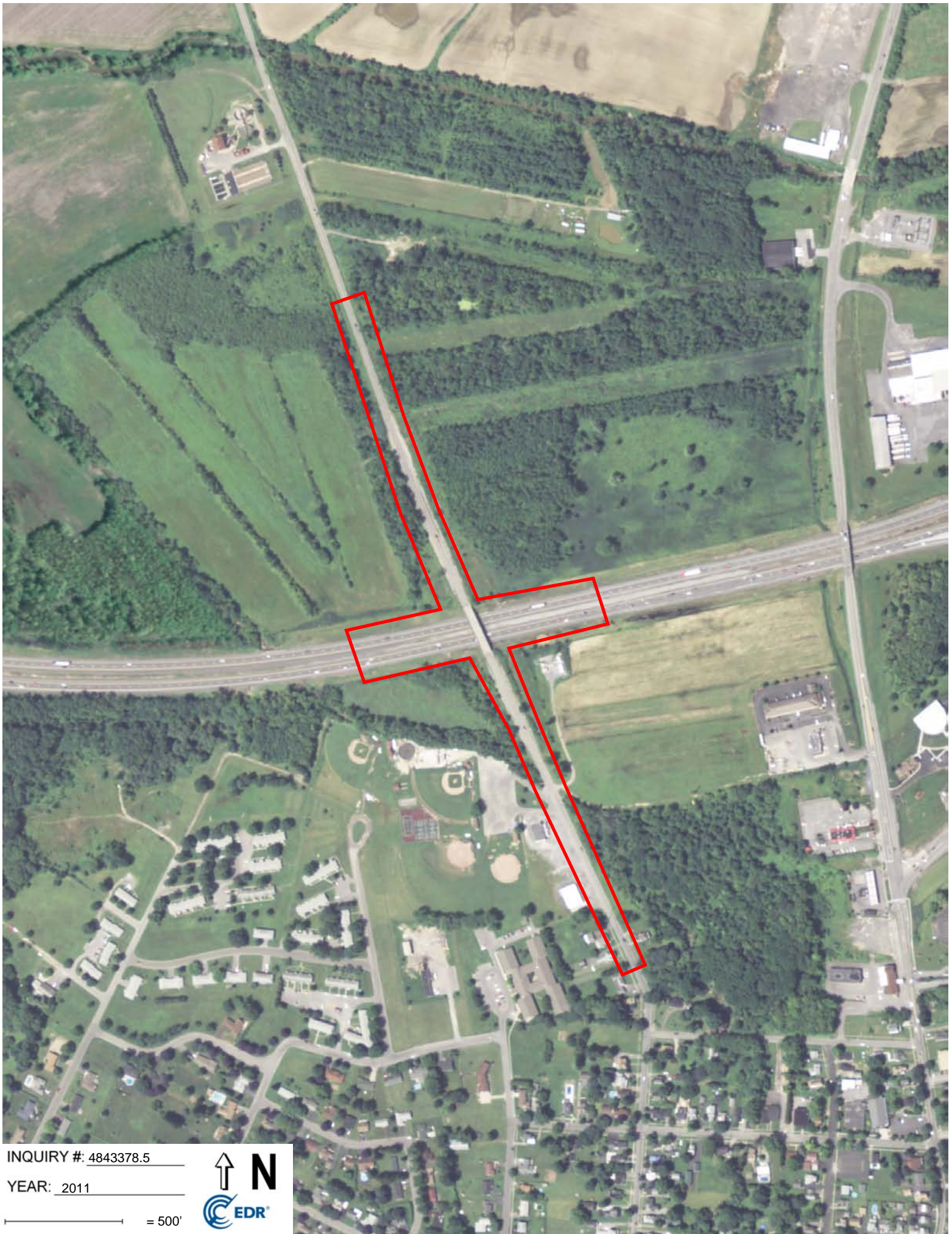
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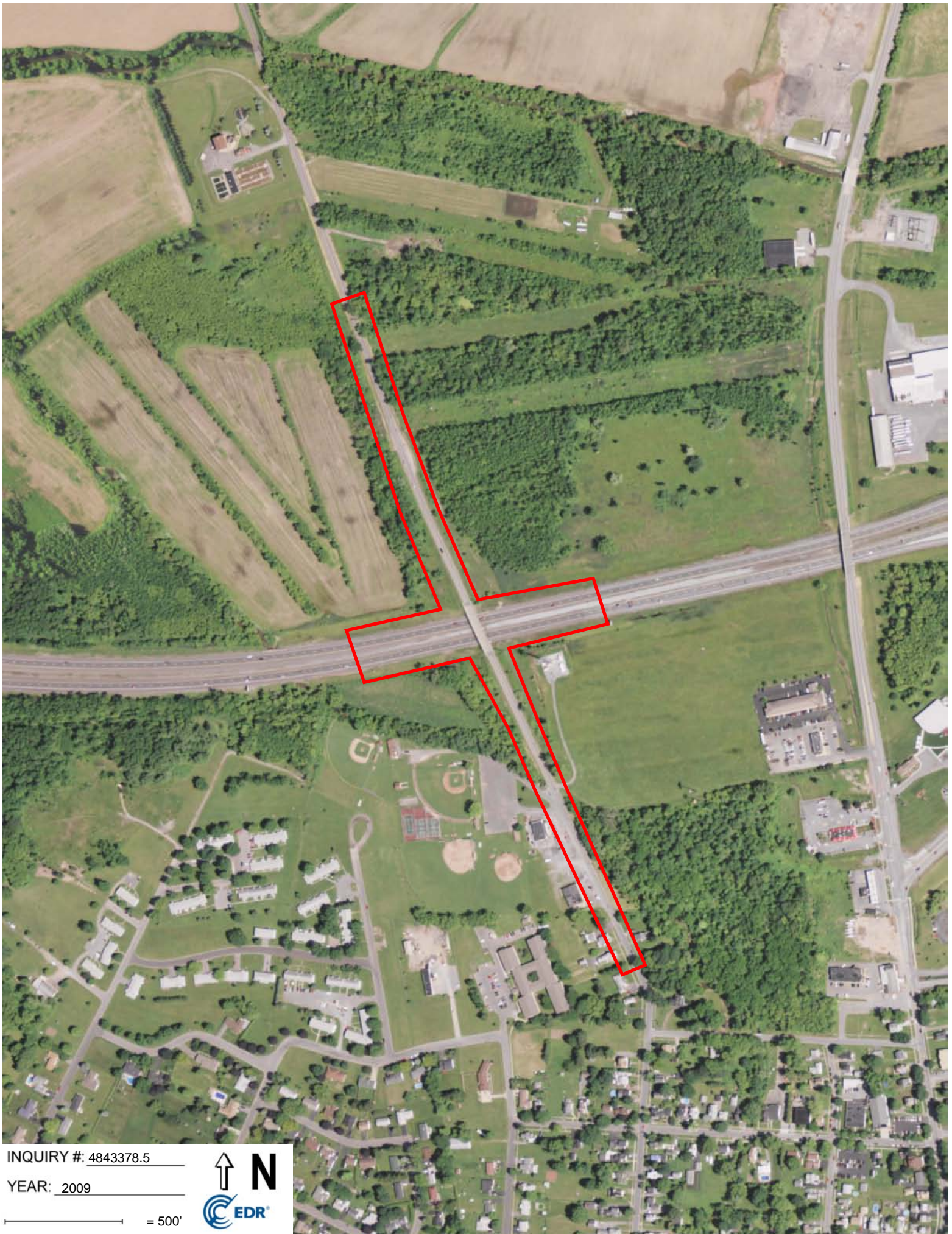
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YEAR: 2011

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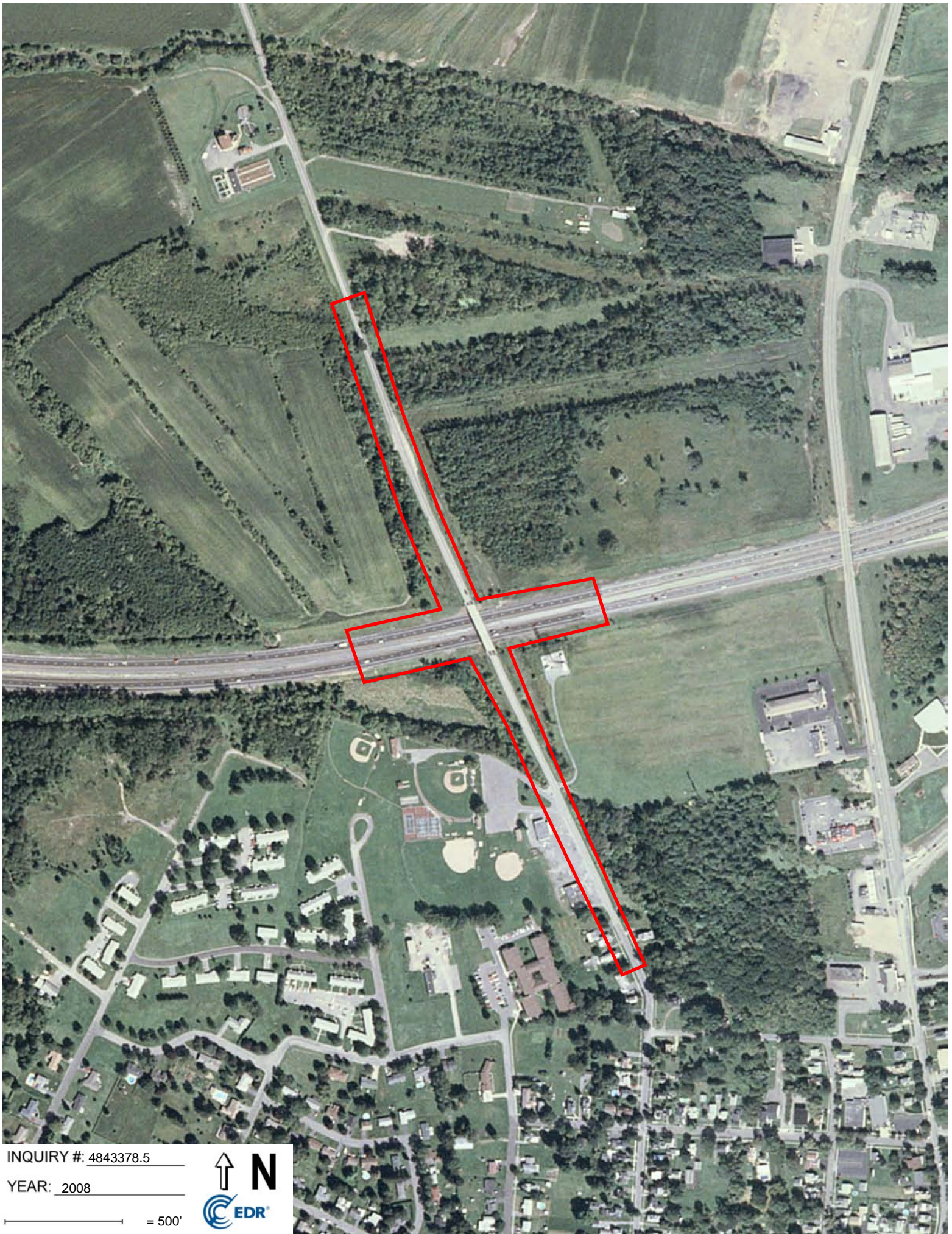
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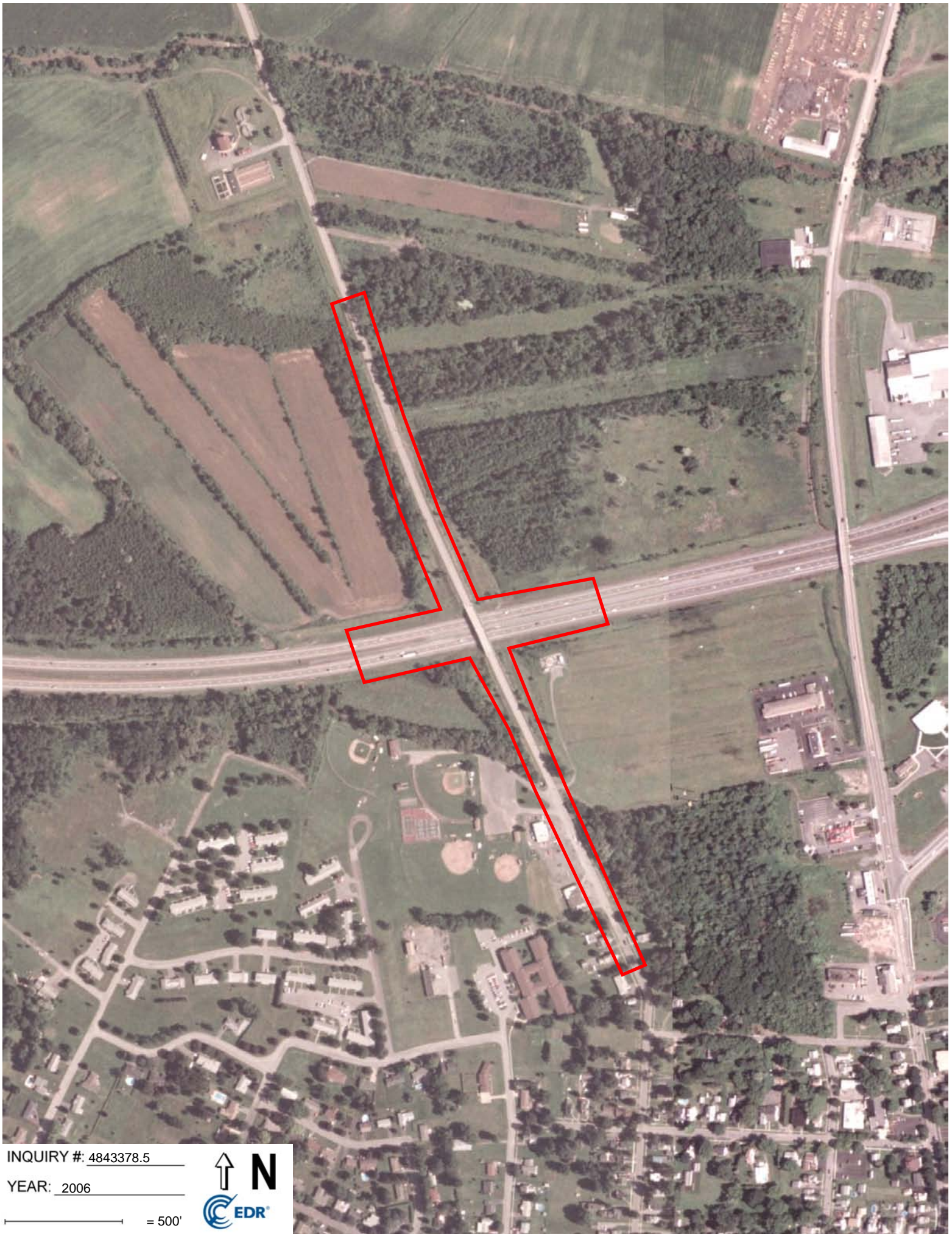
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YEAR: 2008

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YEAR: 1994

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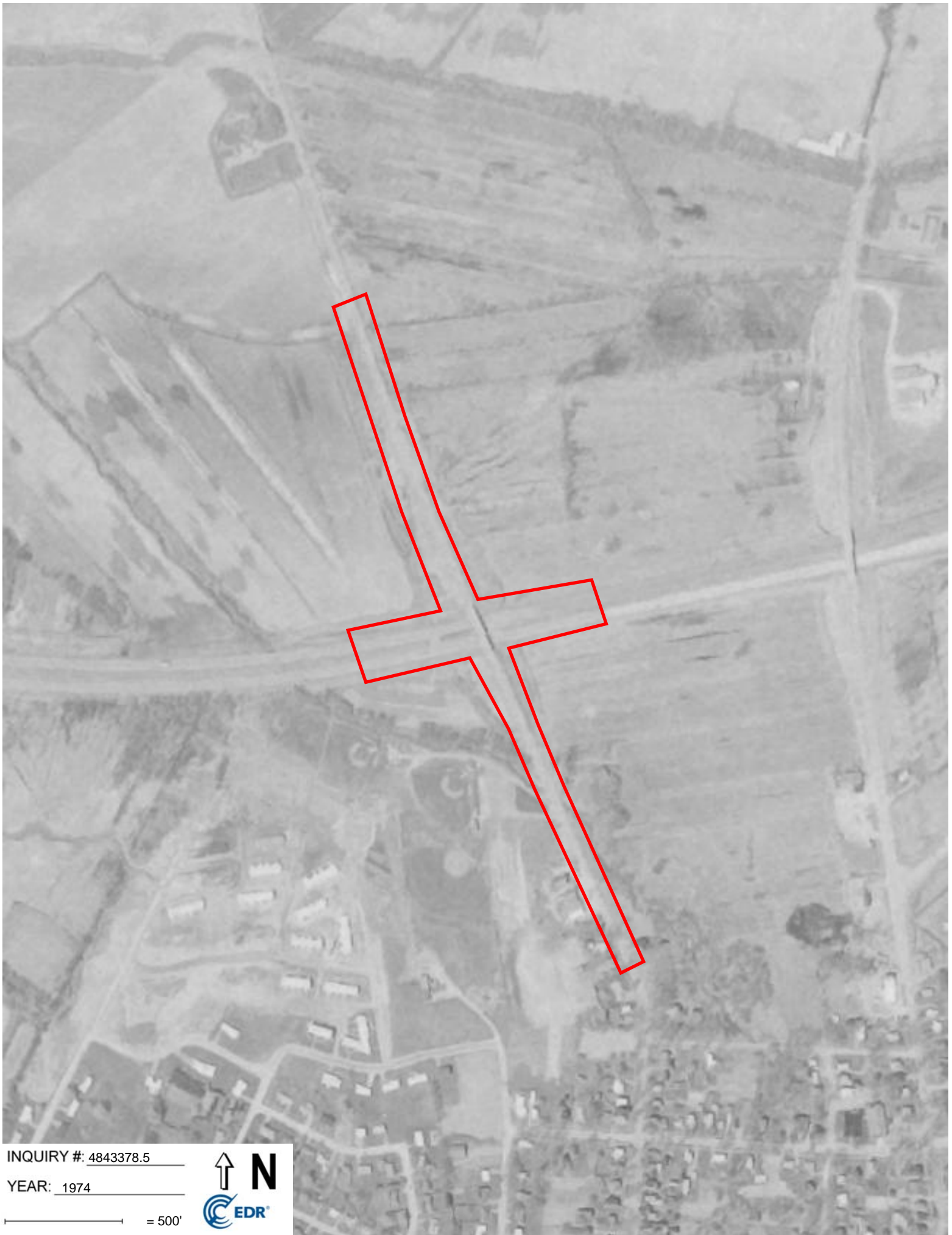
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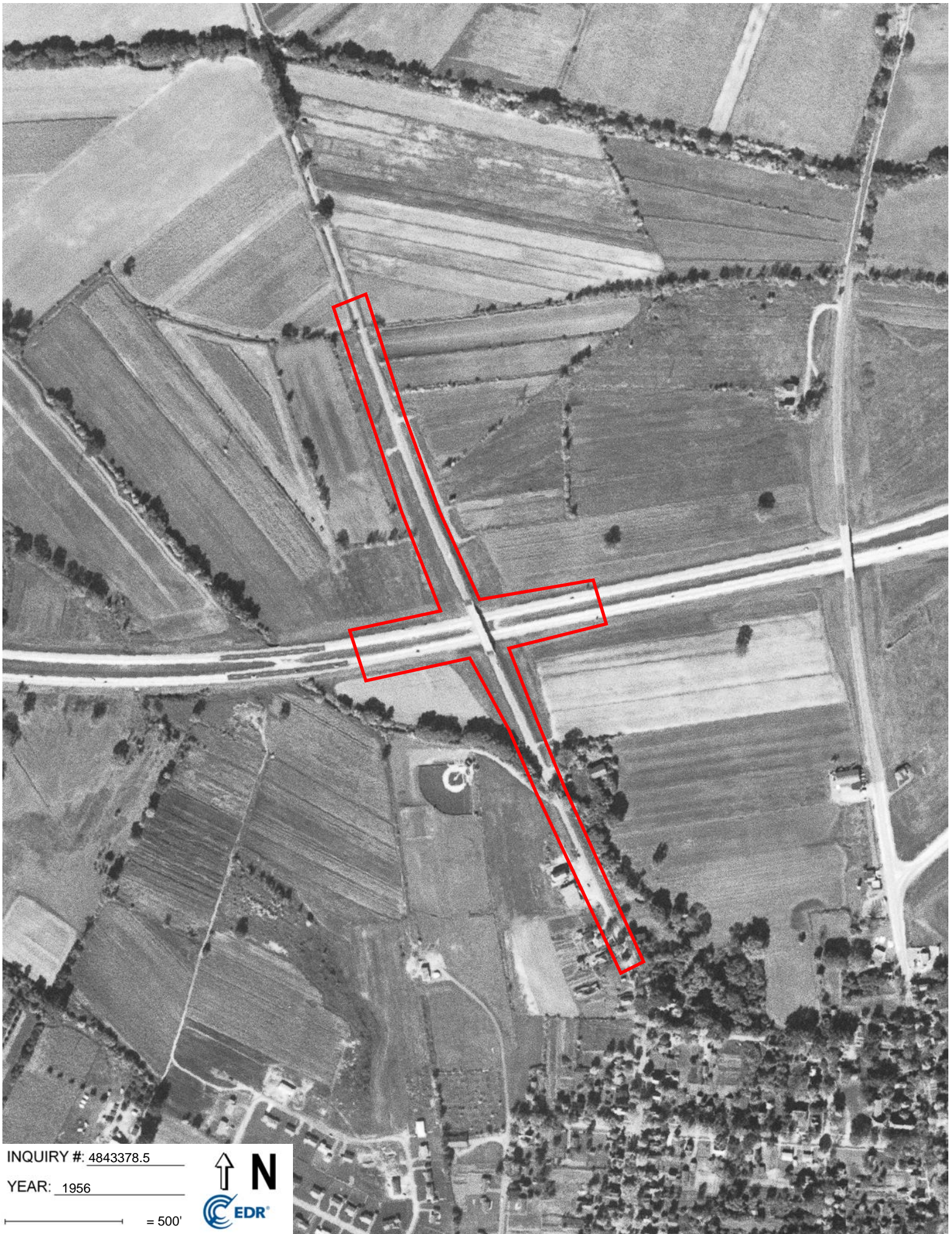
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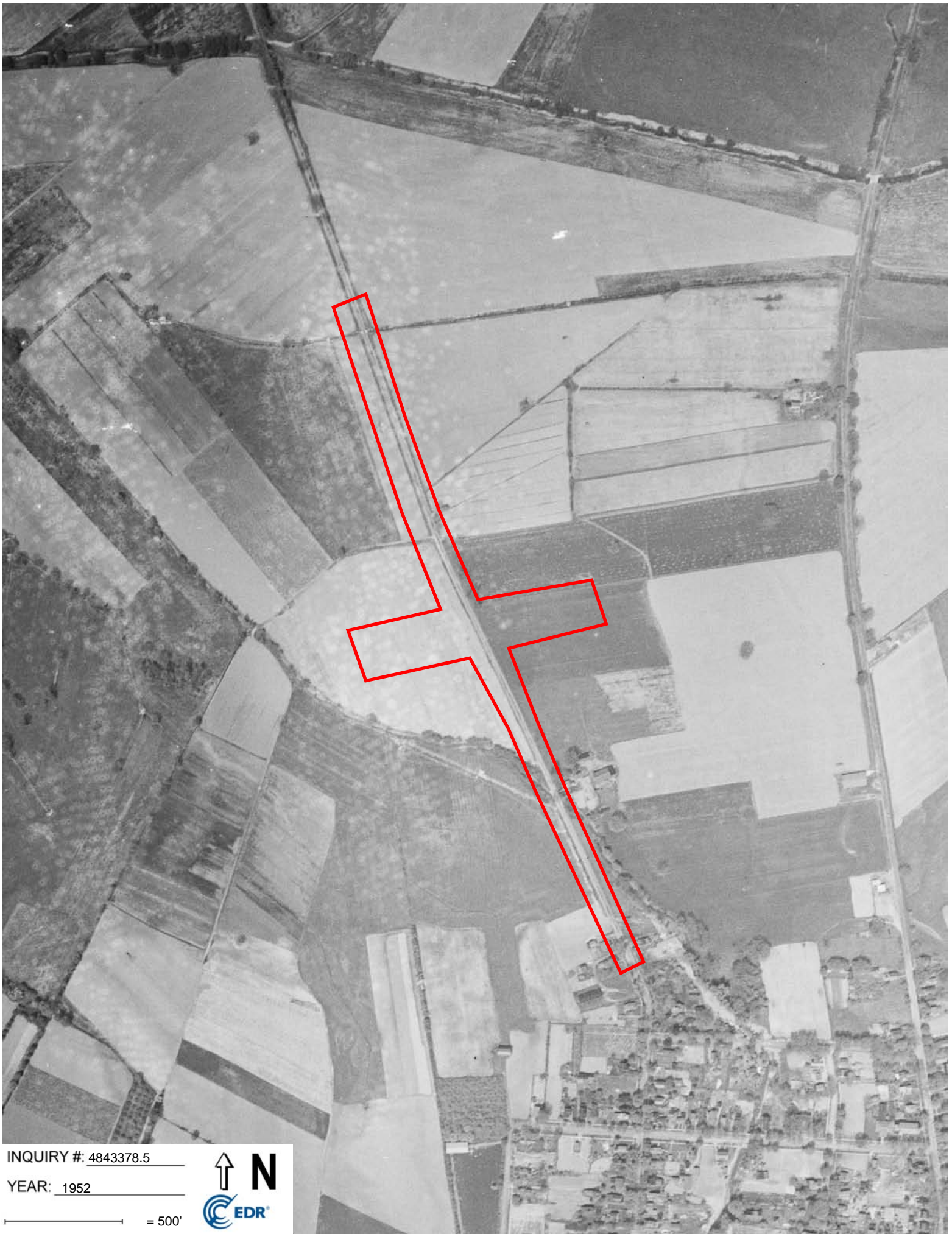
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YEAR: 1956

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INQUIRY #: 4843378.5

YEAR: 1952

— = 500'





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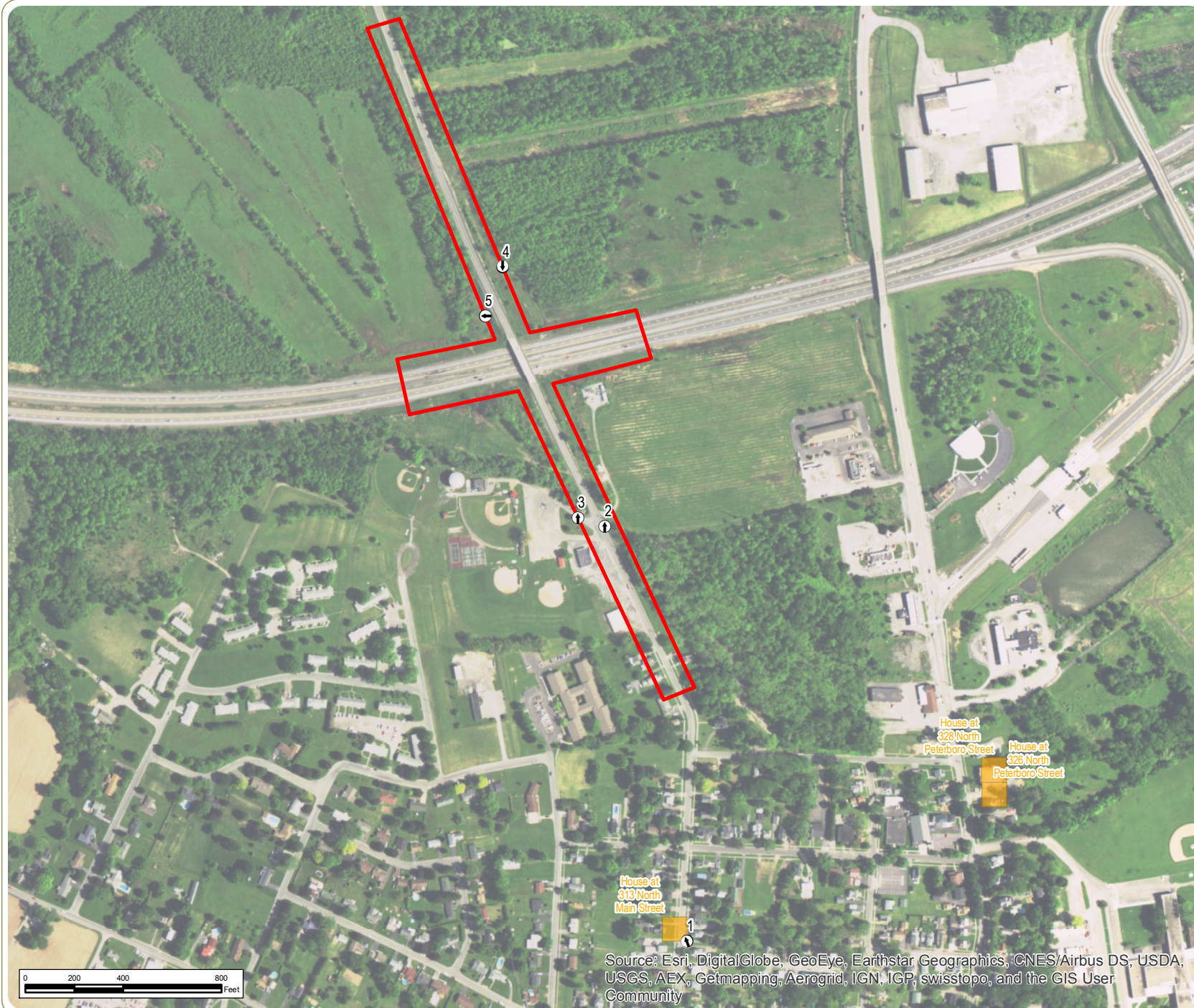
YEAR: 1941

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**Attachment D:**  
**Photograph Locations**








## Replacement of Syracuse Division Bridges

**MP 262.01:  
North Main Street  
(BIN 5512790)**

Town of Canastota, Madison County  
New York

### Attachment D: Photograph Locations

February 2017

-  Photograph Location
-  NRHP-Listed Site
-  Area of Potential Effect

**Notes:**  
1. Basemap: ESRI ArcGIS "World Imagery" online map database.  
2. This is a color graphic. Reproduction in grayscale may misrepresent the data.

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

**Attachment E:**  
**Photographs**





**Photo 1**

View of 313 North Main Street (NRHP-Listed Property), located outside of (north of) the APE.



**Photo 2**

View of southern approach to Thruway bridge showing cell tower installation to the east. At intersection of Joe Stagnit Lane and North Main Street, view to the north.

## **Replacement of Syracuse Division Bridges**

**MP 262.01: North Main Street (BIN 5512790)**

Town of Canastota, Madison County, New York

### **Attachment E: Photographs**

Sheet 1 of 3





**Photo 3**

View of southern approach to Thruway bridge showing Canastota Creek to the west. At intersection of Joe Stagnit Lane and North Main Street, view to the north.



**Photo 4**

View of northern approach bridge showing elevated roadway berm relative to adjacent grade on the east side of the road. From North Main Street, view to the south.

## **Replacement of Syracuse Division Bridges**

**MP 262.01: North Main Street (BIN 5512790)**

Town of Canastota, Madison County, New York

### **Attachment E: Photographs**

Sheet 2 of 3





**Photo 5**

View of northern approach bridge showing elevated roadway berm relative to adjacent grade on the west side of the road. From North Main Street, view to the south.

## **Replacement of Syracuse Division Bridges**

**MP 262.01: North Main Street (BIN 5512790)**

Town of Canastota, Madison County, New York

### **Attachment E: Photographs**

Sheet 3 of 3