PUBLIC NOTICE: 2017-2021 TIP Amendment # 44

BRIDGE NY Project Additions – Three (3) New Projects

The Greater Buffalo-Niagara Regional Transportation Council (GBNRTC), the Metropolitan Planning Organization for Erie and Niagara Counties, is proposing to amend the 2017-2021 Transportation Improvement Program (TIP) by adding three (3) new projects.

- **PIN 576293 Porter Center Road over Six Mile Creek (Niagara County)**
  - This is a bridge replacement project
  - The scope involves demolition of all concrete components and replacement with a new structure
  - Total project cost is $1.354M (federal OSB)
  - Construction is scheduled to begin on 4/24/20

- **PIN 576296 Slayton Settlement Road over 18 Mile Creek (Niagara County)**
  - This is a bridge replacement project
  - The replacement bridge will be a 120 ft long steel multi girder
  - Total project cost is $2.289M (federal OSB)
  - Construction is scheduled to begin on 4/24/20

- **PIN 576297 Aurora St over Cayuga Creek (Erie County)**
  - This is a bridge deck replacement project
  - Total project cost is $0.678M (federal OSB)
  - Construction is scheduled to begin on 4/24/20

Federal STP Off-System Bridge funding is being provided from recent BRIDGE awards to the region.

Additional details (including maps) are provided in the attached Initial Proposal Forms (IPP).

Public comments will be received until January 9, 2019. If you have any additional questions or comments please email us at staff@gbnrtc.org, or contact us at the address and telephone number above.

The Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) assures that no person shall on the grounds of race, color, sex, age, disability or national origin, as provided by Title VI of the Unites States Civil Rights Act of 1964 and subsequent legislation, regulations, statutes and orders, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any MPO program or activity.
INITIAL PROJECT PROPOSAL (IPP) FORM

PIN: 5762.93

Name: Porter Center Road
      Over Six Mile Creek
      Bridge Replacement

County: Niagara

Member Agency: Niagara County

IPP Preparation Date: 11/26/2018
PROJECT APPROVAL SHEET

IPP PREPARER: Gregg Mistretta                     DATE: 11/26/2018
PROJECT MANAGER: Chris Reun                      DATE: 12/11/18
RPPM RECOMMENDATION: Ramsey J. Kula              DATE: 12/17/18
LOCAL SPONSOR CONCURRENCE:                        DATE: 12/17/18

2
PIN: 5762.93

PROJECT NAME: Porter Center Road over Six Mile Creek Bridge Replacement

MUNICIPALITY: Town of Porter

COUNTY: Niagara

ROUTE: County Road 57

BIN(s): 3329450

LIMITS: Milepoints (2014 LRS): 5.91

PROJECT LENGTH: .011 Miles CENTERLINE MILES: .011 Miles LANES MILES: .022 Miles

FEDERAL AID SYSTEM: Non-NHS

FUNCTIONAL CLASS: 09 Rural Local Road

Districts: Congressional: 27 Senatorial: 62 Assembly: 144

EXISTING AADT: 457 PERCENT TRUCKS: 5.41

ELEMENT MEASURE/INDICATOR

BIN 3329450 Condition Rating = 5.44
Surface Rating Surface Rating = 4
Accidents X ACC/MVM, Statewide Average= 1.74 ACC/MVM

Bridge/Highway Deficiencies: Concrete slab is in poor condition

Signal Deficiencies: N

Other Pertinent Measure: N

PROBLEM DESCRIPTION: The existing structure consists of a reinforced concrete slab that was originally constructed in 1940, and widened on both sides in 1967. The slab is in poor condition over the original width with spalls and delaminations covering about 50% of the surface. The most severe spalling affects a 6' width near the edge of the original slab. Spalls are up to 3” deep in this area with 10 exposed and heavily corroded longitudinal rebars. There are 3 adjacent bars that are partially debonded near midspan. The 1967 widened slab has thick delaminations which affect a 4’ to 5’ wide strip along the construction joint. Active leakage is evident along the construction joints. Areas adjacent to the construction joints are damp, with rust staining. The structure was issued a Safety Flag in 2014 due to erosion on the roadway side of the guide rail that posed a safety hazard in the event of a vehicle collision with the rail. Due to the advanced deterioration to the concrete slab of the original structure, it is expected that this bridge will be issued a structural flag if not addressed.
PROJECT OBJECTIVE(S): The proposed scope involves demolition of all existing concrete components and replacement with a new structure. The new structure would likely consist of a 3-sided precast concrete arch that maintains the existing roadway profile and cross section. Precast concrete wingwalls will be provided to ensure that the existing ROW is maintained. Issues relating to underground utilities are not anticipated. Standard NYSDOT bridge and transition rails will be provided. A full road closure is anticipated during construction. The roadway is tangent and in good condition, therefore only the minimum roadway construction will be required with overall paving limits of approximately 150 feet.

PROJECT ELEMENT(S) TO BE INVESTIGATED: (For bridge projects, check all that apply)

- Deck/minor Br. Rehab.
- Major Bridge Rehab.
- Highway Resurface
- Appurtenance
- Traffic Control
- Bridge Replace, New Location
- Bridge Replace, Existing Loc.
- Highway Reconstruction
- Large Culvert RH/RP
- Other: Multi-use Trail

PIN: 5762.93

ENVIRONMENTAL RECOMMENDED CLASSIFICATION:

<table>
<thead>
<tr>
<th>PROJETED ENVIRONMENTAL PROCESS:</th>
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<tr>
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| SEQR:                         |
| Exempt                        |
| Type II                       |
| Non-Type II                   |
| EA -or-                       |
| EIS                           |

AIR QUALITY CONFORMITY:  □ Exempt  □ Non-Exempt  ☒ N/A

WORK TYPE: New Construction & Reconstruction

SUB WORK TYPE: Bridge Replacement: Structural

PROJECT PURPOSE: Rehab / Replace

TIP AMENDMENT REQUIRED:  □ No  ☒ Yes  Needed by:

STIP STATUS:  □ On STIP  ☒ Not on STIP
NOTES ON SPECIAL CIRCUMSTANCES: If the bridge is not replaced, it will continue to deteriorate, leading to operational load restrictions and eventual closure of the road. The bridge replacement is necessary to ensure the continued safety of the public.

SPECIAL TECHNICAL ACTIVITIES REQUIRED: Maintenance and Protection of Traffic schemes

PLANNED PUBLIC INVOLVEMENT: There will be no official public involvement.

SCHEDULED QUALIFIERS: ☐ Public Hearing □ Major Permits ☐ 4(f)/106 ☐ Other: Identify ☒ Consultant(s) for: Design CA, CI ☐ No Consultant Needed

PROJECT DELIVERY METHOD: Design – Bid – Build

DESIGN APPROVAL AUTHORITY: Local

PROJECT CATEGORY (COMPLEXITY): Moderate

PIN: 5762.93

<table>
<thead>
<tr>
<th>Project Phase</th>
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<th>Estimated Cost</th>
<th>Fund Source (if known)</th>
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<td>TOTAL</td>
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<td>$1.354M</td>
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BASIS OF ESTIMATE: Average bid costs taken from recent projects in Region 5

PROGRAM DISPOSITION: Scheduled for letting in SFY 20/21 under Bridge NY Program

FUND MATCH: 95 % Federal 0 % State 5 % Local (Niagara County)

STATEWIDE SIGNIFICANCE: ☑ No ☐ Yes
PLEASE COMPLETE MPO SPECIFIC INFORMATION ON THE NEXT PAGE
MPO SPECIFIC INFORMATION

(Please refer to guidance document for examples and maps)

HOW DOES THE PROJECT SATISFY 2040 LONG RANGE PLANNING GOALS?
Achieve and maintain adequate bridge conditions based on functional class

DESCRIBE PROJECT RELATIONSHIP TO DEFINED PERFORMANCE MEASURES:
The existing bridge is below DOT standards this work will meet the state requirements.

IS THE PROJECT ON A TRANSIT ROUTE?  ☒No     ☐Yes
- IF YES, PLEASE IDENTIFY ROUTES:

ARE BICYCLE/PEDESTRIAN AMMENITIES INCLUDED IN PROJECT?  ☒No     ☐Yes
- IF YES, PLEASE EXPLAIN:

DOES THE PROJECT ADDRESS ANY SAFETY CONCERNS?  ☐No     ☒Yes
- IF YES, PLEASE EXPLAIN: The existing bridge is below DOT standards

WILL THE PROJECT RETAIN/ATTRACT BUSINESSES?  ☒No     ☐Yes
- IF YES, PLEASE EXPLAIN:

IS PROJECT LOCATED IN AN ENVIRONMETAL JUSTICE (EJ) AREA of Concern?
(See EJ Map in Guidance section)  ☒No     ☐Yes

MPO Required Attachments:
- Location map showing geographic area(s) of project
- Cover letter briefly summarizing proposal
INITIAL PROJECT PROPOSAL (IPP) FORM

PIN: 5762.96
Name: Slayton Settlement Road over Eighteen Mile Creek Bridge Replacement
County: Niagara
Member Agency: Niagara County

IPP Preparation Date: 11/26/2018

GBNRTC
Greater Buffalo Niagara Regional Transportation Council

U.S. Department of Transportation
Federal Highway Administration
PIN: 5762.96

PROJECT NAME: Slayton Settlement Road over Eighteen Mile Creek Bridge Replacement

MUNICIPALITY: Town of Royalton

COUNTY: Niagara

ROUTE: County Road 7

BIN(s): 3329570

LIMITS: Milepoints (2014 LRS): 5.6

PROJECT LENGTH: .007 Miles CENTERLINE MILES: .007 Miles LANES MILES: .014 Miles

FEDERAL AID SYSTEM: Non-NHS

FUNCTIONAL CLASS: 08 Rural Minor Collector

Districts: Congressional: 27

Senatorial: 62 Assembly: 144

EXISTING AADT: 1,061

PERCENT TRUCKS: 4.96

ELEMENT

BIN 3329570

Surface Rating

Accidents

Bridge/Highway Deficiencies: Corrugated Steel arch has serious structural concerns

Signal Deficiencies: N

Other Pertinent Measure: N

MEASURE/INDICATOR

Condition Rating = 3.0

Surface Rating

X ACC/MVM, Statewide Average= 1.74 ACC/MVM

PROBLEM DESCRIPTION: The 25 ft. Corrugated steel multi-plate circular arch has several serious structural concerns.

The lower 12" to 15" of the corrugated plates are severely corroded, up to 75% on the end side plate and 40% of the begin side plate. This corrosion has been continually getting worse since first documented in 2005 inspection. In this 12 year time frame, the arch's section loss has steadily increased from 12-45% (2005) to 25-71% (2017) as documented in the attached inspection reports. Several locations along the end side have recently developed rust perforations and the steel is easily distorted by hammer blows. The arch thickness is 1 gauge (0.283") and there is a 30 ft. length of the arch having >50% loss, with at least 25% loss affecting its full length, making the arch structure vulnerable to failure.

The arch is skew-cut at 45 degrees with no bevel. The right side is badly distorted with the begin-right corner shoved back (the wrong way) into the fill, noticeably affecting its circular arch shape. The bridge seats are severely spalled on the right side of both walls & significantly reduce support of the arch's steel receiving channel, requiring repairs.
PROJECT OBJECTIVE(S): The corrugated steel culvert is so corroded, it is beyond repair. Lining the culvert is not practical due to significantly reducing the clear span, which is now only 24 feet & would be reduced to 20 or 21 ft., if new benchwalls were added, thus further constricting the channel another 12-15%, whereas the existing channel is over 30 feet at low flow.

A Conspan type structure is not practical because of the 45 degree skew which would require the Conspan units to be extended out past the embankment, resulting in about 135 ft. overall culvert length. Due to a 26 ft.+#- elevation differential a Conspan type structure would require high pedestal walls, very large headwalls and high wingwalls.

A bridge type structure is more appropriate & cost effective for this site. The replacement bridge will be a 120 ft. long steel multi-girder. The skew will be reduced to 35 deg., such that pile-supported integral abutments are more practical at that skew. The out-out width would be 37.3 ft. to accommodate the existing roadway section of 11 ft. lanes & 6 ft. wide shoulders. No change in profile is required and no change in alignment is warranted. Approach slabs will be 20 ft, but otherwise, there will be minimal full-depth reconstruction and the overall project limits will be less than 300 feet.

PROJECT ELEMENT(S) TO BE INVESTIGATED: (For bridge projects, check all that apply)

- Deck/minor Br. Rehab.
- Major Bridge Rehab.
- Highway Resurface
- Appurtenance
- Traffic Control
- Bridge Replace. New Location
- Bridge Replace. Existing Loc.
- Highway Reconstruction
- Large Culvert RH/RP
- Other: Multi-use Trail

PIN: 5762.96

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AIR QUALITY CONFORMITY: □ Exempt □ Non-Exempt □ N/A

WORK TYPE: New Construction & Reconstruction

SUB WORK TYPE: Bridge Replacement: Structural

PROJECT PURPOSE: Rehab / Replace
TIP AMENDMENT REQUIRED:  □ No     ☑ Yes     Needed by:

STIP STATUS:         □ On STIP     ☑ Not on STIP

NOTES ON SPECIAL CIRCUMSTANCES: If the bridge is not replaced, it will continue to deteriorate, leading to operational load restrictions and eventual closure of the road. The bridge replacement is necessary to ensure the continued safety of the public.

SPECIAL TECHNICAL ACTIVITIES REQUIRED: Maintenance and Protection of Traffic schemes

PLANNED PUBLIC INVOLVEMENT: There will be no official public involvement.

SCHEDULED QUALIFIERS:  □ Public Hearing  □ Other: Identify
□ Major Permits  □ 4(f)/106
□ Consultant(s) for: Design CA, CI  □ No Consultant Needed

PROJECT DELIVERY METHOD: Design – Bid – Build

DESIGN APPROVAL AUTHORITY: Local

PROJECT CATEGORY (COMPLEXITY): Moderate

PIN: 5762.96

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BASIS OF ESTIMATE: Average bid costs taken from recent projects in Region 5

PROGRAM DISPOSITION: Scheduled for letting in SFY 20/21 under Bridge NY Program

FUND MATCH: 95 % Federal    0 % State    5 % Local (Niagara County)

STATEWIDE SIGNIFICANCE: □ No     ☑ Yes
PLEASE COMPLETE MPO SPECIFIC INFORMATION ON THE NEXT PAGE
MPO SPECIFIC INFORMATION

(Please refer to guidance document for examples and maps)

HOW DOES THE PROJECT SATISFY 2040 LONG RANGE PLANNING GOALS?
Achieve and maintain adequate bridge conditions based on functional class

DESCRIBE PROJECT RELATIONSHIP TO DEFINED PERFORMANCE MEASURES:
The existing bridge is below DOT standards this work will meet the state requirements.

IS THE PROJECT ON A TRANSIT ROUTE?  ☒ No  □ Yes

- IF YES, PLEASE IDENTIFY ROUTES:

ARE BICYCLE/PEDESTRIAN AMENITIES INCLUDED IN PROJECT?  ☒ No  □ Yes

- IF YES, PLEASE EXPLAIN:

DOES THE PROJECT ADDRESS ANY SAFETY CONCERNS?  □ No  ☒ Yes

- IF YES, PLEASE EXPLAIN: The existing bridge is below DOT standards

WILL THE PROJECT RETAIN/ATTRACT BUSINESSES?  ☒ No  □ Yes

- IF YES, PLEASE EXPLAIN:

IS PROJECT LOCATED IN AN ENVIRONMENTAL JUSTICE (EJ) AREA of Concern?
(See EJ Map in Guidance section)  ☒ No  □ Yes

MPO Required Attachments:

- Location map showing geographic area(s) of project
- Cover letter briefly summarizing proposal
INITIAL PROJECT PROPOSAL (IPP) FORM

PIN: 5762.97

Name:
Aurora St. over Cayuga Creek Bridge Rehabilitation

County:
Erie

Member Agency:
Erie County

IPP Preparation Date: 12/13/18

GBNRTC
Greater Buffalo Niagara Regional Transportation Council

U.S. Department of Transportation
Federal Highway Administration
PROJECT APPROVAL SHEET

IPP PREPARER: Edward Schiller, PE
DATE: 12/12/2018

PROJECT MANAGER: Chris Reun
DATE: 12/13/18

RPPM RECOMMENDATION: Patricia F. Kole
DATE: 12/17/18

LOCAL SPONSOR CONCURRENCE: William C. Okawa
DATE: 12/17/18
PIN: 5762.97

PROJECT NAME: Aurora St. over Cayuga Creek Bridge Rehabilitation

MUNICIPALITY: Village of Lancaster

COUNTY: Erie

ROUTE: BIN(s): 3213250

LIMITS: Milepoints (2014 LRS):

PROJECT LENGTH: CENTERLINE MILES: LANE MILES:

FEDERAL AID SYSTEM: Non-NHS FUNCTIONAL CLASS: 19 Urban Local Road

Districts: Congressional: 27 Senatorial: 59 Assembly: 143

EXISTING AADT: 7010 PERCENT TRUCKS: 1.36

ELEMENT MEASURE/INDICATOR
BIN 3213250
Surface Rating Condition Rating = 5 Sufficiency Rating =
Accidents Surface Rating =
Bridge/Highway Deficiencies X ACC/MVM, Statewide Average= 1.74 ACC/MVM
Concrete deck, joint systems and bearing assemblies in need of rehabilitation.
Signal Deficiencies N
Other Pertinent Measure N

PROBLEM DESCRIPTION: The existing bridge consists of a 10” concrete deck and joint systems as well as steel bearings built in 1982. The underside of the deck is currently experiencing significant transverse cracking with moderate efflorescence. There are also several hollow areas with rust staining present. This situation will lead to significant spalling of the underside of the concrete deck within the near future. Both the begin and end joints are currently deteriorated such that pitting has exposed the flexible fill joint material. There is active leaking through the joint system which will lead to deterioration of the bridge abutments should this condition not be corrected. The expansion bearings are currently deteriorated such that active corrosion is restricting thermal movement. The bearings have several anchor bolts that have broken off and are missing. It is important that these situations be resolved now as it will improve the life span of the substructure elements.
PROJECT OBJECTIVE(S) This deck replacement project will begin with full closure of the bridge and the designation of an off-site detour route around the closure. The off-site detour route is relatively short, and the roadways of that detour can accommodate the additional volume and type of vehicles using the detour. The bridge deck removal operation will be started once the detour is in place. The existing bridge deck is in composite action and it is assumed that shear studs on the girders will be damaged in the deck removal process. Damaged studs will be removed and ground off as necessary and new studs will be installed. With the deck removed, the entire steel superstructure will be raised in a jacking operation so that pedestals can be reconstructed, and new bearings installed. Once the superstructure is set in its final profile, stay-in-place deck forms will be installed between the girders, deck reinforcing will be laid out, new deck joint systems fixed in the forms and new concrete deck placed. Repairs to the substructures will be completed as the deck placement operation is underway. New bridge rail to guide rail transitions meeting current standards will be installed on the approaches, minor approach roadway transitions will be completed, and the bridge re-opened to traffic. There are no utilities that cross the bridge. Traffic will be detoured onto Central Ave during construction. This will result in approximately 1/8 mile additional travel from either the north or south approach.

PROJECT ELEMENT(S) TO BE INVESTIGATED: (For bridge projects, check all that apply)

- [ ] Major Bridge Rehab.
- [ ] Highway Resurface
- [ ] Appurtenance
- [ ] Traffic Control
- [ ] Bridge Replace. New Location
- [ ] Bridge Replace. Existing Loc.
- [ ] Highway Reconstruction
- [ ] Large Culvert RH/RP
- [ ] Other: Multi-use Trail

PIN: 5762.97

ENVIRONMENTAL RECOMMENDED CLASSIFICATION:

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<td>Type II</td>
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AIR QUALITY CONFORMITY: [ ] Exempt [ ] Non-Exempt [x] N/A

WORK TYPE: Rehabilitation

SUB WORK TYPE: Bridge Deck Replacement

PROJECT PURPOSE: Rehab/Replace
TIP AMENDMENT REQUIRED: ☑ No ☐ Yes  Needed by:

STIP STATUS:  ☐ On STIP ☑ Not on STIP

NOTES ON SPECIAL CIRCUMSTANCES: The advanced state of deterioration will lead to significant spalling of the underside of the concrete deck in the future.

SPECIAL TECHNICAL ACTIVITIES REQUIRED: Maintenance and Protection of Traffic schemes

PLANNED PUBLIC INVOLVEMENT: None anticipated

SCHEDULED QUALIFIERS: ☑ Public Hearing ☑ 4(f)/106 ☐ Major Permits ☐ Other: Identify
☒ Consultant(s) for: Design, CA, CI ☐ No Consultant Needed

PROJECT DELIVERY METHOD: Design – Bid- Build

DESIGN APPROVAL AUTHORITY: Local

PROJECT CATEGORY (COMPLEXITY): Moderate

PIN: 5762.97

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BASIS OF COST ESTIMATE: Average bid costs taken from recent projects

PROGRAM DISPOSITION: Scheduled for letting in SFY 20/21 under Bridge NY Program

FUND MATCH: 95 % Federal 0 % State 5 % Local (Town of Lancaster)

STATEWIDE SIGNIFICANCE: ☑ No ☐ Yes
PIN 576297
Aurora Street/Cayuga Creek
BIN 3213250
Village of Lancaster
Erie County
PLEASE COMPLETE MPO SPECIFIC INFORMATION ON THE NEXT PAGE
MPO SPECIFIC INFORMATION

(Please refer to guidance document for examples and maps)

HOW DOES THE PROJECT SATISFY 2040 LONG RANGE PLANNING GOALS?
Improve and Maintain bridge condition based on functional class

DESCRIBE PROJECT RELATIONSHIP TO DEFINED PERFORMANCE MEASURES:
Below DOT standards. Improvements will meet standards.

IS THE PROJECT ON A TRANSIT ROUTE?  X No  □Yes
- IF YES, PLEASE IDENTIFY ROUTES:

ARE BICYCLE/PEDESTRIAN AMENITIES INCLUDED IN PROJECT?  □ No  X Yes
- IF YES, PLEASE EXPLAIN: Sidewalks

DOES THE PROJECT ADDRESS ANY SAFETY CONCERNS?  □ No  X Yes
- IF YES, PLEASE EXPLAIN: Bridge currently below standards

WILL THE PROJECT RETAIN/ATTRACT BUSINESSES?  X No  □Yes
- IF YES, PLEASE EXPLAIN:

IS PROJECT LOCATED IN AN ENVIRONMENTAL JUSTICE (EJ) AREA of Concern?
(See EJ Map in Guidance section)  X No  □Yes

MPO Required Attachments:
- Location map showing geographic area(s) of project
- Cover letter briefly summarizing proposal