

## **PATROON ISLAND BRIDGE: A491/R268**

**Post 2014 funding:**     \$54.2 M Construction (NHS)  
                              \$57.802 M Construction (IM)  
                              \$90.318 M Construction (HBRR)

### **History:**

- First programmed in the 2007-2012 TIP for construction in the fifth year.
- Hudson River Crossings Study was completed in February 2008. Study recommendations noted that the bridge does not need to be widened, ramp metering should be investigated on nearby exits and the future needs of transit, bicycles and pedestrians should be considered.
- As part of the 2009-2014 TIP Update, the project was moved to the post period per NYSDOT's request.
- The bridge contains much vulnerability (19 red flags, 12 yellow flags and three safety flags in the 2008 inspection cycle) and there is a finite window within which to address the structure's most critical issues.
- Project A507 (Patroon Island Bridge Repairs) was programmed in March 2009 with implementation beginning in December 2009. This project involves fixing the cracks in the floor beams of the bridge, for a total of \$3.0 M. The purpose is to extend the life of the bridge.
- The structure requires yearly inspections and continual demand repairs, primarily to arrest or correct superstructure steel cracking. NYSDOT Region 1 believes the project can no longer be delayed based on safety assurance and its scale warrants special consideration for financing.

### **Status:**

- The project is now in the scoping phase. The Consultant has submitted a Decision Paper that essentially describes how selection of a rehabilitation alternative will meet the project objectives. If the recommendations of the decision paper are adopted by the Department the scoping process will be closed. The rehabilitation is still planned for 2015 at a currently estimated cost of \$100 plus million.
- The design consultant is developing three major alternatives, two for major rehabilitation and one as a full replacement. Within those, a staged construction scheme is anticipated stretching over several years and possibly two or more projects.
- In order to program this massive project NYSDOT must utilize a combination of Interstate Maintenance, HBRR and NHS funds; however, the possibility exists to seek discretionary funding to offset part of the cost, but obtaining discretionary bridge funds or statewide significant status has proven elusive for large structure projects in Region One.