

**NYSDOT BIN 4001970**

**Route 5&20 over Seneca River**

**Towns of Montezuma and Tyre**

**Seneca and Cayuga Counties**

**Bridge Offer**



The New York State Department of Transportation (NYSDOT) is seeking parties interested in taking ownership of the “Menard Memorial Bridge” in the Towns of Montezuma and Tyre, Seneca and Cayuga Counties. This bridge was originally constructed in 1932 and carries Route NY 5 & US 20 over the Cayuga & Seneca Canal. This BIN is a contributing structure within the National Historic Landmark New York State Barge Canal Historic District. The current owner, NYSDOT, in consultation with the Federal Highway Administration (FHWA) and the State Historic Preservation Office (SHPO) determined the bridge is eligible for listing in the National Register of Historic Places (NRHP).

BIN 4001970 is a structurally deficient bridge with advanced deterioration noted to critical components of the structure. The bridge’s span arrangement is comprised of three simple spans; 90’-0”, 125” and 90’-0” (centerline of bearings-to-centerline of bearings). The bridge carries two (2) 12’-0” travel lanes, two (2) 8’-0” shoulders and one (1) 5’+/- sidewalk on the north side, cantilevered outboard of the thru-girders and truss. The original steel comprising the bridge superstructures is assumed to be A7 steel based on the age of the structure.

**Approach Spans.** The superstructure framing is comprised of two (2) built-up, riveted steel thru-girders supporting built-up, riveted steel floorbeams and rolled beam stringers. The thru-girders are considered to be Fracture Critical and Non-Redundant. The floorbeam spacing is approximately 18’-0” and they are also considered to be Fracture Critical as their spacing exceeds 12 ft. The stringers were originally spaced at 6’-3” on center, except at bridge deck centerline. Under Contract RC 69-91, an additional stringer line was installed along the centerline in spans 1 & 3. The stringers and floorbeams are non-composite with an 8” structural deck slab with 1.75” Latex Modified concrete overlay, installed in 1990 under Contract D500797.

**Truss Span.** The superstructure framing is comprised of two (2) built-up, riveted steel thru-trusses (Type: Curved Chord Through Warren Truss with Alternating Verticals) supporting built-up, riveted steel interior floorbeams, fabricated steel plate end floorbeams and rolled beam stringers. The trusses are

considered to be Fracture Critical and Non-Redundant. The floorbeam spacing is 15'-7 1/2" and they are also considered to be Fracture Critical as their spacing exceeds 12 ft. The stringers are spaced at 6'-8" on center. The stringers and floorbeams are non-composite with an 8" inch structural deck slab with 1.75" Latex Modified concrete overlay, installed in 1990 under Contract D500797. The minimum vertical clearance from the top of the bridge deck to the bottom of the top sway bracing is 14'-7" feet located at the bridge centerline.

Bridge removal cost is estimated at approximately \$560,000 (including 25% contingency). This estimated cost excludes the removal of the lead-based paint from the steel structure in accordance with the US Environmental Protection Agency's requirements. In lieu of removing the lead-based paint a quid pro quo agreement to accept liability for the lead-based paint may be acceptable. The bridge foundations or piers would be removed separately by the new bridge contractor.

Interested parties are required to meet certain conditions, which include:

- Provide a comprehensive written plan for the preservation and future use of the bridge, including any desired modifications, and the estimated cost of rehabilitation. It is preferred that the new owner be able to use the entire superstructure, or at least one superstructure span, of the truss bridge.
- Maintain the structure and the features that give it historic significance according to prescribed standards.
- Assume all future legal and financial responsibility for the structure, including "hold harmless" agreements to the New York State Department of Transportation (NYSDOT) and to the Federal Highway Administration (FHWA). Post a performance bond.
- Provide proof of ability to assume the financial and administrative responsibilities of bridge ownership throughout its existence.

Agencies, jurisdictions, organizations or private owners interested in obtaining ownership of the bridge for aesthetic, historic, recreation or other uses should contact Erin Cole at (315) 428-4739 or email at Erin.Cole@dot.ny.gov. This contact must be received no later than close of business on January 31, 2024. Funding to assist with relocation or rehabilitation may be provided up to the estimated cost of bridge demolition. If an interested party secures its own federal funding, it is noted that any bridge preserved with federal funding shall thereafter not be eligible for any other highway funds pursuant to Public Law 100-17, Section 123(f) (Historic Bridges).