Project Name: NY 431: Whiteface Mountain Veterans Memorial Highway, Essex County, Region 1
PIN: 1055.02

Project Description: This is a major pavement rehabilitation project with 25% of the roadway length being fully reconstructed (2 miles out of 8). The remaining length will be milled and overlaid or recycled and overlaid. Cross culvert conditions will be addressed as necessary by lining or replacing. Signs and pavement markings will be replaced and brought up to standards.

Sustainability and Environmental Highlights:

In recognition of National Register status and Forest Preserve location -
- The roadway will be restored to the historical typical section width including 10’ travel lanes and 2’ paved shoulders.
- Ditches will be restored to original cross section (1 ½ side slopes, +/- 2’ depth, 1’ bottom width).
- All nonstandard features will be retained, including the quarry stone barrier stones.
- Stone walls require no major work but will be fully restored cosmetically.
- All stone used on the project must match the visual appearance of Whiteface anorthosite.
- Historic signs will be replaced and/or recreated.

In recognition of the unique alpine environment -
- The Wildlife Conservation Society (WCS) will be hired to monitor the project for the presence of the Bicknell’s Thrush, a NYS species of special concern. Construction activities will be minimized if found to be disturbing this bird.
- The New York Natural Heritage Program (NYNHP) will be hired to monitor the project for the presence of 7 state threatened or endangered plants. The project was designed to avoid most know locations of these plants. The contractor will also coordinate with NYNHP to allow them time to remove and relocate Alpine Goldenrod that may be affected.
- Ultraviolet light curing will be used for cured in place pipe lining. This is the first NYSDOT project to utilize this technology.

In recognition of the importance of the toll road facility to the local economy –
- The Best Value contracting process was used to limit the overall duration of construction and maximize the number of days the toll road is open to the public during construction.
- The existing 2” cast iron main supplying drinking water to the castle will be replaced with a 3” steel / HDPE line.
- The project includes the installation of a new castle septic system.
- New picnic tables, benches, trash receptacles and bicycle racks will be provided for the scenic overlooks and summit.
Project Name: NY 40 Bridge Replacement over the Hoosic River, Rensselaer County, Region 1
PIN: 1335.18

Project Description:
This project replaces a 6 span deck/girder truss bridge with a 3 span curved multi-girder structure on a shifted alignment to avoid a lengthy and costly 13 mile off-site detour. Partnering with Village of Schaghticoke officials led to incorporating “Complete Street” concepts including improved accommodations for pedestrians and bicyclists.

Sustainability and Environmental Highlights:
- The Department recognized the previously prepared Schaghticoke Route 40 corridor study and incorporated recommendations in the Village design. Pedestrian and bicycle accommodations were improved throughout the Village setting. In partnering with the local MPO and the municipality, it was agreed to include this work as part of the highway safety improvements and in the spirit of “Complete Streets”.
- Design of the structure was optimized to reduce the number of piers, spans and girders which lowers bridge construction, inspection and maintenance costs. The design facilitated an aggressive construction to have the 710 foot long bridge completed in one construction season.
- Design also reduces the impact to the Hoosic River crossing by having a reduced number of piers in the river bed and avoids important historical and archeological resources.
- The Regional Design Team worked with the Federal Energy Regulatory Commission to assure that the project met with future Brookfield Powers Dam hydroelectric facilities plans.
- The addition of a closed drainage system with sedimentation vaults will aid in the collection and treatment of storm water.
- Staged construction and a shifted adjacent alignment for the new bridge avoided impacts to the Village business community, the Great Schaghticoke Fair and established trucking routes in the region.
- The realignment of the Main Street and School Street intersections with Route 40 allowed the design team to add benches, a bicycle rack, and a sidewalk in the adjacent Village Park. The reconfiguration of the intersecting roads and the subsequent additional landscaping where the roadway is currently will enhance pedestrian use at these intersections.
- The Design team worked with the Village and DOT’s Maintenance groups to recycle and reuse existing blue stone curbing, bridge railing, flashing signal and rubblized concrete.
- To limit the footprint of the new structure, and reduce permanent property takings, construction was staged to remove the existing bridge sidewalk to allow the new structure to be built closer to the original alignment.
- The Design Team worked with Village officials to specify lighting and railing that would fit with the Village setting and plan. The Village entered into lighting ownership and energizing agreements.
- Cast iron detectable warning units and staggered ladder bar crosswalks, also know as “piano style” crosswalks, were used to emphasize pedestrian safety.
Project Name: Beach Road Reconstruction, Phase 2, Warren County, Region 1
PIN: 1759.35

Project Description:
The project includes the reconstruction of the current eastbound travel lanes of Beach Road between Fort George Road and the culvert over East Brook (Snug Harbor). The project will meet the recently completed Warren County Beach Road Reconstruction – Phase 1 project limits, at both ends of the project.

The design proposes that the two eastbound lanes to the south of the NYSDEC Lake George Beach Day Use Area parking lot will be fully reconstructed (removal and replacement of all existing pavement layers) on the existing horizontal alignment with a vertical raise in the profile of 2 to 3 feet. The raise in profile is needed to bring the surface of the roadway out of the ground water and to relieve the pavement infrastructure from constant saturation. Also the eastbound travel lanes will be reconstructed with a porous pavement system to replace the existing impervious roadway. The Phase 2 project impervious area will be reduced by 50% with the introduction of porous asphalt. Since the westbound lanes are currently separated from the eastbound travel lanes by the NYSDEC Lake George Beach Day Use Area parking lot, and are 2 to 3 feet higher in elevation than the existing eastbound lanes and because the westbound lanes are in good condition, they will be utilized during construction to accommodate eastbound and westbound traffic.

Sustainability and Environmental Highlights:
- Project is an integral part of the West Brook Conservation Initiative and master plans for the area, NYSDOT coordinated with NYSDEC and Warren County so the project will support these plans.
- Major goal of this phase is to change the current one-way lower roadway to two–way, allowing the development of the upper roadway under Phase 3 to be converted to a multi-use path.
- Roadway vertical alignments were designed to avoid impacts to the NYSDEC Forest Preserve lands, Million Dollar Beach Native American Archaeological Site (NYSM # 12576) and to minimize impacts to adjacent wetlands.
- Heavy duty porous asphalt will be used in the travel lanes to significantly improve water quality of Lake George and its tributaries, reduce pollutant loadings on the adjacent water bodies, and provide a 50% reduction in impervious area.
- Infiltration swale is proposed in the green space between the roadway and the Million Dollar Beach parking lot.
- Rolled Erosion Control Product (RECP) will be installed to stabilize all exposed earth areas.
- Adjacent to NYSDEC Million Dollar Beach recreational facility, the project will enhance the entrance to their parking lot and access to beach, reduce stormwater on the adjacent site, and is consistent with the 2014 reconstruction of their parking lot.
- Installation of new period/historic appearing light poles, consistent with the Village of Lake George standards.
- Raised roadway profile provides enhanced Lake George views.
- Advanced warning signs for increased safety at the pedestrian mid-block crossing.
- Use of epoxy reflectorized ladder bar crosswalk striping.
Project Name: NY 5/8/12: North South Arterial Viaduct Reconstruction – Phase 2, Oneida County, Region 2
PIN: 2134.41

Project Description:
The North South Arterial (NYS Routes 5, 8 and 12) is a significant, multifaceted priority corridor. This project is the second of a two-phase project to address structural and geometric deficiencies in the 19 span viaduct carrying the arterial in the City of Utica. Also, traffic safety and operational issues at the Routes 5A/5S and at the Court Street intersection are priorities as these have longstanding issues concerning pedestrian and vehicle accident rates; mobility for regional travelers; access for residents and businesses; and Utica’s economic development efforts. Phase 2 involves demolition of the existing viaduct and realignment and widening of the Arterial with the construction of four new bridges and concrete pavement supported on vertical retaining walls. The project also includes construction of a new frontage road and multiuse trail on the west side of the arterial and reconstruction or resurfacing of several City streets.

Sustainability and Environmental Highlights:
These elements demonstrate this project’s unique and exemplary strategy in addressing identified problems to balance economic, social, and environmental considerations within the context of the project’s location:
- Construction of a recreation trail, new sidewalks, and new crosswalks.
- Partnering with the Oneida County Historical Society for interpretive kiosks along the recreational trail.
- Construction of a Single Point Urban Interchange (SPUI) at the intersection of the Arterial with Court Street.
- Design of many canal-themed highlights to showcase the highway corridor’s close following of the former Chenango Canal path.
- Project consistency with The City of Utica Master Plan, the Mohawk Valley Regional Economic Development Council’s strategic plan goals and the Herkimer-Oneida Counties Transportation Study (HOCTS) corridor plan.
- Project scope refined through extensive preliminary engineering, value engineering, peer review, and public involvement; production of a comprehensive Community Impact Assessment (CIA).
- Creation of a project website (www.dot.ny.gov/uticansviaduct), e-mail address (utica-ns-viaduct@dot.state.ny.us), Twitter account (https://twitter.com/NYSDOTUtica) and Facebook page (https://www.facebook.com/utica.north.south.arterial).
- Comprehensive “Constructability Review” with contracting industry partners.
- Establishment of five permanent storm water treatment practices.
- Incorporation of crime prevention strategies through environmental design.
- Use of new lighting with LED fixtures having full cutoffs. Four new high mast lights with LED luminaries will be installed.
- A net tree canopy increase with the planting of two trees for every one tree removed.
- Removal of approximately 11,000 tons of contaminated soil and invasive plant species.
- The Contractor has the option to re-use 3,000 cubic yards of concrete, salvaged from warehouse implosion, as material on the project.
Project Name: **Franklin D. Roosevelt State Park – Green Parking Lot**, Westchester County, Region 8
PIN: 8812.25

**Project Description:**
In February 2013, NYSDOT partnered with the NYS Office of Parks, Recreation and Historic Preservation (OPRHP) to initiate a project to reconstruct an existing seven acre parking lot at the Franklin D. Roosevelt State Park in Yorktown, Westchester County into a “green” parking lot. The project was conceived by NYSDOT regional staff tasked with identifying water quality improvement projects in the East of Hudson watershed, for purposes of fulfilling the Department’s obligations to NYSDEC Municipal Separate Storm Sewer Systems (MS4s) regulatory requirements. NYSDOT and OPRHP quickly realized this was a great opportunity and each leveraged funds and resources necessary to make the project happen quickly; thereby ensuring NYSDOT would meet its watershed regulatory obligations while improving environmentally sensitive lands in a Historic State Park.

**Sustainability and Environmental Highlights:**
NYSDOT’s project goal was to install storm water practices to eliminate 20 lbs of phosphorus from the watershed by 2014; phosphorus is the pollutant of concern in the East of Hudson watershed. OPRHP’s project goal was to replace the existing environmentally insensitive and unattractive parking lot with a new “green” parking lot, while maintaining as much parking as possible.

Together the two agencies worked quickly, prepared final bid documents by June 2013, let the project in late 2013, and scheduled construction to be substantially completed by July 2014.

The reconstructed “green” parking lot’s key environmental elements include:

- Installation of approximately 27,000 square feet of bio-retention basins.
- Reduction of impervious surfaces by 30%.
- Installation of approximately 52,000 square feet of newly landscaped area.
- Improve pedestrian circulation and safety.
- Improve bus parking, loading and unloading.
- Leverage on-going reinvestments in the park’s pool area and educational opportunities through an interpretive sign; and beautify the parking lot area.

---

**FRANKLIN D. ROOSEVELT STATE PARK
“GREEN” PARKING LOT**

The Franklin D. Roosevelt State Park “GREEN” parking lot incorporates several features which lessen the parking area’s impact on the surrounding environment. The planted islands, located between the parking spaces, function as bio-retention basins. These basins capture storm water runoff that contains pollutants such as oils and sediments. The basins allow the storm water to slowly infiltrate into the ground, filtering out the pollutants, before the water eventually enters nearby streams and lakes.