

## **Appendix D5**

### Asbestos-Containing Materials Reports

# Asbestos-Containing Materials Inspection

FOR

**BIN 1022609**  
**Best Street over**  
**Kensington Expressway (Rt. 33)**  
**City of Buffalo,**  
**Erie County, New York**

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PREPARED FOR

**LaBella Associates**  
**300 State St #201**  
**Rochester, NY 14614**

FOR SUBMISSION TO

**New York State Department of Transportation Region 5**  
**100 Seneca Street**  
**Buffalo, NY 14203**

**PIN – 5512.52.123**

**D038277**

**Watts Project No. 20220255**

**August 2023, Revised September 2023**

Submitted by:

**Watts**  
**Architects**  
**&Engineers**

**BUFFALO / SYRACUSE / NEW YORK**

[watts-ae.com](http://watts-ae.com)



# Watts Project Contact and Asbestos Fact Sheet

**Watts Architects & Engineers**

95 Perry Street  
Suite 300  
Buffalo, NY 14203

Andrew Klimek, CHMM, PG  
Project Manager, Env. Dept. Manager  
aklimek@watts-ae.com  
716 206 5120

BUFFALO / SYRACUSE / NEW YORK watts-ae.com



**Name and Address of Building/Structure**

BIN 1022609 - Best Street Bridge over  
Kensington Expressway (NYS Route 33)  
City of Buffalo, Erie County, New York

**Name and Address of Building/Structure Owner**

New York State Department of Transportation  
50 Wolf Road  
Albany, New York 12232

**Name of the Firm & Persons Conducting the Inspection**

Watts Architects & Engineers  
Matthew E. Holquist (NYS DOL Cert #01-08239)  
Robert S. Swick (NYS DOL Cert #20-05731)  
William G. Coyle (NYS DOL Cert #17-39002)

**Date(s) the Inspection Was Conducted**

May 3 & 11, 2023

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## 1.0 / Introduction

Watts Architects & Engineers, D.P.C. (Watts) was retained by New York State Department of Transportation (NYSDOT), in conjunction with LaBella Associates, D.P.C. (LaBella) being the lead Design Engineers for the Kensington Expressway Project (PIN 5512.52), to complete an Asbestos-Containing Materials (ACM) Inspection of the Best Street Bridge over Kensington Expressway (NYS Route 33) (BIN 1022609) as part of the overall larger project, located in the City of Buffalo, Erie County, New York. The overall PIN 5512.52 project includes the covering of the Kensington Expressway between Dodge Street and Sidney Street, with the purpose of re-creating the original Humboldt parkway setting that existed prior to the construction of the expressway, while maintaining the expressway as is, and at its current capacity. The project involves the demolition of five bridge structures and associated adjacent retaining walls throughout the project corridor along the Kensington Expressway. A separate report was prepared for each of the bridge structures throughout the project corridor, which includes:

- BIN 1022610 – Dodge Street Bridge over NYS Route 33
- BIN 1022620 – Northampton Street Bridge over NYS Route 33
- BIN 1022630 – East Utica Street Bridge over NYS Route 33
- BIN 1022640 – East Ferry Street Bridge over NYS Route 33
- BIN 1022609 – Best Street Bridge over NYS Route 33

Since the overall retaining wall system throughout the project corridor isn't specifically associated with a single bridge, the ACM information associated with all of the retaining wall structures throughout the overall project corridor is summarized within each of the bridge reports noted above (the information is redundant). The information and estimated quantities are based upon the project limits at the time of reporting.

See Figure 1 – Project Location Map within **Appendix B – Figures**. The purpose of the bridge inspection was to identify and sample suspect ACM which may require abatement prior to or during demolition of the structure. The inspection was limited to the review of available records and examination of the areas of the bridge that could be accessed from the bridge itself or reached from the ground by use of a ladder from below. The following information summarizes the results of the investigation.

## 2.0 / Inspection Results

The inspection involved the review of available historical record plans and previously completed asbestos inspection reports in an attempt to identify known or suspect ACM and an onsite inspection that fulfilled the NYSDOT methodology of collecting three (3) bulk samples for each identified homogeneous suspect ACM. Watts collected a total of thirty (30) bulk samples to represent the ten (10) identified suspect ACM that are present at the structure (and were not previously sampled). ACM is defined as any material containing more than one percent (1%) of asbestos. Based on the information obtained during the records review, laboratory analysis of bulk samples collected as part of this investigation, previous sampling and analysis (if applicable), and visual observations, the following information regarding ACM has been identified at BIN 1022609 – Best Street Bridge over Kensington Expressway (NYS Route 33).

### Confirmed Asbestos-Containing Materials (ACM)

Based on the record plan review, subsequent field inspection, and laboratory analysis of collected samples, the following ACM was identified:

Type of Material	Typical Location	Estimated Amount	Friability	Condition	NYS DOT Specification Item No.
Sheet Packing - Dark Grey	Between Bottom of Deck and Tops of Abutments at Both Ends of Bridge	~190 SF	Non-Friable	Good	210.3312
Abutment / Retaining Wall Caulking	Within Retaining Wall Vertical Expansion Joints (One at Each Corner of the Bridge and Located Every 90 Linear Feet of Retaining Wall)	~2,179 LF (~545 SF for NYSDOL Reporting Purposes)	Non-Friable	Fair to Good	210.3411
Rail Post Base Grey Caulk	Base of Metal Guide Rail Posts on Top of the Retaining Walls in the Northern Portion of the Project Corridor	2,457 LF (~205 SF for NYSDOL Reporting Purposes)	Non-Friable	Good	210.3411

### **Confirmed ACM Details**

During the record plan review and onsite inspection, the following ACM was identified:

#### **Dark Grey Sheet Packing**

Dark grey asbestos-containing sheet packing is located between the top of the abutments and the bottom of the deck slab at both ends of the bridge. Most of the material is presently covered by the bridge deck, although the edges of this sheet packing are exposed and visible at various locations. It is estimated that the total amount of dark grey sheet packing on the bridge is approximately 190 square feet (approximately 95 square feet per abutment). The approximate locations of this material are shown in Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures** and can also be seen within **Appendix A – Photos**.

#### **Abutment / Retaining Wall Caulking**

An asbestos-containing caulking is located within the vertical expansion joints of the retaining walls along both sides of the Kensington Expressway (NYS Route 33) project corridor. There are wall joints spaced out approximately every 30 linear feet along the retaining wall, with an expansion joint (filled with a non-ACM joint filler and covered with the asbestos-containing caulking) being located at every third joint. The two joints in between the expansion joints are each control joints with no joint fillers or ACM caulking. The control joints are tooled in as stress relief points that provide a potential cracking location within the joint itself as an effort to prevent wall surface cracking. The expansion joints (with non-ACM joint filler and asbestos-containing caulking) allow for expansion/contraction of the concrete wall. In addition to the 30' spaced two control joints and one expansion joint, there are additional expansion joints (with associated asbestos-containing caulking) in close proximity at each corner of the project corridor bridges.

The ACM was generally observed to be intact in most expansion joints, however, it was observed that the asbestos-containing caulking was no longer intact within some of the expansion joints or was sometimes covered with a newer, non-asbestos-containing caulking. It appears that the coloration of the caulking has been affected by staining and weathering, as it is not consistent in color throughout the corridor. In general, the asbestos-containing caulking was observed to be grey in color, but was sometimes darker or lighter grey, sometimes lighter or darker tan to brown. Thus, for estimating purposes, it is assumed that all of the caulking present within each expansion joint throughout the project corridor is an ACM (or is a newer non-ACM caulking but is applied directly onto the remnant asbestos-containing caulking).

It is estimated that the total amount of caulking associated with the retaining wall system throughout the project corridor is approximately 2,179 linear feet. The caulking is approximately 3" wide on average and there are a total

of 108 vertical expansion joints that extend from the Kensington Expressway (NYS Route 33) roadway surface up the entire retaining wall and also extending along the horizontal surface (approximately 1.5') on top of the retaining wall. For NYSDOL reporting purposes, this is equivalent to approximately 545 square feet in total (note that NYSDOL considers this type of ACM a reportable quantity in square feet, while NYSDOT considers caulking a linear foot pay item). The approximate locations of the ACM caulking that are in close proximity to the bridge are shown in Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures** and can also be seen within **Appendix A – Photos**. In addition, quantity calculation sheets completed by design engineers from LaBella involved with the retaining wall design are included within **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information**.

**Rail Post Base Grey Caulk**

The asbestos-containing grey caulk associated with the metal guide rail post bases located on the retaining walls throughout the northern portion of the project area for the Kensington Expressway Project (PIN 5512.52) was previously tested and identified as an ACM during previous asbestos inspection reports. This ACM is not located in direct proximity to BIN 1022609, however there is a significant quantity of this ACM that will be disturbed as part of the overall project, thus the information has been included within all of the reports associated with the project.

This ACM has been confirmed present in association with the metal guide rail post bases throughout the northern portion of the project corridor where the originally installed metal guide rail system still remains. The southern portion of the project corridor has a different guide rail system that consists of recently installed decorative concrete guide rails that do not have associated ACM (however, the retaining walls below these areas still do have the asbestos-containing caulking associated with the expansion joints).

Grey asbestos-containing caulking compound is located around the perimeter of the guide rail post base plates associated with the retaining walls in the northern portion of the project corridor. It is important to note that the base plates associated with the guide rails and fencing posts located on the bridge curb/knee wall superstructure are of a different construction and do not have any associated ACM. Each rectangular guide rail post base plate with ACM is approximately 8” x 14” (a total of 3.67 linear feet per plate) and has an approximate 1” thick bead of caulk around the perimeter of each plate. There are approximately 670 guide rail post base plates with ACM associated with the retaining walls throughout the northern portion of the project corridor. Thus, it is estimated that the total amount of grey caulking compound associated with the guide rail post base plates is approximately 2,457 linear feet (205 square feet for NYSDOL reporting purposes). The ACM was generally observed to be intact in most locations. The approximate locations of this material are shown in Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures** and can also be seen within **Appendix A – Photos**. In addition, details regarding the various retaining walls throughout the project corridor completed by design engineers from LaBella involved with the retaining wall design are included within **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information**.

**Inaccessible Assumed ACM**

During the record plan review and onsite inspection, the following inaccessible assumed ACM was identified:

Type of Material	Typical Location	Estimated Amount	Friability	Condition	NYSDOT Specification Item No.
Waterproofing Item 61 – Bituminous Material	Back Side of Abutments and Retaining Walls, Counterforts, Top of Footer Piles	~234,486 SF	Non-Friable	Unknown	210.481201

**Inaccessible Assumed ACM Details**

**Waterproofing – Item 61 – Bituminous Material**

This suspect ACM was identified during the record plan review in association with the retaining walls, counterforts, top of the footer piles, and abutments throughout the project corridor. According to the original Kensington Expressway construction documents, this suspect ACM was applied to the following locations: the back sides of the retaining walls; around all counterforts; extended 1' on top of the footing; and, the backs of all abutments and wingwalls from the top of footings to the bottom of pavement. As a result of this suspect ACM being buried beneath the concrete and asphalt roadway surface and the concrete sidewalks, this suspect ACM could not be accessed for sampling and subsequent submission for laboratory analysis. It is recommended that the material be tested for asbestos content prior to construction activities and any asbestos abatement because more often than not, Item 61 – Bituminous Material is found not to be an ACM, however, on occasion it is identified as an ACM, thus it must be assumed to be ACM.

It is estimated that the total amount of the suspect ACM Waterproofing – Item 61 – Bituminous Material is approximately 234,486 square feet throughout the project corridor. Quantity calculation sheets completed by design engineers from LaBella involved with the retaining wall design and the record plan information that details the approximate locations of this inaccessible/assumed ACM are included within **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan Information**.

For a complete listing of the suspect ACM that was sampled as part of this inspection, see the Asbestos Bulk Sample Summary Table that is included later within this report.

### 3.0 / Inspection Procedures

Watts reviewed information available via NYSDOT's Bridge Data Information System (BDIS) and Record Plans that were made available by NYSDOT, Region 5.

A New York State Department of Labor (NYSDOL) certified asbestos inspector from Watts visited the site and collected bulk samples of all accessible suspect ACM that are present at the structure and were not previously sampled. Bulk samples were collected using simple hand tools from each matrix identified as a potential ACM.

The assessment of the structure included observations to estimate the approximate amount (length or area) of suspect ACM, if present. Photographs taken by Watts during the inspection are included within **Appendix A – Photos**. Where possible, Watts visually inspected identified suspect ACM to assess their condition. The conditions of the ACM are classified as good, fair, or poor. The requirement for each designation is as follows:

- Good: Material with no visible damage or deterioration or showing very limited damage or deterioration.
- Fair: The surface of the material is crumbling, blistering, water-stained, gouged, punctured or otherwise damaged with the damage covering less than one tenth of the surface if the damage is evenly distributed or up to 25% of the material if the damage is localized.
- Poor: The surface of the material is crumbling, blistering, water-stained, gouged, punctured or otherwise damaged with the damage covering more than one tenth of the surface if the damage is evenly distributed or more than 25% of the material if the damage is localized. Material with large areas hanging from the substrate, delaminated, heavily gouged, crushed, etc.

Bulk samples of accessible suspect ACM that have not been previously analyzed were collected during the site inspection of the subject structure. In accordance with NYSDOT's Transportation Environmental Manual (TEM), three (3) samples were taken of each homogeneous material that may contain ACM. The investigation was limited to areas of the bridge that could be accessed from the bridge itself or reached from the ground by use of a ladder from below. Samples were delivered with the proper chain-of-custody forms to a New York State-accredited laboratory that is a participant in the Environmental Laboratory Approval Program (ELAP) and National Voluntary Laboratory Approval Program (NVLAP). All materials, except non-friable organically bound (NOB) materials were analyzed by Polarized Light Microscopy (PLM) using NY ELAP Method 198.1. In addition, all samples analyzed via



198.1 were examined for the presence of vermiculite. NOBs, which include, but are not limited to, tars, bond breakers, bearing pads, mastics, and caulks underwent gravimetric reduction and were analyzed by Polarized Light Microscopy (PLM) using NY ELAP Method 198.6. Any NOB materials that were found to be negative under PLM were then analyzed by Transmission Electron Microscopy using NY ELAP Method 198.4. The New York State Department of Health (NYSDOH) protocol requires analysis by Transmission Electron Microscopy if the PLM analysis does not confirm the presence of asbestos.

An Asbestos Bulk Sample Summary Table can be found after Section 5.0 of this report, and it includes information on all suspect ACM sampled during this inspection. In addition, it enumerates all suspect homogeneous materials identified, corresponding bulk sample numbers, results of the various testing conducted, and whether or not the items are ACM. Drawing(s) identifying the approximate locations of asbestos bulk samples and detailed information regarding identified ACM (if present) are included within Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures**. The asbestos laboratory report(s) and associated chain-of custody form(s) are included within **Appendix C – Laboratory Analytical Report(s) and Chain-of-Custody Form(s)**. The related asbestos license and certification information is included within **Appendix D – License(s) and Certification(s)**.

## 4.0 / Inspection Limitations

This inspection was conducted in accordance with NYSDOT TEM, NYSDOL, and United States Environmental Protection Agency (USEPA) asbestos regulations. Collection of bulk samples of suspect ACM was limited to those materials accessible using hand tools. Homogeneous materials were identified and located based on visual observation from accessible locations at the structure.

No sub-surface investigation (beyond 6”-12” below ground surface at the limited locations where and if the soil immediately adjacent to the vertical surfaces of the abutments and wing walls was able to be removed with a hand shovel) was performed by Watts to investigate for suspect ACM or underground utilities in the immediate vicinity of the structure. The review of the historical bridge records did not identify any suspect ACM associated with or below the wearing surface (pavement, concrete, asphalt, etc.) and as a result, no coring was conducted to inspect beneath it.

No asbestos inspection can entirely eliminate the uncertainty regarding the potential for undiscovered ACM. The presence of hidden suspect ACM, inconsistencies with use of different construction products or inconsistencies within the mixture of a given product, or unforeseen circumstances associated with the assumptions made to the homogeneity of suspect ACM could potentially result in the existence of additional suspect ACM and/or the unknown presence of ACM. The inspection performed by Watts was conducted exercising all appropriate due diligence and was intended to reduce, but not eliminate, any uncertainty or confusion regarding the potential for ACM associated with the structure. The information obtained from the review of the historical record plans, field observations, and the laboratory analysis of the bulk samples collected was used to determine the presence or the absence of ACM, and if present, its quantity. The conclusions made during the completion of this inspection report used best professional judgement and sound industry practices, however no guarantees or warranties are made, nor implied.

This asbestos inspection report is not intended to be utilized as a bid document for an asbestos abatement scope of work. This report is intended to satisfy the requirements of NYS Code Rule 56-5 and the NYSDOT TEM for asbestos inspections.

## 5.0 / Conclusions and Recommendations

The following ACM was identified during this investigation:

- **Dark Grey Sheet Packing (Pay Item 210.3312 Removal and Disposal of Bond Breaker/Filler ACM (BV14) Square Foot)** – Approximately 190 square feet (95 square feet each side) of dark grey sheet packing is

located between the top of the abutments and the bottom of the deck slab at both ends of the bridge at BIN 1022609.

- **Abutment / Retaining Wall Caulking (Pay Item 210.3411 Removal and Disposal of Caulking ACM (BV14) Foot)** – Approximately 2,179 linear feet (545 square feet for NYSDOL reporting purposes) of asbestos-containing caulking is located within the vertical expansion joints of the abutments / retaining walls throughout the Kensington project corridor.
- **Rail Post Grey Caulk (Pay Item 210.3411 Removal and Disposal of Caulking ACM (BV14) Foot)** – Approximately 2,457 linear feet (~205 square feet for NYSDOL reporting purposes) of asbestos-containing grey caulking is located around the perimeter of the metal guild rail post base plates located on the retaining walls throughout the northern portion of the project corridor.

The following inaccessible/assumed ACM was identified during this investigation:

- **Waterproofing – Item 61 – Bituminous Material (Pay Item 210.481201 Removal and Disposal of Miscellaneous ACM (BV14) Square Foot)** – Approximately 234,486 square feet of this inaccessible/assumed ACM is associated with the back side of the abutments and retaining walls, counterforts, and top of footer piles throughout the project corridor.

If any ACM will be disturbed during the proposed bridge demolition or overall Kensington Expressway renovation project, the disturbance is considered an asbestos abatement project and must be conducted by a properly licensed asbestos abatement contractor in accordance with all applicable regulations. NYSDOL Blanket Variance 14 provides certain reliefs from the NYSDOL ICR 56 requirements provided the ACM remains in a non-friable condition. The development of asbestos-related NYSDOT Special Notes for use during construction will need to be completed as part of the design process. In addition, all persons involved with the bridge renovation or reconstruction should be made aware of the presence of ACM at this structure.

If any additional untested suspect ACM is identified during subsequent investigations or during construction, the materials must be sampled by certified personnel and analyzed for asbestos content by a certified laboratory.

## Asbestos Bulk Sample Summary Table

BIN 1022609 – Best Street Bridge over Kensington Expressway (NYS Route 33)  
 City of Buffalo, Erie County, New York  
 P.I.N. 5512.52.123

Identified asbestos-containing materials are in bold.

Bulk Sample Number	Type of Material	Bulk Sample Location	Results (Percent (%) Asbestos)
1022609-01	Tan Girder Paint	Center Pier, Middle	None Detected
1022609-02	Tan Girder Paint	Center Pier, South Side	None Detected
1022609-03	Tan Girder Paint	East Abutment, South Side	None Detected
1022609-04	Joint Filler at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, South	None Detected
1022609-05	Joint Filler at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, North	None Detected
1022609-06	Joint Filler at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, South	None Detected
1022609-07	Grey Caulk at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, South	None Detected
1022609-08	Grey Caulk at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, North	None Detected
1022609-09	Grey Caulk at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, South	None Detected
1022609-10	Vapor Barrier Jacket on Fiberglass Insulation	Center Pier, South Side	None Detected
1022609-11	Vapor Barrier Jacket on Fiberglass Insulation	Center Pier, South Side	None Detected
1022609-12	Vapor Barrier Jacket on Fiberglass Insulation	East Abutment, South Side	None Detected
1022609-13	Orange Bearing Pad	East Abutment, South	None Detected
1022609-14	Orange Bearing Pad	East Abutment, South Middle	None Detected

Bulk Sample Number	Type of Material	Bulk Sample Location	Results (Percent (%) Asbestos)
1022609-15	Orange Bearing Pad	East Abutment, North Middle	None Detected
1022609-16	Dark Grey Headwall Sheet Packing	East Abutment, South	<b>12.00% Chrysotile</b>
1022609-17	Dark Grey Headwall Sheet Packing	East Abutment, South Middle	<b>Positive Stop (Not Analyzed)</b>
1022609-18	Dark Grey Headwall Sheet Packing	East Abutment, Middle	<b>Positive Stop (Not Analyzed)</b>
1022609-19	Silver/Orange Railing Paint	North Railing, Middle	None Detected
1022609-20	Silver/Orange Railing Paint	South Railing, Middle	None Detected
1022609-21	Silver/Orange Railing Paint	South Railing, West End	None Detected
1022609-22	Black Sidewalk Joint Filler	SW Quadrant, Between Sidewalk and Wing Wall	None Detected
1022609-23	Black Sidewalk Joint Filler	SE Quadrant, Between Sidewalk and Wing Wall	None Detected
1022609-24	Black Sidewalk Joint Filler	NW Quadrant, Between Sidewalk and Wing Wall	None Detected
1022609-25	Green Traffic Signal Pole Paint	SW Quadrant	None Detected
1022609-26	Green Traffic Signal Pole Paint	NW Quadrant	None Detected
1022609-27	Green Traffic Signal Pole Paint	NE Quadrant	None Detected
1022609-28	Dark Grey Deck Expansion Joint Sealer	South Sidewalk, West Expansion Joint	None Detected
1022609-29	Dark Grey Deck Expansion Joint Sealer	Center Median, East Expansion Joint	None Detected
1022609-30	Dark Grey Deck Expansion Joint Sealer	Center Median, West Expansion Joint	None Detected

# Appendix A

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Photos



Photo 1 - View to the north from the middle of the Best Street Bridge over Kensington Expressway (Route 33) (BIN 1022609).



Photo 2 - View to the east from the middle of the Best Street Bridge over Kensington Expressway (Route 33) (BIN 1022609).



Photo 3 - View to the south from the middle of the Best Street Bridge over Kensington Expressway (Route 33) (BIN 1022609).



Photo 4 - View to the west from the middle of the Best Street Bridge over Kensington Expressway (Route 33) (BIN 1022609).



Photo 5 – BIN plate located on the adjacent fence at the northeast quadrant of BIN 1022609.



Photo 6 – View looking south towards the northeast side of BIN 1022609 during the night-time inspection that occurred after closing the EB Kensington Expressway (EB Route 33).





Photo 7 - Compressed asbestos sheet packing located on the abutment shelves at BIN 1022609 was confirmed as an ACM. Picture taken at the southeast quadrant of the bridge.



Photo 8 - Compressed asbestos sheet packing located on the abutment shelves at BIN 1022609 was confirmed as an ACM. Picture taken at the center of the east abutment.



Photo 9 - Retaining wall system within the Kensington Expressway project corridor that has an associated asbestos-containing caulking located within each expansion joint and an inaccessible/assumed asbestos-containing waterproofing located on the back sides of the abutments, retaining walls, counterforts, and tops of footer piles.



Photo 10 - Retaining wall system within the Kensington Expressway project corridor that has an associated asbestos-containing caulking located within each expansion joint and an inaccessible/assumed asbestos-containing waterproofing located on the back sides of the abutments, retaining walls, counterforts, and tops of footer piles.



Photo 11 - Asbestos-containing railing post base caulk is associated with all of the metal guiderails located on top of the northern retaining walls. No asbestos-containing caulk is associated with the new decorative concrete guide rails located on top of the southern retaining walls.

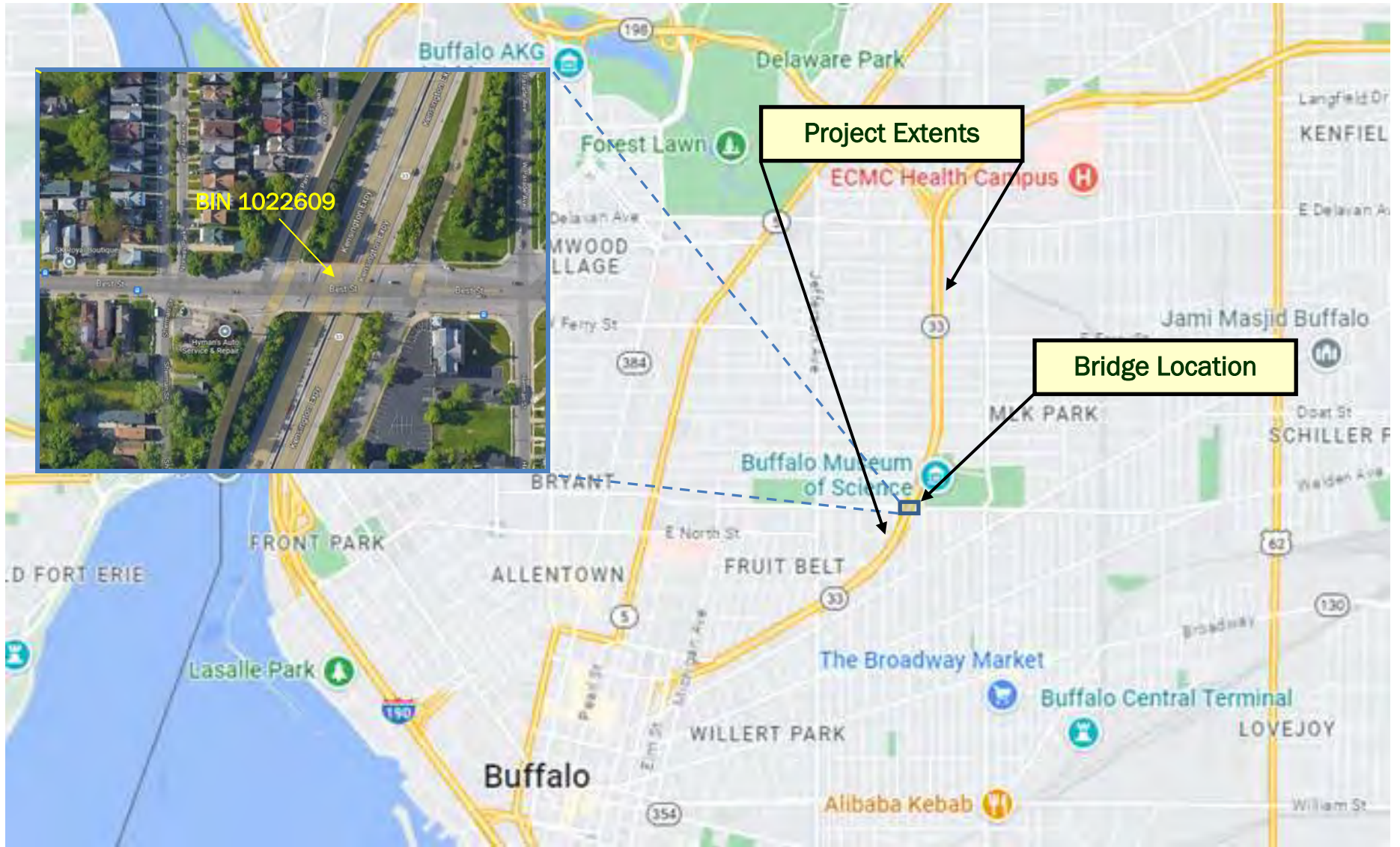


Photo 12 - Asbestos-containing railing post base caulk is associated with all of the metal guiderails located on top of the northern retaining walls. No asbestos-containing caulk is associated with the new decorative concrete guide rails located on top of the southern retaining walls.

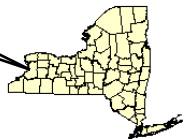
# Appendix B

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## Figures



Project Location



**FIGURE 1 - PROJECT LOCATION MAP**

Best Street over Kensington Expressway (Rt 33)  
BIN 1022609  
City of Buffalo, Erie County, New York

Not to Scale

June 2023



# Appendix C

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Laboratory  
Analytical Report(s)  
and  
Chain-of-Custody Form(s)



# EMSL Analytical, Inc.

490 Rowley Road Depew, NY 14043  
Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com / buffaloab@emsl.com>

**EMSL Order:** 142302268  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

**Attention:** Matthew Holquist  
Watts Architecture & Engineering  
95 Perry Street  
Suite 300  
Buffalo, NY 14203  
**Project:** 20220255 / PIN 5512.52, Kensington Rt 33, Buffalo, Erie Co., NY / BIN 1022609/Best St. over Kensington (Rt. 33)

**Phone:** (716) 206-5100  
**Fax:** (716) 206-5199  
**Received Date:** 05/23/2023 3:36 PM  
**Analysis Date:** 05/25/2023 - 05/31/2023  
**Collected Date:** 05/10/2023

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022609-01 142302268-0001		<b>Description</b>	Tar Girder Paint		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Rust		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Rust		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022609-02 142302268-0002		<b>Description</b>	Tar Girder Paint		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	White/ Rust		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	White/ Rust		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022609-03 142302268-0003		<b>Description</b>	Tar Girder Paint		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Gray/ Pink		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Gray/ Pink		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022609-04 142302268-0004		<b>Description</b>	Joint Filler at Pier Barrier Wall Joints		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>	05/25/2023	Black	20.00% Cellulose	80.00% Non-fibrous (other)	<b>None Detected</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>					<b>Not Analyzed</b>
<b>TEM NYS 198.4 NOB</b>					<b>Not Analyzed</b>
<b>Sample ID</b> 1022609-05 142302268-0005		<b>Description</b>	Joint Filler at Pier Barrier Wall Joints		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>	05/25/2023	Black	20.00% Cellulose	80.00% Non-fibrous (other)	<b>None Detected</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>					<b>Not Analyzed</b>
<b>TEM NYS 198.4 NOB</b>					<b>Not Analyzed</b>

Initial report from: 05/31/2023 08:26:48





# EMSL Analytical, Inc.

490 Rowley Road Depew, NY 14043  
Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com> / [buffalolab@emsl.com](mailto:buffalolab@emsl.com)

**EMSL Order:** 142302268  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022609-06 142302268-0006		<b>Description</b>	Joint Filler at Pier Barrier Wall Joints		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>	05/31/2023	Black		100.00% Non-fibrous (other)	<b>None Detected</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>					<b>Not Analyzed</b>
<b>TEM NYS 198.4 NOB</b>					<b>Not Analyzed</b>
<b>Sample ID</b> 1022609-07 142302268-0007		<b>Description</b>	Grey Caulk at Pier Barrier Wall Joints		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022609-08 142302268-0008		<b>Description</b>	Grey Caulk at Pier Barrier Wall Joints		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022609-09 142302268-0009		<b>Description</b>	Grey Caulk at Pier Barrier Wall Joints		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022609-10 142302268-0010		<b>Description</b>	Vapor Barrier Jacket on Fiberglass Insulation		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Gray/ Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Gray/ Black		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022609-11 142302268-0011		<b>Description</b>	Vapor Barrier Jacket on Fiberglass Insulation		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Gray/ Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Gray/ Black		100.00% Other	<b>None Detected</b>

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<http://www.EMSL.com> / [buffalolab@emsl.com](mailto:buffalolab@emsl.com)

**EMSL Order:** 142302268  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022609-12 142302268-0012		<b>Description</b>	Vapor Barrier Jacket on Fiberglass Insulation		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Gray/ Black/ Rust		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Gray/ Black/ Rust		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022609-13 142302268-0013		<b>Description</b>	Orange Bearing Pad		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Rust		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Rust		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022609-14 142302268-0014		<b>Description</b>	Orange Bearing Pad		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Gray/ Black/ Rust		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Gray/ Black/ Rust		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022609-15 142302268-0015		<b>Description</b>	Orange Bearing Pad		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Gray/ Rust		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Gray/ Rust		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022609-16 142302268-0016		<b>Description</b>	Dark Gray Headwall Sheet Packing		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>	05/25/2023	Black	None	88.00% Non-fibrous (other)	<b>12.00% Chrysotile</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>					<b>Not Analyzed</b>
<b>TEM NYS 198.4 NOB</b>					<b>Not Analyzed</b>
<b>Sample ID</b> 1022609-17 142302268-0017		<b>Description</b>	Dark Gray Headwall Sheet Packing		
		<b>Homogeneity</b>			
<b>PLM NYS 198.1 Friable</b>	05/25/2023				<b>Positive Stop (Not Analyzed)</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>					<b>Not Analyzed</b>
<b>TEM NYS 198.4 NOB</b>					<b>Not Analyzed</b>

Initial report from: 05/31/2023 08:26:48



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490 Rowley Road Depew, NY 14043  
Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com / buffalolab@emsl.com>

**EMSL Order:** 142302268  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022609-18 142302268-0018		<b>Description</b>	Dark Gray Headwall Sheet Packing		
		<b>Homogeneity</b>			
<b>PLM NYS 198.1 Friable</b>	05/25/2023				<b>Positive Stop (Not Analyzed)</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>					<b>Not Analyzed</b>
<b>TEM NYS 198.4 NOB</b>					<b>Not Analyzed</b>
<b>Sample ID</b> 1022609-19 142302268-0019		<b>Description</b>	Silver/Orange Railing Paint		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Various		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Various		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022609-20 142302268-0020		<b>Description</b>	Silver/Orange Railing Paint		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Silver/ Rust		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Silver/ Rust		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022609-21 142302268-0021		<b>Description</b>	Silver/Orange Railing Paint		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Various		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Various		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022609-22 142302268-0022		<b>Description</b>	Black Sidewalk Joint Filler		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>	05/25/2023	Black	5.00% Cellulose	95.00% Non-fibrous (other)	<b>None Detected</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>					<b>Not Analyzed</b>
<b>TEM NYS 198.4 NOB</b>					<b>Not Analyzed</b>
<b>Sample ID</b> 1022609-23 142302268-0023		<b>Description</b>	Black Sidewalk Joint Filler		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>	05/25/2023	Black	5.00% Cellulose	95.00% Non-fibrous (other)	<b>None Detected</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>					<b>Not Analyzed</b>
<b>TEM NYS 198.4 NOB</b>					<b>Not Analyzed</b>

Initial report from: 05/31/2023 08:26:48



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**EMSL Order:** 142302268  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022609-24 142302268-0024		<b>Description</b>	Black Sidewalk Joint Filler		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>	05/31/2023	Black	100.00% Non-fibrous (other)		<b>None Detected</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>					<b>Not Analyzed</b>
<b>TEM NYS 198.4 NOB</b>					<b>Not Analyzed</b>
<b>Sample ID</b> 1022609-25 142302268-0025		<b>Description</b>	Green Traffic Signal Pole Paint		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Various	100.00% Other		<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Various	100.00% Other		<b>None Detected</b>
<b>Sample ID</b> 1022609-26 142302268-0026		<b>Description</b>	Green Traffic Signal Pole Paint		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Various	100.00% Other		<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Various	100.00% Other		<b>None Detected</b>
<b>Sample ID</b> 1022609-27 142302268-0027		<b>Description</b>	Green Traffic Signal Pole Paint		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Green/ Rust	100.00% Other		<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Green/ Rust	100.00% Other		<b>None Detected</b>
<b>Sample ID</b> 1022609-28 142302268-0028		<b>Description</b>	Dark Gray Deck Expansion Joint Sealer		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Brown	100.00% Other		<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown	100.00% Other		<b>None Detected</b>
<b>Sample ID</b> 1022609-29 142302268-0029		<b>Description</b>	Dark Gray Deck Expansion Joint Sealer		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Black	100.00% Other		<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Black	100.00% Other		<b>None Detected</b>

Initial report from: 05/31/2023 08:26:48



# EMSL Analytical, Inc.

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<http://www.EMSL.com> / [buffalolab@emsl.com](mailto:buffalolab@emsl.com)

**EMSL Order:** 142302268  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022609-30 142302268-0030		<b>Description</b>	Dark Gray Deck Expansion Joint Sealer		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Black		100.00% Other	<b>None Detected</b>

Initial report from: 05/31/2023 08:26:48



# EMSL Analytical, Inc.

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**EMSL Order:** 142302268  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

The samples in this report were submitted to EMSL for analysis by Asbestos Analysis of Bulk Materials via NYS ELAP Approved Methods . The reference number for these samples is the EMSL Order ID above . Please use this reference number when calling about these samples.

### Report Comments:

Sample Receipt Date: 5/23/2023  
Analysis Completed Date: 5/31/2023

Sample Receipt Time: 3:36 PM  
Analysis Completed Time: 7:38 AM

### Analyst(s):

Hannah Parkes PLM NYS 198.1 Friable (2)

Jessica Kroczyński PLM NYS 198.1 Friable (5)

Tom Hanes PLM NYS 198.6 NOB (21)

Tom Hanes TEM NYS 198.4 NOB (21)

### Samples reviewed and approved by:

Rhonda McGee, Laboratory Manager  
or Other Approved Signatory

EMSL maintains liability limited to cost of analysis . Interpretation and use of test results are the responsibility of the client. This report relates only to the samples reported above, and may not be reproduced, except in full, without written approval by EMSL. EMSL bears no responsibility for sample collection activities or analytical method limitations. The report reflects the samples as received. Results are generated from the field sampling data (sampling volumes and areas, locations, etc.) provided by the client on the Chain of Custody. Samples are within quality control criteria and met method specifications unless otherwise noted. Estimation of uncertainty available upon request. This report is a summary of multiple methods of analysis, fully compliant reports are available upon request. All samples examined for the presence of vermiculite when analyzed via NYS 198.1. A combination of PLM and TEM analysis may be necessary to ensure consistently reliable detection of asbestos . Polarized-light microscopy is not consistently reliable in detecting asbestos in floor coverings and similar non-friable organically bound materials. This report must not be used to claim product endorsement by NVLAP of any agency or the U.S. Government . Quantitative transmission electron microscopy is currently the only method that can be used to determine if this material can be considered or treated as non-asbestos containing. NOB= Non friable organically bound; N/A= Not applicable VCM= Vermiculite containing material.

Samples analyzed by EMSL Analytical, Inc. Depew, NY NYS ELAP 11606, NVLAP Lab Code 200056-0

Initial report from: 05/31/2023 08:26:48

142302268

WATTS ARCHITECTS & ENGINEERS  
ASBESTOS BULK SAMPLE CHAIN-OF-CUSTODY

Client: New York State Department of Transportation / LaBella  
Project: PIN 5512.52, Kensington Rt 33, Buffalo, Erie Co., NY  
Building / Location: BIN 1022609/Best St. over Kensington (Rt. 33)  
Contact: Matt Holquist at (716) 435-1724  
Email Preliminary Results to: mholquist@watts-ae.com

Date: 5/23/23

Watts Project No.: 20220255

Mail Report & Invoice to: Watts Architects & Engineers  
95 Perry Street, Buffalo, NY 14203

<b>Analysis Requested:</b>	<b>Turnaround Time Requested:</b>
ELAP 198.1 (Friable PLM) <u>X</u>	24 Hr. <u>        </u> 5 Day <u>        </u>
ELAP 198.6 (NOB PLM) <u>X</u>	48 Hr. <u>        </u> 1 Week <u>X</u>
ELAP 198.4 (NOB TEM) <u>X</u>	72 Hr. <u>        </u> 2 Weeks <u>        </u>
Other (Specify) <u>        </u>	96 Hr. <u>        </u>

Sample Number	Material Description	HM	Sample Location	Laboratory Results	
				PLM	TEM
1022609-01	Tan Girder Paint	1	Center Pier, Middle		
1022609-02	Tan Girder Paint	1	Center Pier, South Side		
1022609-03	Tan Girder Paint	1	East Abutment, South Side		
1022609-04	Joint Filler at Pier Barrier Wall Joints	2	Center Pier Barrier Wall Joints, South		
1022609-05	Joint Filler at Pier Barrier Wall Joints	2	Center Pier Barrier Wall Joints, North		
1022609-06	Joint Filler at Pier Barrier Wall Joints	2	Center Pier Barrier Wall Joints, South		
1022609-07	Grey Caulk at Pier Barrier Wall Joints	3	Center Pier Barrier Wall Joints, South		
1022609-08	Grey Caulk at Pier Barrier Wall Joints	3	Center Pier Barrier Wall Joints, North		
1022609-09	Grey Caulk at Pier Barrier Wall Joints	3	Center Pier Barrier Wall Joints, South		
1022609-10	Vapor Barrier Jacket on Fiberglass Insulation	4	Center Pier, South Side		
1022609-11	Vapor Barrier Jacket on Fiberglass Insulation	4	Center Pier, South Side		
1022609-12	Vapor Barrier Jacket on Fiberglass Insulation	4	East Abutment, South Side		

Sampled By: Matthew E. Holquist *M. E. Holquist* Date: 05/10/23 Time: 17:00 Received By:          Date:         

Relinquished By: Matthew E. Holquist *M. E. Holquist* Date: 05/23/23 Time: 15:2 Received By:          Date:         

Comments: Stop at First Positive for each HM. Analyze NOB materials by TEM if Non-ACM by PLM.  
HM= Homogeneous Material If Vermiculite is detected, cease analysis and contact the Watts contact for further instructions

RECEIVED  
MAY 23 2023  
BY: *[Signature]*  
3:36  
WI

142302268

WATTS ARCHITECTS & ENGINEERS  
ASBESTOS BULK SAMPLE CHAIN-OF-CUSTODY

Client: New York State Department of Transportation / LaBella  
Project: PIN 5512.52, Kensington Rt 33, Buffalo, Erie Co., NY  
Building / Location: BIN 1022609/Best St. over Kensington (Rt. 33)  
Contact: Matt Holquist at (716) 435-1724  
Email Preliminary Results to: mholquist@watts-ae.com  
Mail Report & Invoice to: Watts Architects & Engineers  
95 Perry Street, Buffalo, NY 14203

Date: 5/23/23  
Watts Project No.: 20220255

Analysis Requested: Turnaround Time Requested:  
ELAP 198.1 (Friable PLM) X 24 Hr.            5 Day             
ELAP 198.6 (NOB PLM) X 48 Hr.            1 Week X  
ELAP 198.4 (NOB TEM) X 72 Hr.            2 Weeks             
Other (Specify)            96 Hr.           

Sample Number	Material Description	HM	Sample Location	Laboratory Results	
				PLM	TEM
1022609-13	Orange Bearing Pad	5	East Abutment, South		
1022609-14	Orange Bearing Pad	5	East Abutment, South Middle		
1022609-15	Orange Bearing Pad	5	East Abutment, North Middle		
1022609-16	Dark Gray Headwall Sheet Packing	6	East Abutment, South		
1022609-17	Dark Gray Headwall Sheet Packing	6	East Abutment, South Middle		
1022609-18	Dark Gray Headwall Sheet Packing	6	East Abutment, Middle		
1022609-19	Silver/Orange Railing Paint	7	North Railing, Middle		
1022609-20	Silver/Orange Railing Paint	7	South Railing, Middle		
1022609-21	Silver/Orange Railing Paint	7	South Railing, West End		
1022609-22	Black Sidewalk Joint Filler	8	SW Quadrant, Between Sidewalk and Wing Wall		
1022609-23	Black Sidewalk Joint Filler	8	SE Quadrant, Between Sidewalk and Wing Wall		
1022609-24	Black Sidewalk Joint Filler	8	NW Quadrant, Between Sidewalk and Wing Wall		

Sampled By: Matthew E. Holquist *Matthew E. Holquist* Date: 05/10/23 Time: 17:00 Received By:            Date:             
Relinquished By: Matthew E. Holquist *Matthew E. Holquist* Date: 05/23/23 Time: 15:30 Received By:            Date:           

Comments: Stop at First Positive for each HM. Analyze NOB materials by TEM if Non-ACM by PLM.  
HM= Homogeneous Material If Vermiculite is detected, cease analysis and contact the Watts contact for further instructions

RECEIVED  
MAY 23 2023  
BY: *[Signature]* 3:36  
WF



1423 02268

**WATTS ARCHITECTS & ENGINEERS**  
**ASBESTOS BULK SAMPLE CHAIN-OF-CUSTODY**

Client: New York State Department of Transportation / LaBella  
 Project: PIN 5512.52, Kensington Rt 33, Buffalo, Erie Co., NY  
 Building / Location: BIN 1022609/Best St. over Kensington (Rt. 33)  
 Contact: Matt Holquist at **(716) 435-1724**  
 Email Preliminary Results to: mholquist@watts-ae.com  
 Mail Report & Invoice to: **Watts Architects & Engineers**  
**95 Perry Street, Buffalo, NY 14203**

Date: 5/23/23  
 Watts Project No.: 20220255

Analysis Requested:	Turnaround Time Requested:
ELAP 198.1 (Friable PLM) <u>X</u>	24 Hr. <u>        </u> 5 Day <u>        </u>
ELAP 198.6 (NOB PLM) <u>X</u>	48 Hr. <u>        </u> 1 Week <u>X</u>
ELAP 198.4 (NOB TEM) <u>X</u>	72 Hr. <u>        </u> 2 Weeks <u>        </u>
Other (Specify) <u>        </u>	96 Hr. <u>        </u>

Sample Number	Material Description	HM	Sample Location	Laboratory Results	
				PLM	TEM
1022609-25	Green Traffic Signal Pole Paint	9	SW Quadrant		
1022609-26	Green Traffic Signal Pole Paint	9	NW Quadrant		
1022609-27	Green Traffic Signal Pole Paint	9	NE Quadrant		
1022609-28	Dark Gray Deck Expansion Joint Sealer	10	South Sidewalk, West Expansion Joint		
1022609-29	Dark Gray Deck Expansion Joint Sealer	10	Center Median, East Expansion Joint		
1022609-30	Dark Gray Deck Expansion Joint Sealer	10	Center Median, West Expansion Joint		

Sampled By: Matthew E. Holquist *M. E. Holquist* Date: 05/10/23 Time: 17:00 Received By:          Date:           
 Relinquished By: Matthew E. Holquist *M. E. Holquist* Date: 05/23/23 Time: 15:30 Received By:          Date:         

Comments: Stop at First Positive for each HM. Analyze NOB materials by TEM if Non-ACM by PLM.  
HM= Homogeneous Material If Vermiculite is detected, cease analysis and contact the Watts contact for further instructions

  
 RECEIVED  
 MAY 23 2023  
 BY: *[Signature]*  
 3-36  
 WF

# Appendix D

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License(s)  
and  
Certification(s)



New York State – Department of Labor

Division of Safety and Health  
License and Certificate Unit  
State Campus, Building 12  
Albany, NY 12240

ASBESTOS HANDLING LICENSE

Watts Architecture & Engineering, D.P.C.  
Suite 300  
95 Perry Street  
Buffalo, NY 14203

FILE NUMBER: 12-68007  
LICENSE NUMBER: 68007  
LICENSE CLASS: RESTRICTED  
DATE OF ISSUE: 09/01/2022  
EXPIRATION DATE: 09/30/2023

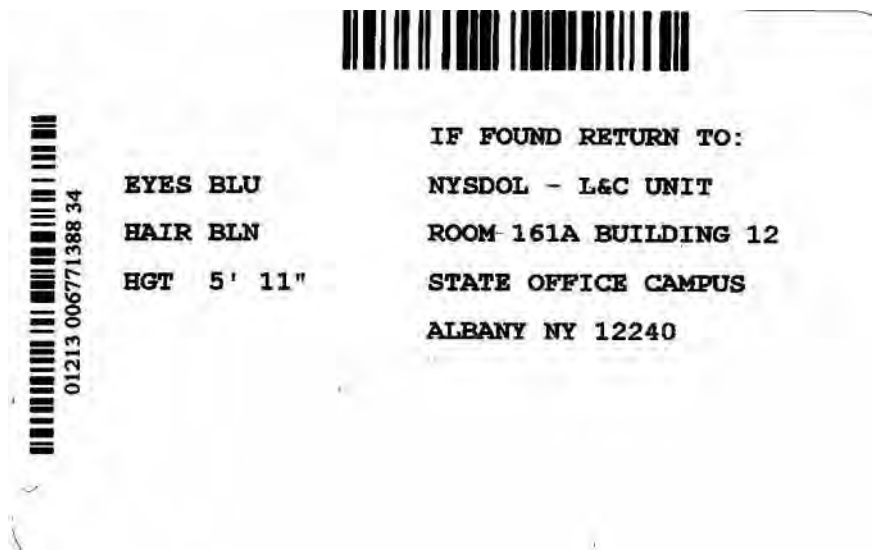
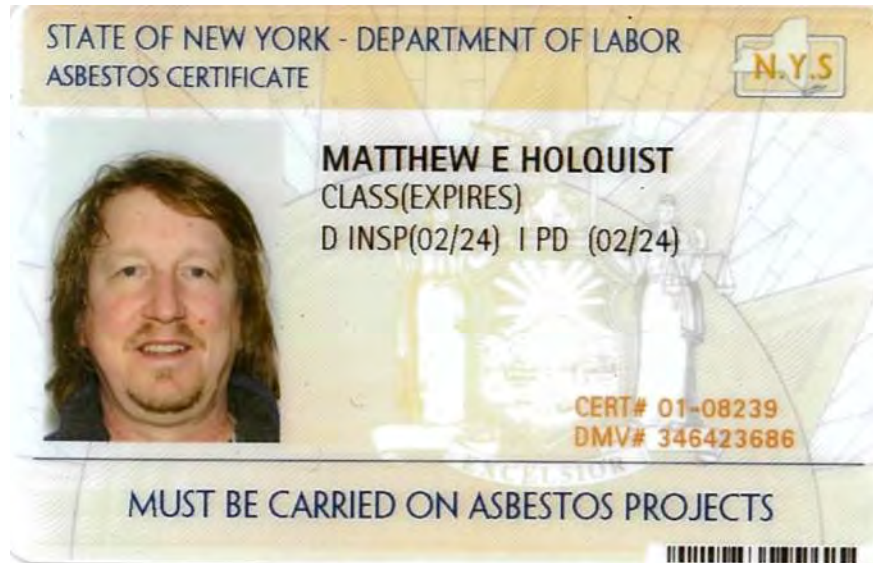
Duly Authorized Representative – Kevin Janik:

This license has been issued in accordance with applicable provisions of Article 30 of the Labor Law of New York State and of the New York State Codes, Rules and Regulations (12 NYCRR Part 56). It is subject to suspension or revocation for a (1) serious violation of state, federal or local laws with regard to the conduct of an asbestos project, or (2) demonstrated lack of responsibility in the conduct of any job involving asbestos or asbestos material.

This license is valid only for the contractor named above and this license or a photocopy must be prominently displayed at the asbestos project worksite. This license verifies that all persons employed by the licensee on an asbestos project in New York State have been issued an Asbestos Certificate, appropriate for the type of work they perform, by the New York State Department of Labor.

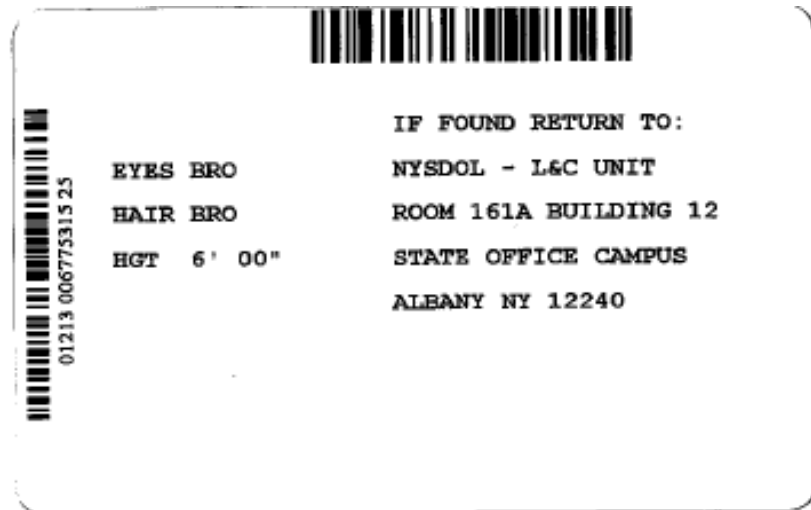
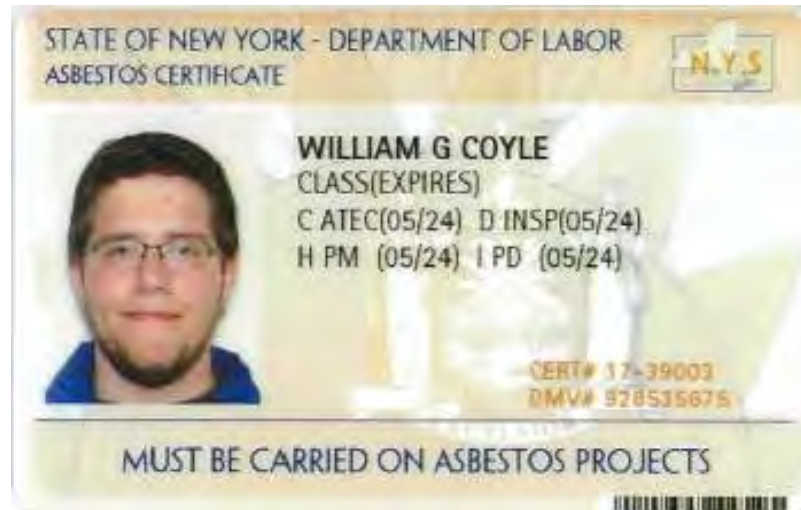
Amy Phillips, Director  
For the Commissioner of Labor

SH 432 (8/12)



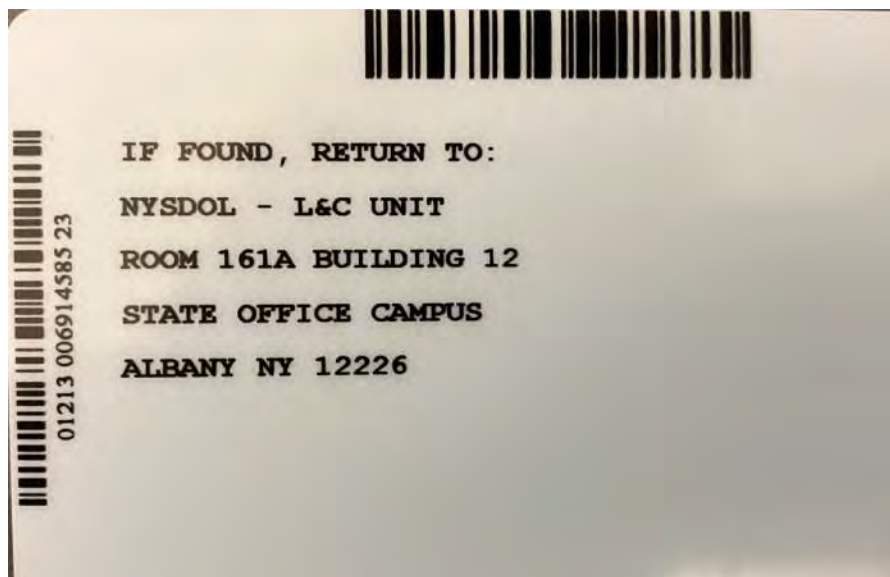
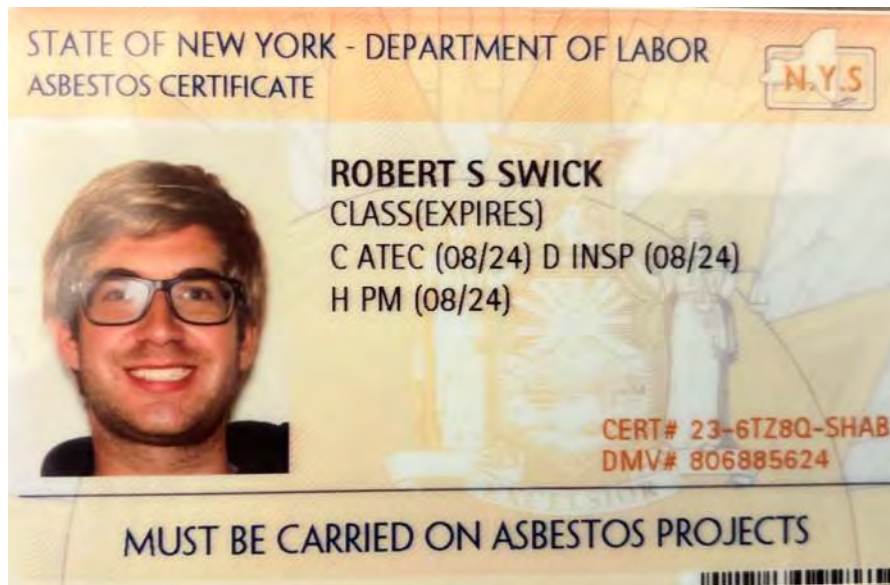
### Matthew E. Holquist

D - Inspector  
I - Project Designer



## William Coyle

- C - Air Sampling Technician
- D - Inspector
- H - Project Monitor
- I - Project Designer



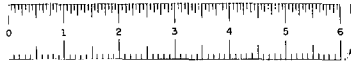
## Robert Swick

C - Air Sampling Technician  
D - Inspector  
H - Project Monitor

# Appendix E

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Previous ACM Report(s)  
and  
Asbestos-Related  
Record Plan and  
Project Information



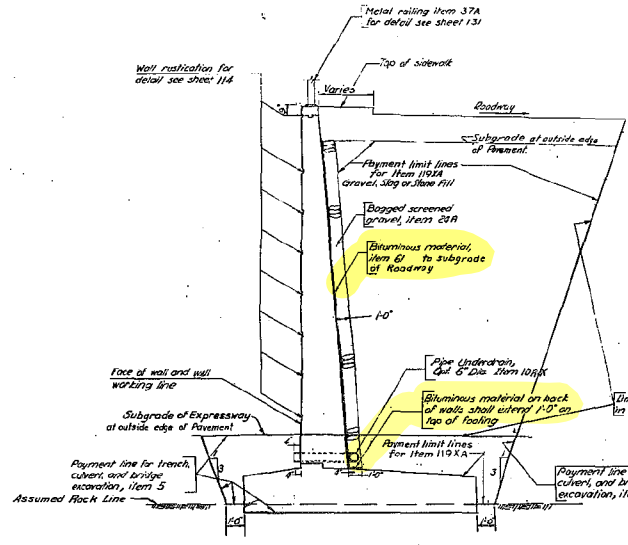
F.A.C. 59-19					
FED. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.	U-377(1)	5	132	178

KENSINGTON EXPRESSWAY - SEC. NO. 1

**CONTRACT II**

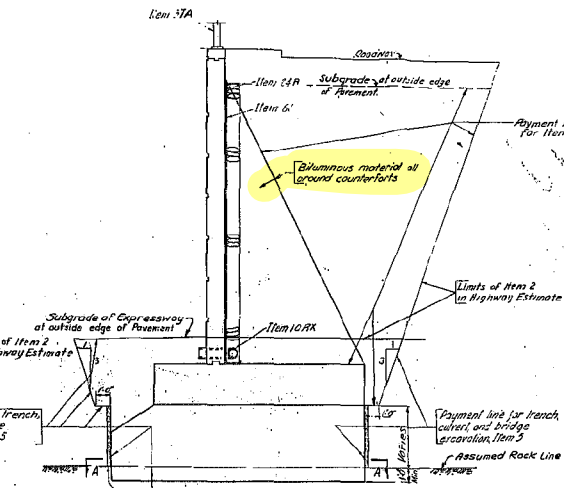
**GENERAL NOTES FOR WALLS**

- Design is based on 1953 Specifications of A.A.S.H.O. (modified).
- See plans and elevations of walls on wall sheets, for location and extent of wall sections, elevations of bottom of footings, location of all joints, setting layout, piles and rustication pattern.
- All concrete for wall construction is Item 185 unless otherwise indicated on sections.
- All splices shall be 40 diameters minimum.
- Minimum clear spacing of bars must be 2".
- Before placing concrete, proper provision shall be made for any anchor bolts, utilities, drainage, expansion and contraction joint details, etc. as required.
- All expansion joints in walls, as shown on plans, are to be 1/2" unless otherwise indicated; as detailed on sheet No. 114.
- All longitudinal bars shall run continuous between contraction joints unless otherwise shown, and shall end 2' clear from the joints.
- The design of footings without piles is based on an allowable bearing pressure of 8 tons per sq. ft. on rock, and 1.3 tons per sq. ft. on soil.
- Backfill must be placed simultaneously against both sides of all walls.
- For locations where 6" diameter pipe underdrain is used, see plans and elevations of walls.
- Payment lines for excavation as shown on the wall sections are to be typical for all wall sections.
- Pile footings are based on allowable pile loading of 37 tons per pile.
- Piles shown battered are on 4 on 1 in direction, indicated on plan of footing and in sections.
- Design of footings shown may be changed as required, as directed by the Deputy Chief Engineer, after excavation is made and subsurface conditions determined. If piles are required where not shown, revised footing details will be furnished by the Engineer.
- All radii and dimensions are given along the working line face of wall unless otherwise noted.
- Specifications: Piers under footing to be individual, pour footing to be individual pour; counterfort and wall to be poured monolithically.
- All cement used in the concrete items for walls shall be Portland Cement Type 2, Item 15-2, with Duxer A.E.A. (Air Entraining Agent) added. Duxer A.E.A. in its concentrated form shall be added to the aggregate and cement batch with the water in the water at the beginning of the mixing period. The concrete mixer shall be equipped with an approved Duxer A.E.A. dispenser. The amount of Duxer A.E.A. to be added shall be of such a quantity as to insure a controlled air entrainment within the range of 5% minimum and 5% maximum (with the desired average between 4% and 5%) to the satisfaction of the Engineer. The cost of finishing and adding the Duxer A.E.A. and all the labor and equipment necessary to control the air entrainment will be included in the unit price bid for the concrete item.
- The design of all wall sections is based on a certain height (from bottom of footing to top of wall) with 2'-0" intervals. The maximum height of the walls is indicated by the number of the wall section. For example: T-20 is to be used for heights varying from 16'-0" to 20'-0". If during construction, existing subsurface conditions make it necessary to lower or raise a wall beyond the limits, etc. called for wall section, the next lower or higher wall section shall be used, if ordered by Engineer.
- Minimum cover for reinforcement is 2" unless otherwise noted.
- All piles to be steel bearing H-piles (10" B.P. 42).
- A reinforcing detailer shall be used in Item 165, T-20's.
- FOOTING ON ROCK: All disintegrated or shattered material shall be removed to lines and levels ordered by the Engineer. Where sound rock is found below the planned levels of the bottom of footings, a depth of Class I concrete Item 203 shall be installed to the levels shown on the plans, or as directed by the Engineer. Rock removed for the levels directed by the Engineer and outside the footings must be replaced by backfill of Class I concrete for walls. Subgrade of Service Road - no payment will be made at outside edge of pavement.



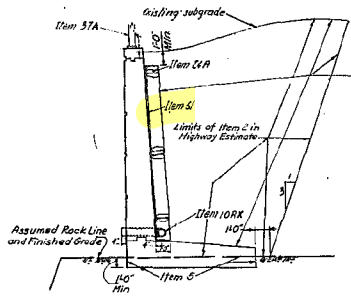
**TYPICAL T-WALL SECTION IN ROCK**

NOTE: Cost of pipe drain thru wall included in concrete item.



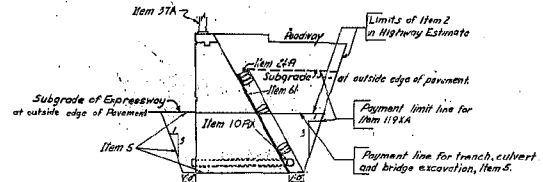
**TYPICAL G-WALL SECTION**

NOTE: General information not shown on this section to be similar to information shown in Wall section in earth.



**TYPICAL L-WALL SECTION IN ROCK**

NOTE: General information not shown on this section to be similar to information shown in T-20 section.

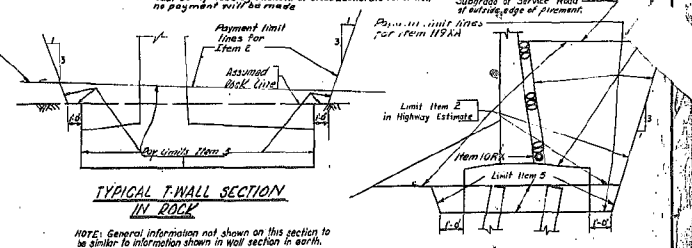


**TYPICAL T-WALL SECTION IN ROCK**

NOTE: General information not shown on this section to be similar to information shown in wall section in earth.

**TYPICAL G-WALL SECTION**

NOTE: General information not shown on this section to be similar to information shown in T-20 section.



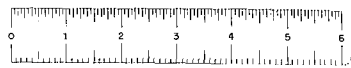
**TYPICAL T-WALL SECTION ON PILES**

GENERAL NOTES & PAYMENT-LINES FOR WALLS			
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS			
CITY OF BUFFALO ARTERIAL			
KENSINGTON EXPRESSWAY, SEC. 1			
DE LEIN, CATHER & BRILL	ENGINEERS-ARCHITECTS	DRAWN BY	CHECKED BY
		P. O. 25	
302 E. 44th ST.		NEW YORK 17, N.Y.	

SHEET NO. 132

NO AS BUILT REVISIONS





FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.	U-372(U)		167	178
KENSINGTON EXPRESSWAY - SEC. NO. 1					

**CONTRACT II**

**GENERAL NOTES**

DESIGN SPECIFICATIONS: A.A.S.H.O 1953 modified (loading H 20-44)  
 MATERIALS & FABRICATION: Specifications of New York State Department of Public Works, dated Jan. 2, 1957 and current modifications and additions.  
 The cost of furnishing and installing, prepacked bituminous joint material, asbestos sheet packing, and 15 lbs. asphalt roofing felt shall be included in the prices bid for the various items in the contract.  
 Joint Sealing Compound shall be paid for under item 351X.  
 Bituminous material, Item 351, shall be applied to the backs of all abutments and wingwalls from the tops of footings to the bottom of pavement.  
 When the concrete is cured, finished and protected, rubbed, and the surface is clean and dry, the contractor shall apply a water soluble silicone solution to all exposed surfaces except the underside of slab.  
 Item 305B in highway estimate.

No construction joints other than those shown on the plans will be permitted, without written permission of the Deputy Chief Engineer, Roadway.  
 Field connections shall be made with 8" high strength bolts or rivets. Nuts and bolts may be omitted and weld substituted if the Contractor so elects.

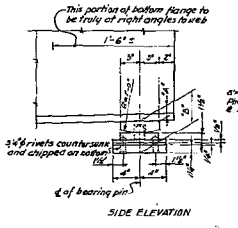
Shop paint: Red lead and oil first coat, second coat to be white zinc oxide paint. Stearns field coat to be gray green paint. Spinal bar reinforcement, top flange of stringers and top flange of end channels are not to be painted.  
 To insure uniform grades for surface of roadway and side walks under dead loads, corrections may be made in the thickness of wearing surface of roadway and side walks. The minimum thickness indicated is to be increased at the ends of the spans in case of excessive camber in the beams and increased at the center of the span in case of insufficient camber.  
 Identification plates in accordance with N.Y.S.D.P.W. Standard 59-41 will be furnished by New York State Department of Public Works and shall be installed by the Contractor at locations indicated on the plans.  
 The Contractor's attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the substructure notes which briefly outline the anticipated structure conditions of the site of the structure and which specify certain requirements relative to construction.  
 All welding shall comply with the current Specifications of the American Welding Society unless otherwise noted on the plans and with the exception noted below.

Bridge sidewalks shall not be scored.  
 Surface of bridge decks to be poured 1/4" higher than elevation specified and bush hammered to exact elevation.  
 All concrete used in the concrete items for the structure shall be Portland Cement, Type 2, with Dares A.E.A. Air Entraining Agent added.  
 Dares A.E.A. in its concentrated form shall be added to the aggregate and cement batch with the water in the mixer at the beginning of the mixing period. The concrete mixer shall be equipped with an approved Dares A.E.A. dispenser. The amount of Dares A.E.A. to be added shall be of such a quantity as to insure a controlled air entrainment within the range of 3% minimum and 6% maximum (with the desired average between 4% and 5%) to the satisfaction of the Engineer.  
 The cost of furnishing and adding the Dares A.E.A. and all labor and equipment necessary to control the air entrainment will be included in the unit price bid for the concrete items.  
 All superstructure concrete and all concrete in pier columns, caps and pedestals shall be Item 185. Pile concrete shall be Item 185.  
 All concrete in abutments including wingwalls and footings and pier column footings shall be Item 305.  
 Maximum payment limits for excavation, Item 5, in rock shall be the neat lines of the footings.  
 FOOTINGS ON ROCK: See note No. 23 Sheet No. 152.

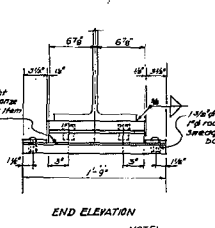
Retaining structure shall be used in Item 18 and Item 205.  
 Size of pipe sleeves and type of hangers shall be specified with the request for Gas Line or Division of Water of the City of Buffalo before fabrication of diaphragms. See sheet No. 160 for additional note.

PIPE SIZE	A	B	C	D	E	F	G	H	J	K	L
10"	5 1/2"	7 1/2"	5 1/2"	3 1/2"	7"	3 1/2"	3"	5 1/2"	16 1/2"	16 1/2"	5 1/2"

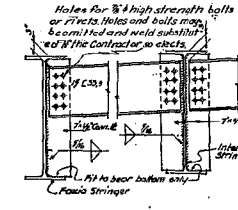
NO AS BUILT KEYINGS  
 Pipe supports for Water Line shall be included in the bid price for Item 185.  
 Anchor Chairs with U-Bolts and pipe hangers for Gas Line to be furnished and erected by others.  
 Notes in diaphragms to be provided by Contractor.



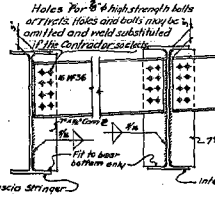
EXPANSION BEARING  
Scale 1/4"=1'-0"



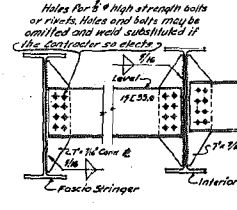
FIXED BEARING  
Scale 1/2"=1'-0"



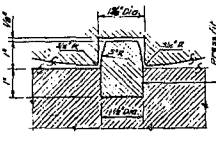
END DIAPHRAGMS AT ABUTMENTS  
Scale 3/4"=1'-0"



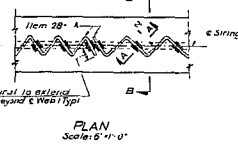
END DIAPHRAGMS AT PIERS  
Scale 3/4"=1'-0"



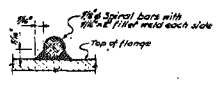
INTERMEDIATE DIAPHRAGMS  
Scale 3/4"=1'-0"



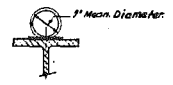
SECTION THRU DOWEL  
Scale 1/2"=1'-0"



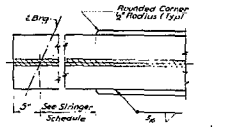
PLAN  
Scale 1/2"=1'-0"



SECTION A-A  
Half Size



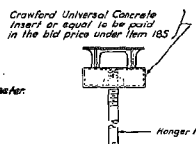
SECTION B-B  
Scale 1/2"=1'-0"



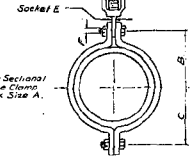
COVER PLATE DETAILS  
Scale 1/2"=1'-0"

**NOTE:**  
 All spirals shall be 1/2" plain bars with mean diameter 7".  
 All spirals shall have two structural welds at each point of contact with beam, one weld each side of rod.  
 7/8" or 1" diameter electrodes shall be used in welding the spiral bar shear connectors.  
 At the end of beam the spiral shall project about one third of the pitch beyond the end weld.  
 The Contractor's attention is called to the possibility of interference between the reinforcing steel in the slab and the beam spirals. To avoid this interference the bar spacing may be varied 1" with the understanding that the required area of steel will be placed in each 7". Even then, some bars will have to be retraced thru one or more spirals.

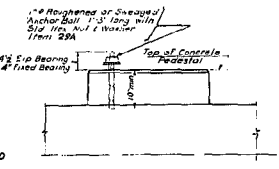
**NOTE:**  
 Special precautions must be exercised where welding crosses edge of flange to avoid any possibility of undercut or other damage of flange.



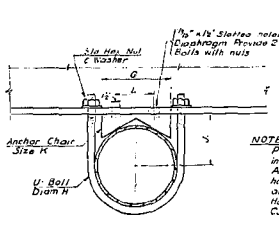
Crawford Universal Concrete  
Insert or cap to be used in the bid price under Item 185



PIPE HANGER WITH TURNBUCKLE & INSERT  
Scale 3"=1'-0"

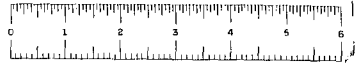


ANCHOR BOLT DETAIL  
(TYPICAL)  
Not to scale



ANCHOR CHAIR WITH U-BOLT  
Scale 3"=1'-0"

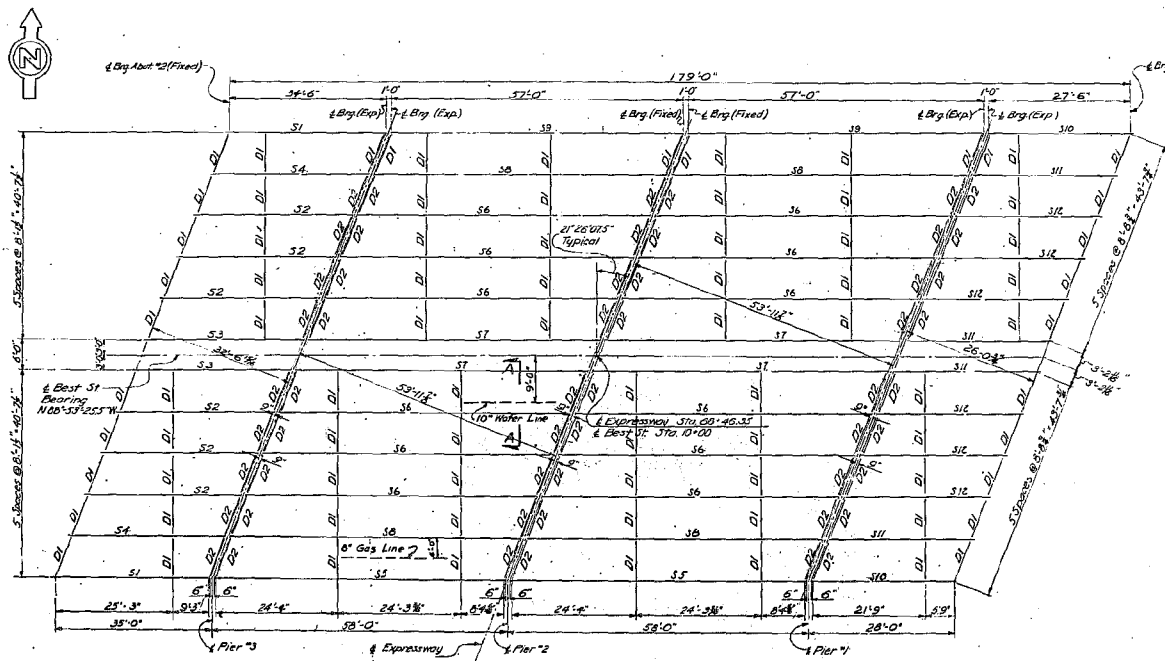
**BEST STREET OVER EXPRESSWAY DIAPHRAGM DETAILS AND SHOES**  
 STATE OF NEW YORK - DEPT. OF PUBLIC WORKS  
 CITY OF BUFFALO ARTERIAL  
**KENSINGTON EXPRESSWAY, SEC. 1**  
 DE LOUW, CATHAR & BRILL ENGINEERS - ARCHITECTS  
 302 E. 44th ST. NEW YORK 17, N. Y.  
 DRAWN: J.C.  
 CHECKED: J.C.  
 TRACED: J.C.



F.A.C. 29-14

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.	U-371(7)		158	178

CONTRACT II



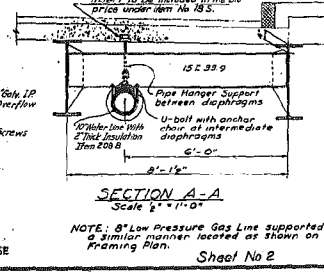
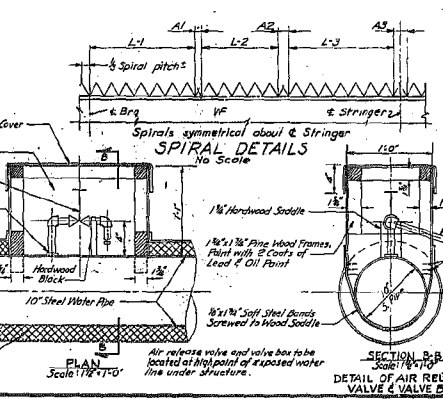
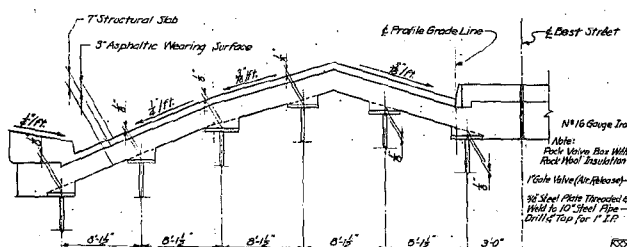
NOTE:  
Diaphragm Schedule  
D1: 15'x33.9"  
D2: 15'x36"

NOTE:  
Stringers shall be filed forward to use pipes  
after the bearings have been set and aligned  
to their proper positions on the bridge seats.

ITEM NO.	DESCRIPTION	UNIT	QTY	TOTAL AMOUNT	FINAL
1	Trench, Clean and Bridge Excavation	CY	640	275	365.0
1034	Sewer Pipe 18" Dia. 5' Dia.	LF	100	100	
1035	Pipe Underdrain, 2" Dia	LF	250	250	360
1036	Faceted Concrete Type 2	Sq. Ft.	177.6	1,525	189.8
105	Class I A Concrete for Structures	CY	800	805	377.7
106	Class I Concrete	CY	280	300	391.8
201	Coarse Screened Gravel	CY	50	50	56
202	Bar Reinforcement for Structures	Lbs	178,972	185,400	18,426.3
203	Structural Steel Connectors	Lbs	3,688	4,000	399.9
204	Structural Steel	Lbs	338,872	345,000	35,719
317	Metal Roofing	Sq. Ft.	305	400	400.9
318	Asphalt Concrete, Type 2 B	Sq. Yd.	50	50	56
31	Dilatant Material	Sq. Yd.	62	65	70
361	Protective Coating for Concrete	Sq. Yd.	268	280	300
371	Dry Stone Reveting	Sq. Yd.	765	790	816
381	Steel Bearing Piles (10' BP 25)	LF	1216	1,880	1814
382	Splices for Steel Bearing Piles	Lbs	21	25	26
37	Leaving Equipment for Driving Piles	Lbs	165	165	169.2
383	Stone Curb (Bridges)	LF	652	730	693.2
1034	Gravel, Slurry Stone, 2 1/2"	CY	183	185	182.4
3018	Furnish & Install 2" Galvanized Steel Conduit	LF	549	580	590
3038	Furnish & Install 2" Type B (30' Mount. Hgt)	EA	4	4	4
305	Massive Masonry	LF	280	290	292.2
312	Joint Sealing Compound	Lbs	18	18	18
313	Surface Dosing with Fine Aggregate	Sq. Yd.	1487	1,510	152.3

STRINGER	BOTTOM COV.	SPIRAL SHEAR CONNECTORS	DIMENSION	BEAD
NO	SIZE	SECTION I / SECTION L-3 / SECTION L-5	A1 / A2 / A3	LOAD CAMBER
31	33W120	16" x 3"	NONE	2"
32	30W120	14" x 3"	NONE	2"
33	30W108	14" x 3"	NONE	2"
34	30W116	14" x 3"	NONE	2"
35	33W120	16" x 3"	NONE	2"
36	33W120	16" x 3"	NONE	2"
37	33W120	16" x 3"	NONE	2"
38	33W120	16" x 3"	NONE	2"
39	33W120	16" x 3"	NONE	2"
40	33W120	16" x 3"	NONE	2"
41	33W120	16" x 3"	NONE	2"
42	33W120	16" x 3"	NONE	2"

NOTE: Cover B's symmetrical about Stringer  
Camber of Beam to be measured with beam lying on its side.

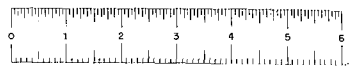


NOTE: Spacing between pipe supports  
15' on 18' 4"  
For details of pipe supports see  
Sheet No. 11.

REVISION TO QUANTITIES TABLE

BEST STREET OVER EXPRESSWAY FRAMING PLAN		
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS		
CITY OF BUFFALO ARTERIAL		
KENSINGTON EXPRESSWAY, SEC. 1		
DELEW, CATHER & BRILL	ENGINEERS - ARCHITECTS	362
122 E. 4TH ST.	NEW YORK 17, N.Y.	214
		62

NOTE: 3" Low Pressure Gas Line supported in  
a similar manner located as shown on the  
Framing Plan.  
Sheet No 2



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.	U-372(U)		167	178
KENSINGTON EXPRESSWAY - SEC. NO. 1					

**CONTRACT II**

**GENERAL NOTES**

DESIGN SPECIFICATIONS: A.A.S.H.O 1953 modified (loading H 20-44)  
 MATERIALS & FABRICATION: Specifications of New York State Department of Public Works, dated Jan. 2, 1957 and current modifications and additions.  
 The cost of furnishing and installing, prepacked bituminous joint material, asbestos sheet packing, and 15 lbs. asphalt roofing felt shall be included in the prices bid for the various items in the contract.  
 Joint Sealing Compound shall be paid for under item 351X.  
 Bituminous material, Item 351, shall be applied to the backs of all abutments and wingwalls from the tops of footings to the bottom of pavement.  
 When the concrete is cured, finished and protected, rubbed, and the surface is clean and dry, the contractor shall apply a water soluble silicone solution to all exposed surfaces except the underside of slab.  
 Item 305B in highway estimate.

No construction joints other than those shown on the plans will be permitted, without written permission of the Deputy Chief Engineer, Roadway.  
 Field connections shall be made with 8" high strength bolts or rivets. Nuts and bolts may be omitted and weld substituted if the Contractor so elects.

Shop paint: Red lead and oil first field coat to be satisfactory dry point. Second field coat to be gray green paint. Spinal bar reinforcement, top flange of stringers and top flange of end channels are not to be painted.  
 To insure uniform grades for surface of roadway and side walks under dead loads, corrections may be made in the thickness of wearing surface of roadway and side walks. The minimum thickness indicated is to be increased at the ends of the spans in case of excessive camber in the beams and increased at the center of the span in case of insufficient camber.  
 Identification plates in accordance with N.Y.S.D.P.W. Standard 59-41 will be furnished by New York State Department of Public Works and shall be installed by the Contractor at locations indicated on the plans.  
 The Contractor's attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the substructure notes which briefly outline the anticipated structure conditions of the site of the structure and which specify certain requirements relative to construction.  
 All welding shall comply with the current Specifications of the American Welding Society unless otherwise noted on the plans and with the exception noted below.

Bridge sidewalks shall not be scored.  
 Surface of bridge decks to be poured to higher than elevation specified and bush hammered to exact elevation.  
 All concrete used in the concrete items for the structure shall be Portland Cement, Type 2, with Dares A.E.A. Air Entraining Agent added.  
 Dares A.E.A. in its concentrated form shall be added to the aggregate and cement batch with the water in the mixer at the beginning of the mixing period. The concrete mixer shall be equipped with an approved Dares A.E.A. dispenser. The amount of Dares A.E.A. to be added shall be of such a quantity as to insure a controlled air entrainment within the range of 3% minimum and 6% maximum (with the desired average between 4% and 5%) to the satisfaction of the Engineer.  
 The cost of furnishing and adding the Dares A.E.A. and all labor and equipment necessary to control the air entrainment will be included in the unit price bid for the concrete items.  
 All superstructure concrete and all concrete in pier columns, ends and pedestals shall be Item 185. Pylon concrete shall be Item 185.  
 All concrete in abutments including wingwalls and footings and pier column footings shall be Item 305.  
 Maximum payment limits for excavation, Item 5, in rock shall be the neat lines of the footings.  
 FOOTINGS ON ROCK: See note No. 23 Sheet No. 152.

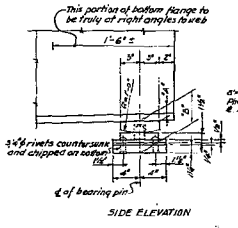
A retaining partition shall be used in Item 18 and Item 205.  
 Size of pipe sleeves and type of hangers shall be specified with the request for Gas Line or Division of Water of the City of Buffalo before fabrication of diaphragms. See sheet No. 150 for additional note.

PIPE SIZE	A	B	C	D	E	F	G	H	J	K	L
10"	5 1/2"	7 1/2"	5 1/2"	3 1/2"	7"	3 1/2"	3"	5 1/2"	16 1/2"	16 1/2"	5 1/2"

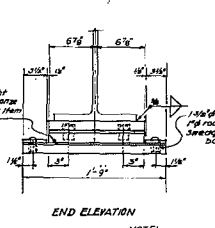
NO AS BUILT KEYNOTES

**BEST STREET OVER EXPRESSWAY DIAPHRAGM DETAILS AND SHOES**  
 STATE OF NEW YORK - DEPT. OF PUBLIC WORKS  
 CITY OF BUFFALO ARTERIAL  
**KENSINGTON EXPRESSWAY, SEC. 1**

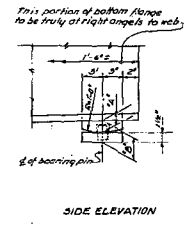
DE LEW, CATHAR & BRILL	DRAWN	A.L.
ENGINEERS - ARCHITECTS	CHECKED	J.C.
302 E. 44th ST., NEW YORK 17, N. Y.	TRACED	26



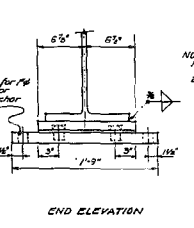
**EXPANSION BEARING**  
Scale 1/4"=1'-0"



**END ELEVATION**



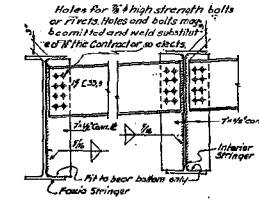
**FIXED BEARING**  
Scale 1/4"=1'-0"



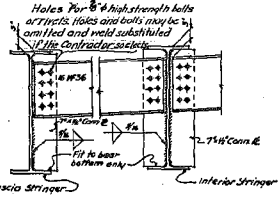
**END ELEVATION**

NOTE:  
 1. Bevel top of Sole Plates to Stringer Groove.  
 2. For dimensioning, see and see Key Plan Sheet No. 10.

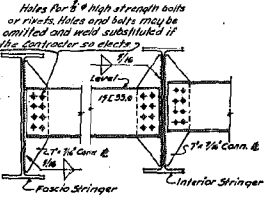
NOTE: anchor bolts shall be accurately placed by means of a template used set 1/8" into masonry.



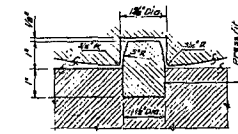
**END DIAPHRAGMS AT ABUTMENTS**  
Scale 3/4"=1'-0"



**END DIAPHRAGMS AT PIERS**  
Scale 3/4"=1'-0"

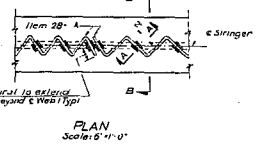


**INTERMEDIATE DIAPHRAGMS**  
Scale 3/4"=1'-0"

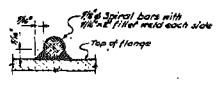


**SECTION THRU DOWEL**  
Scale 1/2"=1'-0"

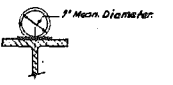
NOTE: See Sheet No. 2 for diaphragms in utility bays.



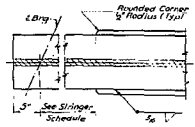
**PLAN**  
Scale 1/2"=1'-0"



**SECTION A-A**  
Half Size



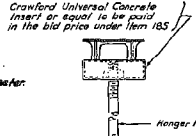
**SECTION B-B**  
Scale 1/2"=1'-0"



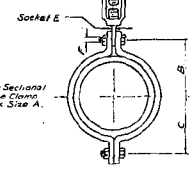
**COVER PLATE DETAILS**  
Scale 1/2"=1'-0"

NOTE:  
 All spirals shall be 1/8" plain bars with mean diameter 7".  
 All spirals shall have two structural welds at each point of contact with beam, one weld each side of rod.  
 7/8" or 1" diameter electrodes shall be used in welding the spiral bar shear connectors.  
 At the end of beam the spiral steel project about one third of the pitch beyond the end weld.  
 The Contractor's attention is called to the possibility of interference between the reinforcing steel in the slab and the beam spirals. To avoid this interference the bar spacing may be varied 7" with the understanding that the required area of steel will be placed in each 7". Even then, some bars will have to be retraced thru one or more spirals.

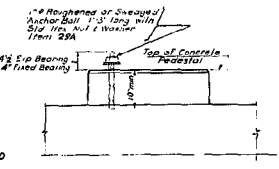
NOTE: Special precautions must be exercised when welding exposed edge of flange to avoid any possibility of undercut or other damage of flange.



**ANCHOR BOLT DETAIL**  
(TYPICAL)  
Not to scale

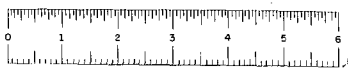


**PIPE HANGER WITH TURNBUCKLE & INSERT**  
Scale 3"=1'-0"



**ANCHOR CHAIR WITH U-BOLT**  
Scale 3"=1'-0"

NOTE:  
 Pipe supports for Water Line shall be included in the bid price for Item 18.5.  
 Anchor Chairs with U-Bolts and pipe hangers for Gas Line to be furnished and erected by others.  
 Notes in diaphragms to be provided by Contractor.

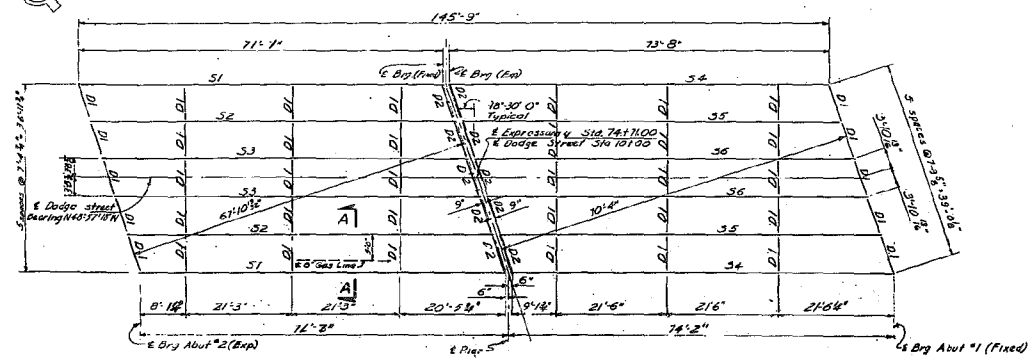


F.A.C. 58-19

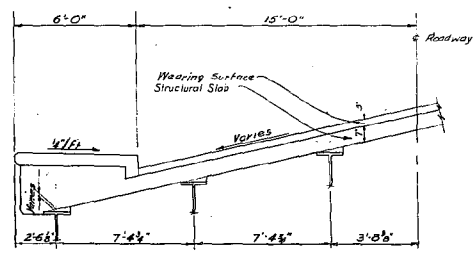
FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.	U-311(1)	171	178	

KENSINGTON EXPRESSWAY - SEC. NO. 1

CONTRACT II



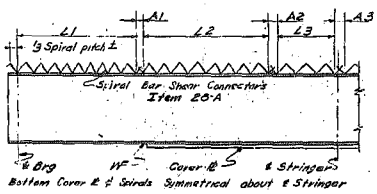
FRAMING PLAN  
Scale 3/4" = 1'-0"



DIAGRAMMATIC SECTION  
Not to Scale

STRINGER	M.K. NO.	SIZE	BOTTOM COILS		SPIRAL SHEAR CONNECTORS			DIMENSION			CAMBER			
			CENTER TO CENTER	SIZE	SECTION L-1	SECTION L-2	SECTION L-3	A-1	A-2	A-3		DEAD LOAD		
31	2	36WF10	71'-7"	10 1/2"	5'-5"	10'-0"	5"	9'-11"	7"	15'-0"	12"	3"	3"	2 1/8"
32	2	36WF10	71'-7"	10 1/2"	5'-5"	10'-0"	5"	9'-11"	7"	15'-0"	12"	3"	3"	1 5/8"
33	2	36WF10	71'-7"	10 1/2"	5'-5"	10'-0"	5"	9'-11"	7"	15'-0"	12"	3"	3"	2 1/8"
34	2	36WF10	71'-7"	10 1/2"	5'-5"	10'-0"	5"	9'-11"	7"	15'-0"	12"	3"	3"	2 1/8"
35	2	36WF10	71'-7"	10 1/2"	5'-5"	10'-0"	5"	9'-11"	7"	15'-0"	12"	3"	3"	2 1/8"
36	2	36WF10	71'-7"	10 1/2"	5'-5"	10'-0"	5"	9'-11"	7"	15'-0"	12"	3"	3"	2 1/8"

NOTE: Number of beam to be measured with beam lying on its side.

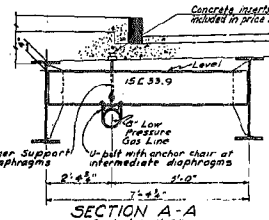


STRINGER DETAILS  
Not to Scale

NOTE: Field welding of spiral reinforcement will not be permitted.

ITEM No.	DESCRIPTION	UNIT	TOTAL		FINAL
			NEAR	ROUNDED	
5	Trench, Culvert and Bridge Excavation	C.Y.	692	790	466
10R1	Sewer Pipe (14" Dia) 6' Dia	L.F.	28	37	0
10R2	Pipe Underdrain 6" Dia	L.F.	214	240	214
12B-2	Portland Cement, Type 2	Bbl	1333	1500	1123
13	Class I Concrete for Structures	C.Y.	289	338	295
20 S	Class I Concrete	C.Y.	171	152	169
24A	Bagged Screened Gravel	C.Y.	116	134	86
24B	Bar Reinforcement for Structures	Lb.	69714	102,300	100,335
28A	Spiral Bar Shear Connectors	Lb.	2586	4,630	4,420
28A	Structural Steel	Lb.	1,90280	176,600	175,358
27A	Welded Rebar	Lb.	298	400	278
32 2X	Asphalt Concrete, Type 9B	Ton	85	90	42
61	Bituminous Material	Sq. Yd.	259	250	25
66	Protective Coating for Concrete	Sq. Yd.	91	82	51
13A	Cast Iron Pipe 6" Diam.	S.F.	2768	2,940	210
65T	Temporary Timber Sheet Piling	L.F.	302	320	302
64 10	12" Stone Curbs (Bridge)	Sq. Yd.	450	465	1106
102A	Gravel, Size or Stone Fill	C.Y.	160	140	124
301 S	Vertical and Inclined 2" Galvanized Steel Cans	L.F.	2	2	2
303 S	Horizontal Light Steel Cans, Type A (2" Mount NGL)	L.F.	2	2	2
531	Joint S. Slab Component	Sq. Yd.	7	9	7
532	Surface Ducting with Fine Aggregate	Sq. Yd.	504	510	503

W/ W/8 Dorex A.E.A. added.



SECTION A-A  
Scale 1/4" = 1'-0"

NOTE: Distance between pipe supports shall be 12 ft. For details of pipe supports see Sheet No. 14.

REVISION TO QUANTITY TABLE

NO.	DESCRIPTION	QUANTITY	UNIT
1	...	...	...

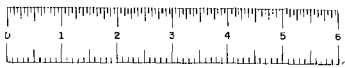
DODGE STREET OVER EXPRESSWAY FRAMING PLAN

STATE OF NEW YORK - DEPT. OF PUBLIC WORKS  
CITY OF BUFFALO ARTERIAL  
KENSINGTON EXPRESSWAY, SEC. NO. 1

DE LEUN, CATHER & BRILL  
ENGINEERS - ARCHITECTS

DRAWN: H.S.M.  
CHECKED: F.C.  
TRACED: C.B.

303 E. 44th ST. NEW YORK 17, N.Y.



F.A.C. 59-19

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.	U-377(II)	181	178	

KENSINGTON EXPRESSWAY - SEC. NO. 1

CONTRACT II

**GENERAL NOTES**

DESIGN SPECIFICATIONS: A.S.H.C. 1953 modified - loading 14.20'-315'-4".  
 MATERIALS & FABRICATION Specifications of New York State Department of Public Works, dated Jan. 2, 1957 and current modifications and additions.  
 The cost of furnishing and installing, precast, bituminous joint material, asphalt sheet piling and 1/2" asphalt roofing felt shall be included in the prices bid for the various items in the contract.  
 Joint sealing compound shall be paid for under Item 3511.  
 Bituminous material, Item 61, shall be applied to the backs of all abutments and wingwalls from the top of footings to the bottom of pavement.  
 When the concrete is cured, finished and (if ordered) rubbed, and the surface is clean and dry, the contractor shall apply a water-soluble silicone solution to all exposed surfaces except the underside of slab.

No construction joints other than those shown on the plans will be permitted, without written permission of the Deputy Chief Engineer Bridges.

Field connections shall be made with 3" high strength bolts or rivets. Holes and bolts may be omitted and Weld substituted if Contractor so elects.  
 Step joints: Red lead and oil flint field coat to be cast in grey paint. Second field coat to be grey green paint. Spiral bar reinforcement, top flange of stringers and top flange of end channels are not to be painted.  
 To insure uniform grades for surface of roadway and side walks under dead load, corrections may be made in the thickness of wearing surface of roadway and side walk. The minimum thickness indicated is to be increased at the ends of the spans in case of excessive camber in the beams and increased at the center of the span in case of insufficient camber.  
 Identification plates in accordance with N.Y.S.D.P.W. Standard 59-41 will be furnished by New York State Department of Public Works and shall be installed by the Contractor at locations indicated on the plans.  
 The Contractor's attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the substituting notes which briefly outline the anticipated structure conditions at the site of the structure and which specify certain requirements relative to construction.  
 All welding shall comply with the current Specifications of the American Welding Society unless otherwise noted on the plans and with the exception noted below.

Bridge sidewalks shall not be scored.  
 Surface of bridge seats be poured 1/2" higher than elevation specified and bush hammered to exact elevation.  
 All cement used in the concrete items for the structure shall be Portland Cement, Type 2, with Dorex A.E.A. Air-Entraining Agent added.  
 Dorex A.E.A. in its concentrated form shall be added to the aggregate and cement batch with the water in the mixer at the beginning of the mixing period. The concrete mixer shall be equipped with an approved Dorex A.E.A. dispenser. The amount of Dorex A.E.A. to be added shall be of such a quantity as to insure a controlled air-entrainment within the range of 3% minimum and 6% maximum (with the desired average between 4.5% and 5%) to the satisfaction of the Engineer.  
 The cost of furnishing and adding the Dorex A.E.A. and all mixing and equipment necessary to control the air-entrainment will be included in the unit price bid for the concrete items.  
 All superstructure concrete and all concrete in pier columns, caps and pedestals shall be Item 185. Pier concrete shall be Item 185. Concrete in Abutment Wingwalls including footings shall be Item 185.  
 All concrete in pier footings and pedestals underfootings shall be Item 205.  
 Maximum payment limits for excavation, Item 5, in rock shall be the real lines of the footings on rock. See note No. 23 sheet No. 132.

A retarding densifier shall be used in Item 85 and 205.  
 Size of pipe sleeves and size and type of hangers shall be verified with the Engineers Gas Corp. or Division of Water of the City of Buffalo before fabrication of diaphragms. See Sheet No. 118 for additional notes.

SIZE	A	B	C	D	E	F	G	H	J	K	L
10"	12"	7"	6"	3"	1"	3"	8"	6"	1/2"	3/4"	3/4"

NO AS BUILT REVISIONS

**DODGE STREET OVER EXPRESSWAY DIAPHRAGM DETAILS AND SHOES**

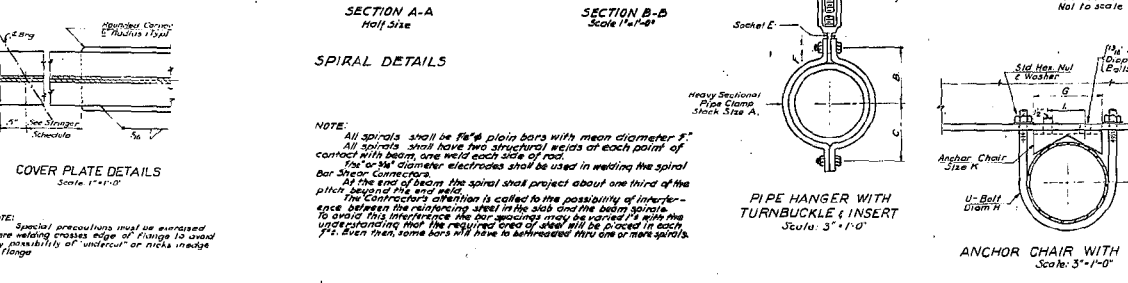
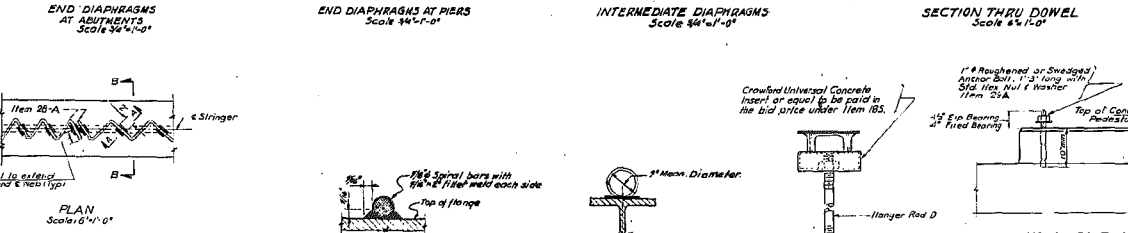
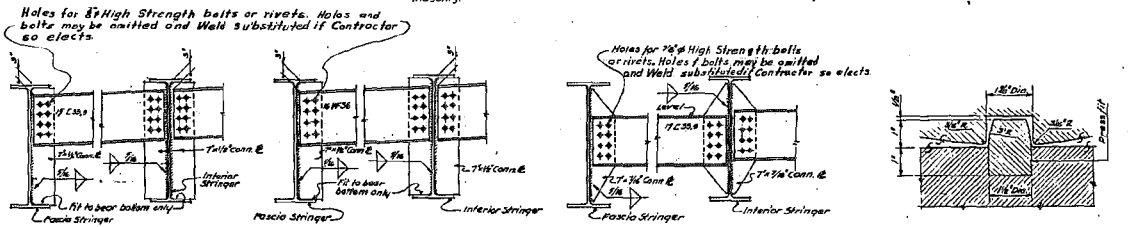
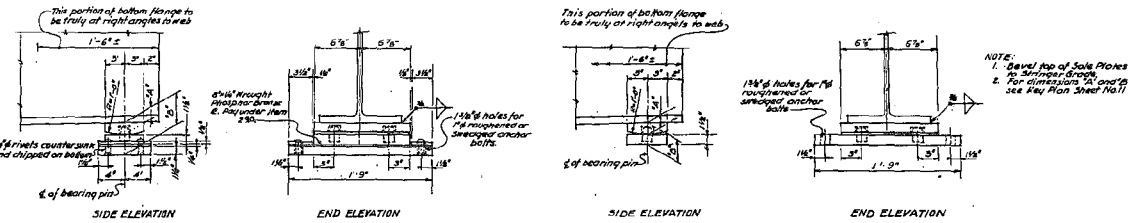
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS  
 CITY OF BUFFALO ARTERIAL  
 KENSINGTON EXPRESSWAY, SEC. 1

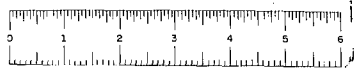
DE LEUW, CATHY & BRILL  
 ENGINEERS - ARCHITECTS

DRAWN: A.L.  
 CHECKED: C.C.  
 TRACED: C.B.

802 E. 44th ST., NEW YORK 17, N.Y.

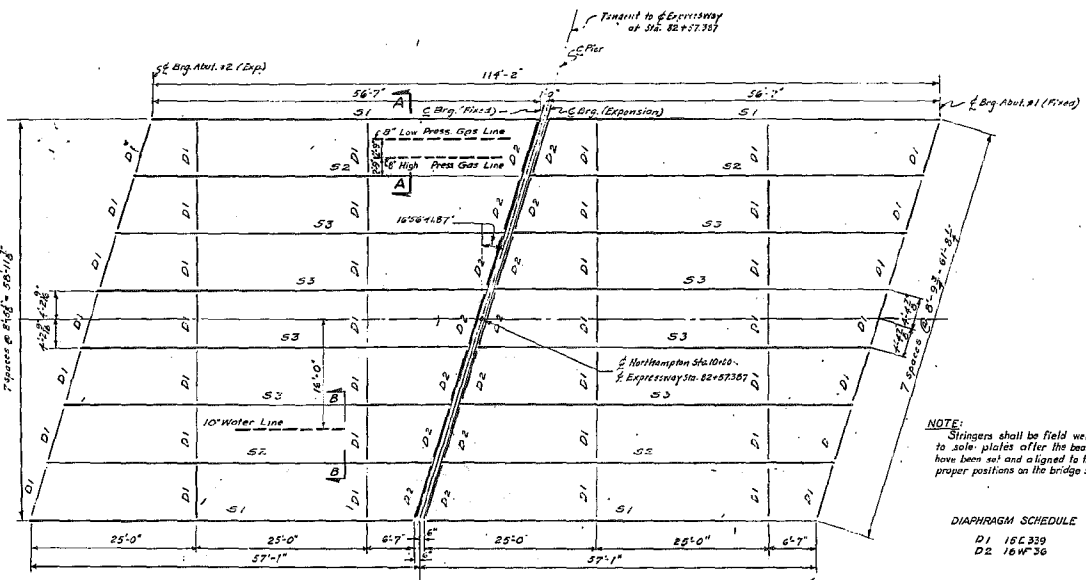
Sheet No 12





FED. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	BIBET NO.	TOTAL SHEETS
U-37107	N.Y.		1965	186	178

CONTRACT II



\*\* Splices ordered are for either size of piles.

ITEM	DESCRIPTION	UNIT	TOTAL		FINALS
			NEAR	REVISED	
1	Trench, Curb and Bridge Excavation	CY	305	310	280
179A	Sewer Pipe (44" dia) 6' dia.	LF	75	75	0
110B1	Pipe Underdrain, 6" Dia.	LF	180	185	174
110C3	Drainage Channel, Type 2	RD	145	145	143
183	Class A Concrete for Structures	CY	350	358	344
202	Class I Concrete	CY	998	720	843
214	Gravel, Screened Gravel	CY	112	112	107
224A	Bar Reinforcement for Structures	LB	92,779	95,620	85,003
224	Spiral Bar Shear Connectors	LB	8,881	2,780	8,116
234	Structural Steel	LB	186,005	171,500	170,205
37A	Meat Rolling	LF	221	235	231
37B1	Structural Concrete, Type 2-B	CU	107	115	100
37B	Reinforcing Material	CU	125	140	11
381	Protective Coating for Concrete	SQ	113	120	14
451	Steel Bearing Piles (4" dia)	LF	2,085	2,200	2,013
452	Steel Bearing Piles (2" dia)	LF	480	500	480
45A	Splices for Steel Bearing Piles	EA	35	37	0
47	Fastening Equipment for Driving Piles	LS	166	190	0
481C	6" Stone Curb, 1' dia	LF	543	543	544
112A	Gravel, Slope or Slope Fill	CY	368	370	371
134	Soft Iron Pipe (6" dia)	LF	1	1	1
201B	Fence and Install 2" Reinforced Steel Conduit	LF	360	380	355
304A	Finish Light Standoff, Type A (18" Mount, High)	EA	72	72	72
305	Miscellaneous Metals	LB	268	270	271
331	Joint Sealing Compound	CU	9	9	9
313	Surface Drilling with Pipe Boremate	S.Y.	654	690	625
3207	Temporary Steel Sheet Piling	S.Y.	1,800	1,572	0

NOTE: Stringers shall be field welded to sole plates after the bearings have been set and aligned to their proper positions on the bridge seats.

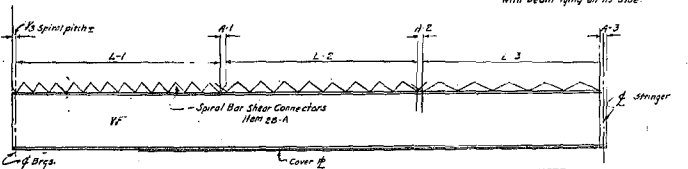
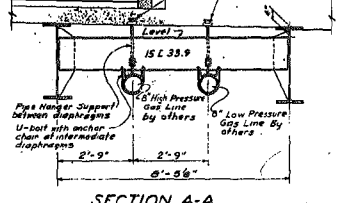
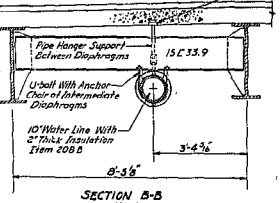
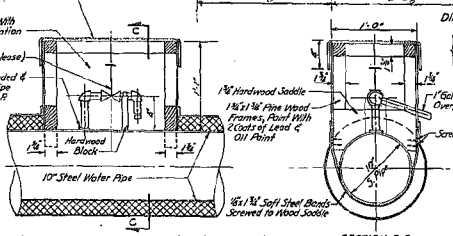
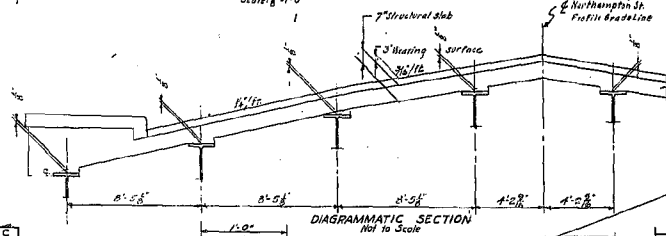
DIAPHRAGM SCHEDULE

- D1 15C339
- D2 16W36

STRINGER	Bot Cover #	SPIRAL SHEAR CONNECTORS			CAMBER
		Section L-1	Section L-2	Section L-3	
151	A	10'-0"	10'-0"	10'-0"	1/2"
152	A	10'-0"	10'-0"	10'-0"	1/2"
153	B	10'-0"	10'-0"	10'-0"	1/2"

FRAMING PLAN Scale: 1/4" = 1'-0"

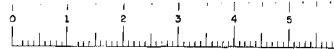
Note: Insulation shall be glass fiber pipe insulation in one piece molded sections 2" thick, as req'd. by Gustin-Brown Mfg. Co. or equal. Pipe insulation to be furnished with vapor barrier jacket of tough Kraft roll laminate. Jacketed pipe insulation shall be covered with Aluminum weather-proof jacketing as req'd. by Childers Mfg. Co. or equal.



STRINGER DETAILS Not to scale

FINAL QUANTITY REVISION			
NORTHAMPTON STREET OVER EXPRESSWAY FRAMING PLAN			
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS			
CITY OF BUFFALO ARTERIAL			
KENSINGTON EXPRESSWAY, SEC. 1			
DE LEUN, CATHY & BELL	DRAWN	K.C.C.	
ENGINEERS - ARCHITECTS	CHECKED	R.C.C.	
802 E. 42nd St.	NEW YORK 17, N.Y.	TRACER	28

Sheet No. 2



**ESTIMATE OF QUANTITIES - WALL NO. 1**

NO.	ITEM	UNIT	NEET	PROPOSAL
2UF	Underdrain Filter	C.Y.	184	190
2EF-B	Selected Granular Fill	C.Y.	380,890	380,890
5B	Structure Excavation	C.K.	224,810	224,810
11H-6	Perforated Corrugated Metal Pipe Underdrain	L.F.	3,019	3,020
1B	Class A Concrete for Structures	C.Y.	4,606	4,610
20	Class B Concrete for Structures	C.Y.	3,919	3,910
24A	Bagged Screened Aggregate	C.Y.	1,444	1,450
28	Bar Reinforcement for Structures	L.B.	40,029	40,100
29	Structural Steel	L.B.	8,786	8,790
37S(4)	Steel Bridge Railing - 4 Rail	L.F.	2,936	2,940
6I	Bituminous Material	GAU.	2,245	2,250
83ST	Temporary Steel Sheet Piling	S.F.	68,498	68,500
83TS	Temporary Sheet Piling	S.F.	3,602	3,610
30F	Reticulate Frame and Grate	S.F.	8.6	10
412B	2" Galvanized Steel Conduit	L.F.	560	570

**ESTIMATE OF QUANTITIES - WALL NO. 2**

NO.	ITEM	UNIT	NEET	PROPOSAL
2UF	Underdrain Filter	C.Y.	170	170
2EF-B	Selected Granular Fill	C.Y.	348,605	348,610
5B	Structure Excavation	C.Y.	226,487	226,490
11H-6	Perforated Corrugated Metal Pipe Underdrain	L.F.	2,841	2,850
1B	Class A Concrete for Structures	C.Y.	4,322	4,330
20	Class B Concrete for Structures	C.Y.	2,901	2,910
24A	Bagged Screened Aggregate	C.Y.	1,409	1,410
28	Bar Reinforcement for Structures	L.B.	40,434	40,400
29	Structural Steel	L.B.	7,648	7,650
37S(4)	Steel Bridge Railing - 4 Rail	L.F.	2,553	2,560
6I	Bituminous Material	GAU.	2,071	2,080
83ST	Temporary Steel Sheet Piling	S.F.	64,959	64,960
83TS	Temporary Sheet Piling	S.F.	1,950	1,960
412B	2" Galvanized Steel Conduit	L.F.	429	430

**ESTIMATE OF QUANTITIES - WALL NO. 3**

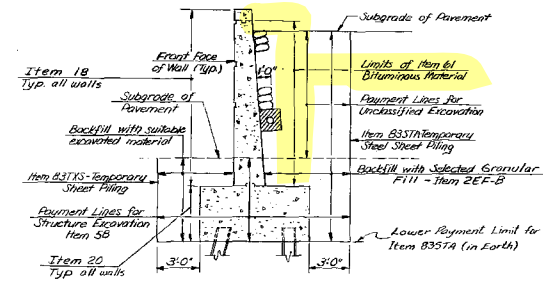
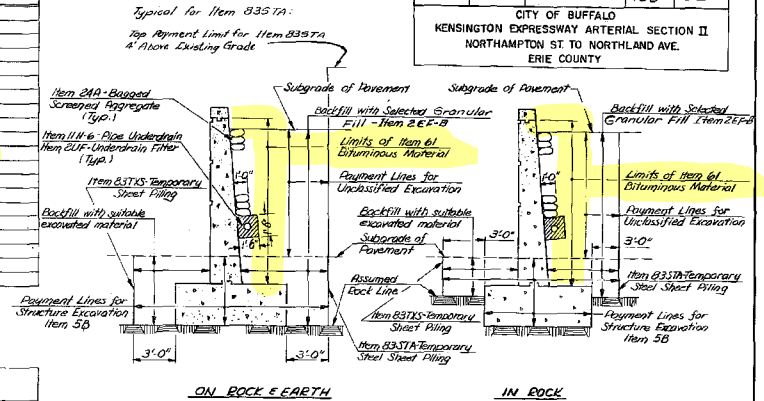
NO.	ITEM	UNIT	NEET	PROPOSAL
2UF	Underdrain Filter	C.Y.	37	40
2EF-B	Selected Granular Fill	C.Y.	40,696	40,100
5B	Structure Excavation	C.K.	36,009	36,020
11H-6	Perforated Corrugated Metal Pipe Underdrain	L.F.	574	580
1B	Class A Concrete for Structures	C.Y.	453	460
20	Class B Concrete for Structures	C.Y.	630	630
24A	Bagged Screened Aggregate	C.Y.	150	150
28	Bar Reinforcement for Structures	L.B.	42,773	42,800
29	Structural Steel	L.B.	1,681	1,700
37S(4)	Steel Bridge Railing - 4 Rail	L.F.	568	570
6I	Bituminous Material	GAU.	257	260
83ST	Temporary Steel Sheet Piling	S.F.	10,898	10,900
83TS	Temporary Sheet Piling	S.F.	1,217	1,220
84SB	Steel Bearing Test Piles	L.F.	195	170
85	Steel Bearing Piles - 10 BPA2	L.F.	3,920	3,900
85-A	Splices for Steel Bearing Piles	Ea.	44	44
87	Furnishing Equipment for Driving Piles	L.S.	Nec.	Nec.

**ESTIMATE OF QUANTITIES - WALL NO. 4**

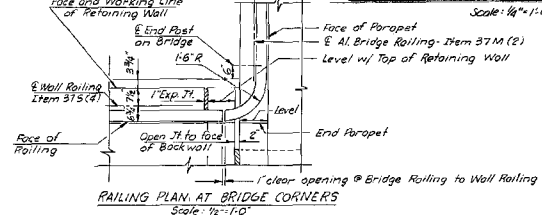
NO.	ITEM	UNIT	NEET	PROPOSAL
2UF	Underdrain Filter	C.Y.	35	40
2EF-B	Selected Granular Fill	C.Y.	48,993	49,000
5B	Structure Excavation	C.K.	34,005	34,000
11H-6	Perforated Corrugated Metal Pipe Underdrain	L.F.	533	540
1B	Class A Concrete for Structures	C.Y.	562	570
20	Class B Concrete for Structures	C.Y.	655	660
24A	Bagged Screened Aggregate	C.Y.	191	200
28	Bar Reinforcement for Structures	L.B.	54,422	55,200
29	Structural Steel	L.B.	1,546	1,550
37S(4)	Steel Bridge Railing - 4 Rail	L.F.	521	530
6I	Bituminous Material	GAU.	294	300
83ST	Temporary Steel Sheet Piling	S.F.	100,961	101,000
83TS	Temporary Sheet Piling	S.F.	912	920
84SB	Steel Bearing Test Piles	L.F.	105	110
85	Steel Bearing Piles - 10 BPA2	L.F.	2,220	2,220
85-A	Splices for Steel Bearing Piles	Ea.	49	49
87	Furnishing Equipment for Driving Piles	L.S.	Nec.	Nec.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		188	223

CITY OF BUFFALO  
KENSINGTON EXPRESSWAY ARTERIAL SECTION II  
NORTHAMPTON ST. TO NORTLAND AVE.  
ERIE COUNTY

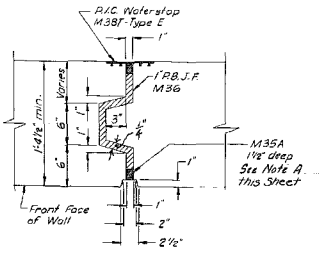


**EXCAVATION & BACKFILL PAYMENT LINES**



- NOTES:**
1. For Wall General Notes, see Wall Sheet 34.
  2. For Railing Details, see Wall Sheet 30.
  3. For Lighting Standard Details, see Wall Sheet 34.

**NOTE A:**  
A layer of wax paper or "Bear Tape" 431-1445 UB as manufactured by Behr Manning Co., Troy, NY or any approved equal, shall be placed between M35A Caulking Compound and the R.B.J.M. 85. Premolded Bituminous Joint Filler.



**EXPANSION JOINT DETAIL @ EXIST WALL & WALL #4**  
Scale: 1/2" = 1'-0"

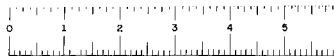
**RAILING ELEVATION AT LIGHTING STANDARD**  
Scale: 3/8" = 1'-0"

**RAILING PLAN AT BRIDGE CORNERS**  
Scale: 1/2" = 1'-0"

**SUMMARY OF QUANTITIES TYPICAL SECTIONS RETAINING WALLS NO. 1, 2, 3, AND 4**

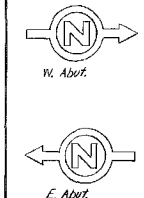
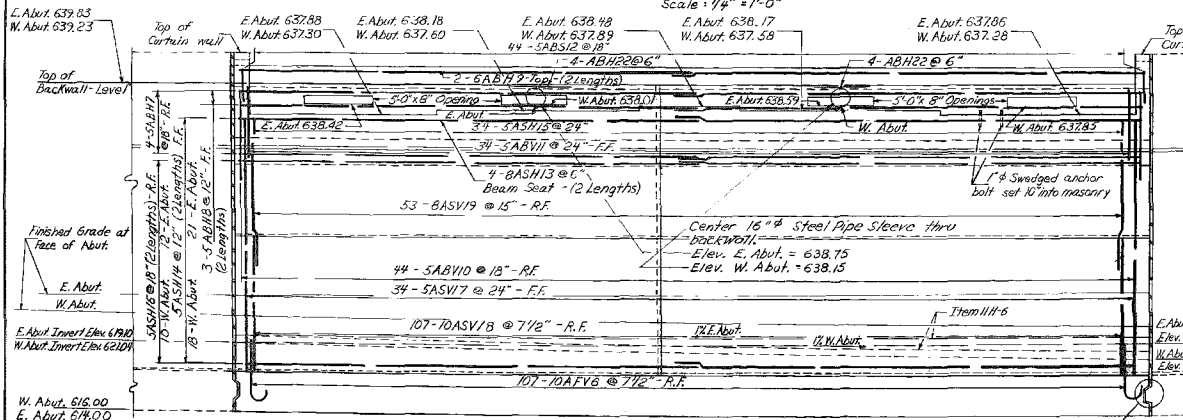
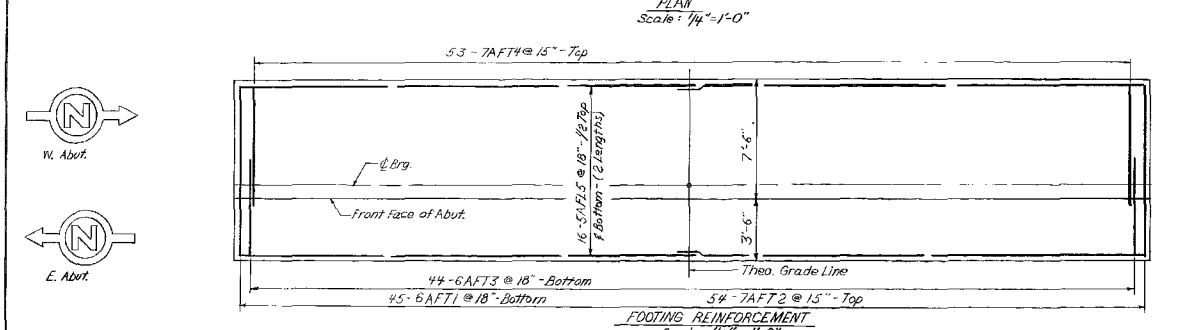
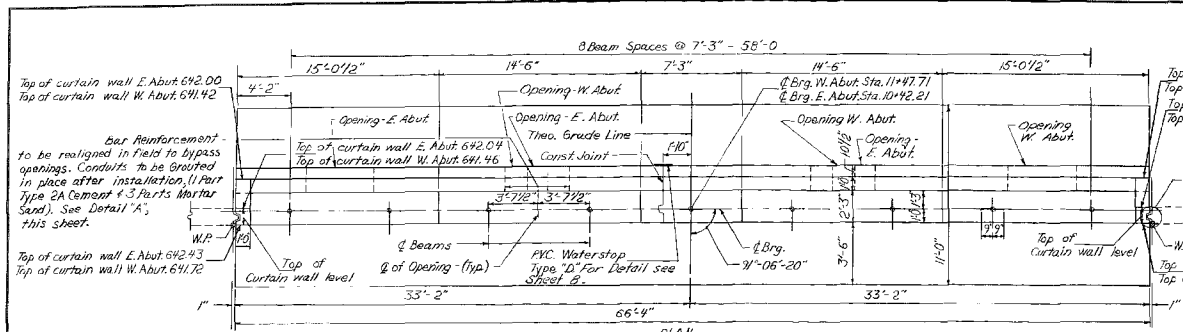
PREPARED AND RECOMMENDED  
McFarland-Johnson  
N.Y.S.P.E. LIC. NO. 11650 DATE 10-21-67  
ENGINEERS

Date: 10-20-67  
In Charge Of: H. G. COLES  
Designed By: K. W. BOOT  
Traced By: E. V. FLACCAVENTO  
Checked By: L. W. REGULAR



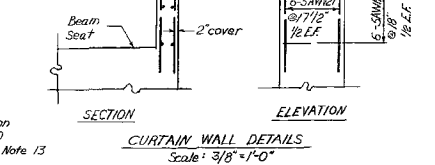
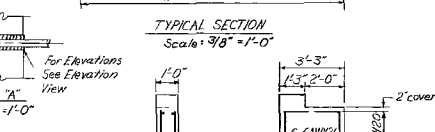
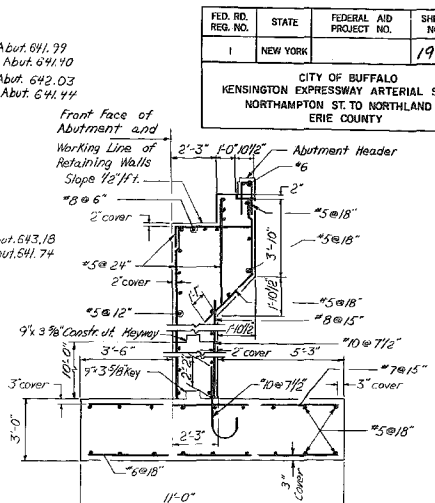
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		191	223

CITY OF BUFFALO  
KENSINGTON EXPRESSWAY ARTERIAL SECTION II  
NORTHAMPTON ST. TO NORTHLAND AVE.  
ERIE COUNTY



W. Abut. 639.03  
W. Abut. 639.23  
E. Abut. 632.88  
W. Abut. 637.30  
E. Abut. 638.18  
W. Abut. 637.60  
E. Abut. 638.98  
W. Abut. 637.89  
E. Abut. 638.17  
W. Abut. 637.58  
E. Abut. 637.86  
W. Abut. 637.28  
W. Abut. 616.00  
E. Abut. 614.00

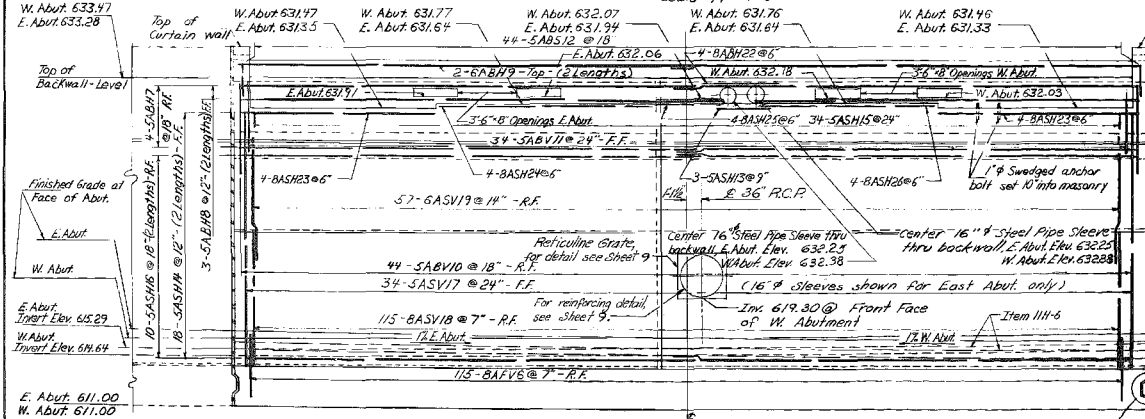
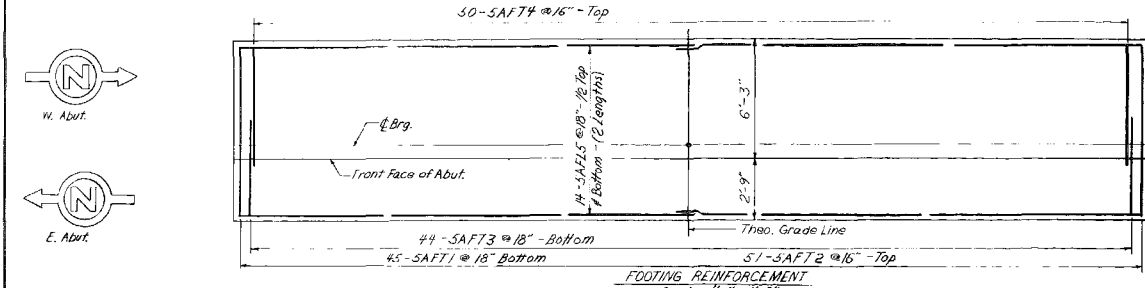
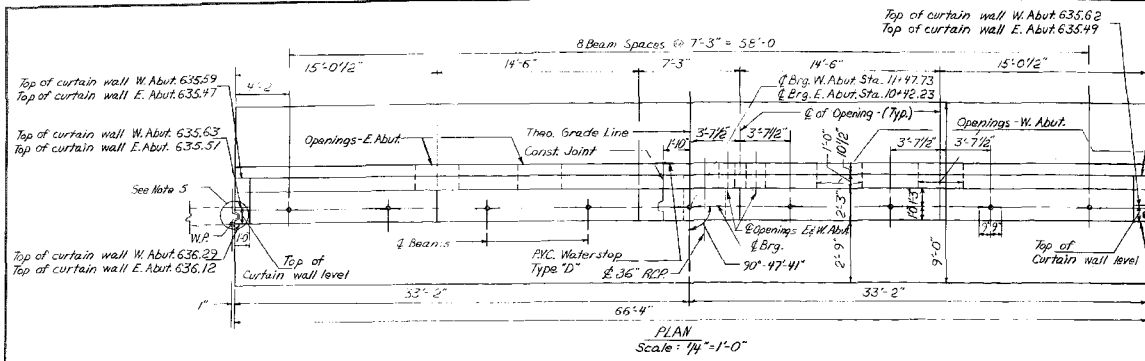
Date: JULY 14, 1967  
In Charge Of: H. G. COLES  
Designed By: W. D. SWECKER  
Traced By: J. F. MEYER  
Checked By: W. D. SWECKER



- NOTES:
- Concrete in Abutment shall be Item 20, Class B Concrete for Structures. Concrete in Abutment Header shall be Item 18, Class A Concrete for Structures.
  - Bituminous Material, Item 61, shall be applied to the back of Abutment above top of Footing, where fill is in contact with the Wall.
  - Epoxy Protective Coating for Concrete shall be applied to all Exposed Vertical Surfaces, Bridge Seats, including the area under the Bearings, Exposed Vertical Surfaces of Backwall and Curtain Walls facing the Superstructure.
  - Top of Backwalls on which Asbestos Sheet Packing is to be placed shall be Steel Trowel Finished.
  - For Detail of Expansion Joint at Wall and Footing, see sheet No. 8.
  - For Detail of Expansion Joint between Abutment and Abutment Header, see sheet No. 8.
  - For Railing and Sidewalk Plans at Bridge Corners, see sheet No. 8.
  - For Pay Lines at Abutment, see sheet No. 8.
  - For Bearing Details, see sheet No. 5.
  - For Railing Details, see sheet No. 7.
  - For Cantilet Alignment, see sheet No. 5.
  - For Rustication Details, see sheet No. 8.
  - For Bar Schedule, see sheet No. 9.
  - For design purposes, the foundation pressure does not exceed 10 tons per square foot.

BRIDGE NO. 1  
EAST UTICA STREET  
OVER KENSINGTON EXPRESSWAY  
ABUTMENT DETAILS  
PREPARED AND RECOMMENDED  
BY  
MCFARLAND-JOHNSON  
N.Y.S.P.E. LIC. NO. 20143 DATE 7-25-67  
ENGINEERS

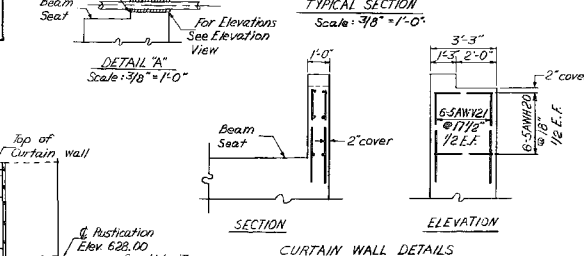
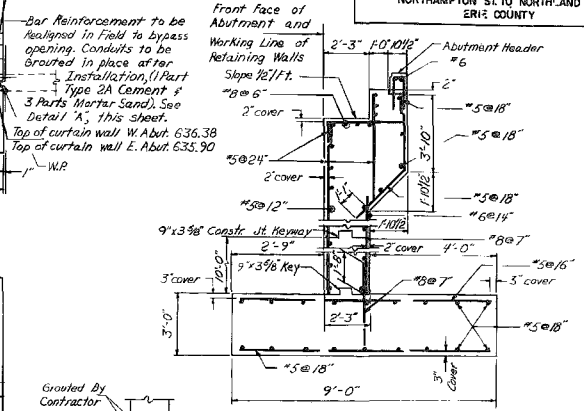




Top of curtain wall W. Abut. 635.58  
Top of curtain wall E. Abut. 635.75

Bar Reinforcement to be developed in field to bypass opening. Conduits to be grouted in place after installation, (1 Part Type 2A Cement + 3 Parts Mortar Sand). See Detail 'A', this sheet.

Top of curtain wall W. Abut. 636.38  
Top of curtain wall E. Abut. 635.90



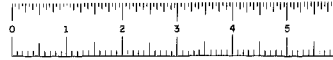
- NOTES:
- Concrete in Abutment shall be Item 20, Class B Concrete for Structures.
  - Concrete in Abutment Header shall be Item 18, Class A Concrete for Structures.
  - Bituminous Material, Item 61, shall be applied to the back of Abutment above top of footing, where fill is in contact with the wall.
  - Epoxy Protective Coating for Concrete shall be applied to all Exposed Reinforcing Surfaces of Backwall and Curtain Walls facing the Superstructure.
  - Top of Backwalls on which Asbestos Sheet Packing is to be placed shall be Steel Travel Finished.
  - For Detail of Expansion Joint at Wall and Footing, see sheet No. 8.
  - For Detail of Expansion Joint between Abutment and Abutment Header, see sheet No. 8.
  - For Railing and Sidewalk Plans at Bridge Corners, see sheet No. 8.
  - For Ray Lines of Abutment see sheet No. 8.
  - For Bearing Details, see sheet No. 5.
  - For Railing Details, see sheet No. 7.
  - For Conduit Alignment, see sheet No. 5.
  - For Rustication Details, see sheet No. 8.
  - For Bar Schedule, see sheet No. 9.
  - For design purposes, the Foundation Pressure does not exceed 10 tons per square foot.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK		201	223

CITY OF BUFFALO  
KENSINGTON EXPRESSWAY ARTERIAL SECTION II  
NORTHAMPTON ST. TO NORTH AND AVE  
ERIE COUNTY

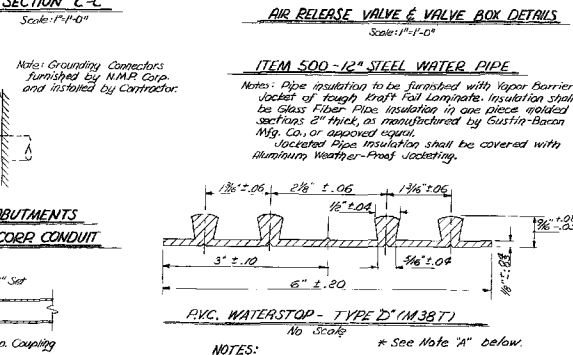
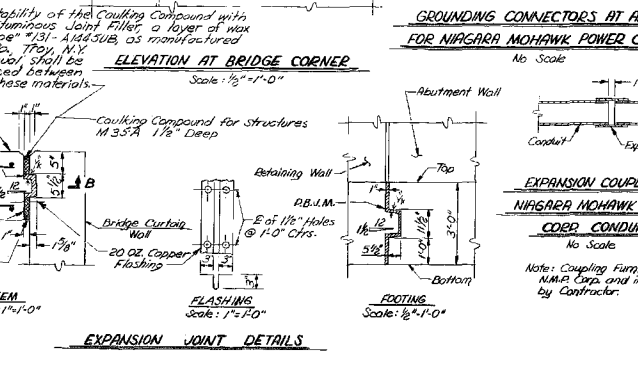
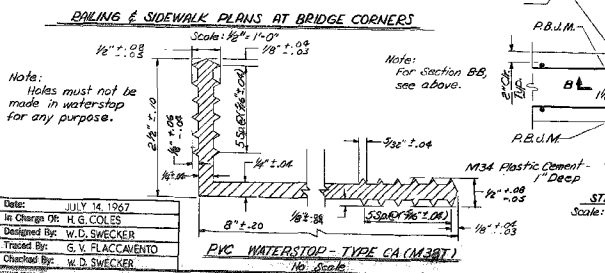
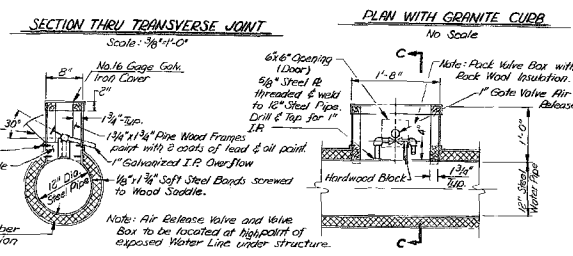
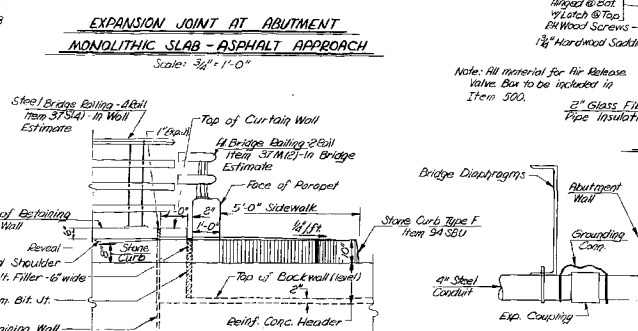
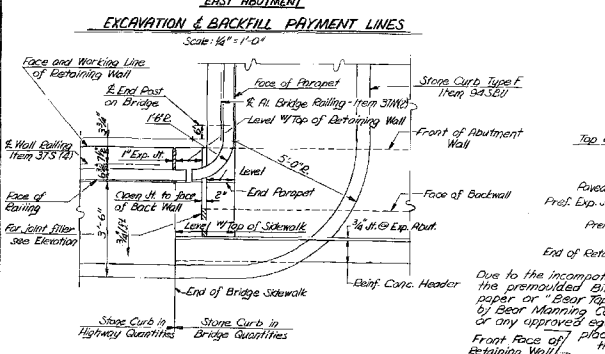
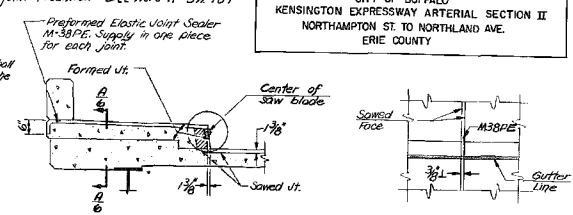
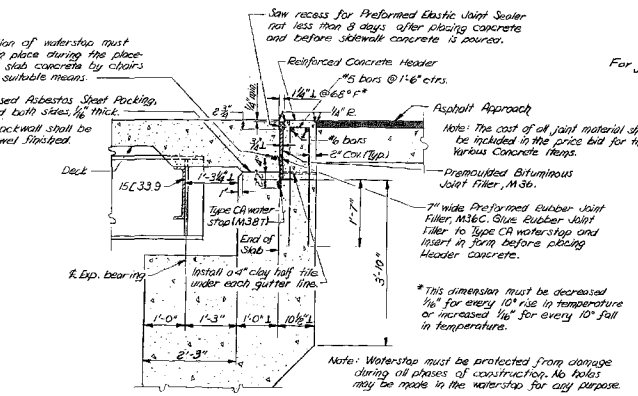
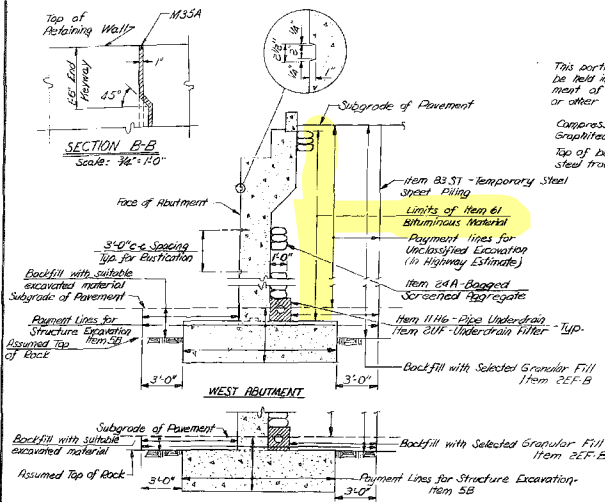
BRIDGE NO. 2	
EAST FERRY STREET OVER KENSINGTON EXPRESSWAY ABUTMENT DETAILS	
PREPARED AND RECOMMENDED BY McFarland Johnson	N.Y.S.P.E. LIC. NO. 20132 DATE 7-23-47
ENGINEERS	

Date: JULY 14, 1947  
In Charge Of: H. G. COLES  
Designed By: W. D. SWICKER  
Traced By: J. F. MEYER  
Checked By: W. D. SWICKER



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		206	

CITY OF BUFFALO  
KENSINGTON EXPRESSWAY ARTERIAL SECTION II  
NORTHAMPTON ST. TO NORTHLAND AVE.  
ERIE COUNTY



Date: JULY 14, 1967  
In Charge Of: W.G. COLLIER  
Designed By: W.D. SWECKER  
Traced By: G.V. FLACCAVENTO  
Checked By: W.D. SWECKER

Notes:  
1. For Bridge General Notes, see Bridge Sheet 1.  
2. For detail of Fixed Joint of Pier, see Bridge Sheet 5.  
3. For location of 14mm 250, 3/8" Steel Pipe Cuts for New York Telephone Co., see Framing Plan, Bridge Sheet 5.  
4. For Foundation Notes, see Bridge Sheet 1.

NOTE 2:  
Holes must not be made in waterstop for any purpose except as required for Tacking to Forms.  
Tacking to forms will only be permitted in the area between the outside ribs and the edges of waterstop. Type D waterstop shall be light gray in color.

**BRIDGE NO. 2**

EAST FERRY STREET  
OVER KENSINGTON EXPRESSWAY  
MISCELLANEOUS DETAILS

PREPARED AND RECOMMENDED  
McFarland-Johnson  
N.Y.S.P.E. LIC. NO. 20143 DATE 7-25-67  
ENGINEERS

# Asbestos-Containing Materials Inspection

FOR

**BIN 1022610**  
**Dodge Street over**  
**Kensington Expressway (Rt. 33)**  
**City of Buffalo,**  
**Erie County, New York**

---

PREPARED FOR

**LaBella Associates**  
**300 State St #201**  
**Rochester, NY 14614**

FOR SUBMISSION TO

**New York State Department of Transportation Region 5**  
**100 Seneca Street**  
**Buffalo, NY 14203**

**PIN – 5512.52.123**

**D038277**

**Watts Project No. 20220255**

**August 2023, Revised September 2023**

Submitted by:

**Watts**  
**Architects**  
**&Engineers**



# Watts Project Contact and Asbestos Fact Sheet



**Watts  
Architects  
& Engineers**

95 Perry Street  
Suite 300  
Buffalo, NY 14203

Andrew Klimek, CHMM, PG  
Project Manager, Env. Dept. Manager  
aklimek@watts-ae.com  
716 206 5120

BUFFALO / SYRACUSE / NEW YORK watts-ae.com

## Name and Address of Building/Structure

BIN 1022610 - Dodge Street Bridge over  
Kensington Expressway (NYS Route 33)  
City of Buffalo, Erie County, New York

## Name and Address of Building/Structure Owner

New York State Department of Transportation  
50 Wolf Road  
Albany, New York 12232

## Name of the Firm & Persons Conducting the Inspection

Watts Architects & Engineers  
Matthew E. Holquist (NYS DOL Cert #01-08239)  
Robert S. Swick (NYS DOL Cert #20-05731)  
William G. Coyle (NYS DOL Cert #17-39002)

## Date(s) the Inspection Was Conducted

May 3 & 10, 2023

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## 1.0 / Introduction

Watts Architects & Engineers, D.P.C. (Watts) was retained by New York State Department of Transportation (NYSDOT), in conjunction with LaBella Associates, D.P.C. (LaBella) being the lead Design Engineers for the Kensington Expressway Project (PIN 5512.52), to complete an Asbestos-Containing Materials (ACM) Inspection of the Dodge Street Bridge over Kensington Expressway (NYS Route 33) (BIN 1022610) as part of the overall larger project, located in the City of Buffalo, Erie County, New York. The overall PIN 5512.52 project includes the covering of the Kensington Expressway between Dodge Street and Sidney Street, with the purpose of re-creating the original Humboldt parkway setting that existed prior to the construction of the expressway, while maintaining the expressway as is, and at its current capacity. The project involves the demolition of five bridge structures and associated adjacent retaining walls throughout the project corridor along the Kensington Expressway. A separate report was prepared for each of the bridge structures throughout the project corridor, which includes:

- BIN 1022610 – Dodge Street Bridge over NYS Route 33
- BIN 1022620 – Northampton Street Bridge over NYS Route 33
- BIN 1022630 – East Utica Street Bridge over NYS Route 33
- BIN 1022640 – East Ferry Street Bridge over NYS Route 33
- BIN 1022609 – Best Street Bridge over NYS Route 33

Since the overall retaining wall system throughout the project corridor isn't specifically associated with a single bridge, the ACM information associated with all of the retaining wall structures throughout the overall project corridor is summarized within each of the bridge reports noted above (the information is redundant). The information and estimated quantities are based upon the project limits at the time of reporting.

See Figure 1 – Project Location Map within **Appendix B – Figures**. The purpose of the bridge inspection was to identify and sample suspect ACM which may require abatement prior to or during demolition of the structure. The inspection was limited to the review of available records and examination of the areas of the bridge that could be accessed from the bridge itself or reached from the ground by use of a ladder from below. The following information summarizes the results of the investigation.

## 2.0 / Inspection Results

The inspection involved the review of available historical record plans and previously completed asbestos inspection reports in an attempt to identify known or suspect ACM and an onsite inspection that fulfilled the NYSDOT methodology of collecting three (3) bulk samples for each identified homogeneous suspect ACM. Because the original asbestos survey was completed in 2002 for this bridge, additional samples of previously tested suspect ACM were required in order to comply with current sampling regulatory protocol. Watts collected a total of fifteen (15) bulk samples to represent the six (6) identified suspect ACM that are present at the structure (and were not previously sampled or additional samples were required to supplement the sample count to current regulatory protocols). ACM is defined as any material containing more than one percent (1%) of asbestos. Based on the information obtained during the records review, laboratory analysis of bulk samples collected as part of this investigation, previous sampling and analysis (if applicable), and visual observations, the following information regarding ACM has been identified at BIN 1022610 – Dodge Street Bridge over Kensington Expressway (NYS Route 33).

### Confirmed Asbestos-Containing Materials (ACM)

Based on the record plan review, previous ACM inspection reports, subsequent field inspection, and laboratory analysis of collected samples, the following ACM was identified:

Type of Material	Typical Location	Estimated Amount	Friability	Condition	NYS DOT Specification Item No.
Abutment / Retaining Wall Caulking <sup>1</sup>	Within Retaining Wall Vertical Expansion Joints (One at Each Corner of the Bridge and Located Every 90 Linear Feet of Retaining Wall)	~2,179 LF  (~545 SF for NYSDOL Reporting Purposes)	Non-Friable	Fair to Good	210.3411
Sheet Packing <sup>1</sup>	East End of Bridge Between Deck & Abutment	~94 SF	Non-Friable	Good	210.3312
Rail Post Base Grey Caulk	Base of Metal Guide Rail Posts on Top of the Retaining Walls in the Northern Portion of the Project Corridor	2,457 LF  (~205 SF for NYSDOL Reporting Purposes)	Non-Friable	Good	210.3411

<sup>1</sup> - ACM was previously identified during a former ACM survey/inspection. See **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information** for additional details regarding this ACM.

### Confirmed ACM Details

During the record plan review, previous ACM inspection reports, and onsite inspection, the following ACM was identified:

#### **Abutment / Retaining Wall Caulking**

The asbestos-containing caulking associated with this bridge was previously tested (and referred to as Brown Joint Sealer) and identified as an ACM during the 2002 Asbestos Sampling Survey. See **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information** for additional details regarding that report. This ACM is homogeneous with the asbestos-containing abutment / retaining wall caulking that has been identified throughout the Kensington project corridor.

An asbestos-containing caulking is located within the vertical expansion joints of the retaining walls along both sides of the Kensington Expressway (NYS Route 33) project corridor. There are wall joints spaced out approximately every 30 linear feet along the retaining wall, with an expansion joint (filled with a non-ACM joint filler and covered with the asbestos-containing caulking) being located at every third joint. The two joints in between the expansion joints are each control joints with no joint fillers or ACM caulking. The control joints are tooled in as stress relief points that provide a potential cracking location within the joint itself as an effort to prevent wall surface cracking. The expansion joints (with non-ACM joint filler and asbestos-containing caulking) allow for expansion/contraction of the concrete wall. In addition to the 30' spaced two control joints and one expansion joint, there are additional expansion joints (with associated asbestos-containing caulking) in close proximity at each corner of the project corridor bridges.

The ACM was generally observed to be intact in most expansion joints, however, it was observed that the asbestos-containing caulking was no longer intact within some of the expansion joints or was sometimes covered with a newer, non-asbestos-containing caulking. It appears that the coloration of the caulking has been affected by staining and weathering, as it is not consistent in color throughout the corridor. In general, the asbestos-containing caulking was observed to be grey in color, but was sometimes darker or lighter grey, sometimes lighter or darker tan to brown. Thus, for estimating purposes, it is assumed that all of the caulking present within each expansion joint throughout the project corridor is an ACM (or is a newer non-ACM caulking but is applied directly onto the remnant asbestos-containing caulking).

It is estimated that the total amount of caulking associated with the retaining wall system throughout the project corridor is approximately 2,179 linear feet. The caulking is approximately 3" wide on average and there are a total of 108 vertical expansion joints that extend from the Kensington Expressway (NYS Route 33) roadway surface up the entire retaining wall and also extending along the horizontal surface (approximately 1.5') on top of the retaining wall. For NYSDOL reporting purposes, this is equivalent to approximately 545 square feet in total (note that NYSDOL considers this type of ACM a reportable quantity in square feet, while NYSDOT considers caulking a linear foot pay item). The approximate locations of the ACM caulking that are in close proximity to the bridge are shown in Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures** and can also be seen within **Appendix A – Photos**. In addition, quantity calculation sheets completed by design engineers from LaBella involved with the retaining wall design are included within **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information**.

#### **Rail Post Base Grey Caulk**

The asbestos-containing grey caulk associated with the metal guide rail post bases located on the retaining walls throughout the northern portion of the project area for the Kensington Expressway Project (PIN 5512.52) was previously tested and identified as an ACM during previous asbestos inspection reports. This ACM is not located in direct proximity to BIN 1022610, however there is a significant quantity of this ACM that will be disturbed as part of the overall project, thus the information has been included within all of the reports associated with the project.

This ACM has been confirmed present in association with the metal guide rail post bases throughout the northern portion of the project corridor where the originally installed metal guide rail system still remains. The southern portion of the project corridor has a different guide rail system that consists of recently installed decorative concrete guide rails that do not have associated ACM (however, the retaining walls below these areas still do have the asbestos-containing caulking associated with the expansion joints).

Grey asbestos-containing caulking compound is located around the perimeter of the guide rail post base plates associated with the retaining walls in the northern portion of the project corridor. It is important to note that the base plates associated with the guide rails and fencing posts located on the bridge curb/knee wall superstructure are of a different construction and do not have any associated ACM. Each rectangular guide rail post base plate with ACM is approximately 8" x 14" (a total of 3.67 linear feet per plate) and has an approximate 1" thick bead of caulk around the perimeter of each plate. There are approximately 670 guide rail post base plates with ACM associated with the retaining walls throughout the northern portion of the project corridor. Thus, it is estimated that the total amount of grey caulking compound associated with the guide rail post base plates is approximately 2,457 linear feet (205 square feet for NYSDOL reporting purposes). The ACM was generally observed to be intact in most locations. The approximate locations of this material are shown in Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures** and can also be seen within **Appendix A – Photos**. In addition, details regarding the various retaining walls throughout the project corridor completed by design engineers from LaBella involved with the retaining wall design are included within **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information**.

#### **Dark Grey Sheet Packing**

The asbestos-containing sheet packing associated with this bridge was previously tested and identified as an ACM during the 2002 Asbestos Sampling Survey. See **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information** for additional details regarding that report.

Dark grey asbestos-containing sheet packing is located between the top of the abutments and the bottom of the deck slab at both ends of the bridge. Most of the material is presently covered by the bridge deck, although the edges of this sheet packing are exposed and visible at various locations. It is estimated that the total amount of dark grey sheet packing on the bridge is approximately 94 square feet (approximately 47 square feet per abutment). The approximate locations of this material are shown in Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures** and can also be seen within **Appendix A – Photos**.

#### **Inaccessible Assumed ACM**

During the record plan review, previous ACM inspection reports, and onsite inspection, the following inaccessible assumed ACM was identified.



Type of Material	Typical Location	Estimated Amount	Friability	Condition	NYS DOT Specification Item No.
Waterproofing Item 61 – Bituminous Material	Back Side of Abutments and Retaining Walls, Counterforts, Top of Footer Piles	~234,486 SF	Non-Friable	Unknown	210.481201

### Inaccessible Assumed ACM Details

#### **Waterproofing – Item 61 – Bituminous Material**

This suspect ACM was identified during the record plan review in association with the retaining walls, counterforts, top of the footer piles, and abutments throughout the project corridor. According to the original Kensington Expressway construction documents, this suspect ACM was applied to the following locations: the back sides of the retaining walls; around all counterforts; extended 1' on top of the footing; and, the backs of all abutments and wingwalls from the top of footings to the bottom of pavement. As a result of this suspect ACM being buried beneath the concrete and asphalt roadway surface and the concrete sidewalks, this suspect ACM could not be accessed for sampling and subsequent submission for laboratory analysis. It is recommended that the material be tested for asbestos content prior to construction activities and any asbestos abatement because more often than not, Item 61 – Bituminous Material is found not to be an ACM, however, on occasion it is identified as an ACM, thus it must be assumed to be ACM.

It is estimated that the total amount of the suspect ACM Waterproofing – Item 61 – Bituminous Material is approximately 234,486 square feet throughout the project corridor. Quantity calculation sheets completed by design engineers from LaBella involved with the retaining wall design and the record plan information that details the approximate locations of this inaccessible/assumed ACM are included within **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan Information**.

For a complete listing of the suspect ACM that was sampled as part of this inspection, see the Asbestos Bulk Sample Summary Table that is included later within this report.

## **3.0 / Inspection Procedures**

Watts reviewed information available via NYSDOT's Bridge Data Information System (BDIS) and Record Plans that were made available by NYSDOT, Region 5.

A New York State Department of Labor (NYSDOL) certified asbestos inspector from Watts visited the site and collected bulk samples of all accessible suspect ACM that are present at the structure and were not previously sampled. Bulk samples were collected using simple hand tools from each matrix identified as a potential ACM.

The assessment of the structure included observations to estimate the approximate amount (length or area) of suspect ACM, if present. Photographs taken by Watts during the inspection are included within **Appendix A – Photos**. Where possible, Watts visually inspected identified suspect ACM to assess their condition. The conditions of the ACM are classified as good, fair, or poor. The requirement for each designation is as follows:

**Good:** Material with no visible damage or deterioration or showing very limited damage or deterioration.

**Fair:** The surface of the material is crumbling, blistering, water-stained, gouged, punctured or otherwise damaged with the damage covering less than one tenth of the surface if the damage is evenly distributed or up to 25% of the material if the damage is localized.

Poor: The surface of the material is crumbling, blistering, water-stained, gouged, punctured or otherwise damaged with the damage covering more than one tenth of the surface if the damage is evenly distributed or more than 25% of the material if the damage is localized. Material with large areas hanging from the substrate, delaminated, heavily gouged, crushed, etc.

Bulk samples of accessible suspect ACM that have not been previously analyzed were collected during the site inspection of the subject structure. In accordance with NYSDOT's Transportation Environmental Manual (TEM), three (3) samples were taken of each homogeneous material that may contain ACM. The investigation was limited to areas of the bridge that could be accessed from the bridge itself or reached from the ground by use of a ladder from below. Samples were delivered with the proper chain-of-custody forms to a New York State-accredited laboratory that is a participant in the Environmental Laboratory Approval Program (ELAP) and National Voluntary Laboratory Approval Program (NVLAP). All materials, except non-friable organically bound (NOB) materials were analyzed by Polarized Light Microscopy (PLM) using NY ELAP Method 198.1. In addition, all samples analyzed via 198.1 were examined for the presence of vermiculite. NOBs, which include, but are not limited to, tars, bond breakers, bearing pads, mastics, and caulks underwent gravimetric reduction and were analyzed by Polarized Light Microscopy (PLM) using NY ELAP Method 198.6. Any NOB materials that were found to be negative under PLM were then analyzed by Transmission Electron Microscopy using NY ELAP Method 198.4. The New York State Department of Health (NYSDOH) protocol requires analysis by Transmission Electron Microscopy if the PLM analysis does not confirm the presence of asbestos.

An Asbestos Bulk Sample Summary Table can be found after Section 5.0 of this report, and it includes information on all suspect ACM sampled during this inspection. In addition, it enumerates all suspect homogeneous materials identified, corresponding bulk sample numbers, results of the various testing conducted, and whether or not the items are ACM. Drawing(s) identifying the approximate locations of asbestos bulk samples and detailed information regarding identified ACM (if present) are included within Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures**. The asbestos laboratory report(s) and associated chain-of custody form(s) are included within **Appendix C – Laboratory Analytical Report(s) and Chain-of-Custody Form(s)**. The related asbestos license and certification information is included within **Appendix D – License(s) and Certification(s)**.

## 4.0 / Inspection Limitations

This inspection was conducted in accordance with NYSDOT TEM, NYSDOL, and United States Environmental Protection Agency (USEPA) asbestos regulations. Collection of bulk samples of suspect ACM was limited to those materials accessible using hand tools. Homogeneous materials were identified and located based on visual observation from accessible locations at the structure.

No sub-surface investigation (beyond 6"-12" below ground surface at the limited locations where and if the soil immediately adjacent to the vertical surfaces of the abutments and wing walls was able to be removed with a hand shovel) was performed by Watts to investigate for suspect ACM or underground utilities in the immediate vicinity of the structure. The review of the historical bridge records did not identify any suspect ACM associated with or below the wearing surface (pavement, concrete, asphalt, etc.) and as a result, no coring was conducted to inspect beneath it.

No asbestos inspection can entirely eliminate the uncertainty regarding the potential for undiscovered ACM. The presence of hidden suspect ACM, inconsistencies with use of different construction products or inconsistencies within the mixture of a given product, or unforeseen circumstances associated with the assumptions made to the homogeneity of suspect ACM could potentially result in the existence of additional suspect ACM and/or the unknown presence of ACM. The inspection performed by Watts was conducted exercising all appropriate due diligence and was intended to reduce, but not eliminate, any uncertainty or confusion regarding the potential for ACM associated with the structure. The information obtained from the review of the historical record plans, field observations, and the laboratory analysis of the bulk samples collected was used to determine the presence or the absence of ACM, and if present, its quantity. The conclusions made during the completion of this inspection report used Dodge professional judgement and sound industry practices, however no guarantees or warranties are made, nor implied.

This asbestos inspection report is not intended to be utilized as a bid document for an asbestos abatement scope of work. This report is intended to satisfy the requirements of NYS Code Rule 56-5 and the NYSDOT TEM for asbestos inspections.

## 5.0 / Conclusions and Recommendations

The following ACM was identified during this investigation:

- **Dark Grey Sheet Packing (Pay Item 210.3312 Removal and Disposal of Bond Breaker/Filler ACM (BV14) Square Foot)** – Approximately 94 square feet (47 square feet each side) of dark grey sheet packing is located between the top of the abutments and the bottom of the deck slab at both ends of the bridge at BIN 1022609.
- **Abutment / Retaining Wall Caulking (Pay Item 210.3411 Removal and Disposal of Caulking ACM (BV14) Foot)** – Approximately 2,179 linear feet (545 square feet for NYSDOL reporting purposes) of asbestos-containing caulking is located within the vertical expansion joints of the abutments / retaining walls throughout the Kensington project corridor.
- **Rail Post Grey Caulk (Pay Item 210.3411 Removal and Disposal of Caulking ACM (BV14) Foot)** – Approximately 2,457 linear feet (~205 square feet for NYSDOL reporting purposes) of asbestos-containing grey caulking is located around the perimeter of the metal guild rail post base plates located on the retaining walls throughout the northern portion of the project corridor.

The following inaccessible/assumed ACM was identified during this investigation:

- **Waterproofing – Item 61 – Bituminous Material (Pay Item 210.481201 Removal and Disposal of Miscellaneous ACM (BV14) Square Foot)** – Approximately 234,486 square feet of this inaccessible/assumed ACM is associated with the back side of the abutments and retaining walls, counterforts, and top of footer piles throughout the project corridor.

If any ACM will be disturbed during the proposed bridge demolition or overall Kensington Expressway renovation project, the disturbance is considered an asbestos abatement project and must be conducted by a properly licensed asbestos abatement contractor in accordance with all applicable regulations. NYSDOL Blanket Variance 14 provides certain reliefs from the NYSDOL ICR 56 requirements provided the ACM remains in a non-friable condition. The development of asbestos-related NYSDOT Special Notes for use during construction will need to be completed as part of the design process. In addition, all persons involved with the bridge renovation or reconstruction should be made aware of the presence of ACM at this structure.

If any additional untested suspect ACM is identified during subsequent investigations or during construction, the materials must be sampled by certified personnel and analyzed for asbestos content by a certified laboratory.

## Asbestos Bulk Sample Summary Table

BIN 1022610 – Dodge Street Bridge over Kensington Expressway (NYS Route 33)  
 City of Buffalo, Erie County, New York  
 P.I.N. 5512.52.123

Identified asbestos-containing materials are in bold.

Bulk Sample Number	Type of Material	Bulk Sample Location	Results (Percent (%) Asbestos)
1022610-01	Brown Abutment Joint Filler	NE Wing Wall Joint	None Detected
1022610-02	Brown Abutment Joint Filler	NE Abutment/Wing Wall Joint	None Detected
1022610-03	Masonry Coating (Light Grey)	East Abutment, North Side	None Detected
1022610-04	Masonry Coating (Light Grey)	Center Pier, North End	None Detected
1022610-05	Grey and Orange Bearing Pad	East Abutment, North Middle Bearing	None Detected
1022610-06	Grey and Orange Bearing Pad	Center Pier, North Bearing	None Detected
1022610-07	Grey Caulk at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, North	None Detected
1022610-08	Grey Caulk at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, North	None Detected
1022610-09	Grey Caulk at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, South	None Detected
1022610-10	Grey Railing / Abutment-Retaining Walk Caulk	NE Railing / Abutment-Retaining Wall	None Detected
1022610-11	Grey Railing / Abutment-Retaining Walk Caulk	NE Railing / Abutment-Retaining Wall	None Detected
1022610-12	Grey Railing / Abutment-Retaining Walk Caulk	SE Railing / Abutment Retaining Wall	None Detected
1022610-13	Grey Deck Expansion Joint Sealer	West Expansion Joint, South Side	None Detected
1022610-14	Grey Deck Expansion Joint Sealer	Middle Expansion Joint, North Side	None Detected

Bulk Sample Number	Type of Material	Bulk Sample Location	Results (Percent (%) Asbestos)
1022610-15	Grey Deck Expansion Joint Sealer	West Expansion Joint, South Side	None Detected

# Appendix A

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Photos



Photo 1 - View to the northwest of the northern side Dodge Street Bridge over Kensington Expressway (Route 33) (BIN 1022610).



Photo 2 - View to the northwest of the southern side Dodge Street Bridge over Kensington Expressway (Route 33) (BIN 1022610). Repairs to the structure were being conducted at the time.



Photo 3 - View to the north from the middle of the Dodge Street Bridge over Kensington Expressway (Route 33) (BIN 1022610).



Photo 4 - View of the BIN plate located on the southwestern corner of the Dodge Street Bridge over Kensington Expressway (Route 33) (BIN 1022610).





Photo 5 – View of the BIN plate located on the adjacent fence at the northeast quadrant of the Dodge Street Bridge over Kensington Expressway (Route 33) (BIN 1022610).



Photo 6 – View of the underside of the Dodge Street Bridge over Kensington Expressway (Route 33) (BIN 1022610) taken during the night-time inspection of the bridge.



Photo 7 – View of the dark grey asbestos-containing caulking observed within the expansion joint at the Dodge Street Bridge over Kensington Expressway (Route 33) (BIN 1022610).



Photo 8 – Compressed asbestos sheet packing located on the abutment shelf at the bridge was previously confirmed as an ACM and visually observed during this inspection of the Dodge Street Bridge over Kensington Expressway (Route 33) (BIN 1022610).



Photo 9 – Asbestos-containing railing post base caulk is associated with all of the metal guiderails located on top of the northern retaining walls. No asbestos-containing caulk is associated with the new decorative concrete guide rails located on top of the southern retaining walls.

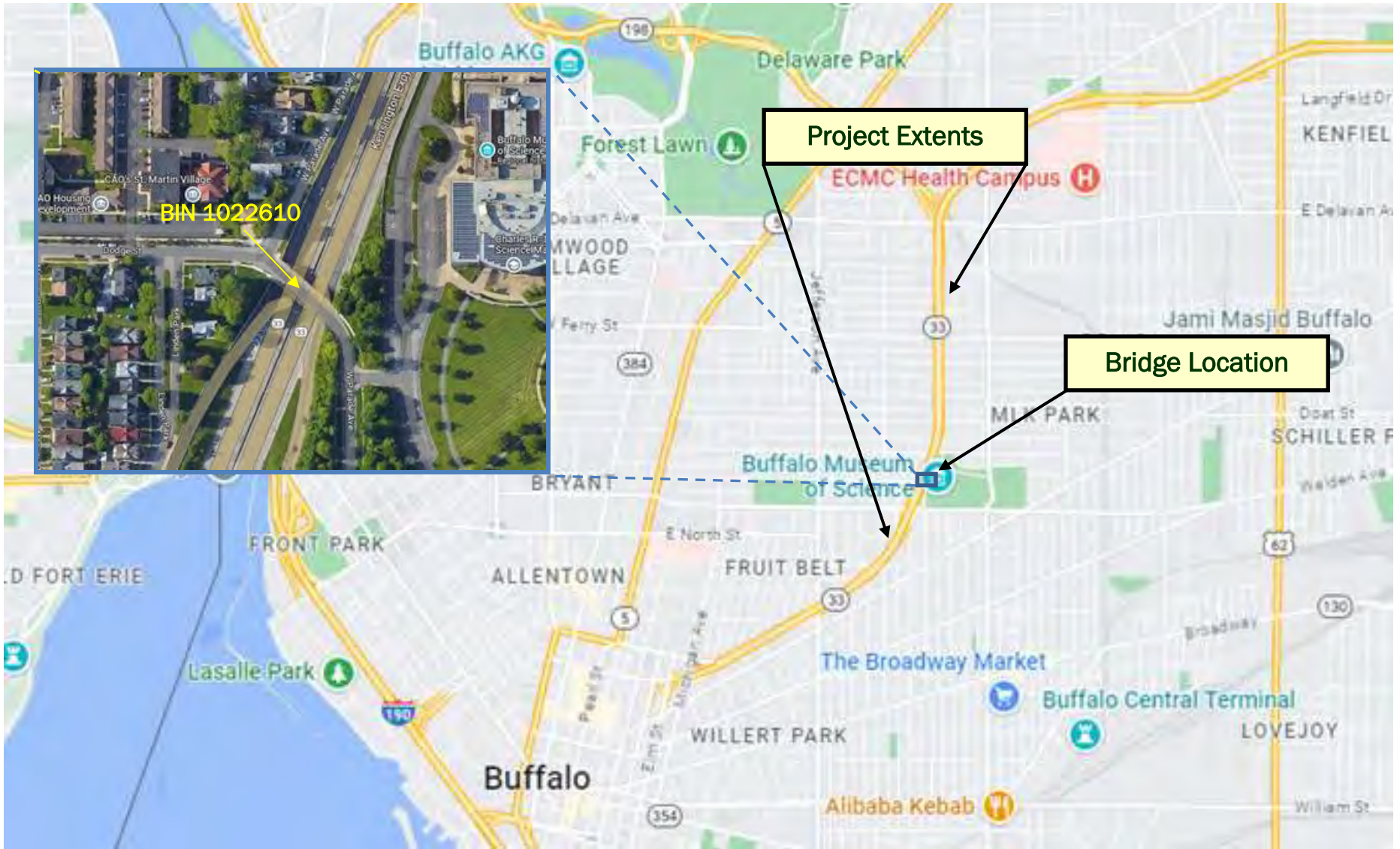


Photo 10 – Asbestos-containing railing post base caulk is associated with all of the metal guiderails located on top of the northern retaining walls. No asbestos-containing caulk is associated with the new decorative concrete guide rails located on top of the southern retaining walls.

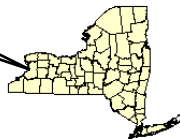
# Appendix B

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## Figures



Project Location

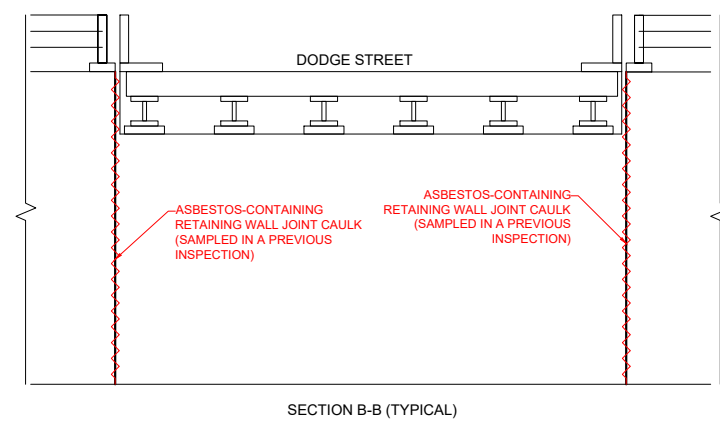
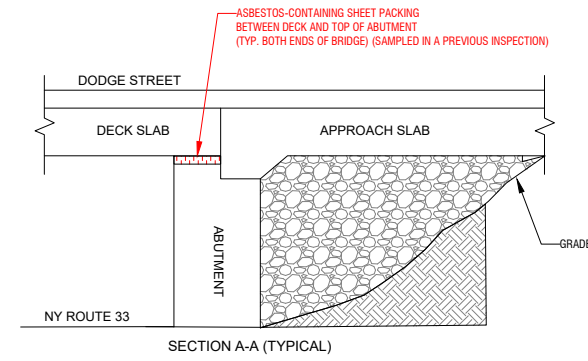
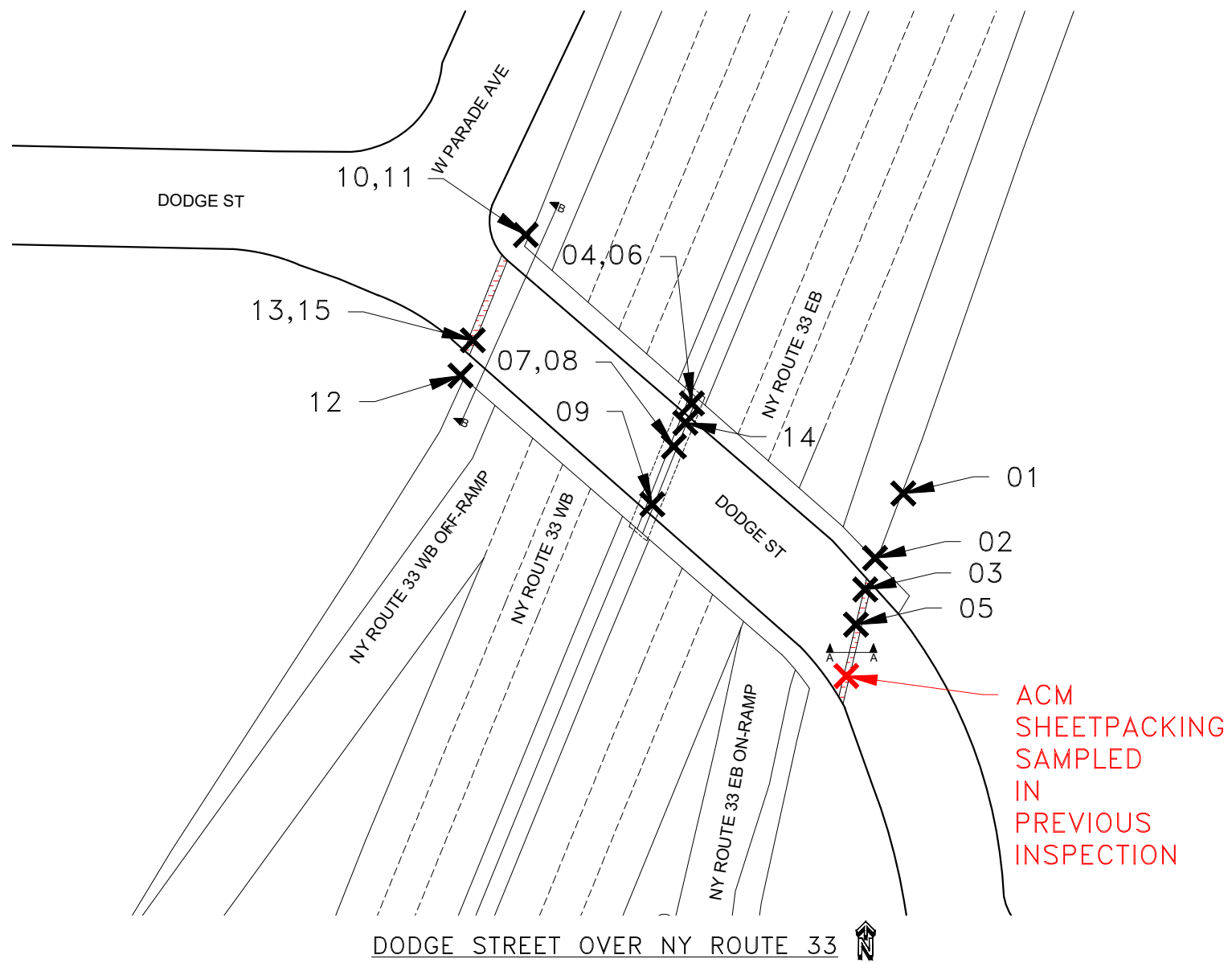


**FIGURE 1 - PROJECT LOCATION MAP**

Dodge Street over Kensington Expressway (Rt 33)  
BIN 1022610  
City of Buffalo, Erie County, New York

Not to Scale

June 2023



**LEGEND**  
 ASBESTOS-CONTAINING SHEETPACKING  
 ASBESTOS-CONTAINING CAULK

**FIGURE 2**  
**ASBESTOS BULK SAMPLE LOCATIONS**  
**BIN 1022610**

**Watts Architects & Engineers**  
 95 Perry Street, Suite 300  
 Buffalo, New York 14203  
 (716) 206-5100 | (716) 206-5199 Fax

**DODGE STREET OVER NY ROUTE 33**  
**CITY OF BUFFALO, NEW YORK**  
 NOT TO SCALE  
 JULY 2023

SAMPLES ARE PREFIXED BY 1022610-  
 SAMPLES WERE COLLECTED ON MAY 3 AND 10, 2023.  
 X INDICATES APPROXIMATE SAMPLE LOCATION  
 X SAMPLE NUMBERS IN RED WERE IDENTIFIED TO BE ACM.

R:\2023\1022610\1022610.dwg, 21 Jul 2023, 14:14pm

# Appendix C

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Laboratory  
Analytical Report(s)  
and  
Chain-of-Custody Form(s)



# EMSL Analytical, Inc.

490 Rowley Road Depew, NY 14043  
Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com / buffalolab@emsl.com>

**EMSL Order:** 142302266  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

**Attention:** Matthew Holquist  
Watts Architecture & Engineering  
95 Perry Street  
Suite 300  
Buffalo, NY 14203  
**Project:** 20220255 / PIN 5512.52, Kensington Rt 33, Buffalo, Erie Co., NY / BIN 1022610/Dodge St. Over Kensington (Rt. 33)

**Phone:** (716) 206-5100  
**Fax:** (716) 206-5199  
**Received Date:** 05/23/2023 3:36 PM  
**Analysis Date:** 05/25/2023 - 05/31/2023  
**Collected Date:** 05/23/2023

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022610-01 142302266-0001			<b>Description</b> Brown Abutment Joint Filler <b>Homogeneity</b> Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown/ Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Black		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022610-02 142302266-0002			<b>Description</b> Brown Abutment Joint Filler <b>Homogeneity</b> Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Black		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022610-03 142302266-0003			<b>Description</b> Light Gray Masonry Coating <b>Homogeneity</b> Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	White/ Rust		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	White/ Rust		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022610-04 142302266-0004			<b>Description</b> Light Gray Masonry Coating <b>Homogeneity</b> Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	White/ Rust		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	White/ Rust		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022610-05 142302266-0005			<b>Description</b> Gray and Orange Bearing Pad <b>Homogeneity</b> Homogeneous		
<b>PLM NYS 198.1 Friable</b>	05/25/2023	Brown/ Orange		100.00% Non-fibrous (other)	<b>None Detected</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>					<b>Not Analyzed</b>
<b>TEM NYS 198.4 NOB</b>					<b>Not Analyzed</b>

Initial report from: 05/30/2023 14:51:41





# EMSL Analytical, Inc.

490 Rowley Road Depew, NY 14043  
Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com / buffalolab@emsl.com>

**EMSL Order:** 142302266  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022610-06 142302266-0006		<b>Description</b>	Gray and Orange Bearing Pad		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>	05/25/2023	Brown/ Orange		100.00% Non-fibrous (other)	<b>None Detected</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>					<b>Not Analyzed</b>
<b>TEM NYS 198.4 NOB</b>					<b>Not Analyzed</b>
<b>Sample ID</b> 1022610-07 142302266-0007		<b>Description</b>	Grey Caulk at Pier Barrier Wall Joints		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022610-08 142302266-0008		<b>Description</b>	Grey Caulk at Pier Barrier Wall Joints		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022610-09 142302266-0009		<b>Description</b>	Grey Caulk at Pier Barrier Wall Joints		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022610-10 142302266-0010		<b>Description</b>	Grey Railing/Abutment-Retaining Wall Caulk		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022610-11 142302266-0011		<b>Description</b>	Grey Railing/Abutment-Retaining Wall Caulk		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Gray		100.00% Other	<b>None Detected</b>

Initial report from: 05/30/2023 14:51:41



# EMSL Analytical, Inc.

490 Rowley Road Depew, NY 14043  
Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com> / [buffalolab@emsl.com](mailto:buffalolab@emsl.com)

**EMSL Order:** 142302266  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022610-12 142302266-0012		<b>Description</b>	Grey Railing/Abutment-Retaining Wall Caulk		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022610-13 142302266-0013		<b>Description</b>	Gray Deck Expansion Joint Sealer		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022610-14 142302266-0014		<b>Description</b>	Gray Deck Expansion Joint Sealer		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022610-15 142302266-0015		<b>Description</b>	Gray Deck Expansion Joint Sealer		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>None Detected</b>

Initial report from: 05/30/2023 14:51:41



# EMSL Analytical, Inc.

490 Rowley Road Depew, NY 14043  
Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com / buffalolab@emsl.com>

**EMSL Order:** 142302266  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

The samples in this report were submitted to EMSL for analysis by Asbestos Analysis of Bulk Materials via NYS ELAP Approved Methods . The reference number for these samples is the EMSL Order ID above . Please use this reference number when calling about these samples.

### Report Comments:

Sample Receipt Date: 5/23/2023  
Analysis Completed Date: 5/30/2023

Sample Receipt Time: 3:36 PM  
Analysis Completed Time: 2:27 PM

### Analyst(s):

Jessica Kroczyński PLM NYS 198.1 Friable (2)

Tom Hanes PLM NYS 198.6 NOB (13)

Tom Hanes TEM NYS 198.4 NOB (13)

### Samples reviewed and approved by:

Rhonda McGee, Laboratory Manager  
or Other Approved Signatory

EMSL maintains liability limited to cost of analysis . Interpretation and use of test results are the responsibility of the client. This report relates only to the samples reported above, and may not be reproduced, except in full, without written approval by EMSL. EMSL bears no responsibility for sample collection activities or analytical method limitations. The report reflects the samples as received. Results are generated from the field sampling data (sampling volumes and areas, locations, etc.) provided by the client on the Chain of Custody. Samples are within quality control criteria and met method specifications unless otherwise noted. Estimation of uncertainty available upon request. This report is a summary of multiple methods of analysis, fully compliant reports are available upon request. All samples examined for the presence of vermiculite when analyzed via NYS 198.1. A combination of PLM and TEM analysis may be necessary to ensure consistently reliable detection of asbestos . Polarized-light microscopy is not consistently reliable in detecting asbestos in floor coverings and similar non-friable organically bound materials. This report must not be used to claim product endorsement by NVLAP of any agency or the U.S. Government . Quantitative transmission electron microscopy is currently the only method that can be used to determine if this material can be considered or treated as non-asbestos containing. NOB= Non friable organically bound; N/A= Not applicable VCM= Vermiculite containing material.

Samples analyzed by EMSL Analytical, Inc. Depew, NY NYS ELAP 11606, NVLAP Lab Code 200056-0

Initial report from: 05/30/2023 14:51:41

142302266

**WATTS ARCHITECTS & ENGINEERS  
ASBESTOS BULK SAMPLE CHAIN-OF-CUSTODY**

Page: 1 of 2

Client: New York State Department of Transportation / LaBella  
 Project: PIN 5512.52, Kensington Rt 33, Buffalo, Erie Co., NY  
 Building / Location: BIN 1022610/Dodge St. over Kensington (Rt. 33)  
 Contact: Matt Holquist at (716) 435-1724  
 Email Preliminary Results to: mholquist@watts-ae.com  
 Mail Report & Invoice to: Watts Architects & Engineers  
95 Perry Street, Buffalo, NY 14203

Date: 5/23/23  
 Watts Project No.: 20220255

**Analysis Requested:**

**Turnaround Time Requested:**

ELAP 198.1 (Friable PLM)	<u>X</u>	24 Hr.	<u>5 Day</u>
ELAP 198.6 (NOB PLM)	<u>X</u>	48 Hr.	<u>1 Week</u> <u>X</u>
ELAP 198.4 (NOB TEM)	<u>X</u>	72 Hr.	<u>2 Weeks</u>
Other (Specify) _____		96 Hr.	

Sample Number	Material Description	HM	Sample Location	Laboratory Results	
				PLM	TEM
1022610-01	Brown Abutment Joint Filler	1	NE Wing Wall Joint		
1022610-02	Brown Abutment Joint Filler	1	NE Abutment/Wing Wall Joint		
1022610-03	Light Gray Masonry Coating	2	East Abutment, North End		
1022610-04	Light Gray Masonry Coating	2	Center Pier, North End		
1022610-05	Gray and Orange Bearing Pad	3	East Abutment, North Middle Bearing		
1022610-06	Gray and Orange Bearing Pad	3	Center Pier, North Bearing		
1022610-07	Grey Caulk at Pier Barrier Wall Joints	4	Center Pier Barrier Wall Joints, North		
1022610-08	Grey Caulk at Pier Barrier Wall Joints	4	Center Pier Barrier Wall Joints, North		
1022610-09	Grey Caulk at Pier Barrier Wall Joints	4	Center Pier Barrier Wall Joints, South		
1022610-10	Grey Railing/Abutment-Retaining Wall Caulk	5	NE Railing/Abutment-Retaining Wall		
1022610-11	Grey Railing/Abutment-Retaining Wall Caulk	5	NE Railing/Abutment-Retaining Wall		
1022610-12	Grey Railing/Abutment-Retaining Wall Caulk	5	SE Railing/Abutment-Retaining Wall		

Sampled By: Matthew E. Holquist *Matthew E. Holquist* Date: 05/10/23 Time: 17:00 Received By: \_\_\_\_\_ Date: \_\_\_\_\_  
 Relinquished By: Matthew E. Holquist *Matthew E. Holquist* Date: 05/23/23 Time: 15:30 Received By: \_\_\_\_\_ Date: \_\_\_\_\_

Comments: Stop at First Positive for each HM. Analyze NOB materials by TEM if Non-ACM by PLM.

HM= Homogeneous Material If Vermiculite is detected, cease analysis and contact the Watts contact for further instructions

**RECEIVED**  
 MAY 23 2023

BY: *pm* 3:36  
 WI

142302266

WATTS ARCHITECTS & ENGINEERS  
ASBESTOS BULK SAMPLE CHAIN-OF-CUSTODY

Page: 2 of 2

Client: New York State Department of Transportation / LaBella  
Project: PIN 5512.52, Kensington Rt 33, Buffalo, Erie Co., NY  
Building / Location: BIN 1022610/Dodge St. over Kensington (Rt. 33)  
Contact: Matt Holquist at (716) 435-1724  
Email Preliminary Results to: mholquist@watts-ae.com  
Mail Report & Invoice to: Watts Architects & Engineers  
95 Perry Street, Buffalo, NY 14203

Date: 5/23/23

Watts Project No.: 20220255

Analysis Requested:		Turnaround Time Requested:	
ELAP 198.1 (Friable PLM)	<u>X</u>	24 Hr.	<u>5 Day</u>
ELAP 198.6 (NOB PLM)	<u>X</u>	48 Hr.	<u>1 Week</u> <u>X</u>
ELAP 198.4 (NOB TEM)	<u>X</u>	72 Hr.	<u>2 Weeks</u>
Other (Specify)	<u>                    </u>	96 Hr.	<u>                    </u>

Sample Number	Material Description	HM	Sample Location	Laboratory Results	
				PLM	TEM
1022610-13	Gray Deck Expansion Joint Sealer	6	West Expansion Joint, South Side		
1022610-14	Gray Deck Expansion Joint Sealer	6	Middle Expansion Joint, North Side		
1022610-15	Gray Deck Expansion Joint Sealer	6	West Expansion Joint, South Side		

Sampled By: Matthew E. Holquist *Matthew E. Holquist* Date: 05/10/23 Time: 17:00 Received By: \_\_\_\_\_ Date: \_\_\_\_\_  
Relinquished By: Matthew E. Holquist *Matthew E. Holquist* Date: 05/23/23 Time: 15:30 Received By: \_\_\_\_\_ Date: \_\_\_\_\_

Comments: Stop at First Positive for each HM. Analyze NOB materials by TEM if Non-ACM by PLM.  
HM= Homogeneous Material If Vermiculite is detected, cease analysis and contact the Watts contact for further instructions.

RECEIVED  
MAY 23 2023

BY: *BW* 3:36  
WF

# Appendix D

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License(s)  
And  
Certification(s)



New York State – Department of Labor

Division of Safety and Health  
License and Certificate Unit  
State Campus, Building 12  
Albany, NY 12240

ASBESTOS HANDLING LICENSE

Watts Architecture & Engineering, D.P.C.  
Suite 300  
95 Perry Street  
Buffalo, NY 14203

FILE NUMBER: 12-68007  
LICENSE NUMBER: 68007  
LICENSE CLASS: RESTRICTED  
DATE OF ISSUE: 09/01/2022  
EXPIRATION DATE: 09/30/2023

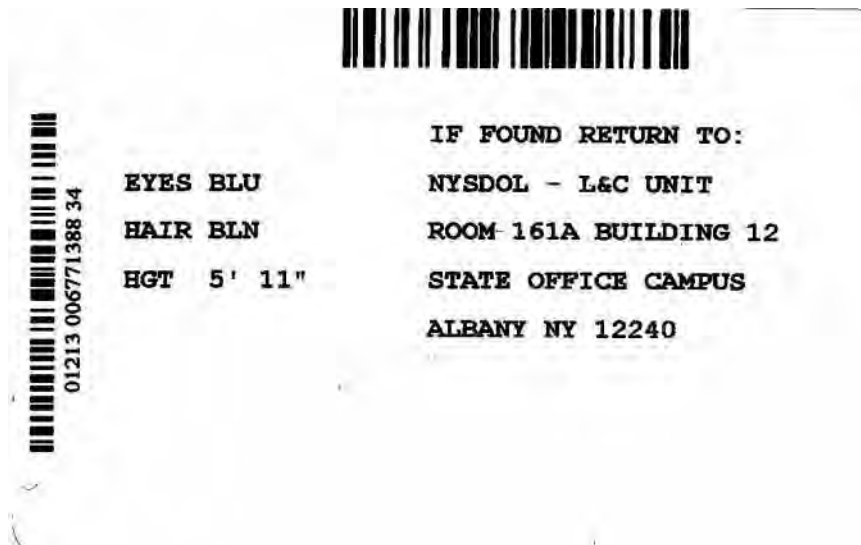
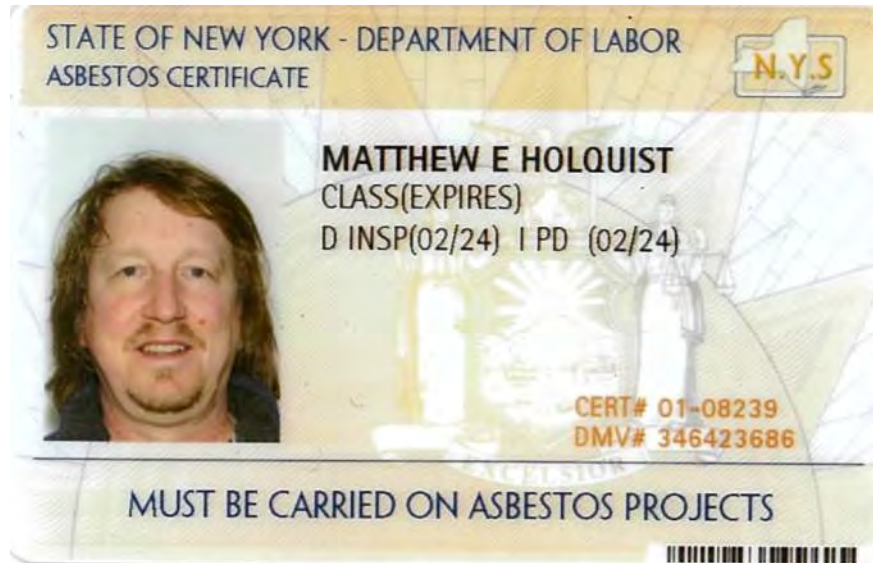
Duly Authorized Representative – Kevin Janik:

This license has been issued in accordance with applicable provisions of Article 30 of the Labor Law of New York State and of the New York State Codes, Rules and Regulations (12 NYCRR Part 56). It is subject to suspension or revocation for a (1) serious violation of state, federal or local laws with regard to the conduct of an asbestos project, or (2) demonstrated lack of responsibility in the conduct of any job involving asbestos or asbestos material.

This license is valid only for the contractor named above and this license or a photocopy must be prominently displayed at the asbestos project worksite. This license verifies that all persons employed by the licensee on an asbestos project in New York State have been issued an Asbestos Certificate, appropriate for the type of work they perform, by the New York State Department of Labor.

Amy Phillips, Director  
For the Commissioner of Labor

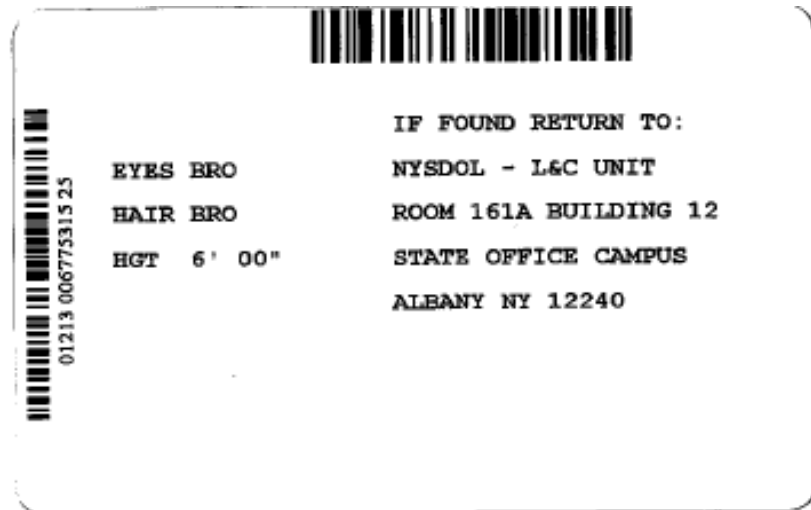
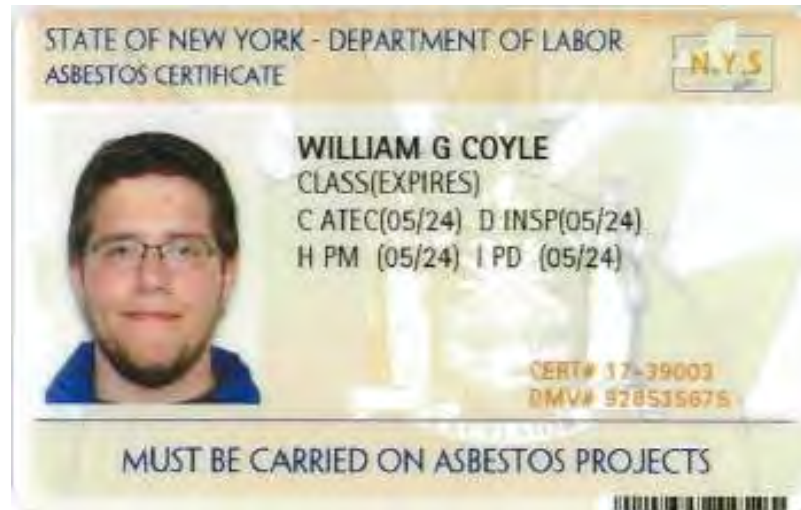
SH 432 (8/12)



### Matthew E. Holquist

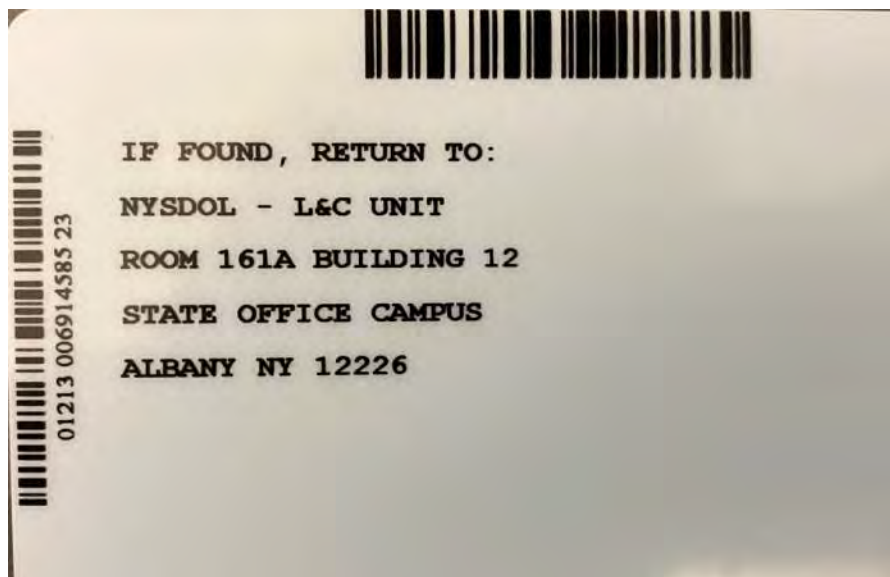
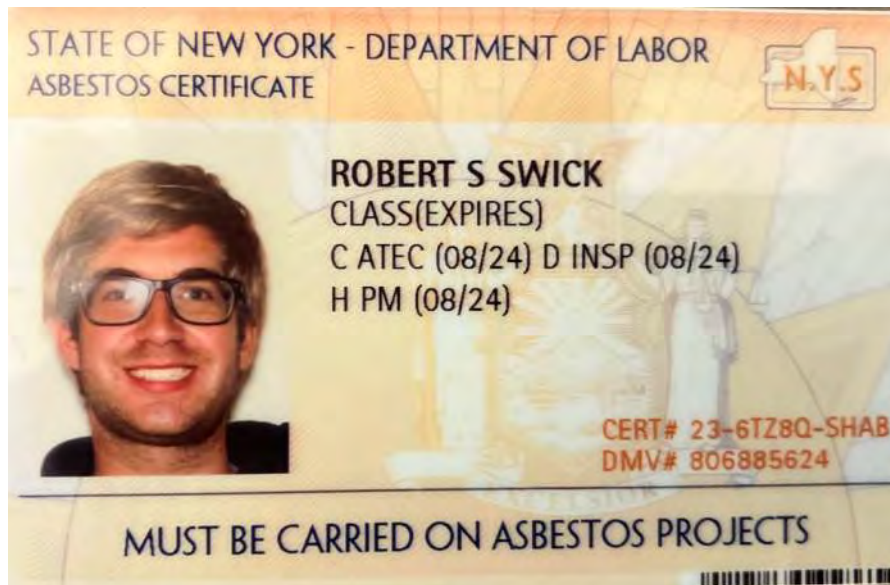
D - Inspector  
I - Project Designer





## William Coyle

- C - Air Sampling Technician
- D - Inspector
- H - Project Monitor
- I - Project Designer



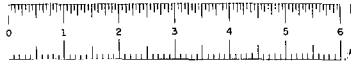
## Robert Swick

C - Air Sampling Technician  
D - Inspector  
H - Project Monitor

# Appendix E

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Previous ACM Report(s)  
and  
Asbestos-Related  
Record Plan and  
Project Information



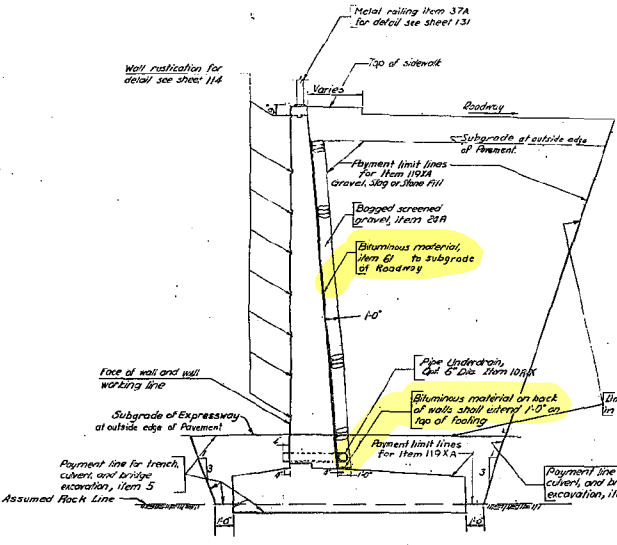
F.A.C. 59-19					
FED. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.	11-377(1)	3	132	178

KENSINGTON EXPRESSWAY - SEC. NO. 1

**CONTRACT II**

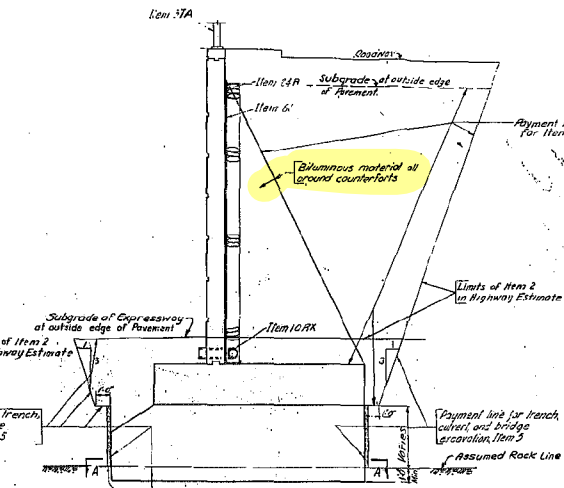
**GENERAL NOTES FOR WALLS**

- Design is based on 1953 Specifications of A.A.S.H.O. (modified).
- See plans and elevations of walls on wall sheets, for location and extent of wall sections, elevations of bottom of footings, location of all joints, setting layout, piles and rustication pattern.
- All concrete for wall construction is Item 185 unless otherwise indicated on sections.
- All splices shall be 40 diameters minimum.
- Minimum clear spacing of bars must be 2".
- Before placing concrete, proper provision shall be made for any anchor bolts, utilities, drainage, expansion and contraction joint details, etc. as required.
- All expansion joints in walls, as shown on plans, are to be 1/2" unless otherwise indicated; as detailed on sheet No. 114.
- All longitudinal bars shall run continuous between contraction joints unless otherwise shown, and shall end 2' clear from the joints.
- The design of footings without piles is based on an allowable bearing pressure of 8 tons per sq. ft. on rock, and 1.3 tons per sq. ft. on soil.
- Backfill must be placed simultaneously against both sides of all walls.
- For locations where 6" diameter pipe underdrain is used, see plans and elevations of walls.
- Payment lines for excavation as shown on the wall sections are to be typical for all wall sections.
- Pile footings are based on allowable pile loading of 37 tons per pile.
- Piles shown battered are on 4 on 1 in direction, indicated on plan of footing and in sections.
- Design of footings shown may be changed as required, as directed by the Deputy Chief Engineer, after excavation is made and subsurface conditions determined. If piles are required where not shown, revised footing details will be furnished by the Engineer.
- All radii and dimensions are given along the working line face of wall unless otherwise noted.
- Conditions: Piers under footing to be individual, pour; footing to be individual pour; counterfort and wall to be poured monolithically.
- All cement used in the concrete items for walls shall be Portland Cement Type 2, Item 15-2, with Durrer A.E.A. (Air Entraining Agent) added. Durrer A.E.A. in its concentrated form shall be added to the aggregate and cement batch with the water in the water at the beginning of the mixing period. The concrete mixer shall be equipped with an approved Durrer A.E.A. dispenser. The amount of Durrer A.E.A. to be added shall be of such a quantity as to insure a controlled air entrainment within the range of 5% minimum and 5% maximum (with the desired average between 4% and 5%) to the satisfaction of the Engineer. The cost of finishing and adding the Durrer A.E.A. and all the labor and equipment necessary to control the air entrainment will be included in the unit price bid for the concrete item.
- The design of all wall sections is based on a certain height (from bottom of footing to top of wall) with 2'-0" intervals. The maximum height of the walls is indicated by the number of the wall section. For example: T-20 is to be used for heights varying from 16'-0" to 20'-0". If during construction, existing subsurface conditions make it necessary to lower or raise a wall beyond the limits, etc. called for wall section, the next lower or higher wall section shall be used, if ordered by Engineer.
- Minimum cover for reinforcement is 2" unless otherwise noted.
- All piles to be steel bearing H-piles (10" B.P. 42).
- A raftering cleat shall be used in Item 165, T-20's.
- FOOTING ON ROCK: All disintegrated or shattered material shall be removed to lines and levels ordered by the Engineer. Where sound rock is found below the planned levels of the bottom of footings, a depth of Class I concrete Item 203 shall be installed to the levels shown on the plans, or as directed by the Engineer. Rock removed for the levels directed by the Engineer and outside the wall faces must be replaced by backfill of Class I concrete for walls. Subgrade of Service Road - no payment will be made at outside edge of pavement.



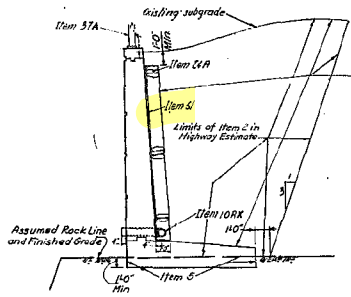
**TYPICAL T-WALL SECTION IN ROCK**

NOTE: Cost of pipe drain thru wall included in concrete item.



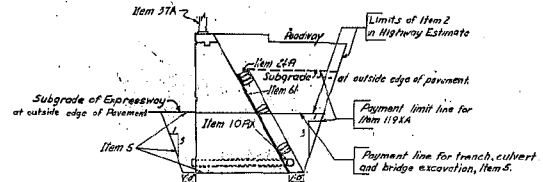
**TYPICAL G-WALL SECTION**

NOTE: General information not shown on this section to be similar to information shown in Wall section in earth.



**TYPICAL L-WALL SECTION IN ROCK**

NOTE: General information not shown on this section to be similar to information shown in Wall section in earth.

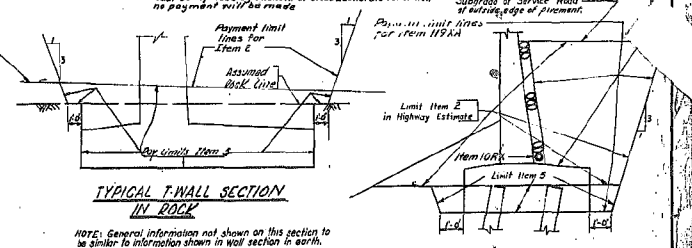


**TYPICAL T-WALL SECTION IN ROCK**

NOTE: General information not shown on this section to be similar to information shown in wall section in earth.

**TYPICAL G-WALL SECTION**

NOTE: General information not shown on this section to be similar to information shown in Wall section in earth.

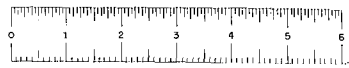


**TYPICAL T-WALL SECTION ON PILES**

GENERAL NOTES & PAYMENT-LINES FOR WALLS			
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS			
CITY OF BUFFALO ARTERIAL			
KENSINGTON EXPRESSWAY, SEC. 1			
DE LEUN, CATHER & BRILL	ENGINEERS-ARCHITECTS	DRAWN BY	CHECKED BY
		P. O. 25	
302 E. 44th ST. NEW YORK 17, N.Y.		TRACED	

SHEET NO. 132

NO AS BUILT REVISIONS



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.	U-372(U)		167	178
KENSINGTON EXPRESSWAY - SEC. NO. 1					

**CONTRACT II**

**GENERAL NOTES**

DESIGN SPECIFICATIONS: A.A.S.H.O 1953 modified (loading H 20 S 16-44)  
 MATERIALS & FABRICATION: Specifications of New York State Department of Public Works, dated Jan. 2, 1957 and current modifications and additions.  
 The cost of furnishing and installing, preplaced aggregate joint material, asbestos sheet packing, and 15 lbs. asphalt roofing felt shall be included in the prices bid for the various items in the contract.  
 Joint Sealing Compound shall be paid for under item 351X.  
 Bituminous material, item 351, shall be applied to the backs of all abutments and wingwalls from the tops of footings to the bottom of pavement.  
 When the concrete is cured, finished and protected, rubbed, and the surface is clean and dry, the contractor shall apply a water soluble silicone solution to all exposed surfaces except the underside of slab.  
 Item 305B in highway estimate.

No construction joints other than those shown on the plans will be permitted, without written permission of the Deputy Chief Engineer, Roadway.  
 Field connections shall be made with 8" high strength bolts or rivets. Nuts and bolts may be omitted and weld substituted if the Contractor so elects.

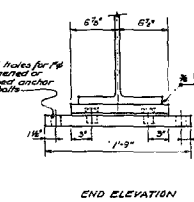
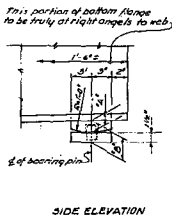
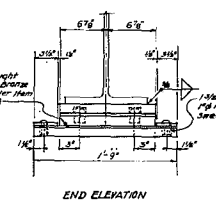
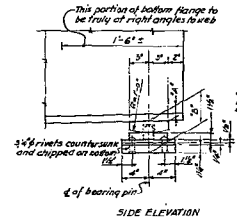
Shop paint: Red lead and oil first field coat to be satisfactory dry point. Second field coat to be gray green paint. Spinal bar reinforcement, top flange of stringers and top flange of end channels are not to be painted.  
 To insure uniform grades for surface of roadway and side walks under dead load, corrections may be made in the thickness of concrete section of roadway and side walks. The minimum thickness indicated is to be increased at the ends of the spans in case of excessive camber in the beams and increased at the center of the span in case of insufficient camber.  
 Identification plates in accordance with N.Y.S.D.P.W. Standard 59-41 will be furnished by New York State Department of Public Works and shall be installed by the Contractor at locations indicated on the plans.  
 The Contractor's attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the substructure notes which briefly outline the anticipated structure conditions at the site of the structure and which specify certain requirements relative to construction.  
 All welding shall comply with the current Specifications of the American Welding Society unless otherwise noted on the plans and with the exception noted below.

Bridge sidewalks shall not be scored.  
 Surface of bridge deck to be poured 1/4" higher than elevation specified and bush hammered to exact elevation.  
 All cement used in the concrete items for the structure shall be Portland Cement, Type 2, with Dares A.E.A. Air Entraining Agent added.  
 Dares A.E.A. in its concentrated form shall be tested to the aggregate and cement batch with the water in the mixer at the beginning of the mixing period. The concrete mixer shall be equipped with an approved Dares A.E.A. dispenser. The amount of Dares A.E.A. to be added shall be of such a quantity as to insure a controlled air entrainment within the range of 3% minimum and 6% maximum (with the desired average between 4% and 5%) to the satisfaction of the Engineer.  
 The cost of furnishing and adding the Dares A.E.A. and all labor and equipment necessary to control the air entrainment will be included in the unit price bid for the concrete items.  
 All superstructure concrete and all concrete in pier columns, caps and pedestals shall be item 185. Pylon concrete shall be item 185.  
 All concrete in abutments including wingwalls and footings and pier column footings shall be item 305.  
 Maximum payment limits for excavation, item 5, in rock shall be the neat lines of the footings.  
 FOOTINGS ON ROCK: See note No. 23 Sheet No. 152.

A retaining partition shall be used in item 18 and item 205.  
 Size of pipe sleeves and type of hangers shall be set-Red with the requestor's Gas Department of Water of the City of Buffalo before fabrication of diaphragms. See sheet No. 160 for additional note.

PIPE SIZE	A	B	C	D	E	F	G	H	J	K	L
10"	8 3/4"	7 3/8"	5 3/4"	3 1/2"	7"	5 1/2"	8"	5"	16 1/2"	14 1/2"	5 1/2"

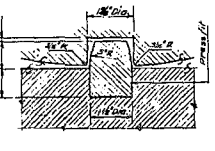
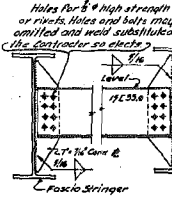
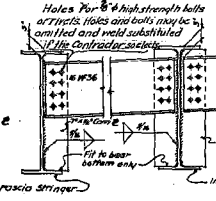
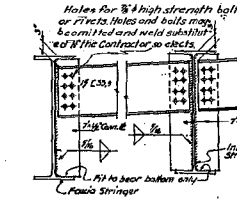
NO AS BUILT KEYINGS  
 Pipe supports for Water Line shall be included in the bid price for item 18.5.  
 Anchor Chairs with U-Bolts and pipe hangers for Gas Line to be furnished and erected by others.  
 Notes in diaphragms to be provided by Contractor.



**EXPANSION BEARING**  
Scale 1/4"=1'-0"

**FIXED BEARING**  
Scale 1/4"=1'-0"

NOTE: Anchor bolts shall be accurately placed by means of a template used set 1/8" into masonry.



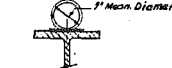
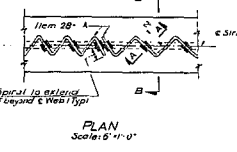
**END DIAPHRAGMS AT ABUTMENTS**  
Scale 3/4"=1'-0"

**END DIAPHRAGMS AT PIERS**  
Scale 3/4"=1'-0"

**INTERMEDIATE DIAPHRAGMS**  
Scale 3/4"=1'-0"

**SECTION THRU DOWEL**  
Scale 1/4"=1'-0"

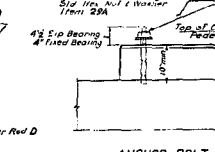
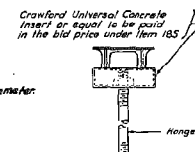
NOTE: See Sheet No. 2 for diaphragms in utility bays.



**PLAN**  
Scale 1/2"=1'-0"

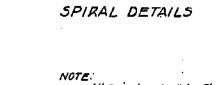
**SECTION A-A**  
Half Size

**SECTION B-B**  
Scale 1/4"=1'-0"



**ANCHOR BOLT DETAIL**  
(TYPICAL)  
Not to scale

**ANCHOR CHAIR WITH U-BOLT**  
Scale 3/4"=1'-0"



**COVER PLATE DETAILS**  
Scale 1/2"=1'-0"

**PIPE HANGER WITH TURNBUCKLE & INSERT**  
Scale 3/4"=1'-0"

**ANCHOR CHAIR WITH U-BOLT**  
Scale 3/4"=1'-0"

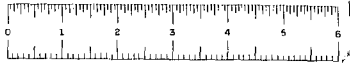
NOTE: All spirals shall be 1 7/8" plain bars with mean diameter 7". All spirals shall have two structural welds at each point of contact with beam, one weld each side of web.  
 The Contractor's attention is called to the possibility of interference between the reinforcing steel in the slab and the beam spirals. To avoid this interference the bar spacing may be varied 7" with the understanding that the required area of steel will be placed in each 7". Even then, some bars will have to be retraced thru one or more spirals.

NOTE: Special precautions must be exercised where welding crosses edge of flange to avoid any possibility of undercut or rima wedge of flange.

**BEST STREET OVER EXPRESSWAY DIAPHRAGM DETAILS AND SHOES**

STATE OF NEW YORK - DEPT. OF PUBLIC WORKS  
 CITY OF BUFFALO ARTERIAL  
 KENSINGTON EXPRESSWAY, SEC. 1

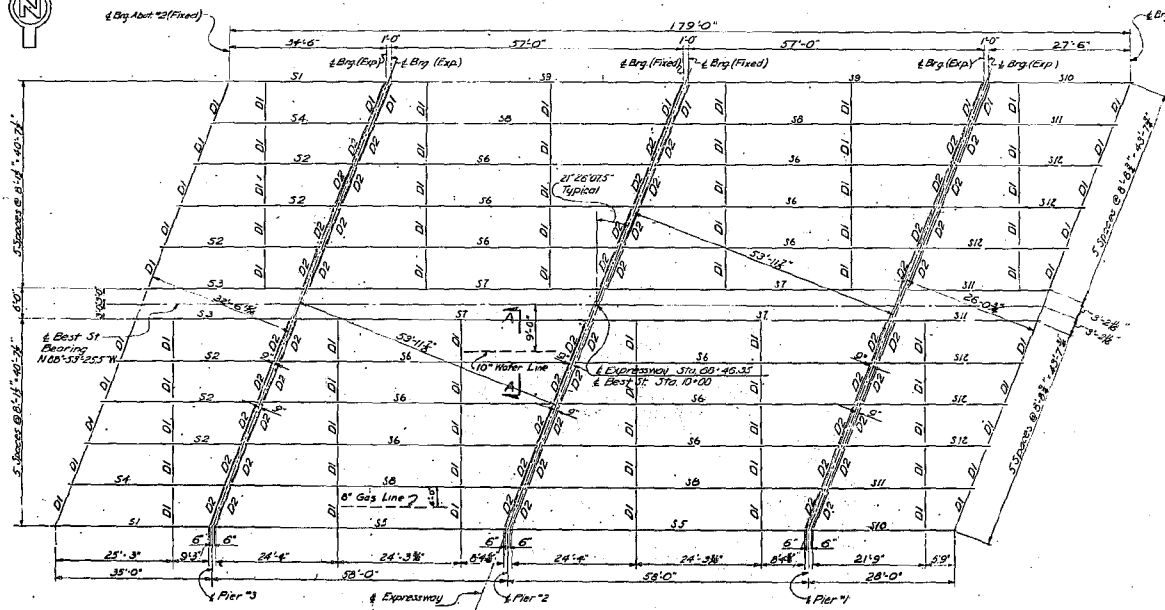
DE LOUW, CATER & BRILL ENGINEERS - ARCHITECTS	DRAWN J.C.
303 E. MAIN ST., NEW YORK 17, N.Y.	CHECKED J.C.
	TRACED J.C.



F.A.C. 29-17

FED. PROJ. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.	U-371(17)		158	178

CONTRACT II



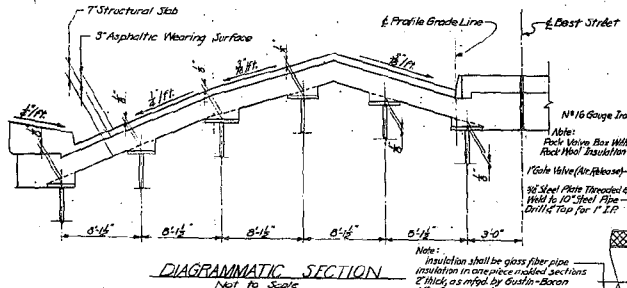
NOTE: Stringer Schedule D1: 15' 33.9" D2: 15' 36"

NOTE: Stringers shall be filed nearest to true positions after the bearings have been set and aligned to their proper positions on the bridge seats.

ITEM NO.	DESCRIPTION		UNIT	QTY	TOTAL QTY	FINISH
	DESCRIPTION	DESCRIPTION				
3	Trench Guard and Bridge Expansion		CY	640	625	365.8
333A	Sewer Pipe (Vitrified) 6" Dia.		CT	100	100	
108X	Pipe Underdrain, 6" Dia		L.F.	250	260	360
11	2" Packaged Concrete Type 2		CU YD	171.6	152.8	187.8
185	Class I A Concrete for Structures		C.Y.	800	805	377.7
221	Class I Concrete		C.Y.	280	300	301.8
271	Coarse Screened Gravel		C.Y.	50	51	56.1
270W	Bar Reinforcement for Structures		LB	178,972	185,420	18,456.3
284	Structural Steel Connectors		EA	5088	5100	599.8
274	Structural Steel		LB	3,828,772	3,846,000	307,149
317A	Metal Roofing		S.F.	355	400	100.9
310A	Reinforcing Concrete, Type 2, R		CU YD	50	51	56.1
51	Bituminous Material		Gal	68	65	3
581	Protective Coating for Concrete		SQ YD	268	260	100
71	Dry Stone Reveting		CY	765	790	316
85-1	Steel Bearing Piles (10" BP 25)		L.F.	1216	1,280	151.5
85-1	Splices for Steel Bearing Piles		EA	21	25	8.5
87	Leaving Equipment for Driving Piles		EA	1	1	100.2
88-1	Stone Curb (Bridge)		L.F.	652	730	693.2
100A	Gravel, Slayer Stone, 2 1/2"		C.Y.	183	185	128.7
301B	Furnish & Install 2" Galvanized Steel Conduit		L.F.	549	580	350
303B	Furnish & Install 2" Galvanized Steel Conduit		EA	4	4	7
305	Massive Masonry Work		CU YD	280	290	231.2
313	Gravel		CU YD	18	18	25
313	Surface Dosing with Fine Aggregate		S.Y.	1487	1,510	193.3

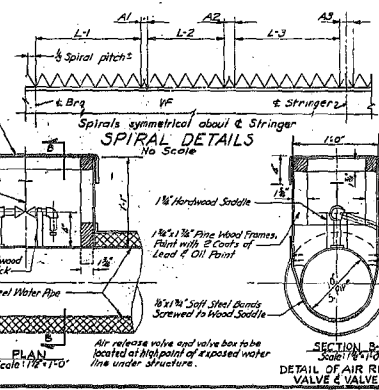
\* With Dorex A E A added.

FRAMING PLAN - BRIDGE OVER EXPRESSWAY Scale: 1/8" = 1'-0"



DIAGRAMMATIC SECTION NOT TO SCALE

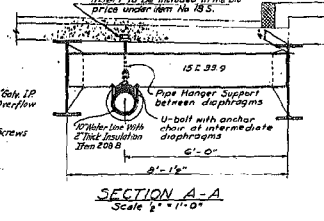
NOTE: Field welding of spiral reinforcement will not be permitted.



PLAN Scale: 1/4" = 1'-0"

STRINGER	BOTTOM COV	SPIRAL SHEAR CONNECTORS		SECTION I - SECTION L-3			SECTION L-3			DIMENSION	BEAD				
		SIZE	LENGTH	Length	Pitch	Length	Pitch	Length	Pitch			A1	A2	A3	LOAD
31	3 1/2" x 7/8"	3/8"	NONE												
32	2 3/4" x 1/2"	3/8"	NONE												
33	2 3/4" x 1/2"	3/8"	NONE												
34	2 3/4" x 1/2"	3/8"	NONE												
35	2 3/4" x 1/2"	3/8"	NONE												
16	12 3/4" x 3/4"	1/2"	4'-6"	10'-0"	4'-0"	9'-11"	7'-10"	10'-8"	3'-8"	3'-8"	3'-8"	4'-8"			
17	4 3/4" x 3/4"	1/2"	3'-6"	10'-11"	2'-8"	10'-8"	8'-7"	10'-8"	2'-8"	2'-8"	2'-8"	2'-8"			
18	2 3/4" x 3/4"	1/2"	1'-6"	10'-8"	2'-8"	10'-8"	8'-7"	10'-8"	2'-8"	2'-8"	2'-8"	2'-8"			
19	2 3/4" x 3/4"	1/2"	3'-6"	10'-11"	2'-8"	10'-8"	8'-7"	10'-8"	2'-8"	2'-8"	2'-8"	2'-8"			
310	3 3/4" x 3/4"	1/2"	NONE												
311	3 1/2" x 3/4"	1/2"	NONE												
312	2 3/4" x 3/4"	1/2"	NONE												

NOTE: Cover B's symmetrical about & Stringer. Camber of Beam to be measured with beam lying on its side.



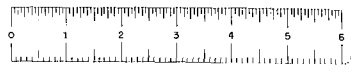
SECTION A-A Scale: 1" = 1'-0"

NOTE: 5" Low Pressure Gas Line supported in a similar manner located as shown on the Framing Plan. Sheet No 2

NOTE: Spacing between pipe supports 15' 2 1/4" 18' 4" For details of pipe supports see Sheet No. 11.

REVISION TO QUANTITIES TABLE

BEST STREET OVER EXPRESSWAY FRAMING PLAN		
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS		
CITY OF BUFFALO ARTERIAL		
KENSINGTON EXPRESSWAY, SEC. 1		
DELEW, CATHEN & BRILL	ENGINEERS - ARCHITECTS	386
381 E. 4th St.	NEW YORK 17, N.Y.	2 1/2
		65



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
K. T. U-372(U)				167	178

KENSINGTON EXPRESSWAY - SEC. NO. 1

**CONTRACT II**

**GENERAL NOTES**

DESIGN SPECIFICATIONS: A.A.S.H.O 1953 modified (loading H 20-44)  
 MATERIALS & FABRICATION: Specifications of New York State Department of Public Works, dated Jan. 2, 1957 and current modifications and additions.  
 The cost of furnishing and installing, preplaced aggregate joint material, asbestos sheet packing, and 15 lbs. asphalt roofing felt shall be included in the prices bid for the various items in the contract.  
 Joint Sealing Compound shall be paid for under item 581X.  
 Bituminous material, Item 51, shall be applied to the backs of all abutments and wingwalls from the tops of footings to the bottom of pavement.  
 When the concrete is cured, finished and if concrete is rubbed, and the surface is clean and dry, the contractor shall apply a water soluble silicone solution to all exposed surfaces except the underside of slab.  
 Item 505B in highway estimate.

No construction joints other than those shown on the plans will be permitted, without written permission of the Deputy Chief Engineer, Roadway.  
 Field connections shall be made with 8" high strength bolts or rivets. Nuts and bolts may be omitted and weld substituted if the Contractor so elects.

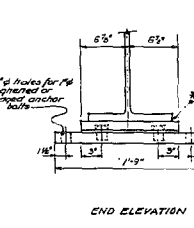
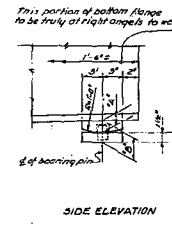
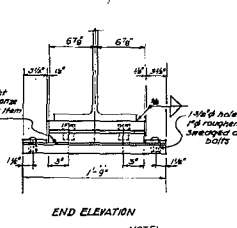
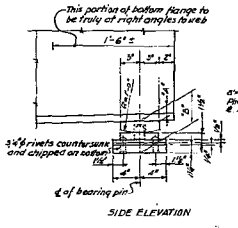
Shop paint: Red lead and oil first coat, second coat to be white zinc oxide paint. Stearns field coat to be gray green paint. Spinal bar reinforcement, top flange of stringers and top flange of end channels are not to be painted.  
 To insure uniform grades for surface of roadway and side walks under dead loads, corrections may be made in the thickness of wearing surface of roadway and side walks. The minimum thickness indicated is to be increased at the ends of the spans in case of excessive camber in the beams and increased at the center of the span in case of insufficient camber.  
 Identification plates in accordance with N.Y.S.D.P.W. Standard 59-41 will be furnished by New York State Department of Public Works and shall be installed by the Contractor at locations indicated on the plans.  
 The Contractor's attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the substructure notes which briefly outline the anticipated structure conditions of the site of the structure and which specify certain requirements relative to construction.  
 All welding shall comply with the current Specifications of the American Welding Society unless otherwise noted on the plans and with the exception noted below.

Bridge sidewalks shall not be scored.  
 Surface of bridge deck to be poured to higher than elevation specified and bush hammered to exact elevation.  
 All concrete used in the concrete items for the structure shall be Portland Cement, Type 2, with Dares A.E.A. Air Entraining Agent added.  
 Dares A.E.A. in its concentrated form shall be added to the aggregate and cement batch with the water in the mixer at the beginning of the mixing period. The concrete mixer shall be equipped with an approved Dares A.E.A. dispenser. The amount of Dares A.E.A. to be added shall be of such a quantity as to insure a controlled air entrainment within the range of 3% minimum and 6% maximum (with the desired average between 4% and 5%) to the satisfaction of the Engineer.  
 The cost of furnishing and adding the Dares A.E.A. and all labor and equipment necessary to control the air entrainment will be included in the unit price bid for the concrete items.  
 All superstructure concrete and all concrete in pier columns, caps and pedestals shall be Item 185. Pile concrete shall be Item 185.  
 All concrete in abutments including wingwalls and footings and pier column footings shall be Item 305.  
 Maximum payment limits for excavation, Item 5, in rock shall be the neat lines of the footings.  
 FOOTINGS ON ROCK: See note No. 23 Sheet No. 152.

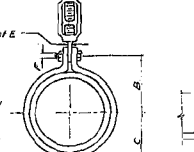
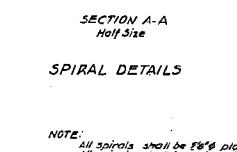
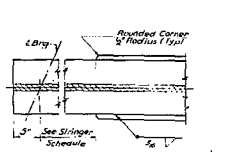
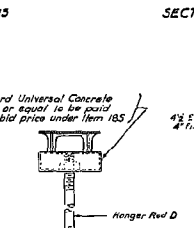
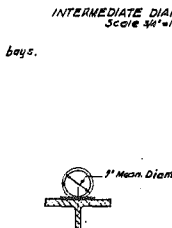
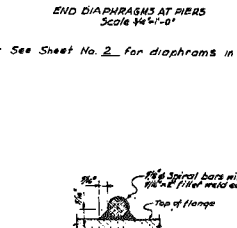
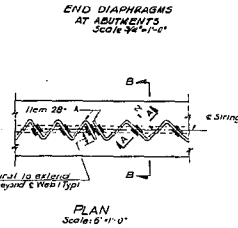
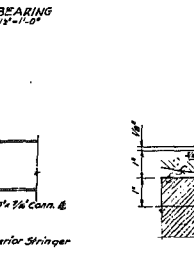
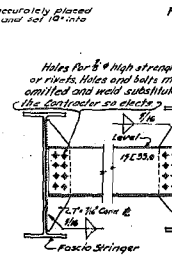
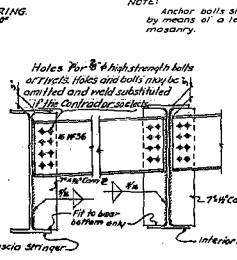
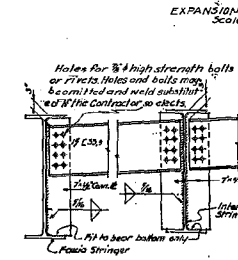
Retaining masonry shall be used in Item 18 and Item 205.  
 Size of pipe sleeves and type of hangers shall be as per the (request the Gas Dept. or Division of Water of the City of Buffalo before fabrication of diaphragms. See sheet No. 150 for additional note.

PIPE SIZE	A	B	C	D	E	F	G	H	J	K	L
10"	5 1/2"	7 1/2"	5 1/2"	3 1/2"	7"	3 1/2"	3"	5 1/2"	16 1/2"	16 1/2"	5 1/2"

NO AS BUILT KEYNOTES  
 Pipe supports for Water Line shall be included in the bid price for Item 18.5.  
 Anchor Chairs with U-Bolts and pipe hangers for Gas Line to be furnished and erected by others.  
 Notes in diaphragms to be provided by Contractor.



NOTE:  
 1. Bevel top of Sole Plates to Stringer Groove.  
 2. For dimensioning, see and see Key Plan Sheet No. 10



NOTE: See Sheet No. 2 for diaphragms in utility bays.

NOTE:  
 All spirals shall be 1/2" x 3/8" plain bars with mean diameter 7".  
 All spirals shall have two structural welds at each point of contact with beam, one weld each side of rod.  
 7/8" or 1" diameter electrodes shall be used in welding the spiral bar shear connectors.  
 At the end of beam the spiral steel project about one third of the pitch beyond the end weld.  
 The Contractor's attention is called to the possibility of interference between the reinforcing steel in the slab and the beam spirals. To avoid this interference the bar spacing may be varied 1/2" with the understanding that the required area of steel will be placed in each 1/2". Even then, some bars will have to be retraced thru one or more spirals.

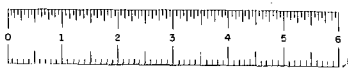
NOTE: Special precautions must be exercised when welding exposed edge of flange to avoid any possibility of undercut or other wedge of flange.

Sheet No. 11

**BEST STREET OVER EXPRESSWAY DIAPHRAGM DETAILS AND SHOES**

STATE OF NEW YORK - DEPT. OF PUBLIC WORKS  
 CITY OF BUFFALO ARTERIAL  
 KENSINGTON EXPRESSWAY, SEC. 1

DE LOUW, CATHAR & BRILL	DRAWN	A.L.
ENGINEERS - ARCHITECTS	CHECKED	J.C.
303 E. MAIN ST., NEW YORK 17, N.Y.	TRACED	26

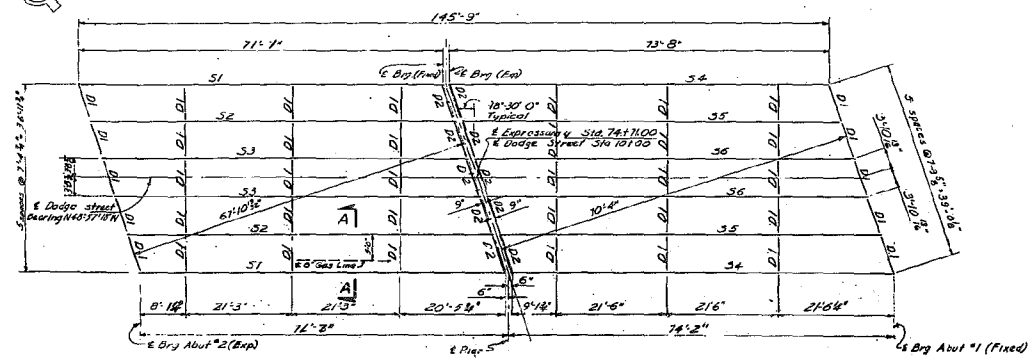


F.A.C. 58-19

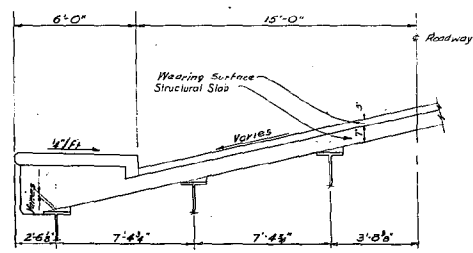
FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.	U-311(1)	171	178	

KENSINGTON EXPRESSWAY - SEC. NO. 1

CONTRACT II



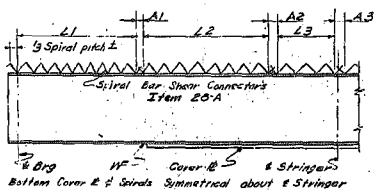
FRAMING PLAN  
Scale 3/4" = 1'-0"



DIAGRAMMATIC SECTION  
Not to Scale

STRINGER	M.K. NO.	SIZE	BOTTOM COX. & BRG.		SPIRAL SHEAR CONNECTORS			DIMENSION			CAMBER		
			SIZE	LENGTH	SECTION L-1	SECTION L-2	SECTION L-3	A-1	A-2	A-3			
31	2	36WF10	21'-11"	18'-4 1/2"	10'-0"	5"	9'-11"	7"	15'-0"	12"	3"	3"	2 1/8"
32	2	36WF10	21'-11"	18'-4 1/2"	10'-0"	5"	9'-11"	7"	15'-0"	12"	3"	4"	1 1/2"
33	2	36WF10	21'-11"	18'-4 1/2"	10'-0"	5"	9'-11"	7"	15'-0"	12"	3"	3"	2 1/4"
34	2	36WF10	21'-11"	18'-4 1/2"	10'-0"	5"	9'-11"	7"	15'-0"	12"	3"	4"	1 1/2"
35	2	36WF10	21'-11"	18'-4 1/2"	10'-0"	5"	9'-11"	7"	15'-0"	12"	3"	4"	1 1/2"
36	2	36WF10	21'-11"	18'-4 1/2"	10'-0"	5"	9'-11"	7"	15'-0"	12"	3"	4"	1 1/2"

NOTE: Number of beam to be measured with beam lying on its side.

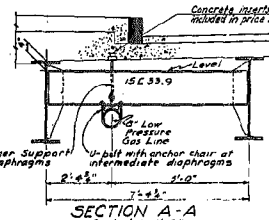


STRINGER DETAILS  
Not to Scale

NOTE: Field welding of spiral reinforcement will not be permitted.

ITEM No.	DESCRIPTION	UNIT	TOTAL NEAR	TOTAL ADJUSTED	FINAL
5	Trench, Culvert and Bridge Excavation	C.Y.	692	790	466
10R1	Sewer Pipe (14" Dia.) 6' Dia.	L.F.	28	27	0
10R2	Pipe Underdrain 6" Dia.	L.F.	214	210	216
12B-2	Portland Cement, Type 2	Bbl	1353	1500	1123
13	Class I Concrete for Structures	C.Y.	289	358	395
20 S	Class I Concrete	C.Y.	171	152	169
24A	Bagged Screened Gravel	C.Y.	116	124	86
24B	Bar Reinforcement for Structures	Lb.	69714	102,300	100,935
28A	Spiral Bar Shear Connectors	Lb.	2586	2,690	2,420
28A	Structural Steel	Lb.	1,90280	176,600	175,558
27A	Welded Rebar	Lb.	298	300	278
32 2X	Asphalt Concrete, Type 9B	Ton	85	90	42
61	Bituminous Material	Sq. Yd.	259	250	25
66	Protective Coating for Concrete	Sq. Ft.	91	82	51
13A	Cast Iron Pipe 6" Diam.	S.F.	2768	2,940	210
65T	Temporary Timber Sheet Piling	L.F.	302	320	302
64 10	12" Stone Curbs (Bridge)	Sq. Yd.	450	465	1106
102A	Gravel, Size or Stone Fill	C.Y.	160	160	125
301 S	Vertical and Inclined 2" Galvanized Steel Cansul	L.F.	2	2	2
303 S	Horizontal Light Steel Cansul, Type A (2" Mount NGL)	L.F.	2	2	2
531	Joint S. Slab Component	Sq. Ft.	7	7	7
532	Surface Ducting with Fine Aggregate	Sq. Yd.	504	510	503

W/ W/8 Dorex A.E.A. added.



SECTION A-A  
Scale 1/4" = 1'-0"

REVISION TO QUANTITY TABLE

NO.	DESCRIPTION	QUANTITY	UNIT
1	...	...	...

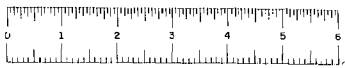
DODGE STREET OVER EXPRESSWAY FRAMING PLAN

STATE OF NEW YORK - DEPT. OF PUBLIC WORKS  
CITY OF BUFFALO ARTERIAL  
KENSINGTON EXPRESSWAY, SEC. NO. 1

DE LEUN, CATHY & BRILL  
ENGINEERS - ARCHITECTS

DRAWN: H.S.W.  
CHECKED: F.C.  
303 E. 44th ST. NEW YORK 17, N.Y. TRACED: C.B.





F.A.C. 59-19

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.	U-377(II)	181	178	

KENSINGTON EXPRESSWAY - SEC. NO. 1

CONTRACT II

**GENERAL NOTES**

DESIGN SPECIFICATIONS: A.S.H.C. 1953 modified - loading 14.20'-315'-4".  
 MATERIALS & FABRICATION: Specifications of New York State Department of Public Works, dated Jan. 2, 1957 and current modifications and additions.  
 The cost of furnishing and installing, precast, bituminous joint material, asphalt sheet paving and 1/2" asphalt roofing felt shall be included in the prices bid for the various items in the contract.  
 Joint sealing compound shall be paid for under Item 3511.  
 Bituminous material, Item 61, shall be applied to the backs of all abutments and wingwalls from the top of footings to the bottom of pavement.  
 When the concrete is cured, finished and (if ordered) rubbed, and the surface is clean and dry, the contractor shall apply a water-soluble silicone solution to all exposed surfaces except the underside of slab.

No construction joints other than those shown on the plans will be permitted, without written permission of the Deputy Chief Engineer Bridges.

Field connections shall be made with 3" high strength bolts or rivets. Holes and bolts may be omitted and Weld substituted if Contractor so elects.  
 Step joint: Red lead and oil flint field coat to be cast in grey paint. Second field coat to be grey green paint. Spiral bar reinforcement, top flange of stringers and top flange of end channels are not to be painted.  
 To insure uniform grades for surface of roadway and side walks under dead load, corrections may be made in the thickness of wearing surface of roadway and side walk. The minimum thickness indicated is to be increased at the ends of the spans in case of excessive camber in the beams and increased at the center of the span in case of insufficient camber.  
 Identification plates in accordance with N.Y.S.D.P.W. Standard 59-41 will be furnished by New York State Department of Public Works and shall be installed by the Contractor at locations indicated on the plans.  
 The Contractor's attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the subcontracting notes which briefly outline the anticipated structure conditions at the site of the structure and which specify certain requirements relative to construction.  
 All welding shall comply with the current Specifications of the American Welding Society unless otherwise noted on the plans and with the exception noted below.

Bridge sidewalks shall not be scored.  
 Surface of bridge seats be poured 4" higher than elevation specified and bush hammered to exact elevation.  
 All cement used in the concrete items for the structure shall be Portland Cement, Type 2, with Dorex A.E.A. Air-Entraining Agent added.  
 Dorex A.E.A. in its concentrated form shall be added to the aggregate and cement batch with the water in the mixer at the beginning of the mixing period. The concrete mixer shall be equipped with an approved Dorex A.E.A. dispenser. The amount of Dorex A.E.A. to be added shall be of such a quantity as to insure a controlled air-entrainment within the range of 3% minimum and 6% maximum (with the desired average between 4.5% and 5%) to the satisfaction of the Engineer.  
 The cost of furnishing and adding the Dorex A.E.A. and all other equipment necessary to control the air-entrainment will be included in the unit price bid for the concrete items.  
 All superstructure concrete and all concrete in pier columns, caps and pedestals shall be Item 185. Pier concrete shall be Item 185. Concrete in Abutment Wingwalls including footings shall be Item 185.  
 All concrete in pier footings and pedestals underfootings shall be Item 205.  
 Maximum payment limits for excavation, Item 5, in rock shall be the real lines of the footings on rock. See note No. 23 sheet No. 132.

A retarding densifier shall be used in Item 85 and 205.  
 Size of pipe sleeves and size and type of hangers shall be verified with the Engineers Gas Corp. or Division of Water of the City of Buffalo before fabrication of diaphragms. See Sheet No. 118 for additional notes.

SIZE	A	B	C	D	E	F	G	H	J	K	L
10"	12"	7"	6"	3"	1"	3"	8"	6"	1/2"	3/4"	3/4"

NO AS BUILT REVISIONS

**DODGE STREET OVER EXPRESSWAY DIAPHRAGM DETAILS AND SHOES**

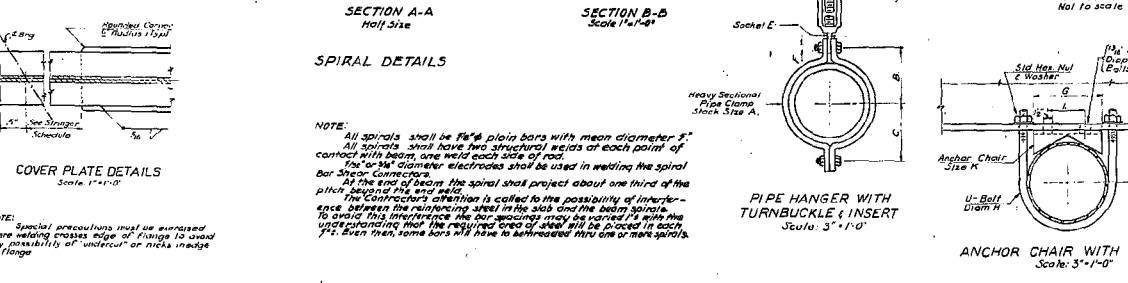
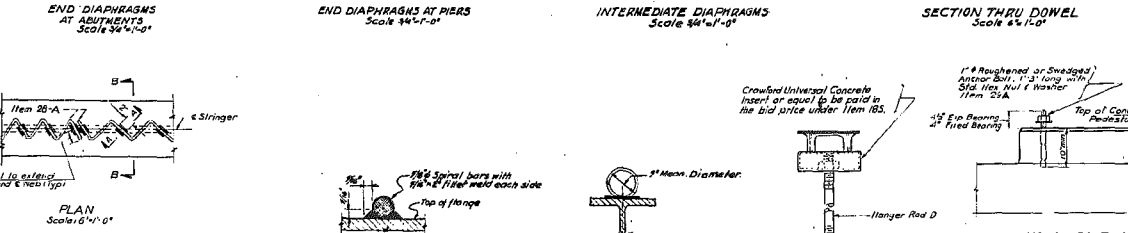
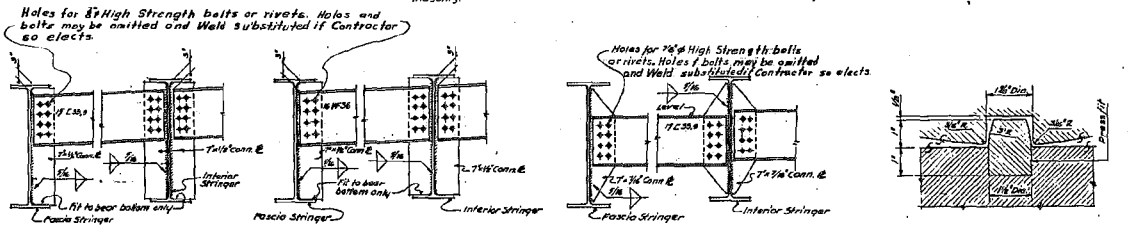
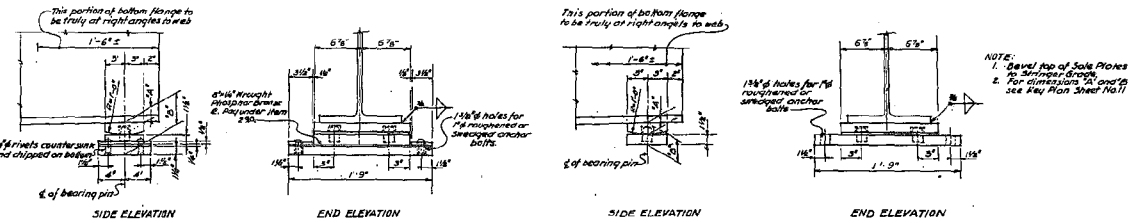
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS  
 CITY OF BUFFALO ARTERIAL  
 KENSINGTON EXPRESSWAY, SEC. 1

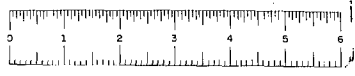
DE LEUW, CATHY & BRILL  
 ENGINEERS - ARCHITECTS

DRAWN: A.L.  
 CHECKED: C.C.  
 TRACED: C.B.

802 E. 44th ST., NEW YORK 17, N.Y.

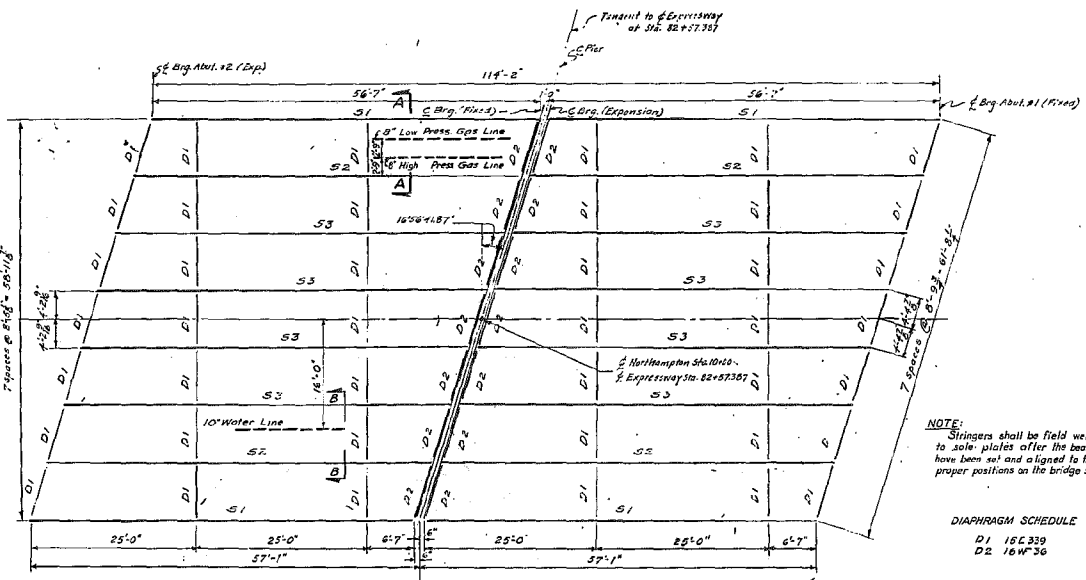
Sheet No 12





FED. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	BICKET NO.	TOTAL SHEETS
U-37107	N.Y.		1965	186	178

CONTRACT II



FRAMING PLAN  
Scale: 1/8" = 1'-0"

NOTE:  
Stringers shall be field welded to sole plates after the bearings have been set and aligned to their proper positions on the bridge seats.

DIAPHRAGM SCHEDULE  
D1 15C339  
D2 16WF36

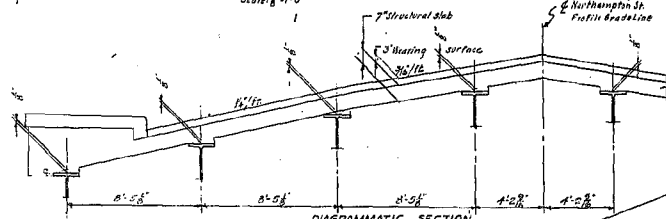
\*\* Spices ordered are for either size of piles.

ITEM	DESCRIPTION	UNIT	TOTAL		FINALS
			NEAR	REVISED	
1	Trench, Curb and Bridge Excavation	CY	305	310	280
179A	Sewer Pipe (4" Dia.) 8' Dia.	LF	75	75	0
110B1	Pipe Underdrain, 6" Dia.	LF	180	185	174
110C3	Drainage Channel, Type 2	RD	1465	1470	1413
183	Class A Concrete for Structures	CY	350	358	344
202	Class I Concrete	CY	998	720	843
214	Approved Gravel	CY	112	112	107
224A	Bar Reinforcement for Structures	LB	92,779	95,620	85,003
224	Spiral Bar Shear Connectors	LB	8,881	2,780	8,116
234	Structural Steel	LB	186,005	171,500	170,205
37A	Meat Rolling	LF	221	235	231
37B1	Structural Concrete, Type 2-B	CU	107	115	100
37	Reinforcing Equipment for Drivng Piles	HR	125	140	11
381	Protective Coating for Concrete	SQ	113	120	14
451	Steel Bearing Piles (4" Dia.)	LF	2,085	2,220	2,013
452	Steel Bearing Piles (2" Dia.)	LF	480	500	480
45A	Splices for Steel Bearing Piles	EA	35	37	0
47	Fastening Equipment for Drivng Piles	HR	146	160	0
410C	8" Stone Curb, 1' Radius	LF	543	543	544
112A	Gravel, Slope or Slope Fill	CY	368	370	371
184	Soft Iron Pipe (6" dia.)	LF	—	—	13
201B	Fence and Install 2" Reinforced Steel Conduit	LF	360	380	355
304A	Finish Light Standoff, Type A (18" Mount, High)	EA	72	72	72
305	Miscellaneous Metals	LB	268	270	271
331	Joint Sealing Compound	SG	9	9	9
313	Surface Drivng with Pipe Reinforce	S.Y.	654	690	625
2207	Temporary Steel Sheet Piling	S.Y.	1,800	1,572	0

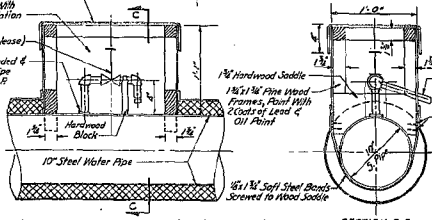
STRINGER	Bot Cover #	SPIRAL SHEAR CONNECTORS			CAMBER
		Section L-1	Section L-2	Section L-3	
151	A	10'-0"	10'-0"	10'-0"	1/2"
152	A	10'-0"	10'-0"	10'-0"	1/2"
153	B	10'-0"	10'-0"	10'-0"	1/2"

Note: Camber of beam to be measured with beam lying on its side.

Note:  
Insulation shall be glass fiber pipe insulation in one piece molded sections 2" thick, as req'd. by Gustin-Brown Mfg. Co. or equal.  
Pipe insulation to be furnished with vapor barrier jacket of tough Kraft roll laminate.  
Insulated pipe insulation shall be covered with Aluminum weather-proof jacketing as req'd. by Childers Mfg. Co. or equal.

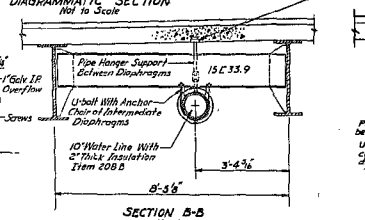


DIAGRAMMATIC SECTION  
Not to Scale



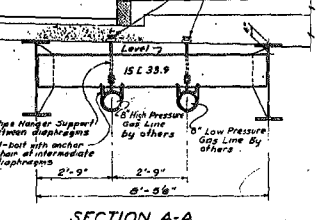
SECTION C-C  
Scale 1/2" = 1'-0"

DETAIL OF AIR RELEASE VALVE & VALVE BOX



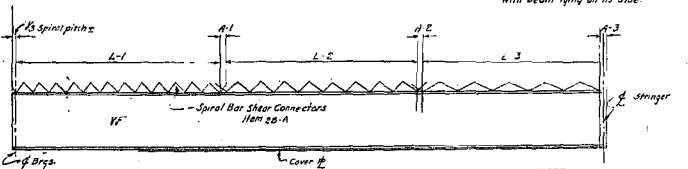
SECTION B-B  
Scale 2" = 1'-0"

(Intermediate Diaphragms Only)



SECTION A-A  
Scale 1/2" = 1'-0"

(Intermediate Diaphragms Only)



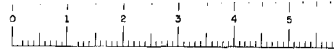
Bottom Cover Plate and Spirals symmetrical about 4 stringers.

STRINGER DETAILS  
Not to Scale

NOTE:  
Field welding of spiral reinforcement will not be permitted.

FINAL QUANTITY REVISION			
NORTHAMPTON STREET OVER EXPRESSWAY FRAMING PLAN			
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS CITY OF BUFFALO ARTERIAL			
KENSINGTON EXPRESSWAY, SEC. 1			
DE LEUN, CATHY & BELL	DRAWN	K.E.C.	
ENGINEERS - ARCHITECTS	CHECKED	R.G.C.	
802 E. 42nd St.	NEW YORK 17, N.Y.	TRACER	28

Sheet No. 2



**ESTIMATE OF QUANTITIES - WALL NO. 1**

NO.	ITEM	UNIT	NEET	PROPOSAL
2UF	Underdrain Filter	C.Y.	184	190
2EF-B	Selected Granular Fill	C.Y.	380,890	380,890
5B	Structure Excavation	C.K.	224,810	224,810
11H-6	Perforated Corrugated Metal Pipe Underdrain	L.F.	3,019	3,020
1B	Class A Concrete for Structures	C.Y.	4,606	4,610
20	Class B Concrete for Structures	C.Y.	3,919	3,910
24A	Bagged Screened Aggregate	C.Y.	1,444	1,450
28	Bar Reinforcement for Structures	L.B.	40,029	40,100
29	Structural Steel	L.B.	8,796	8,790
37S(4)	Steel Bridge Railing - 4 Rail	L.F.	2,936	2,940
6I	Bituminous Material	GAU.	2,245	2,250
83ST	Temporary Steel Sheet Piling	S.F.	68,498	68,500
83TS	Temporary Sheet Piling	S.F.	3,602	3,610
30F	Retaining Frame and Grate	S.F.	8.6	10
412B	2" Galvanized Steel Conduit	L.F.	560	570

**ESTIMATE OF QUANTITIES - WALL NO. 2**

NO.	ITEM	UNIT	NEET	PROPOSAL
2UF	Underdrain Filter	C.Y.	170	170
2EF-B	Selected Granular Fill	C.Y.	348,605	348,610
5B	Structure Excavation	C.Y.	226,487	226,490
11H-6	Perforated Corrugated Metal Pipe Underdrain	L.F.	2,841	2,850
1B	Class A Concrete for Structures	C.Y.	4,322	4,330
20	Class B Concrete for Structures	C.Y.	2,901	2,910
24A	Bagged Screened Aggregate	C.Y.	1,409	1,410
28	Bar Reinforcement for Structures	L.B.	40,434	40,400
29	Structural Steel	L.B.	7,648	7,650
37S(4)	Steel Bridge Railing - 4 Rail	L.F.	2,553	2,560
6I	Bituminous Material	GAU.	2,071	2,080
83ST	Temporary Steel Sheet Piling	S.F.	64,959	64,960
83TS	Temporary Sheet Piling	S.F.	1,950	1,960
412B	2" Galvanized Steel Conduit	L.F.	429	430

**ESTIMATE OF QUANTITIES - WALL NO. 3**

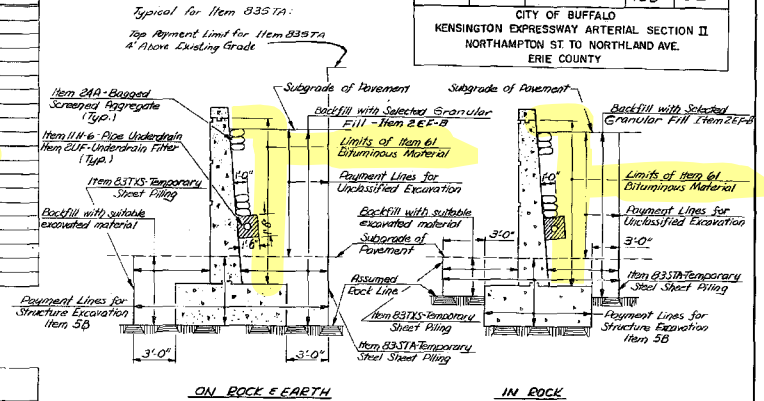
NO.	ITEM	UNIT	NEET	PROPOSAL
2UF	Underdrain Filter	C.Y.	37	40
2EF-B	Selected Granular Fill	C.Y.	40,696	40,100
5B	Structure Excavation	C.K.	36,009	36,020
11H-6	Perforated Corrugated Metal Pipe Underdrain	L.F.	574	580
1B	Class A Concrete for Structures	C.Y.	453	460
20	Class B Concrete for Structures	C.Y.	630	630
24A	Bagged Screened Aggregate	C.Y.	150	150
28	Bar Reinforcement for Structures	L.B.	42,773	42,800
29	Structural Steel	L.B.	1,681	1,700
37S(4)	Steel Bridge Railing - 4 Rail	L.F.	568	570
6I	Bituminous Material	GAU.	257	260
83ST	Temporary Steel Sheet Piling	S.F.	10,899	10,900
83TS	Temporary Sheet Piling	S.F.	1,217	1,220
84SB	Steel Bearing Test Piles	L.F.	195	170
85	Steel Bearing Piles - 10 BPA2	L.F.	3,920	3,900
85-A	Splices for Steel Bearing Piles	Ea.	44	44
87	Furnishing Equipment for Driving Piles	L.S.	Nec.	Nec.

**ESTIMATE OF QUANTITIES - WALL NO. 4**

NO.	ITEM	UNIT	NEET	PROPOSAL
2UF	Underdrain Filter	C.Y.	35	40
2EF-B	Selected Granular Fill	C.Y.	48,993	49,000
5B	Structure Excavation	C.K.	34,005	34,000
11H-6	Perforated Corrugated Metal Pipe Underdrain	L.F.	533	540
1B	Class A Concrete for Structures	C.Y.	562	570
20	Class B Concrete for Structures	C.Y.	655	660
24A	Bagged Screened Aggregate	C.Y.	191	200
28	Bar Reinforcement for Structures	L.B.	54,422	55,200
29	Structural Steel	L.B.	1,546	1,550
37S(4)	Steel Bridge Railing - 4 Rail	L.F.	521	530
6I	Bituminous Material	GAU.	294	300
83ST	Temporary Steel Sheet Piling	S.F.	100,961	101,000
83TS	Temporary Sheet Piling	S.F.	912	920
84SB	Steel Bearing Test Piles	L.F.	105	110
85	Steel Bearing Piles - 10 BPA2	L.F.	2,220	2,220
85-A	Splices for Steel Bearing Piles	Ea.	49	49
87	Furnishing Equipment for Driving Piles	L.S.	Nec.	Nec.

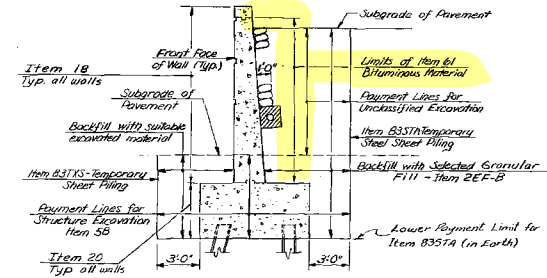
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		188	223

CITY OF BUFFALO  
KENSINGTON EXPRESSWAY ARTERIAL SECTION II  
NORTHAMPTON ST. TO NORTLAND AVE.  
ERIE COUNTY



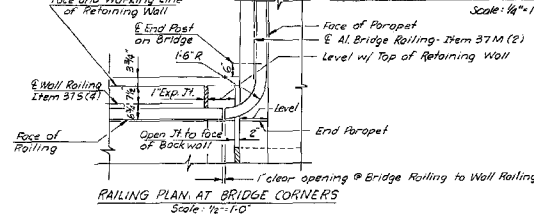
ON ROCK & EARTH

IN ROCK



ON PILES

**EXCAVATION & BACKFILL PAYMENT LINES**



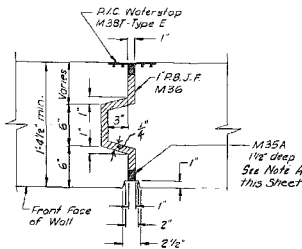
RAILING ELEVATION AT LIGHTING STANDARD  
Scale: 3/8"=1'-0"

RAILING PLAN AT BRIDGE CORNERS  
Scale: 1/2"=1'-0"

- NOTES:**
1. For Wall General Notes, see Wall Sheet 34.
  2. For Railing Details, see Wall Sheet 30.
  3. For Lighting Standard Details, see Wall Sheet 34.

**NOTE A:**

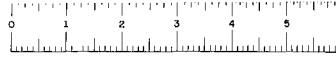
A layer of wax paper or "Bear Tape" 431-1445 UB as manufactured by Behr Manning Co., Troy, NY or any approved equal, shall be placed between M35A Caulking Compound and the R.B.J.M. 88, Premolded Bituminous Joint Filler.



EXPANSION JOINT DETAIL @ EXIST WALL & WALL #4  
Scale: 1/2"=1'-0"

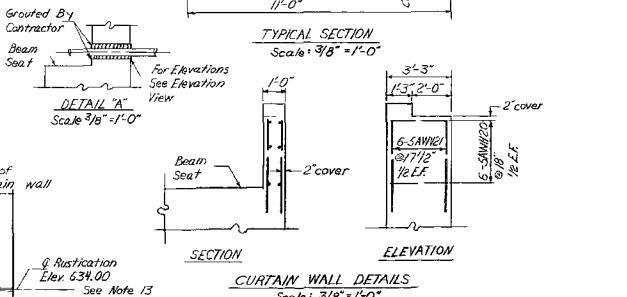
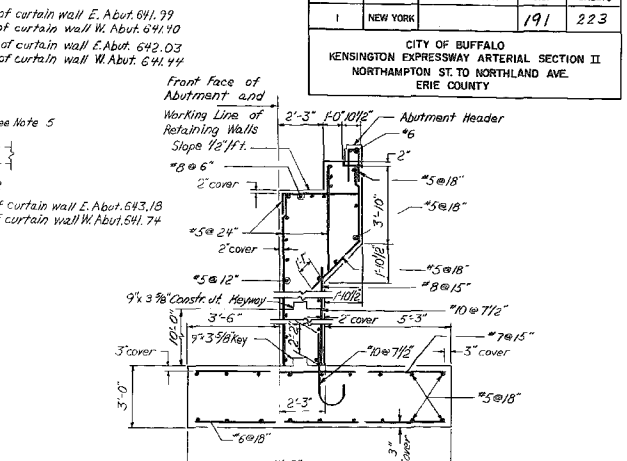
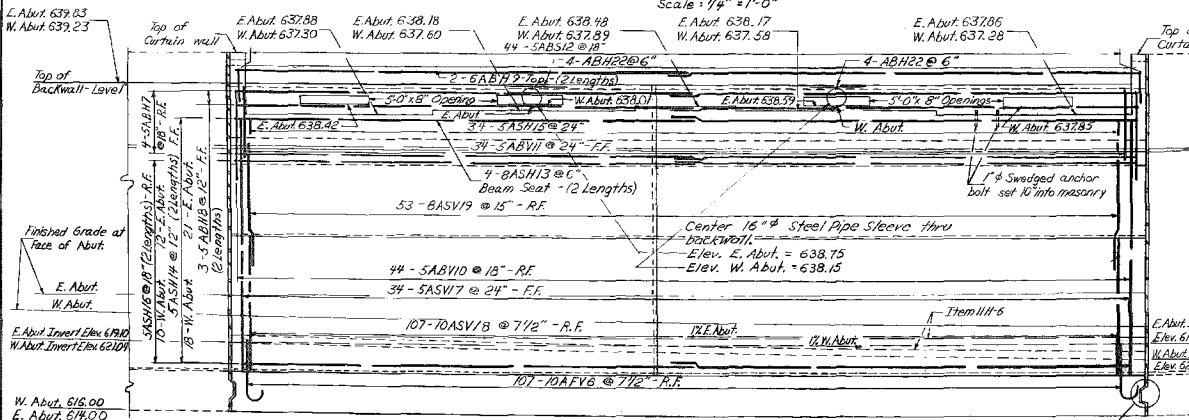
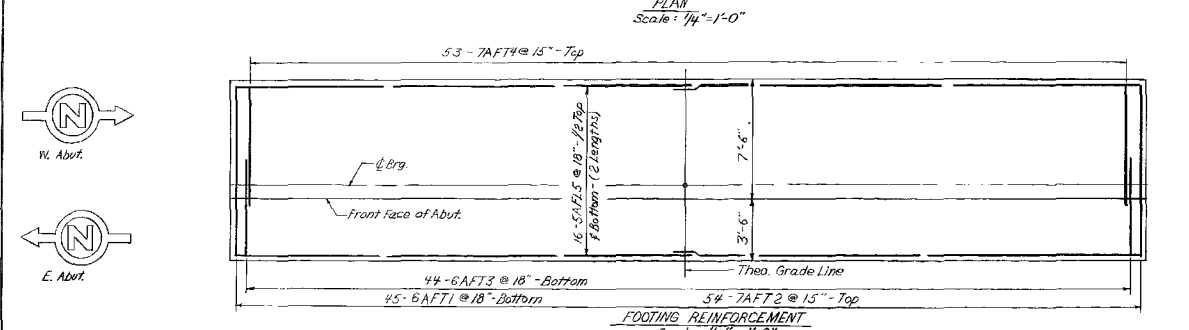
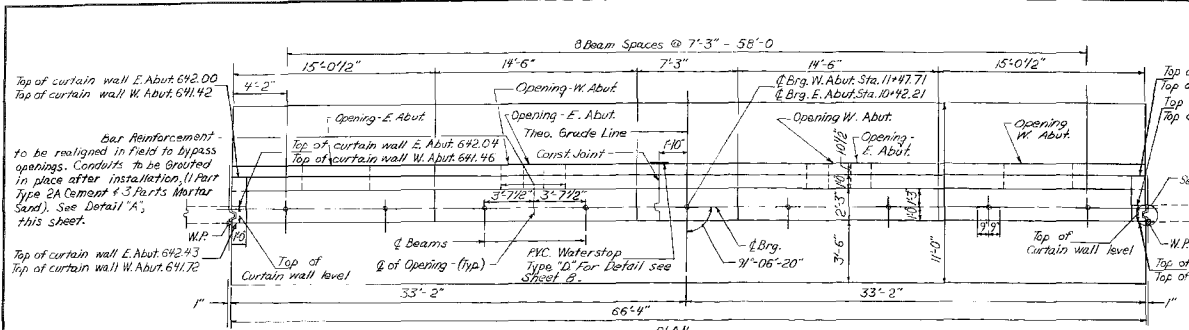
Date:	10-20-67
In Charge Of:	H. G. COLES
Designed By:	K. W. BOOT
Traced By:	E. V. FLACCAVENTO
Checked By:	L. W. REGULAR

SUMMARY OF QUANTITIES TYPICAL SECTIONS RETAINING WALLS NO. 1, 2, 3, AND 4	
PREPARED AND RECOMMENDED	
<i>McFarland-Johnson</i>	N.Y.S.P.E. LIC. NO. 11650 DATE 10-21-67
McFARLAND-JOHNSON	ENGINEERS



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		191	223

CITY OF BUFFALO  
KENSINGTON EXPRESSWAY ARTERIAL SECTION II  
NORTHAMPTON ST. TO NORTHLAND AVE.  
ERIE COUNTY



- NOTES:
- Concrete in Abutment shall be Item 20, Class B Concrete for Structures. Concrete in Abutment Header shall be Item 18, Class A Concrete for Structures.
  - Bituminous Material, Item 61, shall be applied to the back of Abutment above top of Footing, where fill is in contact with the Wall.
  - Epoxy Protective Coating for Concrete shall be applied to all Exposed Vertical Surfaces, Bridge Seats, including the area under the Bearings, Exposed Vertical Surfaces of Backwall and Curtain Walls facing the Superstructure.
  - Top of Backwalls on which Asbestos Sheet Packing is to be placed shall be Steel Trowel Finished.
  - For Detail of Expansion Joint at Wall and Footing, see sheet No. 8.
  - For Detail of Expansion Joint between Abutment and Abutment Header, see sheet No. 8.
  - For Railing and Sidewalk Plans at Bridge Corners, see sheet No. 8.
  - For Pay Lines at Abutment, see sheet No. 8.
  - For Bearing Details, see sheet No. 5.
  - For Railing Details, see sheet No. 7.
  - For Cantilet Alignment, see sheet No. 5.
  - For Rustication Details, see sheet No. 8.
  - For Bar Schedule, see sheet No. 9.
  - For design purposes, the foundation pressure does not exceed 10 tons per square foot.

Date: JULY 14, 1957  
In Charge Of: H. G. COLES  
Designed By: W. D. SWECKER  
Traced By: J. F. MEYER  
Checked By: W. D. SWECKER

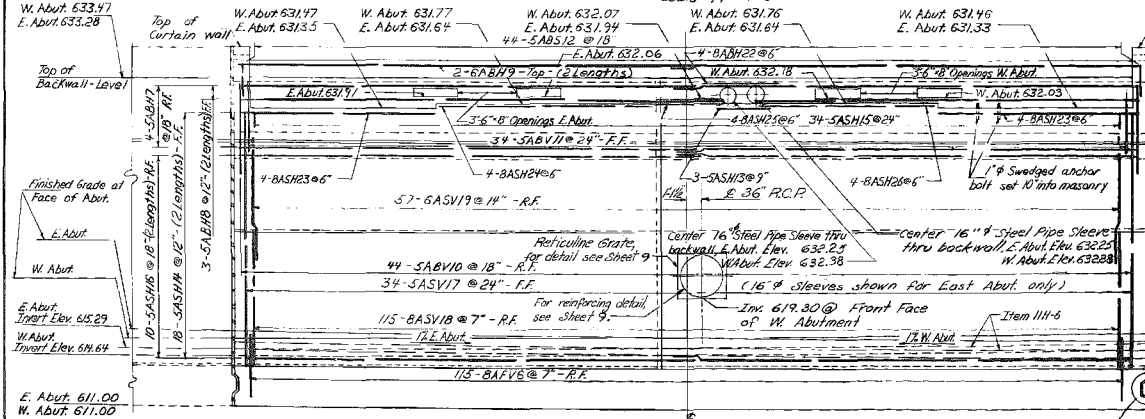
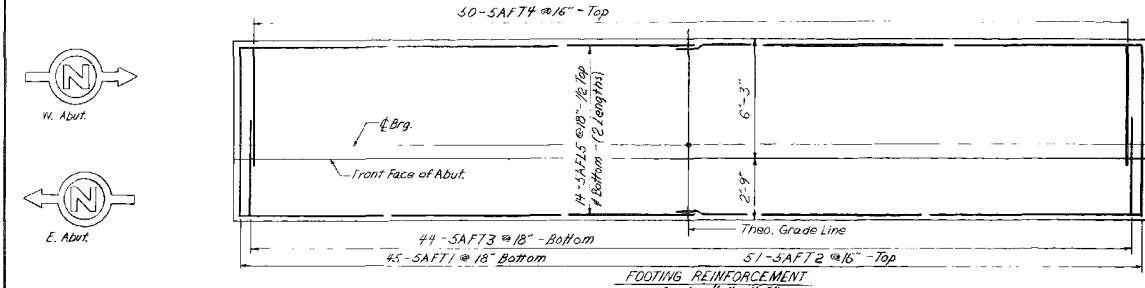
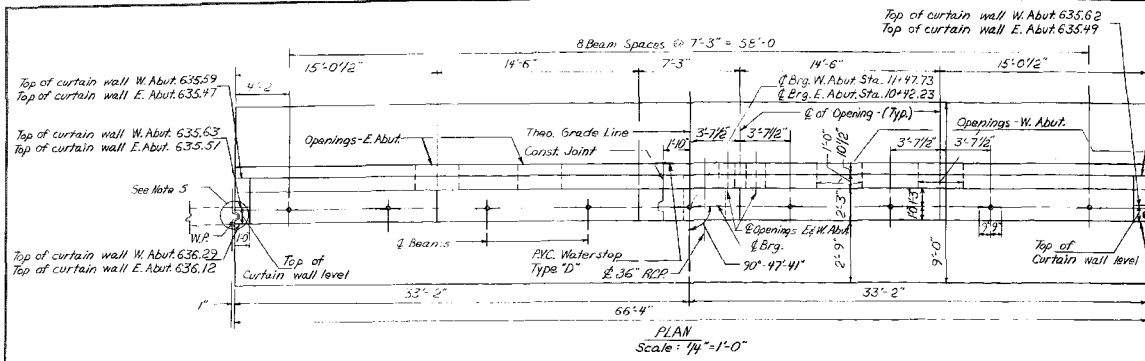
BRIDGE NO. 1

EAST UTICA STREET  
OVER KENSINGTON EXPRESSWAY  
ABUTMENT DETAILS

PREPARED AND RECOMMENDED  
By: *W. D. Swecker*  
N.Y.S.P.E. LIC. NO. 20143 DATE 7-25-57

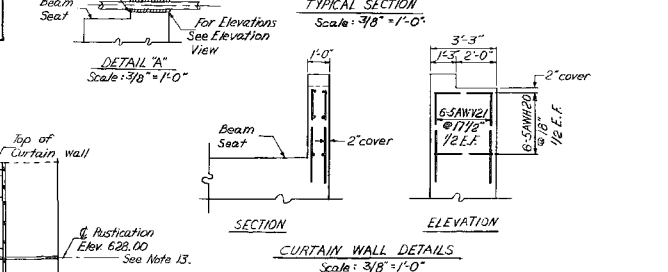
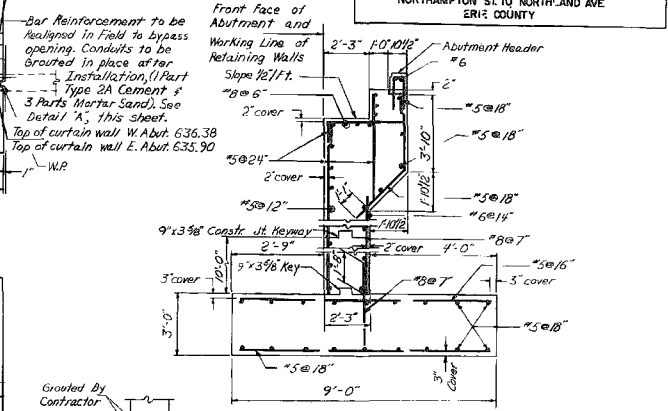
McFARLAND-JOHNSON ENGINEERS

BRIDGE SHEET 3 OF 10



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK		201	223

CITY OF BUFFALO  
KENSINGTON EXPRESSWAY ARTERIAL SECTION II  
NORTHAMPTON ST. TO NORTH AND AVE  
ERIE COUNTY



- NOTES:
- Concrete in Abutment shall be Item 20, Class B Concrete for Structures.
  - Concrete in Abutment Header shall be Item 18, Class A Concrete for Structures.
  - Bituminous Material, Item 61, shall be applied to the back of Abutment above top of Footing, where fill is in contact with the wall.
  - Epoxy Protective Coating for Concrete shall be applied to all Exposed Reinforcing Surfaces of Backwall and Curtain Walls facing the Superstructure.
  - Top of Backwalls on which Asbestos Sheet Packing is to be placed shall be Steel Travel Finished.
  - For Detail of Expansion Joint at Wall and Footing, see sheet No. 8.
  - For Detail of Expansion Joint between Abutment and Abutment Header, see sheet No. 8.
  - For Railing and Sidewalk Plans at Bridge Corners, see sheet No. 8.
  - For Ray Lines of Abutment, see sheet No. 8.
  - For Bearing Details, see sheet No. 5.
  - For Railing Details, see sheet No. 7.
  - For Conduit Alignment, see sheet No. 5.
  - For Rustication Details, see sheet No. 8.
  - For Bar Schedule, see sheet No. 9.
  - For design purposes, the Foundation Pressure does not exceed 10 tons per square foot.

Date: JULY 14, 1967

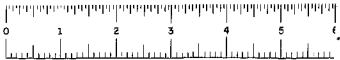
In Charge Of: H. G. COLES

Designed By: W. D. SWICKER

Traced By: J. F. MEYER

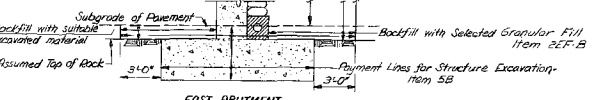
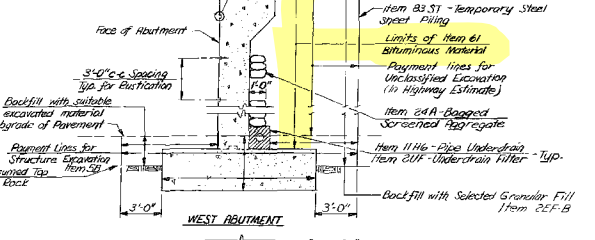
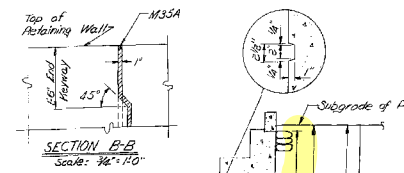
Checked By: W. D. SWICKER

BRIDGE NO. 2	EAST FERRY STREET OVER KENSINGTON EXPRESSWAY ABUTMENT DETAILS
PREPARED AND RECOMMENDED BY: McFARLAND JOHNSON	N.Y.S.P.E. LIC. NO. 20132 DATE 7-23-67

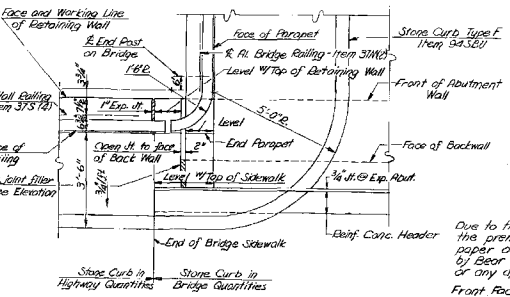


FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		206	

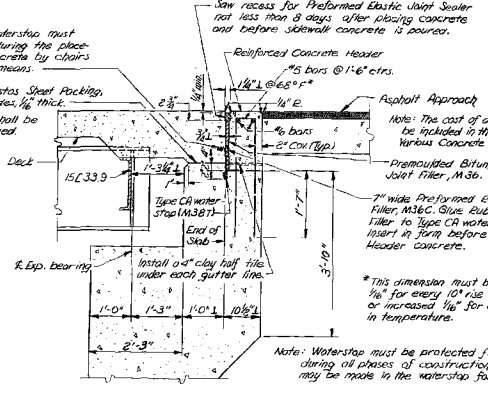
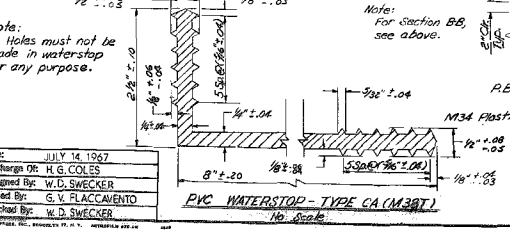
CITY OF BUFFALO  
KENSINGTON EXPRESSWAY ARTERIAL SECTION II  
NORTHAMPTON ST. TO NORTHLAND AVE.  
ERIE COUNTY



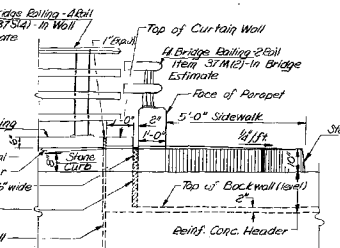
**EXCAVATION & BACKFILL PAYMENT LINES**  
Scale: 1/4" = 1'-0"



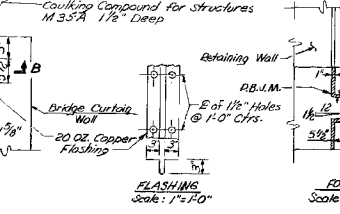
**BAILING & SIDEWALK PLANS AT BRIDGE CORNERS**  
Scale: 1/8" = 1'-0"



**EXPANSION JOINT AT ABUTMENT MONOLITHIC SLAB - ASPHALT APPROACH**  
Scale: 3/4" = 1'-0"

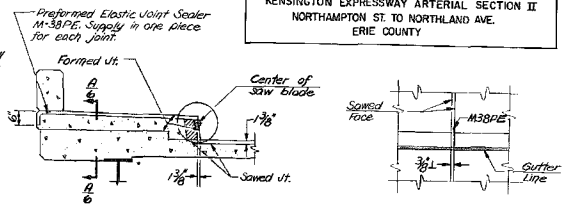


**ELEVATION AT BRIDGE CORNER**  
Scale: 1/2" = 1'-0"

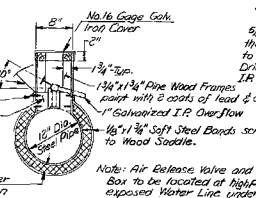


**EXPANSION JOINT DETAILS**  
Scale: 1/2" = 1'-0"

For joint treatment See Note A 5h 189

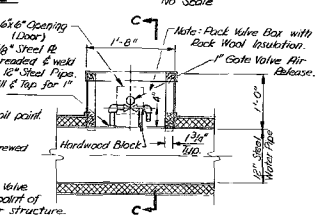


**SECTION THRU TRANSVERSE JOINT**  
Scale: 3/4" = 1'-0"

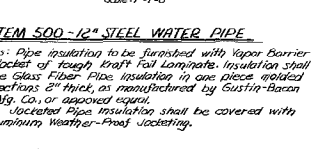


**SECTION C-C**  
Scale: 1/2" = 1'-0"

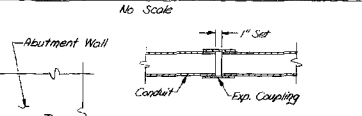
**PLAN WITH GRANITE CURB**  
No Scale



**AIR RELEASE VALVE & VALVE BOX DETAILS**  
Scale: 1/2" = 1'-0"



**GROUNDING CONNECTORS AT ABUTMENTS FOR NIAGARA MOHAWK POWER CORR CONDUIT**  
No Scale

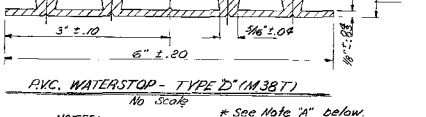


**EXPANSION COUPLING FOR NIAGARA MOHAWK POWER CORR CONDUIT**  
No Scale



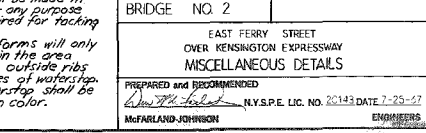
**EXPANSION COUPLING FOR NIAGARA MOHAWK POWER CORR CONDUIT**  
No Scale

**PVC WATERSTOP - TYPE D (M38T)**  
No Scale



**PVC WATERSTOP - TYPE D (M38T)**  
No Scale

**ITEM 500 - 12" STEEL WATER PIPE**  
No Scale



**ITEM 500 - 12" STEEL WATER PIPE**  
No Scale

This portion of waterstop must be held in place during the placement of slab concrete by chairs or other suitable means.

Compressed Asbestos Sheet Packing Graphitized both sides 1/2" thick. Top of backwall shall be steel trowel finished.

Note: The cost of all joint material shall be included in the price bid for the various concrete items.

Note: This dimension must be decreased 1/8" for every 10° rise in temperature or increased 1/8" for every 10° fall in temperature.

Note: Waterstop must be protected from damage during all phases of construction. No holes may be made in the waterstop for any purpose.

Note: All material for Air Release Valve Box to be installed in Item 500.

Note: Air Release Valve and Valve Box to be located at high point of exposed Water Line under structure.

Note: Grounding Connectors furnished by N.M.R. Corp. and installed by Contractor.

Note: Pipe insulation to be furnished with Vapor Barrier Jacket of tough Kraft Foil Laminate. Insulation shall be Glass Fiber Pipe Insulation in one piece molded sections 6" thick, as manufactured by Gustin-Bacon Mfg. Co. or approved equal. Jacketed Pipe Insulation shall be covered with Aluminum Weather-Proof Jacketing.

Note: Notes must not be made in waterstop for any purpose except as required for Tacking to Forms.

Note: Tacking to forms will only be permitted in the area between the outside ribs and the edges of waterstop. Type D waterstop shall be light gray in color.

Date: JULY 14, 1967  
In Charge Of: W.G. COLLIER  
Designed By: W.D. SWECKER  
Traced By: G.V. FLACCAVENTO  
Checked By: W.D. SWECKER

BRIDGE NO. 2	EAST FERRY STREET OVER KENSINGTON EXPRESSWAY MISCELLANEOUS DETAILS
PREPARED AND RECOMMENDED McFarland-Johnson	N.Y.S.P.E. LIC. NO. 20143 DATE 7-25-67 ENGINEERS

# Asbestos Sampling Survey

Location:

Dodge Street Bridge over Route 33  
City of Buffalo, New York

Prepared for:

New York State  
Department of Transportation

PIN 5512.36.122

LaBella Project No. 201001

October 2002

# Asbestos Sampling Survey

Dodge Street Bridge over Route 33  
City of Buffalo, New York

Prepared for:  
New York State  
Department of Transportation

PIN 5512.36.122

LaBella Project No. 201001

October 2002

LaBella Associates, P.C.  
300 State Street  
Rochester, New York 14614-1098



## Table of Contents

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<b>I. Project Summary</b>	<b>1</b>
<b>II. Site Description</b>	<b>1</b>
<b>III. Inspection Procedures</b>	<b>1</b>
<b>IV. Results</b>	<b>2</b>
<b>Certification</b>	<b>2</b>

**Figures and Table**

## I. Project Summary

In accordance with conditions of Term Agreement D012606, LaBella Associates, P.C. conducted an asbestos sampling survey on the Dodge Street Bridge over Route 33. Based on laboratory analyses of bulk samples collected, the following materials were determined to contain asbestos:

Type of Material	Estimated Amount
Sheet Packing	8.7 Square Meters
Joint Sealer	16.4 Meters

## II. Site Description

The Site is located in Erie County, New York. For the purpose of this report, the Site consists of BIN 1022610 –Dodge Street Bridge over Route 33 (See FIGURE 1).

## III. Inspection Procedures

The following procedures were used to obtain the data for this Report:

- A. A review of record drawings supplied by Region 5 personnel and a visual inspection of the subject structure were conducted to identify potential visible/accessible sources of asbestos-containing materials. Observations and notes were made to provide a description of the structure, and an estimate of the approximate amount, length, or area of ACM present.
- B. Physical or operational constraints, which might affect the removal of the ACM, were identified and reported.
- C. Bulk samples of suspected ACM were collected during the site inspection of the subject structure. One sample was taken from each homogeneous area that may contain ACM.
- D. Samples were submitted for analysis. Preliminary PLM analyses of NOB materials were performed by LaBella Laboratories, a NYSDOH approved laboratory, to determine the presence and percentage of asbestos in each sample. TEM analyses of NOB materials, if necessary, were performed by AMA Analytical, Inc.
- E. Lab results were used to determine the approximate location, type, and amount of the verified ACM.
- F. A drawing of the structure at the Site was created, in order to show sample locations and the approximate locations and amounts of confirmed ACM observed in accessible locations.

Only accessible areas were inspected. Inaccessible areas, such as areas within the bridge or the approaches to the bridge were not included in this inspection. No investigation was conducted by LaBella Associates to determine the presence of underground utilities on or in the immediate vicinity of the Site. Actual sample locations are shown in FIGURE 2. Results of bulk sample analyses are tabulated in the Bulk Sample Results Table.

## **IV. Results**

Based on the analytical results, the following materials were determined to be asbestos-containing:

### **BIN 1022610-Dodge Street Bridge over Route 33**

#### **Sheet Packing**

Asbestos-containing sheet packing is located between the tops of the abutments and the deck slab at both ends of the bridge. Most of this material is presently covered by the bridge deck, although the edges of this sheet packing are exposed and visible at various locations. It is estimated that the total amount of this asbestos-containing sheet packing material on the bridge is approximately 8.7 square meters. This estimate is based on field measurements taken at the time of the site visit.

The approximate locations of this asbestos-containing sheet packing are shown in FIGURE 2.

#### **Joint Sealer**

Asbestos-containing joint sealer is located in the vertical joints between the back walls and the retaining walls at both ends of the bridge. It is estimated that the total amount of this asbestos-containing joint sealer is approximately 16.4 meters. This estimate is based on field measurements taken at the time of the site visit.

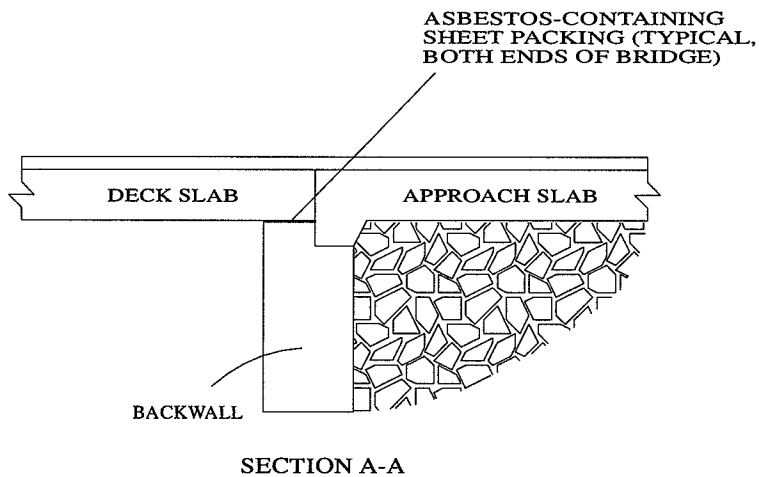
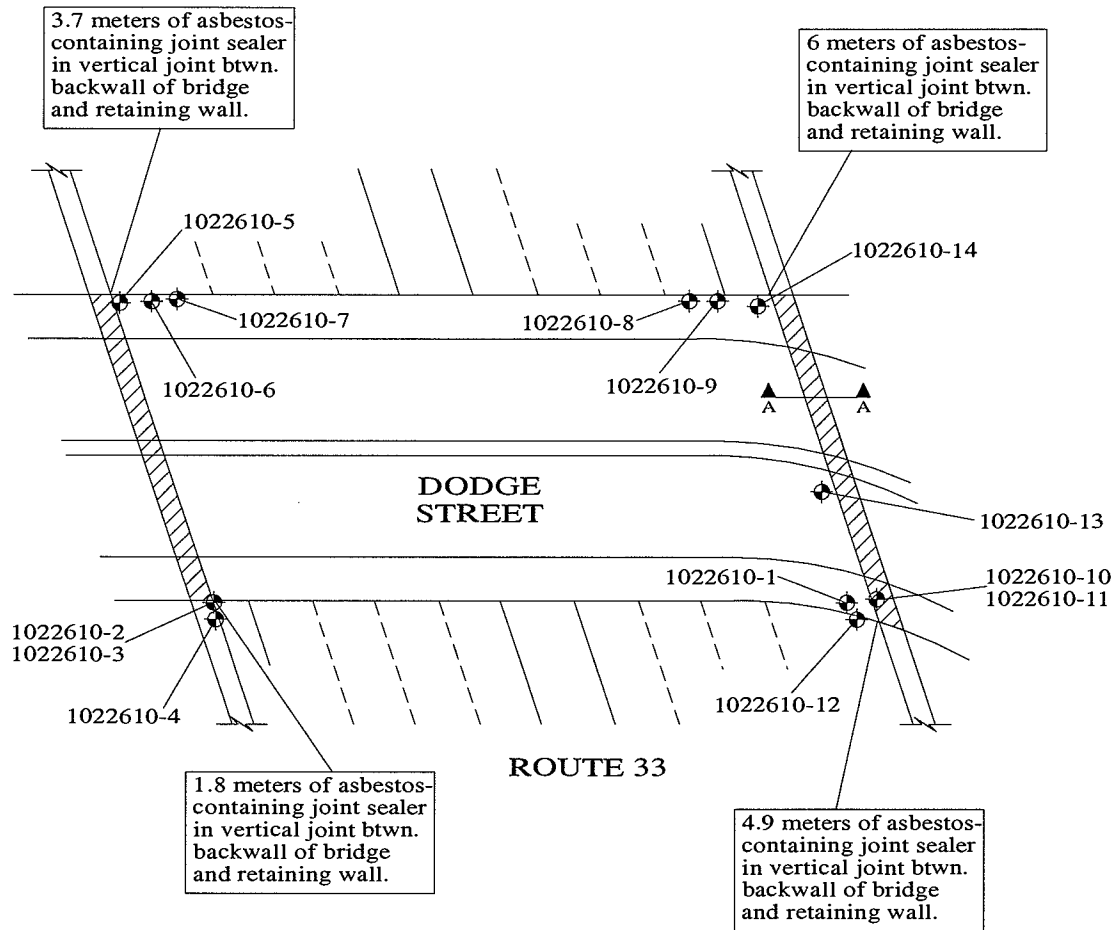
The approximate locations of this asbestos-containing joint sealer are noted in FIGURE 2.

## **Certification**

LaBella Associates, P.C. certifies the accuracy of this report, to the best of our knowledge, based on the information collected as described in the Inspection Procedures Section of this investigation.

R2J24RR1

# Figures & Table



**LEGEND**

- 1022610-1 SAMPLE LOCATION
- ASBESTOS-CONTAINING SHEET PACKING

<p>TRUE NORTH</p>	<p>CALLED NORTH</p>	<p>PROJECT TITLE: ASBESTOS SAMPLING SURVEY DODGE STREET OVER ROUTE 33 CITY OF BUFFALO ERIE COUNTY, NEW YORK</p>	<p>PROJECT NO. 201001</p>
		<p>FIGURE TITLE: FIGURE 2 DODGE STREET OVER ROUTE 33 BIN 1022610 SAMPLE LOCATIONS &amp; CONFIRMED ACM</p>	<p>PIN 5512.36.122</p>
			<p>NOT TO SCALE</p>
			<p>DATE: OCTOBER 2002</p>

## Bulk Sample Results Table

Asbestos Sampling Survey  
Dodge Street Bridge over Route 33  
City of Buffalo, New York  
LaBella Project # 201001  
PIN 5512.36.122

### BIN 1022610 – Dodge Street Bridge over Route 33

Sample #	Sample Location	Type of Material	Results % Asbestos	Amount of Material
1022610-1	East End of Bridge on South Railing	Silver/Red Paint	None Detected	N/A
1022610-2	West End of Bridge Between Deck and Cheek Wall	Black Joint Sealer	None Detected	N/A
1022610-3	West End of Bridge Between Deck and Cheek Wall	Brown Joint Filler	None Detected	N/A
<b>1022610-4</b>	<b>Southwest Corner of Bridge Between Back Wall &amp; Retaining Wall</b>	<b>Brown Joint Sealer</b>	<b>16% Chrysotile</b>	<b>16.4 Meters</b>
1022610-5	Northwest Corner of West Abutment	Gray Masonry Coating	None Detected	N/A
1022610-6	West End of Bridge on North Railing	Silver/Red Paint	None Detected	N/A
1022610-7	West End of Bridge on Light Pole	Green/Orange Paint	None Detected	N/A
1022610-8	East End of Bridge on North Railing	Silver/Orange/Green Paint	None Detected	N/A
1022610-9	East End of Bridge on Light Pole	Green/Orange Paint	None Detected	N/A
<b>1022610-10</b>	<b>East End of Bridge Between Deck &amp; Abutment</b>	<b>Sheet Packing</b>	<b>40% Chrysotile</b>	<b>8.7 Square Meters</b>
1022610-11	East End of Bridge Beneath Bearing	Bearing Pad	None Detected	N/A
1022610-12	East End of Bridge on South Fascia Girder	Tan Paint	None Detected	N/A
1022610-13	East End of Bridge on Diaphragm	Tan Paint	None Detected	N/A
1022610-14	East End of Bridge on North Fascia Girder	Tan Paint	None Detected	N/A

# BIN 1022610

## DODGE STREET OVER ROUTE 33 BRIDGE PAINT ASBESTOS TESTING BULK SAMPLE SUMMARY TABLE

*OTHER SUSPECT MATERIALS ALSO TESTED  
SEE LABELLA ASSOCIATES SAMPLING SURVEY REPORT  
DATED OCTOBER 2002*

SAMPLE #	SAMPLE DATE	HOMOGENEOUS AREA	SAMPLE LOCATION	RESULTS- % ASBESTOS *	ANALYSIS METHOD
1022610-1	9/5/02	Silver/Red Paint	East End of Bridge on South Railing	None detected	TEM **
1022610-6	9/5/02	Silver/Red Paint	West End of Bridge on North Railing	None detected	TEM **
1022610-7	9/5/02	Green/Orange Paint	West End of Bridge on Light Pole	None detected	TEM **
1022610-8	9/5/02	Silver/Red Paint	East End of Bridge on North Railing	None detected	TEM **
1022610-9	9/5/02	Green/Orange Paint	East End of Bridge on Light Pole	None detected	TEM **
1022610-12	9/5/02	Tan Paint	East End of Bridge on South Fascia Girder	None detected	TEM **
1022610-13	9/5/02	Tan Paint	East End of Bridge on Diaphragm	None detected	TEM **
1022610-14	9/5/02	Tan Paint	East End of Bridge on North Fascia Girder	None detected	TEM **

\* PLM = Polarized Light Microscopy

\*\* TEM = Transmission Electron Microscopy

LaBella Project No. 201001

PIN 5512.36.122

1022610

# Asbestos-Containing Materials Inspection

FOR

**BIN 1022620**  
**Northampton Street over**  
**Kensington Expressway (Rt. 33)**  
**City of Buffalo,**  
**Erie County, New York**

---

PREPARED FOR

**LaBella Associates**  
**300 State St #201**  
**Rochester, NY 14614**

FOR SUBMISSION TO

**New York State Department of Transportation Region 5**  
**100 Seneca Street**  
**Buffalo, NY 14203**

**PIN – 5512.52.123**  
**D038277**

**Watts Project No. 20220255**  
**August 2023, Revised September 2023**

Submitted by:

**Watts**  
**Architects**  
**&Engineers**

BUFFALO / SYRACUSE / NEW YORK

watts-ae.com





# Watts Project Contact and Asbestos Fact Sheet



**Watts  
Architects  
& Engineers**

95 Perry Street  
Suite 300  
Buffalo, NY 14203

Andrew Klimek, CHMM, PG  
Project Manager, Env. Dept. Manager  
aklimek@watts-ae.com  
716 206 5120

BUFFALO / SYRACUSE / NEW YORK watts-ae.com

## Name and Address of Building/Structure

BIN 1022620 - Northampton Street Bridge over  
Kensington Expressway (NYS Route 33)  
City of Buffalo, Erie County, New York

## Name and Address of Building/Structure Owner

New York State Department of Transportation  
50 Wolf Road  
Albany, New York 12232

## Name of the Firm & Persons Conducting the Inspection

Watts Architects & Engineers  
Matthew E. Holquist (NYS DOL Cert #01-08239)  
Robert S. Swick (NYS DOL Cert #20-05731)  
William G. Coyle (NYS DOL Cert #17-39002)

## Date(s) the Inspection Was Conducted

May 10 & 23, 2023

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<b>2.0 / Inspection Results .....</b>	<b>1</b>
<b>3.0 / Inspection Procedures .....</b>	<b>5</b>
<b>4.0 / Inspection Limitations .....</b>	<b>6</b>
<b>5.0 / Conclusions and Recommendations .....</b>	<b>6</b>
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## Appendices

Appendix A – Photos

Appendix B – Figures

    Figure 1 – Project Location Map

    Figure 2 – Asbestos Bulk Sample Locations

Appendix C – Laboratory Analytical Report(s) and Chain-of-Custody Form(s)

Appendix D – License(s) and Certification(s)

Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan  
and Project Information

## 1.0 / Introduction

Watts Architects & Engineers, D.P.C. (Watts) was retained by New York State Department of Transportation (NYSDOT), in conjunction with LaBella Associates, D.P.C. (LaBella) being the lead Design Engineers for the Kensington Expressway Project (PIN 5512.52), to complete an Asbestos-Containing Materials (ACM) Inspection of the Northampton Street Bridge over Kensington Expressway (NYS Route 33) (BIN 1022620) as part of the overall larger project, located in the City of Buffalo, Erie County, New York. The overall PIN 5512.52 project includes the covering of the Kensington Expressway between Dodge Street and Sidney Street, with the purpose of re-creating the original Humboldt parkway setting that existed prior to the construction of the expressway, while maintaining the expressway as is, and at its current capacity. The project involves the demolition of five bridge structures and associated adjacent retaining walls throughout the project corridor along the Kensington Expressway. A separate report was prepared for each of the bridge structures throughout the project corridor, which includes:

- BIN 1022610 – Dodge Street Bridge over NYS Route 33
- BIN 1022620 – Northampton Street Bridge over NYS Route 33
- BIN 1022630 – East Utica Street Bridge over NYS Route 33
- BIN 1022640 – East Ferry Street Bridge over NYS Route 33
- BIN 1022609 – Best Street Bridge over NYS Route 33

Since the overall retaining wall system throughout the project corridor isn't specifically associated with a single bridge, the ACM information associated with all of the retaining wall structures throughout the overall project corridor is summarized within each of the bridge reports noted above (the information is redundant). The information and estimated quantities are based upon the project limits at the time of reporting.

See Figure 1 – Project Location Map within **Appendix B – Figures**. The purpose of the bridge inspection was to identify and sample suspect ACM which may require abatement prior to or during demolition of the structure. The inspection was limited to the review of available records and examination of the areas of the bridge that could be accessed from the bridge itself or reached from the ground by use of a ladder from below. The following information summarizes the results of the investigation.

## 2.0 / Inspection Results

The inspection involved the review of available historical record plans and previously completed asbestos inspection reports in an attempt to identify known or suspect ACM and an onsite inspection that fulfilled the NYSDOT methodology of collecting three (3) bulk samples for each identified homogeneous suspect ACM. Watts collected a total of twenty-one (21) bulk samples to represent the seven (7) identified suspect ACM that are present at the structure (and were not previously sampled). ACM is defined as any material containing more than one percent (1%) of asbestos. Based on the information obtained during the records review, laboratory analysis of bulk samples collected as part of this investigation, previous sampling and analysis (if applicable), and visual observations, the following information regarding ACM has been identified at BIN 1022620 – Northampton Street Bridge over Kensington Expressway (NYS Route 33).

### **Confirmed Asbestos-Containing Materials (ACM)**

Based on the record plan review, previous ACM inspection reports, subsequent field inspection, and laboratory analysis of collected samples, the following ACM was identified:

Type of Material	Typical Location	Estimated Amount	Friability	Condition	NYS DOT Specification Item No.
Black Pipe Coating <sup>1</sup>	Suspended Below Bridge Deck (South Side)	120 LF	Non-Friable	Good	210.3211
Abutment / Retaining Wall Caulking <sup>1</sup>	Within Retaining Wall Vertical Expansion Joints (One at Each Corner of the Bridge and Located Every 90 Linear Feet of Retaining Wall)	~2,179 LF (~545 SF for NYSDOL Reporting Purposes)	Non-Friable	Fair to Good	210.3411
Rail Post Base Grey Caulk	Base of Metal Guide Rail Posts on Top of the Retaining Walls in the Northern Portion of the Project Corridor	2,457 LF (~205 SF for NYSDOL Reporting Purposes)	Non-Friable	Good	210.3411

<sup>1</sup> - ACM was previously identified during a former ACM survey/inspection. See **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information** for additional details regarding this ACM.

### Confirmed ACM Details

During the record plan review, previous ACM inspection reports, and onsite inspection, the following ACM was identified:

#### **Black Pipe Coating**

The asbestos-containing black pipe coating associated with this bridge was previously tested and identified as an ACM during the 2013 Asbestos Survey Report. See **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information** for additional details regarding that report.

Asbestos-containing pipe coating is located in the waterline suspended along the south side of the bridge. It is estimated that the total amount of the pipe coating is approximately 120 linear feet. This estimate is based on field measurements taken at the time of the site visit. The approximate location of the asbestos-containing pipe coating is shown in Figure 2.

#### **Abutment / Retaining Wall Caulking**

The asbestos-containing caulking associated with this bridge was previously tested (and referred to as Black Joint Sealer) and identified as an ACM during the 2013 Asbestos Survey Report. See **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information** for additional details regarding that report. This ACM is homogeneous with the asbestos-containing abutment / retaining wall caulking that has been identified throughout the Kensington project corridor.

An asbestos-containing caulking is located within the vertical expansion joints of the retaining walls along both sides of the Kensington Expressway (NYS Route 33) project corridor. There are wall joints spaced out approximately every 30 linear feet along the retaining wall, with an expansion joint (filled with a non-ACM joint filler and covered with the asbestos-containing caulking) being located at every third joint. The two joints in between the expansion joints are each control joints with no joint fillers or ACM caulking. The control joints are tooled in as stress relief points that provide a potential cracking location within the joint itself as an effort to prevent wall surface cracking. The expansion joints (with non-ACM joint filler and asbestos-containing caulking) allow for expansion/contraction of the concrete wall. In addition to the 30' spaced two control joints and one expansion joint, there are additional expansion joints (with associated asbestos-containing caulking) in close proximity at each corner of the project corridor bridges.

The ACM was generally observed to be intact in most expansion joints, however, it was observed that the asbestos-containing caulking was no longer intact within some of the expansion joints or was sometimes covered with a newer, non-asbestos-containing caulking. It appears that the coloration of the caulking has been affected by staining and weathering, as it is not consistent in color throughout the corridor. In general, the asbestos-containing caulking was observed to be grey in color, but was sometimes darker or lighter grey, sometimes lighter or darker tan to brown. Thus, for estimating purposes, it is assumed that all of the caulking present within each expansion joint throughout the project corridor is an ACM (or is a newer non-ACM caulking but is applied directly onto the remnant asbestos-containing caulking).

It is estimated that the total amount of caulking associated with the retaining wall system throughout the project corridor is approximately 2,179 linear feet. The caulking is approximately 3" wide on average and there are a total of 108 vertical expansion joints that extend from the Kensington Expressway (NYS Route 33) roadway surface up the entire retaining wall and also extending along the horizontal surface (approximately 1.5') on top of the retaining wall. For NYSDOL reporting purposes, this is equivalent to approximately 545 square feet in total (note that NYSDOL considers this type of ACM a reportable quantity in square feet, while NYSDOT considers caulking a linear foot pay item). The approximate locations of the ACM caulking that are in close proximity to the bridge are shown in Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures** and can also be seen within **Appendix A – Photos**. In addition, quantity calculation sheets completed by design engineers from LaBella involved with the retaining wall design are included within **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information**.

#### **Rail Post Base Grey Caulk**

The asbestos-containing grey caulk associated with the metal guide rail post bases located on the retaining walls throughout the northern portion of the project area for the Kensington Expressway Project (PIN 5512.52) was previously tested and identified as an ACM during previous asbestos inspection reports. This ACM is not located in direct proximity to BIN 1022620, however there is a significant quantity of this ACM that will be disturbed as part of the overall project, thus the information has been included within all of the reports associated with the project.

This ACM has been confirmed present in association with the metal guide rail post bases throughout the northern portion of the project corridor where the originally installed metal guide rail system still remains. The southern portion of the project corridor has a different guide rail system that consists of recently installed decorative concrete guide rails that do not have associated ACM (however, the retaining walls below these areas still do have the asbestos-containing caulking associated with the expansion joints).

Grey asbestos-containing caulking compound is located around the perimeter of the guide rail post base plates associated with the retaining walls in the northern portion of the project corridor. It is important to note that the base plates associated with the guide rails and fencing posts located on the bridge curb/knee wall superstructure are of a different construction and do not have any associated ACM. Each rectangular guide rail post base plate with ACM is approximately 8" x 14" (a total of 3.67 linear feet per plate) and has an approximate 1" thick bead of caulk around the perimeter of each plate. There are approximately 670 guide rail post base plates with ACM associated with the retaining walls throughout the northern portion of the project corridor. Thus, it is estimated that the total amount of grey caulking compound associated with the guide rail post base plates is approximately 2,457 linear feet (205 square feet for NYSDOL reporting purposes). The ACM was generally observed to be intact in most locations. The approximate locations of this material are shown in Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures** and can also be seen within **Appendix A – Photos**. In addition, details regarding the various retaining walls throughout the project corridor completed by design engineers from LaBella involved with the retaining wall design are included within **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information**.

#### **Inaccessible Assumed ACM**

During the record plan review, previous ACM inspection reports, and onsite inspection, the following inaccessible assumed ACM was identified.

Type of Material	Typical Location	Estimated Amount	Friability	Condition	NYS DOT Specification Item No.
Waterproofing Item 61 – Bituminous Material	Back Side of Abutments and Retaining Walls, Counterforts, Top of Footer Piles	~234,486 SF	Non-Friable	Unknown	210.481201
Compressed Asbestos Sheet Packing	Between Bottom of Deck and Tops of Abutments at Both Ends of Bridge	~140 SF	Non-Friable	Good	210.3312

### Inaccessible Assumed ACM Details

#### **Waterproofing – Item 61 – Bituminous Material**

This suspect ACM was identified during the record plan review in association with the retaining walls, counterforts, top of the footer piles, and abutments throughout the project corridor. According to the original Kensington Expressway construction documents, this suspect ACM was applied to the following locations: the back sides of the retaining walls; around all counterforts; extended 1' on top of the footing; and, the backs of all abutments and wingwalls from the top of footings to the bottom of pavement. As a result of this suspect ACM being buried beneath the concrete and asphalt roadway surface and the concrete sidewalks, this suspect ACM could not be accessed for sampling and subsequent submission for laboratory analysis. It is recommended that the material be tested for asbestos content prior to construction activities and any asbestos abatement because more often than not, Item 61 – Bituminous Material is found not to be an ACM, however, on occasion it is identified as an ACM, thus it must be assumed to be ACM.

It is estimated that the total amount of the suspect ACM Waterproofing – Item 61 – Bituminous Material is approximately 234,486 square feet throughout the project corridor. Quantity calculation sheets completed by design engineers from LaBella involved with the retaining wall design and the record plan information that details the approximate locations of this inaccessible/assumed ACM are included within **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan Information**.

#### **Compressed Asbestos Sheet Packing**

Record plans dated March 1963 indicate “Compressed Asbestos Sheet Packing” is located between the deck slab and the top of backwall. This material was not visible during any of the site inspections. There have been no available records that indicate this ACM was removed, thus it is assumed to be present.

Compressed Asbestos Sheet Packing is located between the top of the abutments and the bottom of the deck slab at both ends of the bridge. Typically, the edges of the sheet packing are exposed and visible at various locations, however this ACM was not visible during any of the field inspections. It is estimated that the total amount of compressed asbestos sheet packing that is present within the bridge structure is approximately 130 square feet (approximately 65 square feet per abutment). The assumed approximate locations of this material are shown in Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures**.

The 2013 Asbestos Survey Report identified the additional following two (2) Inaccessible/Assumed ACM as possibly being present at the Northampton Street Bridge over Kensington Expressway (NYS Route 33) (BIN 1022620):

- Asbestos-containing caulking surrounding steel conduits buried within the concrete sidewalk on both sides of the bridge.
- Asbestos-containing pipe wrap associated with the 10-inch and 8-inch protection sleeves located on the 8-inch and 6-inch high pressure gas lines.

Record plans dated March 1963 indicate that there are steel utility conduits buried within the concrete sidewalk on both sides of the bridge. While suspect asbestos-containing caulking potentially could be located around the expansion sleeves of the conduits buried in the sidewalks, no caulking or sealant was specifically called out within the construction documents, nor has it been observed during any of the field inspections. In addition, the same record plans indicate that there are 10-inch and 8-inch protection sleeves around the 8-inch and 6-inch high pressure gas utility lines suspended from the bridge deck. While suspect asbestos-containing pipe wrap could be located on the gas mains beneath the protection sleeves, none was called out within the construction documents, nor has it been observed during any of the field inspections. Without further information confirming that these suspect asbestos-containing materials are actually located at the bridge, they are no longer considered an Inaccessible/Assumed ACM. If additional information is obtained regarding their potential presence, or if these items are observed during construction, they must be assumed to be an ACM until testing can prove otherwise.

### 3.0 / Inspection Procedures

Watts reviewed information available via NYSDOT's Bridge Data Information System (BDIS) and Record Plans that were made available by NYSDOT, Region 5.

A New York State Department of Labor (NYSDOL) certified asbestos inspector from Watts visited the site and collected bulk samples of all accessible suspect ACM that are present at the structure and were not previously sampled. Bulk samples were collected using simple hand tools from each matrix identified as a potential ACM.

The assessment of the structure included observations to estimate the approximate amount (length or area) of suspect ACM, if present. Photographs taken by Watts during the inspection are included within **Appendix A – Photos**. Where possible, Watts visually inspected identified suspect ACM to assess their condition. The conditions of the ACM are classified as good, fair, or poor. The requirement for each designation is as follows:

- Good: Material with no visible damage or deterioration or showing very limited damage or deterioration.
- Fair: The surface of the material is crumbling, blistering, water-stained, gouged, punctured or otherwise damaged with the damage covering less than one tenth of the surface if the damage is evenly distributed or up to 25% of the material if the damage is localized.
- Poor: The surface of the material is crumbling, blistering, water-stained, gouged, punctured or otherwise damaged with the damage covering more than one tenth of the surface if the damage is evenly distributed or more than 25% of the material if the damage is localized. Material with large areas hanging from the substrate, delaminated, heavily gouged, crushed, etc.

Bulk samples of accessible suspect ACM that have not been previously analyzed were collected during the site inspection of the subject structure. In accordance with NYSDOT's Transportation Environmental Manual (TEM), three (3) samples were taken of each homogeneous material that may contain ACM. The investigation was limited to areas of the bridge that could be accessed from the bridge itself or reached from the ground by use of a ladder from below. Samples were delivered with the proper chain-of-custody forms to a New York State-accredited laboratory that is a participant in the Environmental Laboratory Approval Program (ELAP) and National Voluntary Laboratory Approval Program (NVLAP). All materials, except non-friable organically bound (NOB) materials were analyzed by Polarized Light Microscopy (PLM) using NY ELAP Method 198.1. In addition, all samples analyzed via 198.1 were examined for the presence of vermiculite. NOBs, which include, but are not limited to, tars, bond breakers, bearing pads, mastics, and caulks underwent gravimetric reduction and were analyzed by Polarized Light Microscopy (PLM) using NY ELAP Method 198.6. Any NOB materials that were found to be negative under PLM were then analyzed by Transmission Electron Microscopy using NY ELAP Method 198.4. The New York State Department of Health (NYSDOH) protocol requires analysis by Transmission Electron Microscopy if the PLM analysis does not confirm the presence of asbestos.

An Asbestos Bulk Sample Summary Table can be found after Section 5.0 of this report, and it includes information on all suspect ACM sampled during this inspection. In addition, it enumerates all suspect homogeneous materials identified, corresponding bulk sample numbers, results of the various testing conducted, and whether or not the items are ACM. Drawing(s) identifying the approximate locations of asbestos bulk samples and detailed information regarding identified ACM (if present) are included within Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures**. The asbestos laboratory report(s) and associated chain-of custody form(s) are included within **Appendix C – Laboratory Analytical Report(s) and Chain-of-Custody Form(s)**. The related asbestos license and certification information is included within **Appendix D – License(s) and Certification(s)**.

## 4.0 / Inspection Limitations

This inspection was conducted in accordance with NYSDOT TEM, NYSDOL, and United States Environmental Protection Agency (USEPA) asbestos regulations. Collection of bulk samples of suspect ACM was limited to those materials accessible using hand tools. Homogeneous materials were identified and located based on visual observation from accessible locations at the structure.

No sub-surface investigation (beyond 6”-12” below ground surface at the limited locations where and if the soil immediately adjacent to the vertical surfaces of the abutments and wing walls was able to be removed with a hand shovel) was performed by Watts to investigate for suspect ACM or underground utilities in the immediate vicinity of the structure. The review of the historical bridge records did not identify any suspect ACM associated with or below the wearing surface (pavement, concrete, asphalt, etc.) and as a result, no coring was conducted to inspect beneath it.

No asbestos inspection can entirely eliminate the uncertainty regarding the potential for undiscovered ACM. The presence of hidden suspect ACM, inconsistencies with use of different construction products or inconsistencies within the mixture of a given product, or unforeseen circumstances associated with the assumptions made to the homogeneity of suspect ACM could potentially result in the existence of additional suspect ACM and/or the unknown presence of ACM. The inspection performed by Watts was conducted exercising all appropriate due diligence and was intended to reduce, but not eliminate, any uncertainty or confusion regarding the potential for ACM associated with the structure. The information obtained from the review of the historical record plans, field observations, and the laboratory analysis of the bulk samples collected was used to determine the presence or the absence of ACM, and if present, its quantity. The conclusions made during the completion of this inspection report used best professional judgement and sound industry practices, however no guarantees or warranties are made, nor implied.

This asbestos inspection report is not intended to be utilized as a bid document for an asbestos abatement scope of work. This report is intended to satisfy the requirements of NYS Code Rule 56-5 and the NYSDOT TEM for asbestos inspections.

## 5.0 / Conclusions and Recommendations

The following ACM was identified during this investigation:

- **Black Pipe Coating (Pay Item 210.3211 Removal and Disposal of Suspended Pipe ACM (BV14) Foot)** – Approximately 120 linear feet of black pipe coating is associated with the suspended water utility located along the south side of the bridge at BIN 1022609.
- **Abutment / Retaining Wall Caulking (Pay Item 210.3411 Removal and Disposal of Caulking ACM (BV14) Foot)** – Approximately 2,179 linear feet (545 square feet for NYSDOL reporting purposes) of asbestos-containing caulking is located within the vertical expansion joints of the abutments / retaining walls throughout the Kensington project corridor.
- **Rail Post Grey Caulk (Pay Item 210.3411 Removal and Disposal of Caulking ACM (BV14) Foot)** – Approximately 2,457 linear feet (~205 square feet for NYSDOL reporting purposes) of asbestos-containing



grey caulking is located around the perimeter of the metal guild rail post base plates located on the retaining walls throughout the northern portion of the project corridor.

The following inaccessible/assumed ACM was identified during this investigation:

- **Waterproofing – Item 61 – Bituminous Material (Pay Item 210.481201 Removal and Disposal of Miscellaneous ACM (BV14) Square Foot)** – Approximately 234,486 square feet of this inaccessible/assumed ACM is associated with the back side of the abutments and retaining walls, counterforts, and top of footer piles throughout the project corridor.
- **Compressed Asbestos Sheet Packing (Pay Item 210.3312 Removal and Disposal of Bond Breaker/Filler ACM (BV14) Square Foot)** – Approximately 140 square feet (70 square feet each side) of Compressed Asbestos Sheet Packing is assumed to be located between the top of the abutments and the bottom of the deck slab at both ends of the bridge of BIN 1022620.

If any ACM will be disturbed during the proposed bridge demolition or overall Kensington Expressway renovation project, the disturbance is considered an asbestos abatement project and must be conducted by a properly licensed asbestos abatement contractor in accordance with all applicable regulations. NYSDOL Blanket Variance 14 provides certain reliefs from the NYSDOL ICR 56 requirements provided the ACM remains in a non-friable condition. The development of asbestos-related NYSDOT Special Notes for use during construction will need to be completed as part of the design process. In addition, all persons involved with the bridge renovation or reconstruction should be made aware of the presence of ACM at this structure.

If any additional untested suspect ACM is identified during subsequent investigations or during construction, the materials must be sampled by certified personnel and analyzed for asbestos content by a certified laboratory.

## Asbestos Bulk Sample Summary Table

BIN 1022620 – Northampton Street Bridge over Kensington Expressway (NYS Route 33)  
 City of Buffalo, Erie County, New York  
 P.I.N. 5512.52.123

Identified asbestos-containing materials are in bold.

Bulk Sample Number	Type of Material	Bulk Sample Location	Results (Percent (%) Asbestos)
1022620-01	Vapor Barrier Jacket on Fiberglass Insulation	East Abutment, North Side	None Detected
1022620-02	Vapor Barrier Jacket on Fiberglass Insulation	East Abutment, North Side	None Detected
1022620-03	Vapor Barrier Jacket on Fiberglass Insulation	East Abutment, North Side	None Detected
1022620-04	Grey Caulk at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, North	None Detected
1022620-05	Grey Caulk at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, South	None Detected
1022620-06	Grey Caulk at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, South	None Detected
1022620-07	Grey Caulk at Sidewalks	NW Quadrant, Between Sidewalk and Retaining Wall	None Detected
1022620-08	Grey Caulk at Sidewalks	NW Quadrant, Between Sidewalk and Lighting Pole Foundation	None Detected
1022620-09	Grey Caulk at Sidewalks	NW Quadrant, Sidewalk Joints	None Detected
1022620-10	Silver/Brown Railing Paint	North Railing, West End	None Detected
1022620-11	Silver/Brown Railing Paint	South Railing, East End	None Detected
1022620-12	Silver/Brown Railing Paint	South Railing, West End	None Detected
1022620-13	Black Tar at Retaining Wall	NW Quadrant, Between Sidewalk and Retaining Wall	None Detected
1022620-14	Black Tar at Retaining Wall	NW Quadrant, Between Sidewalk and Retaining Wall	None Detected

Bulk Sample Number	Type of Material	Bulk Sample Location	Results (Percent (%) Asbestos)
1022620-15	Black Tar at Retaining Wall	NW Quadrant, Between Sidewalk and Retaining Wall	None Detected
1022620-16	Black Tar Paper at Retaining Wall	NW Quadrant, Between Sidewalk and Retaining Wall	None Detected
1022620-17	Black Tar Paper at Retaining Wall	NW Quadrant, Between Sidewalk and Retaining Wall	None Detected
1022620-18	Black Tar Paper at Retaining Wall	NW Quadrant, Between Sidewalk and Retaining Wall	None Detected
1022620-19	Black/Green Light Pole Paint	North Sidewalk, East End	None Detected
1022620-20	Black/Green Light Pole Paint	South Sidewalk, West End	None Detected
1022620-21	Black/Green Light Pole Paint	North Sidewalk, East End	None Detected

# Appendix A

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Photos



Photo 1 - View to the southern side of the Northampton Street Bridge over Kensington Expressway (Route 33) (BIN 1022620).



Photo 2 - View to the north from the middle of the deck of the Northampton Street Bridge over Kensington Expressway (Route 33) (BIN 1022620). Project corridor retaining walls are visible in the background of the photo.



Photo 3 - View to the east from the middle of the deck of the Northampton Street Bridge over Kensington Expressway (Route 33) (BIN 1022620).



Photo 4 - View to the south from the middle of the deck of the Northampton Street Bridge over Kensington Expressway (Route 33) (BIN 1022620). Project corridor retaining walls are visible in the background of the photo. ACM caulking is only associated with the older lower portion of the walls.



Photo 5 – BIN plate located on the adjacent fence at the southwest quadrant of BIN 1022620. ACM caulking is only associated with the older lower portion of the walls.



Photo 6 – View of the recently installed decorative upper portion retaining wall adjacent to BIN 1022620. Additional suspect ACM was identified and sampled, however all samples associated with the upper portion were negative for asbestos. The ACM caulking is only associated with the older lower portions of the retaining walls system in this area. (See Photos 4 & 5)



Photo 7 - Asbestos-containing railing post base caulk is associated with all of the metal guidrails located on top of the northern retaining walls. No asbestos-containing caulk is associated with the new decorative concrete guide rails located on top of the southern retaining walls.



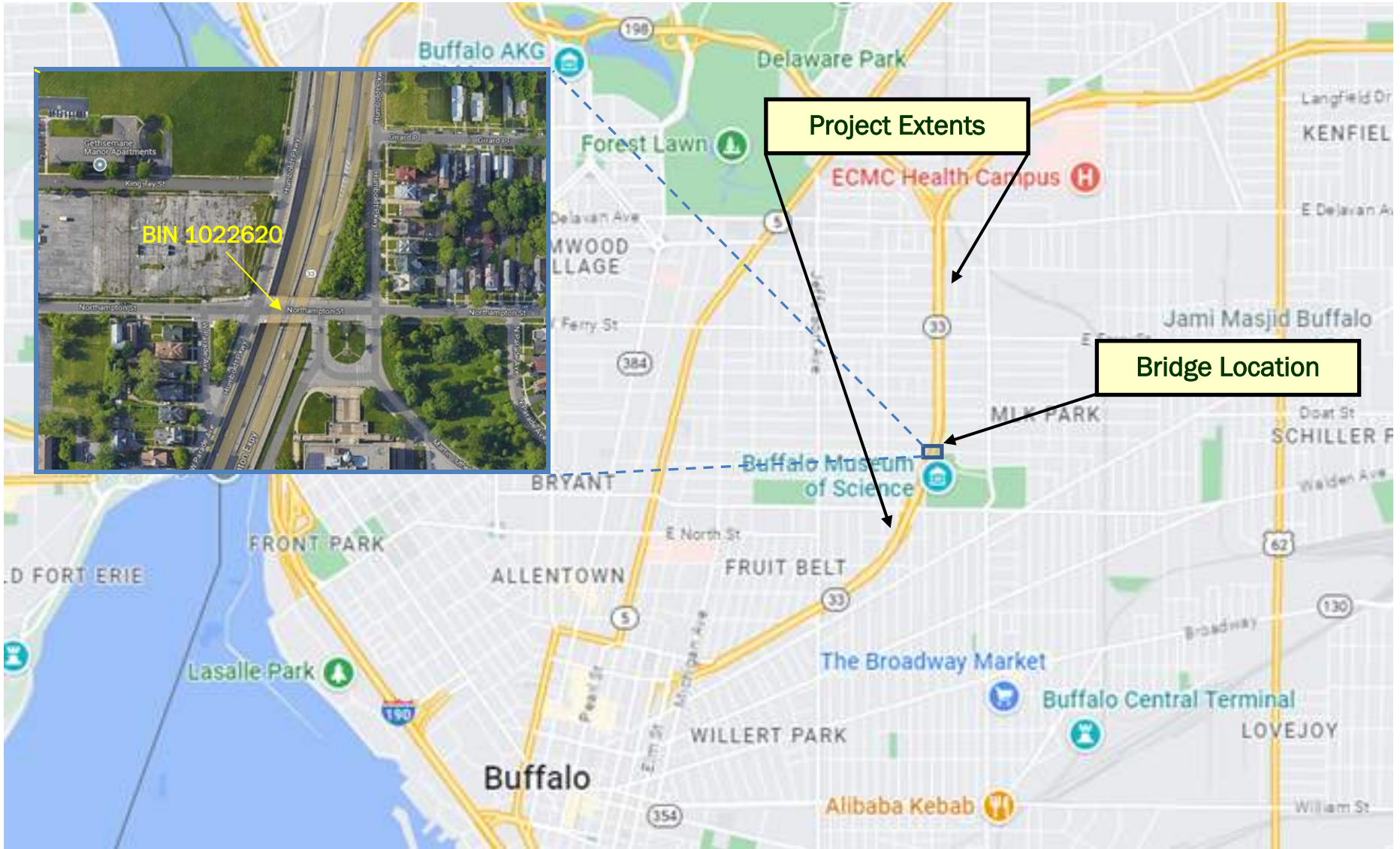
Photo 8 - Asbestos-containing railing post base caulk is associated with all of the metal guidrails located on top of the northern retaining walls. No asbestos-containing caulk is associated with the new decorative concrete guide rails located on top of the southern retaining walls.



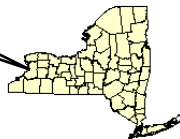
# Appendix B

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## Figures



Project Location

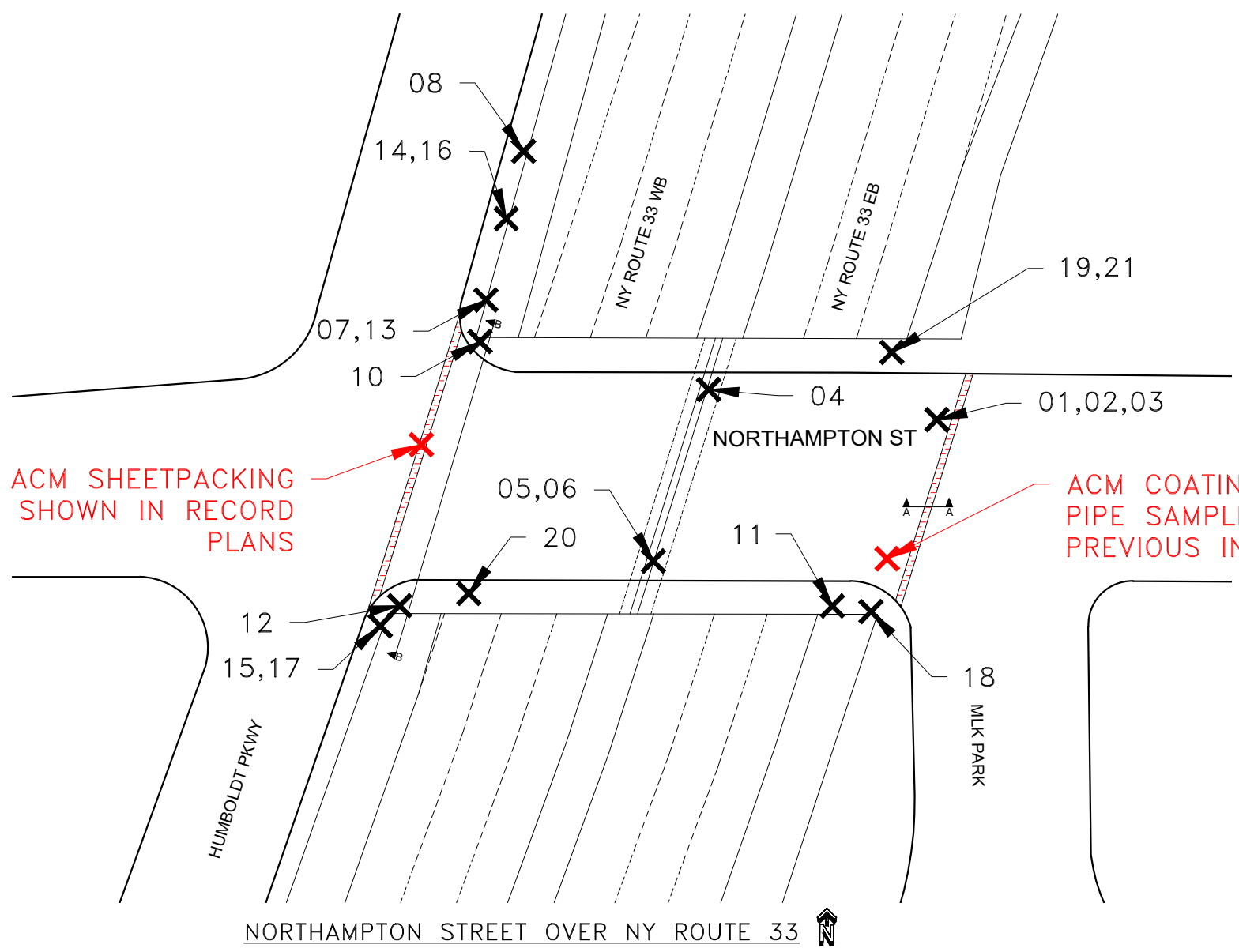


**FIGURE 1 - PROJECT LOCATION MAP**

Northampton St over Kensington Expressway (Rt 33)  
BIN 1022620  
City of Buffalo, Erie County, New York

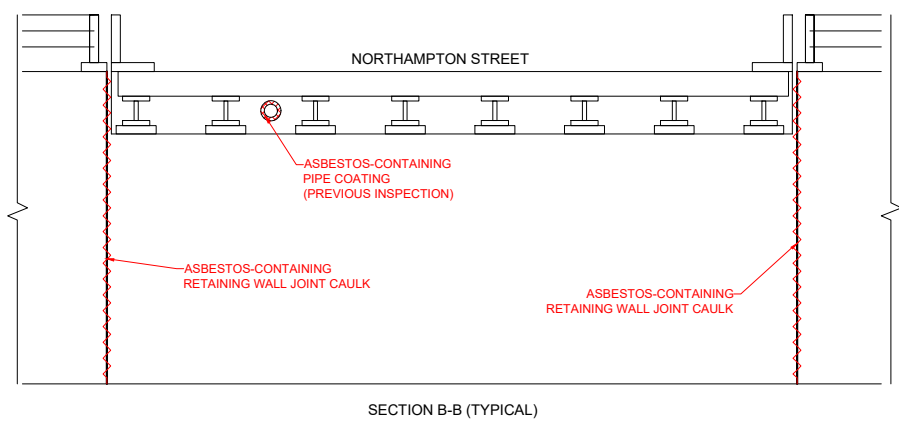
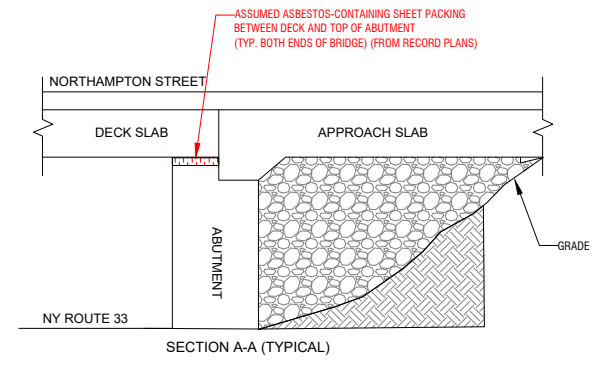
Not to Scale

June 2023



ACM SHEETPACKING SHOWN IN RECORD PLANS

ACM COATING ON PIPE SAMPLED IN PREVIOUS INSPECTION



- LEGEND
- ASBESTOS-CONTAINING SHEETPACKING
  - ASBESTOS-CONTAINING PIPE COATING
  - ASBESTOS-CONTAINING CAULK

FIGURE 2  
ASBESTOS BULK SAMPLE LOCATIONS  
BIN 1022620

**Watts  
Architects  
&Engineers**  
95 Perry Street, Suite 300  
Buffalo, New York 14203  
(716) 206-5100 | (716) 206-5199 Fax

NORTHAMPTON STREET OVER  
NY ROUTE 33  
CITY OF BUFFALO, NEW YORK  
NOT TO SCALE | JULY 2023

SAMPLES ARE PREFIXED BY 1022620-  
SAMPLES WERE COLLECTED ON MAY 3 AND 10, 2023.  
X INDICATES APPROXIMATE SAMPLE LOCATION  
X SAMPLE NUMBERS IN RED WERE IDENTIFIED TO BE ACM.

10/2023/2022620\_1022620\_NORTHAMPTON\_ST\_OVER\_NY\_ROUTE\_33\_BIN\_1022620.dwg - July 21, 2023, 2:05pm

# Appendix C

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Laboratory  
Analytical Report(s)  
and  
Chain-of-Custody Form(s)



# EMSL Analytical, Inc.

490 Rowley Road Depew, NY 14043  
Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com / buffalolab@emsl.com>

**EMSL Order:** 142302269  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

**Attention:** Matthew Holquist  
Watts Architecture & Engineering  
95 Perry Street  
Suite 300  
Buffalo, NY 14203  
**Project:** 20220255 / PIN 5512.52, Kensington Rt 33, Buffalo, Erie Co., NY / BIN 1022620/North Hampton over Kensington (Rt. 33)

**Phone:** (716) 206-5100  
**Fax:** (716) 206-5199  
**Received Date:** 05/23/2023 3:36 PM  
**Analysis Date:** 05/31/2023 - 06/01/2023  
**Collected Date:** 05/10/2023

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022620-01 142302269-0001			<b>Description</b> Vapor Barrier Jacket on Fiberglass Insulation <b>Homogeneity</b> Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	06/01/2023	Various		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	06/01/2023	Various		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022620-02 142302269-0002			<b>Description</b> Vapor Barrier Jacket on Fiberglass Insulation <b>Homogeneity</b> Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	06/01/2023	Various		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	06/01/2023	Various		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022620-03 142302269-0003			<b>Description</b> Vapor Barrier Jacket on Fiberglass Insulation <b>Homogeneity</b> Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	06/01/2023	Various		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	06/01/2023	Various		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022620-04 142302269-0004			<b>Description</b> Grey Caulk at Pier Barrier Wall Joints <b>Homogeneity</b> Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022620-05 142302269-0005			<b>Description</b> Grey Caulk at Pier Barrier Wall Joints <b>Homogeneity</b> Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>None Detected</b>

Initial report from: 05/31/2023 09:11:12



# EMSL Analytical, Inc.

490 Rowley Road Depew, NY 14043  
Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com> / [buffalolab@emsl.com](mailto:buffalolab@emsl.com)

**EMSL Order:** 142302269  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022620-06 142302269-0006		<b>Description</b>	Grey Caulk at Pier Barrier Wall Joints		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022620-07 142302269-0007		<b>Description</b>	Grey Caulk at Sidewalks		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022620-08 142302269-0008		<b>Description</b>	Grey Caulk at Sidewalks		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022620-09 142302269-0009		<b>Description</b>	Grey Caulk at Sidewalks		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022620-10 142302269-0010		<b>Description</b>	Silver/Brown Railing Paint		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Silver/ Rust		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Silver/ Rust		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022620-11 142302269-0011		<b>Description</b>	Silver/Brown Railing Paint		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Silver/ Rust		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Silver/ Rust		100.00% Other	<b>None Detected</b>

Initial report from: 05/31/2023 09:11:12



# EMSL Analytical, Inc.

490 Rowley Road Depew, NY 14043  
Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com> / [buffalolab@emsl.com](mailto:buffalolab@emsl.com)

**EMSL Order:** 142302269  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022620-12 142302269-0012		<b>Description</b>	Silver/Brown Railing Paint		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Various		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Various		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022620-13 142302269-0013		<b>Description</b>	Black Tar at Retaining Wall		
		<b>Homogeneity</b>			
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023				<b>Insufficient Residue</b>
Final Residue <1% of original subsample – Non-ACM					
<b>TEM NYS 198.4 NOB</b>	05/31/2023				<b>Not Analyzed</b>
<b>Sample ID</b> 1022620-14 142302269-0014		<b>Description</b>	Black Tar at Retaining Wall		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Black		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022620-15 142302269-0015		<b>Description</b>	Black Tar at Retaining Wall		
		<b>Homogeneity</b>			
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023				<b>Insufficient Residue</b>
Final Residue <1% of original subsample – Non-ACM					
<b>TEM NYS 198.4 NOB</b>	05/31/2023				<b>Not Analyzed</b>
<b>Sample ID</b> 1022620-16 142302269-0016		<b>Description</b>	Black Tar Paper at Retaining Wall		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Black		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022620-17 142302269-0017		<b>Description</b>	Black Tar Paper at Retaining Wall		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Black		100.00% Other	<b>None Detected</b>

Initial report from: 05/31/2023 09:11:12



# EMSL Analytical, Inc.

490 Rowley Road Depew, NY 14043  
Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com> / [buffalolab@emsl.com](mailto:buffalolab@emsl.com)

**EMSL Order:** 142302269  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022620-18 142302269-0018		<b>Description</b>	Black Tar Paper at Retaining Wall		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Tan/ Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Tan/ Black		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022620-19 142302269-0019		<b>Description</b>	Black/Green Light Pole Paint		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Various		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Various		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022620-20 142302269-0020		<b>Description</b>	Black/Green Light Pole Paint		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Various		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Various		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022620-21 142302269-0021		<b>Description</b>	Black/Green Light Pole Paint		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/31/2023	Various		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Various		100.00% Other	<b>None Detected</b>

Initial report from: 05/31/2023 09:11:12





# EMSL Analytical, Inc.

490 Rowley Road Depew, NY 14043  
Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com / buffalolab@emsl.com>

**EMSL Order:** 142302269  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

The samples in this report were submitted to EMSL for analysis by Asbestos Analysis of Bulk Materials via NYS ELAP Approved Methods . The reference number for these samples is the EMSL Order ID above . Please use this reference number when calling about these samples.

### Report Comments:

Sample Receipt Date: 5/23/2023  
Analysis Completed Date: 6/1/2023

Sample Receipt Time: 3:36 PM  
Analysis Completed Time: 9:21 AM

### Analyst(s):

Tom Hanes PLM NYS 198.6 NOB (19)

Tom Hanes TEM NYS 198.4 NOB (19)

### Samples reviewed and approved by:

Rhonda McGee, Laboratory Manager  
or Other Approved Signatory

EMSL maintains liability limited to cost of analysis . Interpretation and use of test results are the responsibility of the client. This report relates only to the samples reported above, and may not be reproduced, except in full, without written approval by EMSL. EMSL bears no responsibility for sample collection activities or analytical method limitations. The report reflects the samples as received. Results are generated from the field sampling data (sampling volumes and areas, locations, etc.) provided by the client on the Chain of Custody. Samples are within quality control criteria and met method specifications unless otherwise noted. Estimation of uncertainty available upon request. This report is a summary of multiple methods of analysis, fully compliant reports are available upon request. All samples examined for the presence of vermiculite when analyzed via NYS 198.1. A combination of PLM and TEM analysis may be necessary to ensure consistently reliable detection of asbestos . Polarized-light microscopy is not consistently reliable in detecting asbestos in floor coverings and similar non-friable organically bound materials. This report must not be used to claim product endorsement by NVLAP of any agency or the U.S. Government . Quantitative transmission electron microscopy is currently the only method that can be used to determine if this material can be considered or treated as non-asbestos containing. NOB= Non friable organically bound; N/A= Not applicable VCM= Vermiculite containing material.

Samples analyzed by EMSL Analytical, Inc. Depew, NY NYS ELAP 11606, NVLAP Lab Code 200056-0

Initial report from: 05/31/2023 09:11:12

M230 2269

**WATTS ARCHITECTS & ENGINEERS  
ASBESTOS BULK SAMPLE CHAIN-OF-CUSTODY**

Page: 1 of 2

**Client:** New York State Department of Transportation / LaBella  
**Project:** PIN 5512.52, Kensington Rt 33, Buffalo, Erie Co., NY  
**Building / Location:** BIN 1022620/North Hampton over Kensington (Rt. 33)  
**Contact:** Matt Holquist at (716) 435-1724  
**Email Preliminary Results to:** mholquist@watts-ae.com  
**Mail Report & Invoice to:** Watts Architects & Engineers  
95 Perry Street, Buffalo, NY 14203

**Date:** 5/23/23  
**Watts Project No.:** 20220255

<b>Analysis Requested:</b>		<b>Turnaround Time Requested:</b>	
ELAP 198.1 (Friable PLM)	<u>X</u>	24 Hr.	<u>5 Day</u>
ELAP 198.6 (NOB PLM)	<u>X</u>	48 Hr.	<u>1 Week</u> <u>X</u>
ELAP 198.4 (NOB TEM)	<u>X</u>	72 Hr.	<u>2 Weeks</u>
Other (Specify)	_____	96 Hr.	_____

Sample Number	Material Description	HM	Sample Location	Laboratory Results	
				PLM	TEM
1022620-01	Vapor Barrier Jacket on Fiberglass Insulation	1	East Abutment, North Side		
1022620-02	Vapor Barrier Jacket on Fiberglass Insulation	1	East Abutment, North Side		
1022620-03	Vapor Barrier Jacket on Fiberglass Insulation	1	East Abutment, North Side		
1022620-04	Grey Caulk at Pier Barrier Wall Joints	2	Center Pier Barrier Wall Joints, North		
1022620-05	Grey Caulk at Pier Barrier Wall Joints	2	Center Pier Barrier Wall Joints, South		
1022620-06	Grey Caulk at Pier Barrier Wall Joints	2	Center Pier Barrier Wall Joints, South		
1022620-07	Grey Caulk at Sidewalks	3	NW Quadrant, Between Sidewalk and Retaining Wall		
1022620-08	Grey Caulk at Sidewalks	3	NW Quadrant, Between Sidewalk and Lighting Pole Foundation		
1022620-09	Grey Caulk at Sidewalks	3	NW Quadrant, Sidewalk Joints		
1022620-10	Silver/Brown Railing Paint	4	North Railing, West End		
1022620-11	Silver/Brown Railing Paint	4	South Railing, East End		
1022620-12	Silver/Brown Railing Paint	4	South Railing, West End		

**Sampled By:** Matthew E. Holquist *Matthew E. Holquist* **Date:** 05/10/23 **Time:** 17:00 **Received By:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Relinquished By:** Matthew E. Holquist *Matthew E. Holquist* **Date:** 05/23/23 **Time:** 4:52 **Received By:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Comments:** Stop at First Positive for each HM. Analyze NOB materials by TEM if Non-ACM by PLM.  
HM= Homogeneous Material If Vermiculite is detected, cease analysis and contact the Watts contact for further instructions

**RECEIVED**  
**MAY 23 2023**  
**BY:** *[Signature]*  
 3:36  
 WF

142302269

**WATTS ARCHITECTS & ENGINEERS  
ASBESTOS BULK SAMPLE CHAIN-OF-CUSTODY**

**Client:** New York State Department of Transportation / LaBella  
**Project:** PIN 5512.52, Kensington Rt 33, Buffalo, Erie Co., NY  
**Building / Location:** BIN 1022620/North Hampton over Kensington (Rt. 33)  
**Contact:** Matt Holquist at **(716) 435-1724**  
**Email Preliminary Results to:** mholquist@watts-ae.com  
**Mail Report & Invoice to:** Watts Architects & Engineers  
95 Perry Street, Buffalo, NY 14203

**Date:** 5/23/23

**Watts Project No.:** 20220255

<b>Analysis Requested:</b>		<b>Turnaround Time Requested:</b>	
ELAP 198.1 (Friable PLM)	<u>X</u>	24 Hr.	<u>5 Day</u>
ELAP 198.6 (NOB PLM)	<u>X</u>	48 Hr.	<u>1 Week X</u>
ELAP 198.4 (NOB TEM)	<u>X</u>	72 Hr.	<u>2 Weeks</u>
Other (Specify)	<u>                    </u>	96 Hr.	<u>                    </u>

Sample Number	Material Description	HM	Sample Location	Laboratory Results	
				PLM	TEM
1022620-13	Black Tar at Retaining Wall	5	NW Quadrant, Between Sidewalk and Retaining Wall		
1022620-14	Black Tar at Retaining Wall	5	NW Quadrant, Between Sidewalk and Retaining Wall		
1022620-15	Black Tar at Retaining Wall	5	SW Quadrant, Between Sidewalk and Retaining Wall		
1022620-16	Black Tar Paper at Retaining Wall	6	NW Quadrant, Between Sidewalk and Retaining Wall		
1022620-17	Black Tar Paper at Retaining Wall	6	SW Quadrant, Between Sidewalk and Retaining Wall		
1022620-18	Black Tar Paper at Retaining Wall	6	SE Quadrant, Between Sidewalk and Retaining Wall		
1022620-19	Black/Green Light Pole Paint	7	North Sidewalk, East End		
1022620-20	Black/Green Light Pole Paint	7	South Sidewalk, West End		
1022620-21	Black/Green Light Pole Paint	7	North Sidewalk, East End		

**Sampled By:** Matthew E. Holquist *Matthew E. Holquist* Date: 05/10/23 Time: 17:00 **Received By:**                      Date:                     

**Relinquished By:** Matthew E. Holquist *Matthew E. Holquist* Date: 05/23/23 Time: 15:30 **Received By:**                      Date:                     

**Comments:** Stop at First Positive for each HM. Analyze NOB materials by TEM if Non-ACM by PLM.  
HM= Homogeneous Material If Vermiculite is detected, cease analysis and contact the Watts contact for further instructions

**RECEIVED**  
MAY 23 2023

**BY:** *[Signature]* *3:36*  
WT

# Appendix D

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License(s)  
And  
Certification(s)



New York State – Department of Labor

Division of Safety and Health  
License and Certificate Unit  
State Campus, Building 12  
Albany, NY 12240

ASBESTOS HANDLING LICENSE

Watts Architecture & Engineering, D.P.C.  
Suite 300  
95 Perry Street  
Buffalo, NY 14203

FILE NUMBER: 12-68007  
LICENSE NUMBER: 68007  
LICENSE CLASS: RESTRICTED  
DATE OF ISSUE: 09/01/2022  
EXPIRATION DATE: 09/30/2023

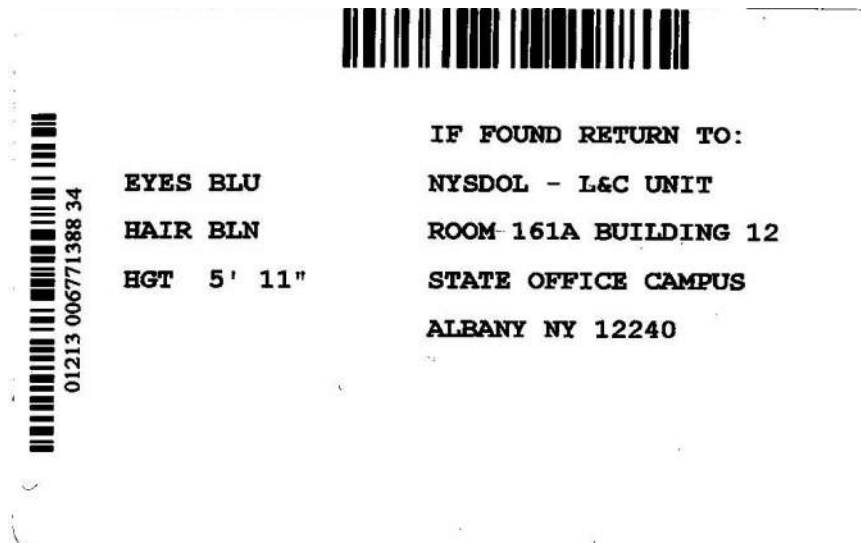
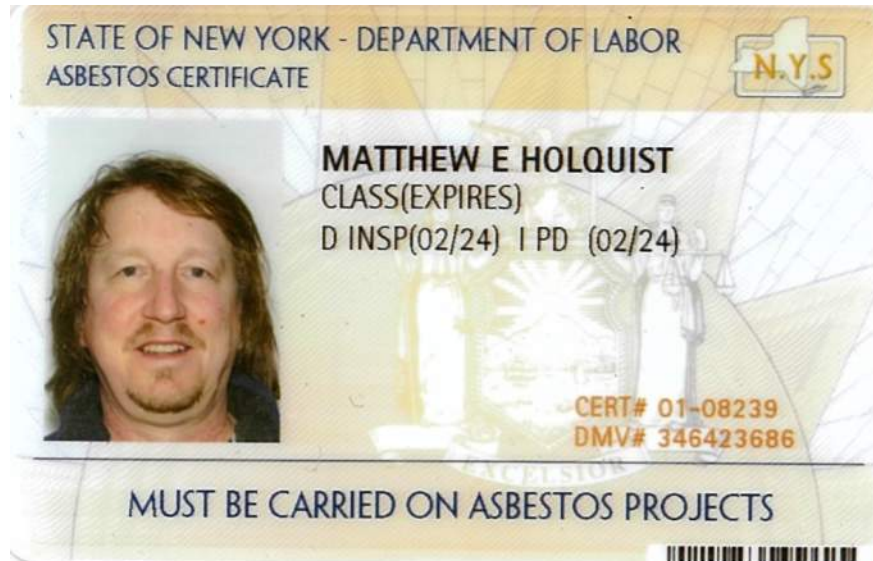
Duly Authorized Representative – Kevin Janik:

This license has been issued in accordance with applicable provisions of Article 30 of the Labor Law of New York State and of the New York State Codes, Rules and Regulations (12 NYCRR Part 56). It is subject to suspension or revocation for a (1) serious violation of state, federal or local laws with regard to the conduct of an asbestos project, or (2) demonstrated lack of responsibility in the conduct of any job involving asbestos or asbestos material.

This license is valid only for the contractor named above and this license or a photocopy must be prominently displayed at the asbestos project worksite. This license verifies that all persons employed by the licensee on an asbestos project in New York State have been issued an Asbestos Certificate, appropriate for the type of work they perform, by the New York State Department of Labor.

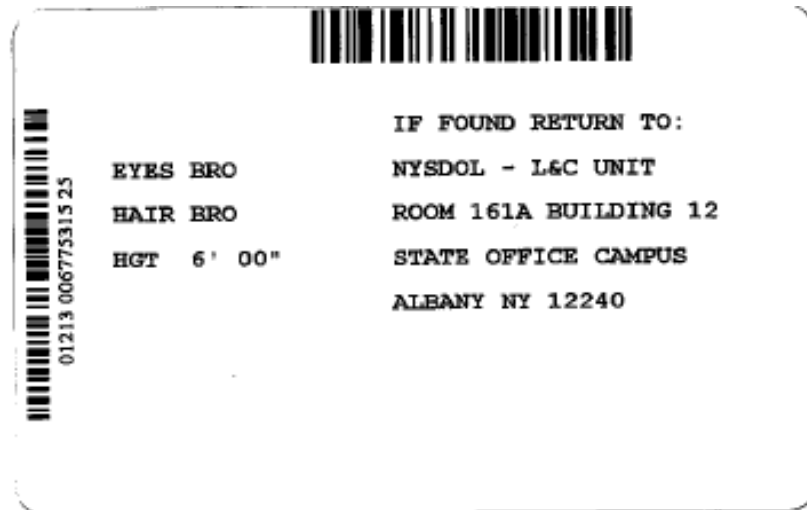
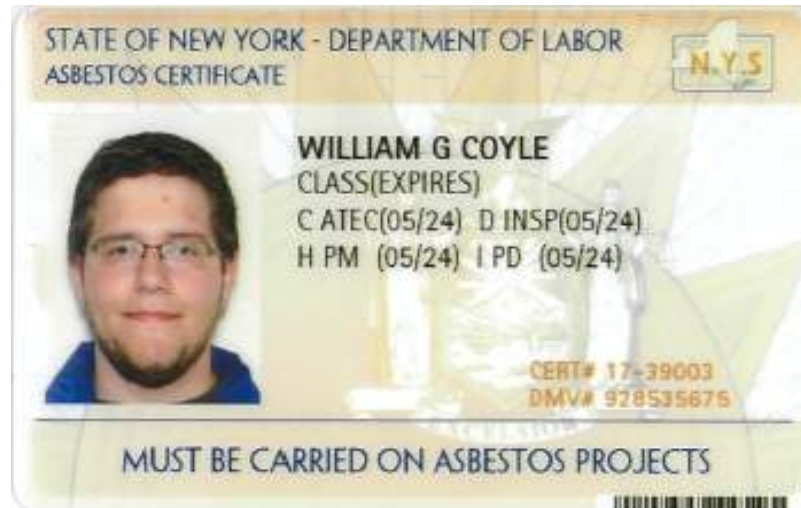
Amy Phillips, Director  
For the Commissioner of Labor

SH 432 (8/12)



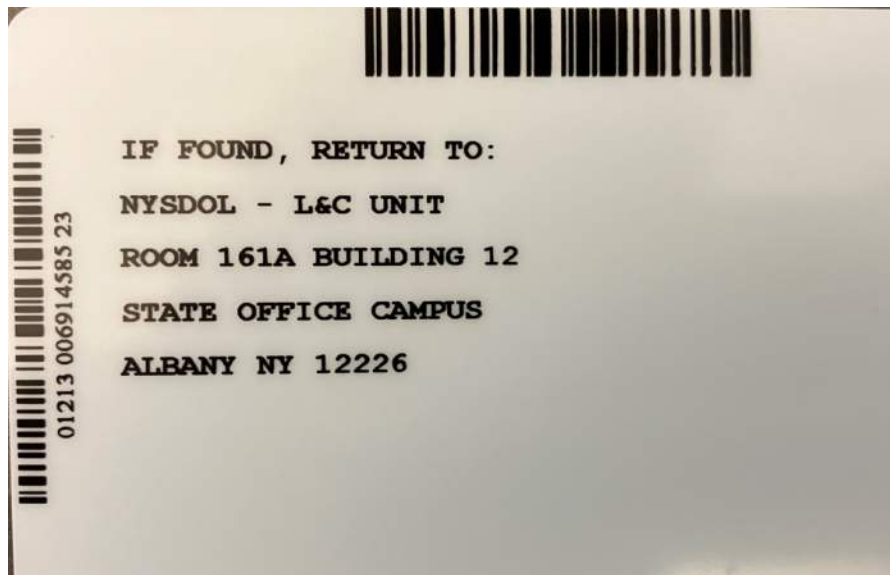
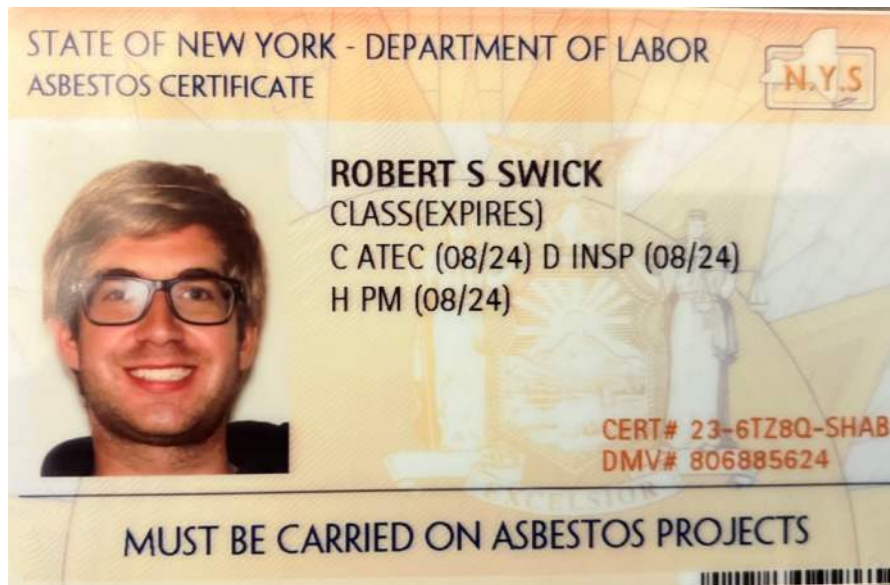
### Matthew E. Holquist

D - Inspector  
I - Project Designer



## William Coyle

- C - Air Sampling Technician
- D - Inspector
- H - Project Monitor
- I - Project Designer



## Robert Swick

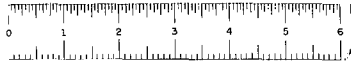
C - Air Sampling Technician  
D - Inspector  
H - Project Monitor



# Appendix E

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Previous ACM Report(s)  
and  
Asbestos-Related  
Record Plan and  
Project Information

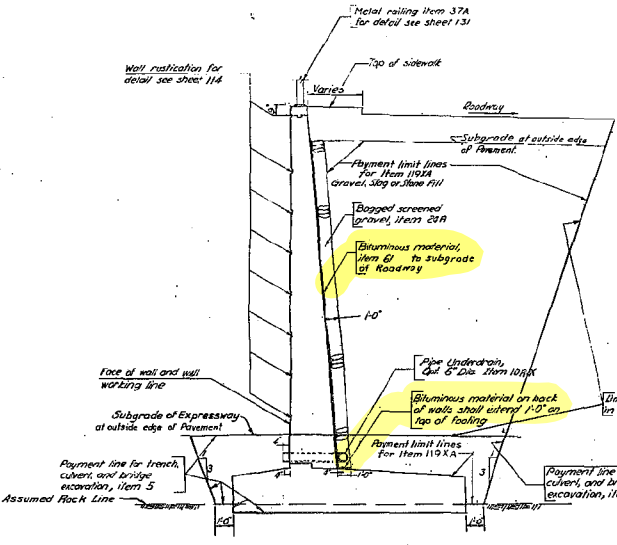


F.A.C. 59-19					
FED. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.	U-377(1)	53	132	178
KENSINGTON EXPRESSWAY - SEC. NO. 1					

**CONTRACT II**

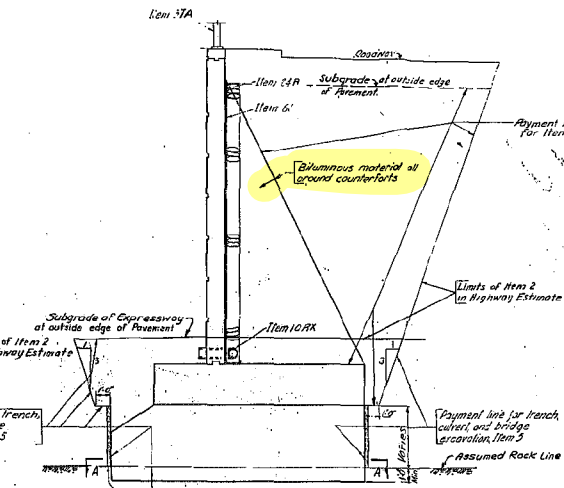
**GENERAL NOTES FOR WALLS**

- Design is based on 1953 Specifications of A.A.S.H.O. (modified).
- See plans and elevations of walls on wall sheets, for location and extent of wall sections, elevations of bottom of footings, location of all joints, setting layout, piles and rustication pattern.
- All concrete for wall construction is Item 185 unless otherwise indicated on sections.
- All splices shall be 40 diameters minimum.
- Minimum clear spacing of bars must be 2".
- Before placing concrete, proper provision shall be made for any anchor bolts, utilities, drainage, expansion and contraction joint details, etc. as required.
- All expansion joints in walls, as shown on plans, are to be 1/2" unless otherwise indicated; as detailed on sheet No. 114.
- All longitudinal bars shall run continuous between contraction joints unless otherwise shown, and shall end 2' clear from the joints.
- The design of footings without piles is based on an allowable bearing pressure of 8 tons per sq. ft. on rock, and 1.3 tons per sq. ft. on soil.
- Backfill must be placed simultaneously against both sides of all walls.
- For locations where 6" diameter pipe underdrain is used, see plans and elevations of walls.
- Payment lines for excavation as shown on the wall sections are to be typical for all wall sections.
- Pile footings are based on allowable pile loading of 37 tons per pile.
- Piles shown battered are on 4 on 1 in direction, indicated on plan of footing and in sections.
- Design of footings shown may be changed as required, as directed by the Deputy Chief Engineer, after excavation is made and subsurface conditions determined. If piles are required where not shown, revised footing details will be furnished by the Engineer.
- All radii and dimensions are given along the working line face of wall unless otherwise noted.
- Conditions: Piers under footing to be individual, pour; footing to be individual pour; counterfort and wall to be poured monolithically.
- All cement used in the concrete items for walls shall be Portland Cement Type 2, Item 15-2, with Duxer A.E.A. (Air Entraining Agent) added. Duxer A.E.A. in its concentrated form shall be added to the aggregate and cement batch with the water in the water at the beginning of the mixing period. The concrete mixer shall be equipped with an approved Duxer A.E.A. dispenser. The amount of Duxer A.E.A. to be added shall be of such a quantity as to insure a controlled air entrainment within the range of 5% minimum and 5% maximum (with the desired average between 4% and 5%) to the satisfaction of the Engineer. The cost of finishing and adding the Duxer A.E.A. and all the labor and equipment necessary to control the air entrainment will be included in the unit price bid for the concrete item.
- The design of all wall sections is based on a certain height (from bottom of footing to top of wall) with 2'-0" intervals. The maximum height of the walls is indicated by the number of wall sections. For example: T-20 is to be used for heights varying from 16'-0" to 20'-0". If during construction, existing subsurface conditions make it necessary to lower or raise a wall beyond the limits, etc. called for wall section, the next lower or higher wall section shall be used, if ordered by Engineer.
- Minimum cover for reinforcement is 2" unless otherwise noted.
- All piles to be steel bearing H-piles (10" B.P. 42).
- A raftering cleat shall be used in Item 165, T-20's.
- FOOTING ON ROCK: All disintegrated or shattered material shall be removed to lines and levels ordered by the Engineer. Where sound rock is found below the planned levels of the bottom of footings, a depth of Class I concrete Item 203 shall be installed to the levels shown on the plans, or as directed by the Engineer. Rock removed for the levels directed by the Engineer and outside the footings must be replaced by backfill of Class I concrete for walls. Subgrade of Service Road - no payment will be made at outside edge of pavement.



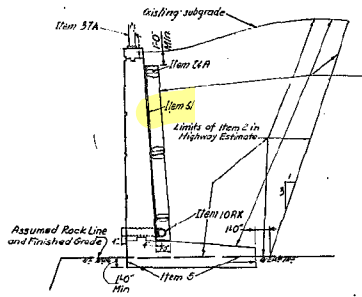
**TYPICAL T-WALL SECTION IN ROCK**

**NOTE:** Cost of pipe drain thru wall included in concrete item.



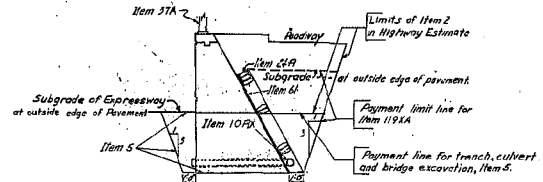
**TYPICAL G-WALL SECTION**

**NOTE:** General information not shown on this section to be similar to information shown in full section in earth.



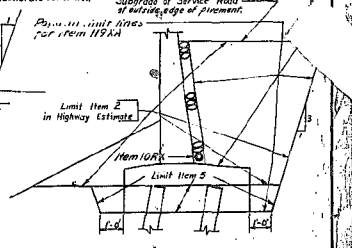
**TYPICAL L-WALL SECTION IN ROCK**

**NOTE:** General information not shown on this section to be similar to information shown in full section.



**TYPICAL T-WALL SECTION IN ROCK**

**NOTE:** General information not shown on this section to be similar to information shown in wall section in earth.

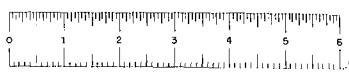


**TYPICAL T-WALL SECTION ON PILES**

<b>GENERAL NOTES &amp; PAYMENT-LINES FOR WALLS</b>			
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS			
CITY OF BUFFALO ARTERIAL			
<b>KENSINGTON EXPRESSWAY, SEC. 1</b>			
DE LEUN, CATHER & BRILL	ENGINEERS-ARCHITECTS	DRAWN	CHECKED
		BY	BY
302 E. 44th ST. NEW YORK 17, N.Y.		TRACED	

SHEET NO. 132

NO AS BUILT REVISIONS



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.	U-372(U)		167	178
KENSINGTON EXPRESSWAY - SEC. NO. 1					

**CONTRACT II**

**GENERAL NOTES**

DESIGN SPECIFICATIONS: A.A.S.H.O 1953 modified (loading H 20-44)  
 MATERIALS & FABRICATION: Specifications of New York State Department of Public Works, dated Jan. 2, 1957 and current modifications and additions.  
 The cost of furnishing and installing, prepackaged bituminous joint material, asbestos sheet packing, and 15 lbs. asphalt roofing felt shall be included in the prices bid for the various items in the contract.  
 Joint Sealing Compound shall be paid for under item 351X.  
 Bituminous material, Item 351, shall be applied to the backs of all abutments and wingwalls from the tops of footings to the bottom of pavement.  
 When the concrete is cured, finished and if necessary, rubbed, and the surface is clean and dry, the contractor shall apply a water soluble silicone solution to all exposed surfaces except the underside of slab.  
 Item 302B in highway estimate.

No construction joints other than those shown on the plans will be permitted, without written permission of the Deputy Chief Engineer, Roadway.  
 Field connections shall be made with 8" dia high strength bolts or rivets. Nuts and bolts may be omitted and weld substituted if the Contractor so elects.

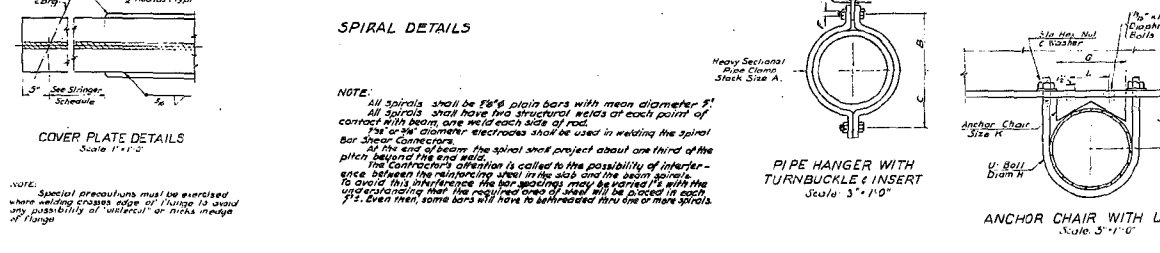
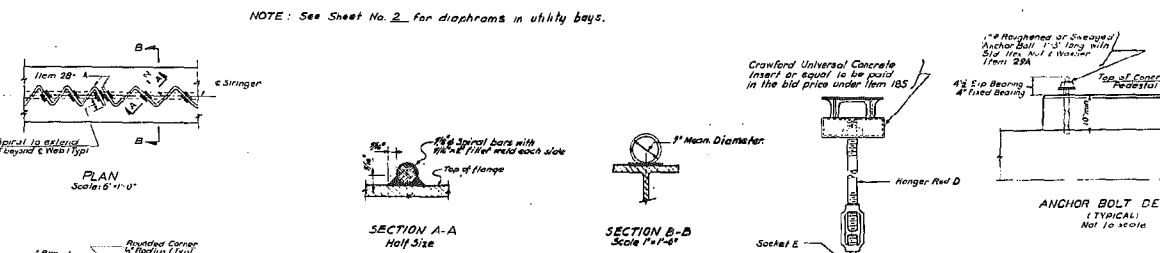
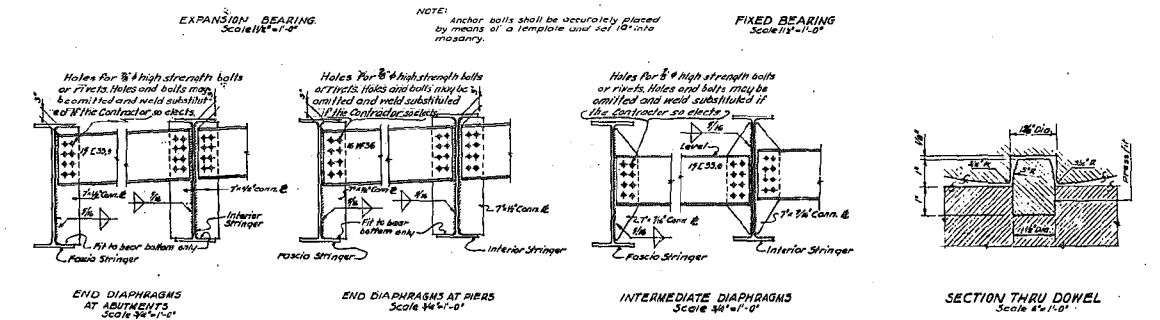
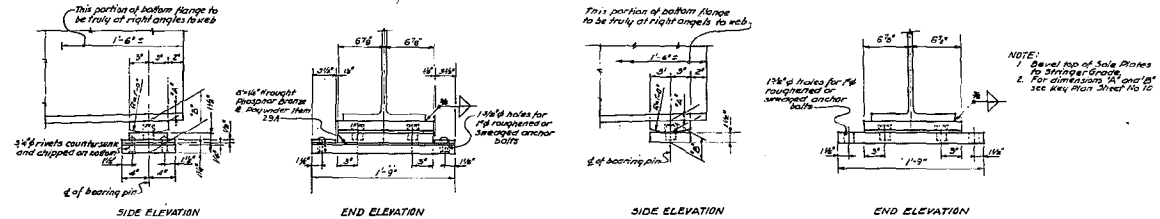
Shop paint: Red lead and oil first field coat to be satisfactory dry point. Second field coat to be gray green paint. Spinal bar reinforcement, top flange of stringers and top flange of end channels are not to be painted.  
 To insure uniform grades for surface of roadway and side walks under dead loads, corrections may be made in the thickness of wearing surface of roadway and side walks. The minimum thickness indicated is to be increased at the ends of the spans in case of excessive camber in the beams and increased at the center of the span in case of insufficient camber.  
 Identification plates in accordance with N.Y.S.D.P.W. Standard 59-41 will be furnished by New York State Department of Public Works and shall be installed by the Contractor at locations indicated on the plans.  
 The Contractor's attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the substructure notes which briefly outline the anticipated structure conditions of the site of the structure and which specify certain requirements relative to construction.  
 All welding shall comply with the current Specifications of the American Welding Society unless otherwise noted on the plans and with the exception noted below.

Bridge sidewalks shall not be scored.  
 Surface of bridge decks to be poured to higher than elevation specified and bush hammered to exact elevation.  
 All cement used in the concrete items for the structure shall be Portland Cement, Type 2, with Dares A.E.A. Air Entraining Agent added.  
 Dares A.E.A. in its concentrated form shall be added to the aggregate and cement batch with the water in the mixer at the beginning of the mixing period. The concrete mixer shall be equipped with an approved Dares A.E.A. dispenser. The amount of Dares A.E.A. to be added shall be of such a quantity as to insure a controlled air entrainment within the range of 3% minimum and 6% maximum (with the desired average between 4% and 5%) to the satisfaction of the Engineer.  
 The cost of furnishing and adding the Dares A.E.A. and all labor and equipment necessary to control the air entrainment will be included in the unit price bid for the concrete items.  
 All superstructure concrete and all concrete in pier columns, caps and pedestals shall be Item 185. Pile concrete shall be Item 185.  
 All concrete in abutments including wingwalls and footings and pier column footings shall be Item 303.  
 Maximum payment limits for excavation, Item 5, in rock shall be the neat lines of the footings.  
 FOOTINGS ON ROCK: See note No. 23 Sheet No. 152.

A retaining partition shall be used in Item 18 and Item 20S.  
 Size of pipe sleeves and type of hangers shall be as per the proposed Gas Gas or Division of Water of the City of Buffalo before fabrication of diaphragms. See sheet No. 160 for additional note.

PIPE SIZE	A	B	C	D	E	F	G	H	J	K	L
10"	5 1/2"	7 1/2"	5 1/2"	3 1/2"	7"	3 1/2"	3"	5 1/2"	16 1/2"	16 1/2"	5 1/2"

NO AS BUILT KEYNOTES  
 Pipe supports for Water Line shall be included in the bid price for Item 18.5.  
 Anchor Chairs with U-Bolts and pipe hangers for Gas Line to be furnished and erected by others.  
 Notes in diaphragms to be provided by Contractor.

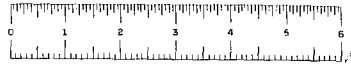


**BEST STREET OVER EXPRESSWAY DIAPHRAGM DETAILS AND SHOES**

STATE OF NEW YORK - DEPT. OF PUBLIC WORKS  
 CITY OF BUFFALO ARTERIAL  
 KENSINGTON EXPRESSWAY, SEC. 1

DE LOUW, CATHAR & BRILL	DRAWN	A.L.
ENGINEERS - ARCHITECTS	CHECKED	J.C.
302 E. 44th ST., NEW YORK 17, N. Y.	TRACED	26

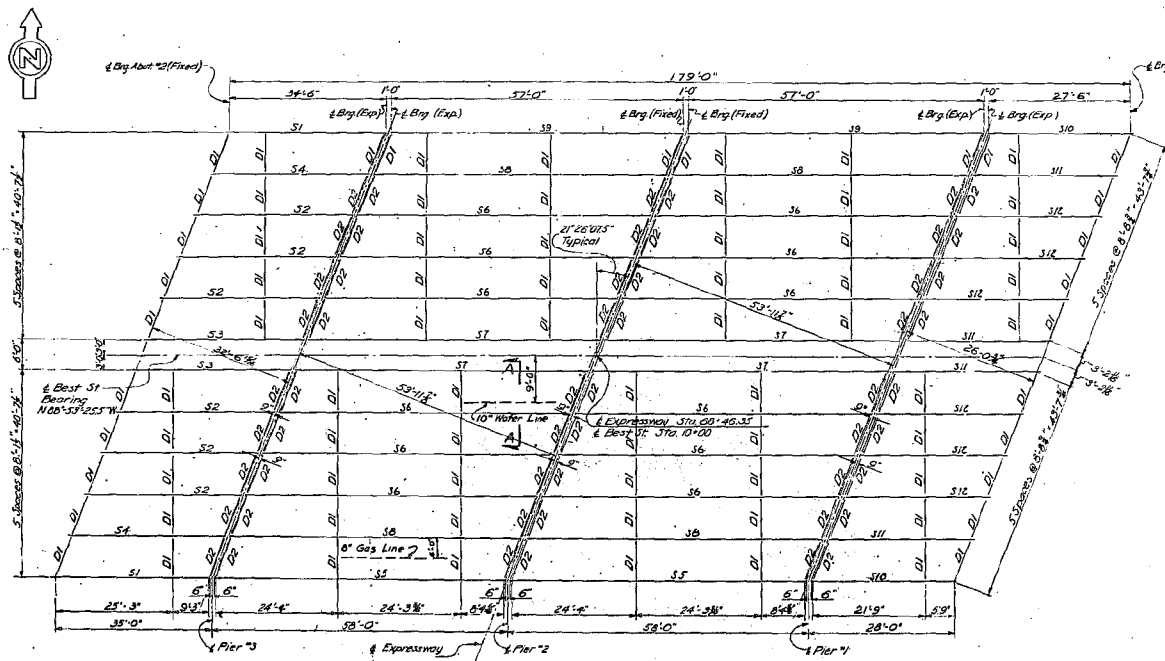
Sheet No 11



F.A.C. 29-14

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.	U-371(7)		158	178

CONTRACT II



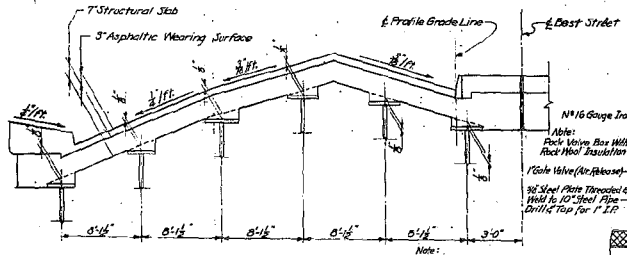
NOTE:  
Diaphragm Schedule  
D1: 15'x33.9"  
D2: 15'x36"

NOTE:  
Stringers shall be filed in regard to use plates  
after the bearings have been set and aligned  
to their proper positions on the bridge seats.

ITEM NO.	DESCRIPTION	UNIT	QTY	TOTAL AMOUNT	FINALS
108X	10'x8' Girders and Bridge Edgework	CY	640	675	362.8
108X	Sewer Pipe (Vitrified) 6" Dia.	LF	100	100	100
108X	Pipe Underdrain, 6" Dia	LF	250	260	362
112	12" Reinforced Concrete Type 2	CU YD	177.6	1,253	189.8
185	Class I A Concrete for Structures	CU YD	800	805	377.7
221	Class I Concrete	CU YD	380	390	391.8
221	Gravel	CU YD	50	51	56.1
228	Bar Reinforcement for Structures	LB	178,972	185,450	18,456.3
228	Structural Steel Connectors	LB	3,688	4,000	3,949
228	Structural Steel	LB	338,872	345,000	347,149
317	Metal Roofing	SF	305	400	400.9
317	Asphalt Concrete, Type 2B	CU YD	50	51	56.1
31	Bituminous Material	Gal	62	65	70
381	Protective Coating for Concrete	SQ YD	268	280	300
381	1/2" Dry Stone Bedding	CY	765	790	816
381	Steel Bearing Piles (10" BP 25)	LF	1216	1,280	1,314
381	Splices for Steel Bearing Piles	EA	21	21	21
381	1/2" Longitudinal Spacing for Driving Piles	LF	183	183	183
381	6"x6" Stone Curb (Bridge)	LF	652	730	693.2
381	10"x4" Gravel, Slayer Stone, 2 1/2"	CU YD	183	183	183.7
301B	Furnish & Install 2" Galvanized Steel Conduit	LF	549	580	590
303B	Furnish & Install 2" Type B (30" Mount. Hgt)	EA	4	4	4
385	Massive Masonry	CU YD	280	290	293.2
313	1/2" Portland Cement Mortar	CU YD	18	18	18
313	Surface Dosing with Fine Aggregate	SF	1487	1,510	1,513.3

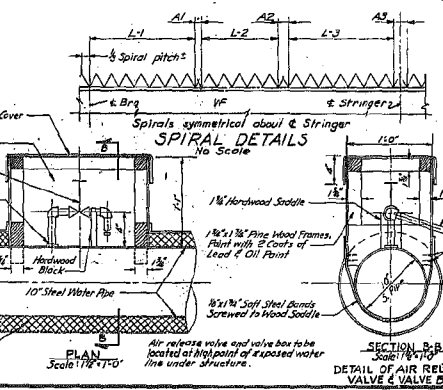
FRAMING PLAN - BRIDGE OVER EXPRESSWAY  
Scale: 1/8" = 1'-0"

NOTE:  
Field welding of spiral reinforcement  
will not be permitted.



DIAGRAMMATIC SECTION  
NOT TO SCALE

Note:  
Insulation shall be glass fiber pipe  
insulation in one piece installed sections  
2" thick, as noted by Gastin-Baron  
189, 65, or equal.  
Pipe insulation to be furnished with  
vapor barrier jacket of tough knitted  
felt laminate.  
Jacketed pipe insulation shall be  
covered with Aluminum weather-coated  
jacketing as noted by Callender 149, 65,  
or equal.

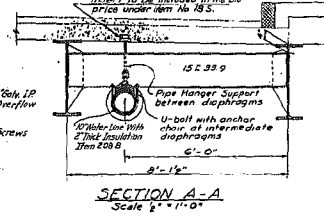


PLAN  
Scale: 1/2" = 1'-0"

SECTION A-A  
Scale: 1" = 1'-0"

STRINGER	BOTTOM COV.	SPIRAL SHEAR CONNECTORS	DIMENSION	BEAD
NO.	SIZE	SECTION I / SECTION L-2 / SECTION L-3	A1 / A2 / A3	LOAD
31	3 1/2" x 7/8"	NONE		2"
32	2 1/2" x 1 1/2"	NONE		2"
33	2 1/2" x 1 1/2"	NONE		2"
34	2 1/2" x 1 1/2"	NONE		2"
35	2 1/2" x 1 1/2"	NONE		2"
36	2 1/2" x 1 1/2"	NONE		2"
37	2 1/2" x 1 1/2"	NONE		2"
38	2 1/2" x 1 1/2"	NONE		2"
39	2 1/2" x 1 1/2"	NONE		2"
40	2 1/2" x 1 1/2"	NONE		2"
41	2 1/2" x 1 1/2"	NONE		2"
42	2 1/2" x 1 1/2"	NONE		2"

NOTE:  
Cover B's symmetrical about & Stringer  
Camber of Beam to be measured with beam lying on its side.



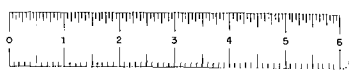
SECTION A-A  
Scale: 1" = 1'-0"

NOTE:  
5" Low Pressure Gas Line supported in  
& similar manner located as shown on the  
Framing Plan.

NOTE:  
Spacing between pipe supports  
15' 2 1/2" 18' 4"  
For details of pipe supports see  
Sheet No. 11.

REVISION TO QUANTITIES TABLE

BEST STREET OVER EXPRESSWAY FRAMING PLAN	
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS	DATE
CITY OF BUFFALO ARTERIAL	DRAWN BY
KENSINGTON EXPRESSWAY, SEC. 1	CHECKED
DELEW, CATHER & BRILL	TRACED
ENGINEERS - ARCHITECTS	DATE
201 E. 40th St. NEW YORK 17, N.Y.	SCALE



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.	U-372(U)		167	178
KENSINGTON EXPRESSWAY - SEC. NO. 1					

**CONTRACT II**

**GENERAL NOTES**

DESIGN SPECIFICATIONS: A.A.S.H.O 1953 modified (loading H 20-44)  
 MATERIALS & FABRICATION: Specifications of New York State Department of Public Works, dated Jan. 2, 1957 and current modifications and additions.  
 The cost of furnishing and installing, pre-purged bituminous joint material, asbestos sheet packing, and 15 lbs. asphalt roofing felt shall be included in the prices bid for the various items in the contract.  
 Joint Sealing Compound shall be paid for under Item 351X.  
 Bituminous material, Item 351, shall be applied to the backs of all abutments and wingwalls from the tops of footings to the bottom of pavement.  
 When the concrete is cured, finished and protected, rubbed, and the surface is clean and dry, the contractor shall apply a water soluble silicone solution to all exposed surfaces except the underside of slab.  
 Item 305B in highway estimate.

No construction joints other than those shown on the plans will be permitted, without written permission of the Deputy Chief Engineer, Roadway.  
 Field connections shall be made with 8" high strength bolts or rivets. Nuts and bolts may be omitted and weld substituted if the Contractor so elects.

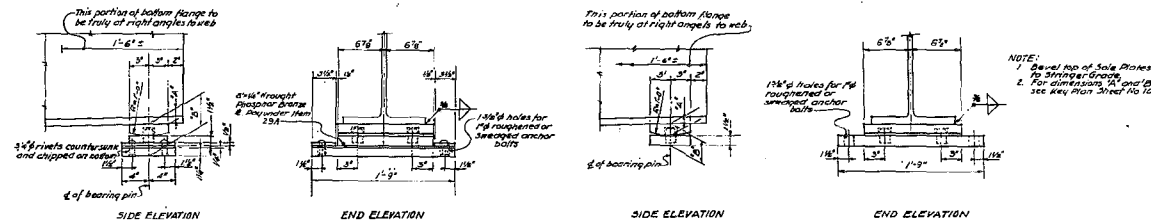
Shop paint: Red lead and oil first coat to be on exterior side joints. Second coat to be gray green paint. Spinal bar reinforcement, top flange of stringers and top flange of end channels are not to be painted.  
 To insure uniform grades for surface of roadway and side walks under dead loads, corrections may be made in the thickness of wearing surface of roadway and side walks. The minimum thickness indicated is to be increased at the ends of the spans in case of excessive camber in the beams and increased at the center of the span in case of insufficient camber.  
 Identification plates in accordance with N.Y.S.D.P.W. Standard 59-41 will be furnished by New York State Department of Public Works and shall be installed by the Contractor at locations indicated on the plans.  
 The Contractor's attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the substructure notes which briefly outline the anticipated structure conditions of the site of the structure and which specify certain requirements relative to construction.  
 All welding shall comply with the current Specifications of the American Welding Society unless otherwise noted on the plans and with the exception noted below.

Bridge sidewalks shall not be scored.  
 Surface of bridge deck to be poured 1/4" higher than elevation specified and bush hammered to exact elevation.  
 All concrete used in the concrete items for the structure shall be Portland Cement, Type 2, with Dares A. E. A. Air Entraining Agent added.  
 Dares A. E. A. in its concentrated form shall be added to the aggregate and cement batch with the water in the mixer at the beginning of the mixing period. The concrete mixer shall be equipped with an approved Dares A. E. A. dispenser. The amount of Dares A. E. A. to be added shall be of such a quantity as to insure a controlled air entrainment within the range of 3% minimum and 6% maximum (with the desired average between 4% and 5%) to the satisfaction of the Engineer.  
 The cost of furnishing and adding the Dares A. E. A. and all labor and equipment necessary to control the air entrainment will be included in the unit price bid for the concrete items.  
 All superstructure concrete and all concrete in pier columns, caps and pedestals shall be Item 185. Pile concrete shall be Item 185.  
 All concrete in abutments including wingwalls and footings and pier column footings shall be Item 305.  
 Maximum payment limits for excavation, Item 5, in rock shall be the neat lines of the footings.  
 FOOTINGS ON ROCK: See note No. 23 Sheet No. 152.

A retaining partition shall be used in Item 18 and Item 205.  
 Size of pipe sleeves and type of hangers shall be as per the (request the Gas Dept. or Division of Water of the City of Buffalo before fabrication of diaphragms. See sheet No. 150 for additional note.

PIPE SIZE	A	B	C	D	E	F	G	H	J	K	L
10"	5 1/2"	7 1/2"	5 1/2"	3 1/2"	7"	3 1/2"	3"	5 1/2"	1 1/2"	5 1/2"	5 1/2"

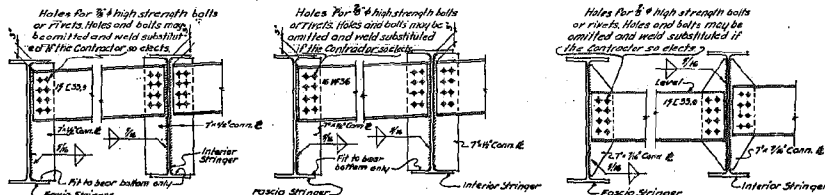
NO AS BUILT REVISIONS  
 Pipe supports for Water Line shall be included in the bid price for Item 18.5.  
 Anchor Chairs with U-Bolts and pipe hangers for Gas Line to be furnished and erected by others.  
 Notes in diaphragms to be provided by Contractor.



**EXPANSION BEARING**  
Scale 1/4"=1'-0"

NOTE: anchor bolts shall be accurately placed by means of a template used set 18" into masonry.

**FIXED BEARING**  
Scale 1/4"=1'-0"



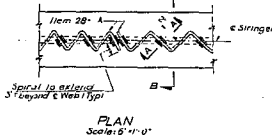
**END DIAPHRAGMS AT ABUTMENTS**  
Scale 3/4"=1'-0"

**END DIAPHRAGMS AT PIERS**  
Scale 3/4"=1'-0"

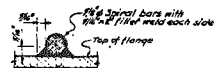
**INTERMEDIATE DIAPHRAGMS**  
Scale 3/4"=1'-0"

**SECTION THRU DOWEL**  
Scale 1/2"=1'-0"

NOTE: See Sheet No. 2 for diaphragms in utility bays.



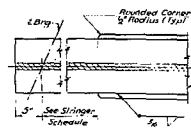
**PLAN**  
Scale 1/2"=1'-0"



**SECTION A-A**  
Half Size



**SECTION B-B**  
Scale 1/2"=1'-0"

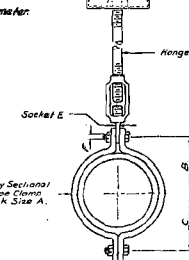


**COVER PLATE DETAILS**  
Scale 1/2"=1'-0"

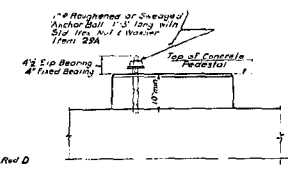
NOTE: Special precautions must be exercised when welding exposed edge of flange to avoid any possibility of undercut or other weakness of flange.

NOTE: All spirals shall be 1/2" plain bars with mean diameter 7". All spirals shall have two structural welds at each point of contact with beam, one weld each side of rod.  
 The Contractor's attention is called to the possibility of interference between the reinforcing steel in the slab and the beam spirals. To avoid this interference the bar spacing may be varied 1/2" with the understanding that the required area of steel will be placed in each 7". Even then, some bars will have to be retraced thru one or more spirals.

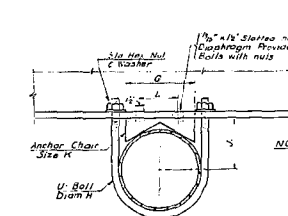
Crawford Universal Concrete (insert or equal to low price in the bid price under Item 185)



**PIPE HANGER WITH TURNBUCKLE & INSERT**  
Scale 3/4"=1'-0"



**ANCHOR BOLT DETAIL (TYPICAL)**  
Not to scale

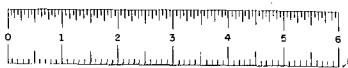


**ANCHOR CHAIR WITH U-BOLT**  
Scale 3/4"=1'-0"

**BEST STREET OVER EXPRESSWAY DIAPHRAGM DETAILS AND SHOES**  
 STATE OF NEW YORK - DEPT. OF PUBLIC WORKS  
 CITY OF BUFFALO ARTERIAL  
 KENSINGTON EXPRESSWAY, SEC. 1

DE LOUW, CATHAR & BRILL ENGINEERS - ARCHITECTS	DRAWN	A.L.
	CHECKED	J.C.
	TRACED	C.B.

302 E. MAIN ST. NEW YORK 17, N. Y.

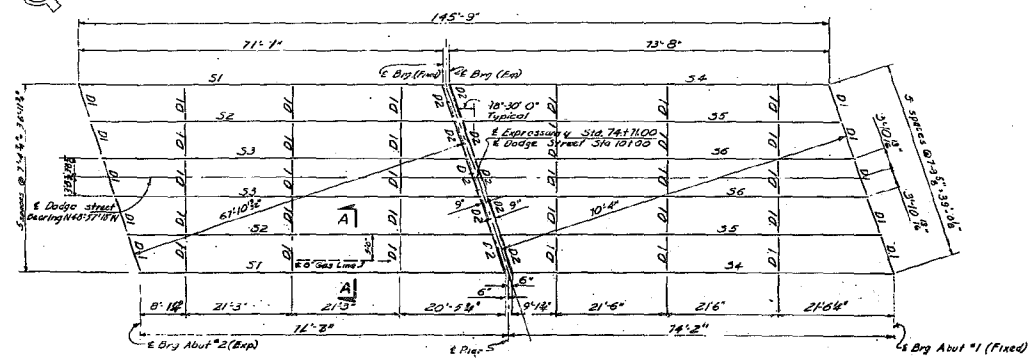


F.A.C. 58-19

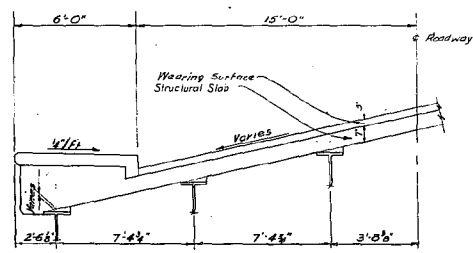
FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.	U-311(1)	171	178	

KENSINGTON EXPRESSWAY - SEC. NO. 1

CONTRACT II



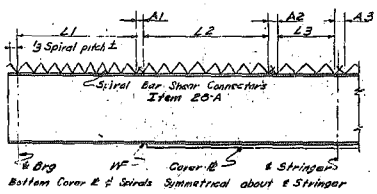
FRAMING PLAN  
Scale 3/4" = 1'-0"



DIAGRAMMATIC SECTION  
Not to Scale

STRINGER	MK	NO	SIZE	BOTTOM COIL & BRIST		SPIRAL SHEAR CONNECTORS			DIMENSION			CAMBER		
				SIZE	LENGTH	SECTION L-1 LENGTH FITCH	SECTION L-2 LENGTH FITCH	SECTION L-3 LENGTH FITCH	A-1	A-2	A-3		DEAD LOAD	
31	2	36WF70	21'-11"	18 1/2"	51'-3"	10'-0"	5"	9'-11"	7"	15'-0"	12"	3"	3"	2 1/8"
32	2	36WF70	21'-11"	18 1/2"	51'-3"	9'-0"	4 1/2"	10'-0"	6"	15'-0"	9"	3"	4"	1 3/4"
33	2	36WF70	21'-11"	18 1/2"	51'-3"	10'-0"	5"	10'-0"	5"	14'-8"	0"	3 1/2"	4 1/2"	1 5/8"
34	2	36WF70	21'-11"	18 1/2"	51'-3"	10'-0"	5"	9'-11"	7"	15'-0"	12"	3"	3"	2 1/4"
35	2	36WF70	21'-11"	18 1/2"	51'-3"	10'-0"	5"	10'-0"	5"	14'-8"	0"	3 1/2"	4 1/2"	1 5/8"
36	2	36WF70	21'-11"	18 1/2"	51'-3"	10'-0"	5"	10'-0"	5"	14'-8"	0"	3 1/2"	4 1/2"	1 5/8"

NOTE: Number of beam to be measured with beam lying on its side.

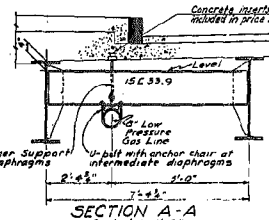


STRINGER DETAILS  
Not to Scale

NOTE: Field welding of spiral reinforcement will not be permitted.

ITEM NO.	DESCRIPTION	UNIT	TOTAL		FINAL
			NEAR	ROUNDED	
5	Trench, Culvert and Bridge Excavation	C.Y.	692	790	446
10R1	Sewer Pipe (14" Dia) 6' Dia	L.F.	28	37	0
10R2	Pipe Underdrain 6" Dia	L.F.	214	240	214
12B-2	Portland Cement, Type 2	Bbl	1333	1500	1123
13	Class I Concrete for Structures	C.Y.	289	358	295
20S	Class I Concrete	C.Y.	171	152	169
24A	Bagged Screened Gravel	C.Y.	116	134	86
24B	Bar Reinforcement for Structures	Lb.	69714	102,300	100,335
28A	Spiral Bar Shear Connectors	Lb.	2586	4,630	4,630
28A	Structural Steel	Lb.	1,90280	176,600	175,558
27A	Welded Rebar	Lb.	298	400	278
32 2X	Asphalt Concrete, Type 9B	Ton	85	90	42
61	Bituminous Material	Sq.Yd.	259	250	25
66	Protective Coating for Concrete	Sq.Yd.	91	82	51
13A	Cast Iron Pipe 6" Diam	S.F.	2768	2,940	210
65T	Temporary Timber Sheet Piling	L.F.	302	370	302
64 10	12" Stone Curbs (Bridge)	Sq.Yd.	450	445	1106
102A	Gravel, Size or Stone Fill	C.Y.	160	140	124
301 2	Vertical and Inclined 2" Galvanized Steel Cans	L.F.	2	2	2
303 2	Horizontal Light Steel Cans, Type A (2" Mount NGL)	L.F.	2	2	2
531	Joint Sealing Compound	Lb.	7	9	7
573	Surface Dressing with Fine Aggregate	Sq.Yd.	504	510	503

W/ W/8 Dorex A.E.A. added.



SECTION A-A  
Scale 1/4" = 1'-0"

NOTE: Distance between pipe supports shall be 12 ft. For details of pipe supports see Sheet No. 14.

REVISION TO QUANTITY TABLE

**DODGE STREET OVER EXPRESSWAY FRAMING PLAN**

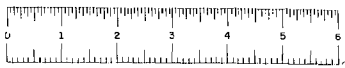
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS  
CITY OF BUFFALO ARTERIAL

**KENSINGTON EXPRESSWAY, SEC. 1**

DE LEUN, CATHEN & BRILL  
ENGINEERS - ARCHITECTS

303 E. 44th ST. NEW YORK 17, N.Y.

DRAWN: H.S.W.  
CHECKED: F.C.  
TRACED: C.B.



F.A.C. 59-19

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.	U-377(II)	181	178	

KENSINGTON EXPRESSWAY - SEC. NO. 1

CONTRACT II

**GENERAL NOTES**

DESIGN SPECIFICATIONS: A.S.H.C. 1953 modified - loading 14.20-315-44.  
 MATERIALS & FABRICATION Specifications of New York State Department of Public Works, dated Jan. 2, 1957 and current modifications and additions.  
 The cost of furnishing and installing, precast, bituminous joint material, asphalt sheet paving and 1/2" asphalt roofing felt shall be included in the prices bid for the various items in the contract.  
 Joint sealing compound shall be paid for under Item 3511.  
 Bituminous material, Item 61, shall be applied to the backs of all abutments and wingwalls from the top of footings to the bottom of pavement.  
 When the concrete is cured, finished and (if ordered) rubbed, and the surface is clean and dry, the contractor shall apply a water-soluble silicone solution to all exposed surfaces except the underside of slab.

No construction joints other than those shown on the plans will be permitted, without written permission of the Deputy Chief Engineer Bridges.

Field connections shall be made with 3" high strength bolts or rivets. Holes and bolts may be omitted and Weld substituted if Contractor so elects.  
 Step joints: Red lead and oil flint field coat to be cast in grey paint. Second field coat to be grey green paint. Spiral bar reinforcement, top flange of stringers and top flange of end channels are not to be painted.  
 To insure uniform grades for surface of roadway and side walks under dead load, corrections may be made in the thickness of wearing surface of roadway and side walk. The minimum thickness indicated is to be increased at the ends of the spans in case of excessive camber in the beams and increased at the center of the span in case of insufficient camber.  
 Identification plates in accordance with N.Y.S.D.P.W. Standard 59-41 will be furnished by New York State Department of Public Works and shall be installed by the Contractor at locations indicated on the plans.  
 The Contractor's attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the subcontracting notes which briefly outline the anticipated structure conditions at the site of the structure and which specify certain requirements relative to construction.  
 All welding shall comply with the current Specifications of the American Welding Society unless otherwise noted on the plans and with the exception noted below.

Bridge sidewalks shall not be scored.  
 Surface of bridge seats be poured 1/2" higher than elevation specified and bush hammered to exact elevation.  
 All cement used in the concrete items for the structure shall be Portland Cement, Type 2, with Dorex A.E.A. Air-Entraining Agent added.  
 Dorex A.E.A. in its concentrated form shall be added to the aggregate and cement batch with the water in the mixer at the beginning of the mixing period. The concrete mixer shall be equipped with an approved Dorex A.E.A. dispenser. The amount of Dorex A.E.A. to be added shall be of such a quantity as to insure a controlled air-entrainment within the range of 3% minimum and 6% maximum (with the desired average between 4.5% and 5%) to the satisfaction of the Engineer.  
 The cost of furnishing and adding the Dorex A.E.A. and all other equipment necessary to control the air-entrainment will be included in the unit price bid for the concrete items.  
 All superstructure concrete and all concrete in pier columns, caps and pedestals shall be Item 185. Pier concrete shall be Item 185. Concrete in Abutment Wingwalls including footings shall be Item 185.  
 All concrete in pier footings and pedestals underfootings shall be Item 205.  
 Maximum payment limits for excavation, Item 5, in rock shall be the real lines of the footings on rock. See note No. 23 sheet No. 132.

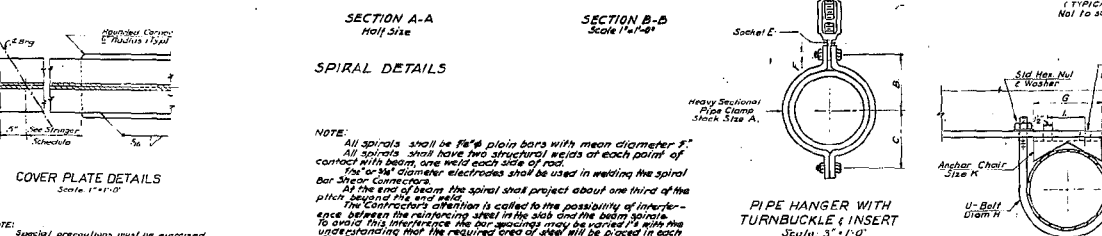
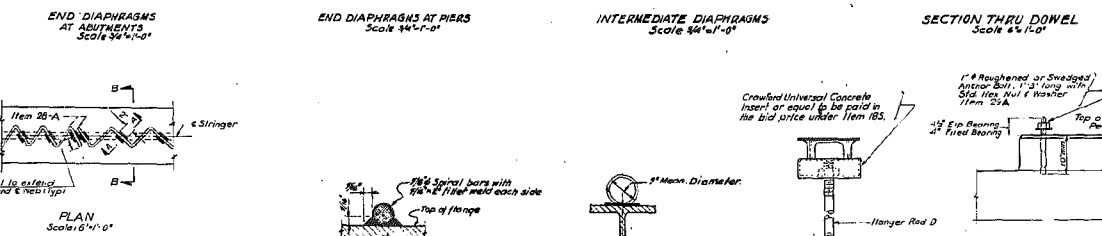
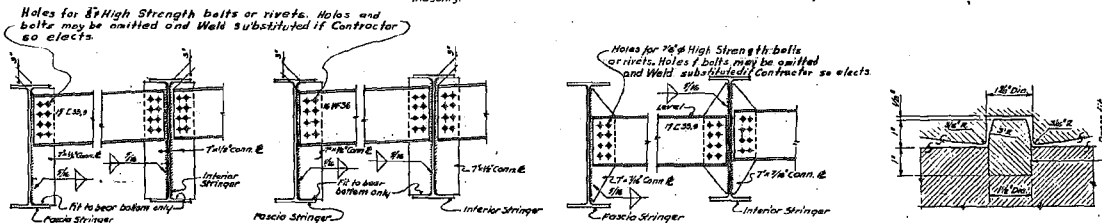
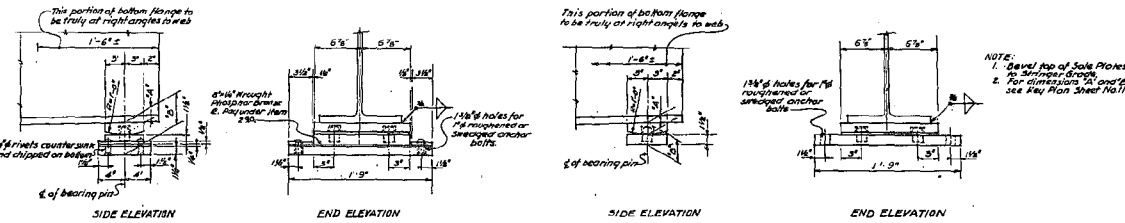
A retarding densifier shall be used in Item 85 and 205.  
 Size of pipe sleeves and size and type of hangers shall be verified with the Engineers Gas Corp. or Division of Water of the City of Buffalo before fabrication of diaphragms. See Sheet No. 118 for additional notes.

SIZE	A	B	C	D	E	F	G	H	J	K	L
10"	12"	7"	6"	3"	1"	3"	8"	6"	1/2"	3/4"	3/4"

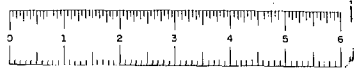
NO AS BUILT REVISIONS

<b>DODGE STREET OVER EXPRESSWAY DIAPHRAGM DETAILS AND SHOES</b>		<b>DRAWN</b>
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS		<b>A.L.</b>
CITY OF BUFFALO ARTERIAL		<b>CH</b>
<b>KENSINGTON EXPRESSWAY, SEC. 1</b>		<b>CE</b>
DE LEUW, CATHY & BRILL	ENGINEERS - ARCHITECTS	<b>TRACED</b>
802 E. 44th ST., NEW YORK 17, N.Y.		<b>CS</b>

Sheet No 12

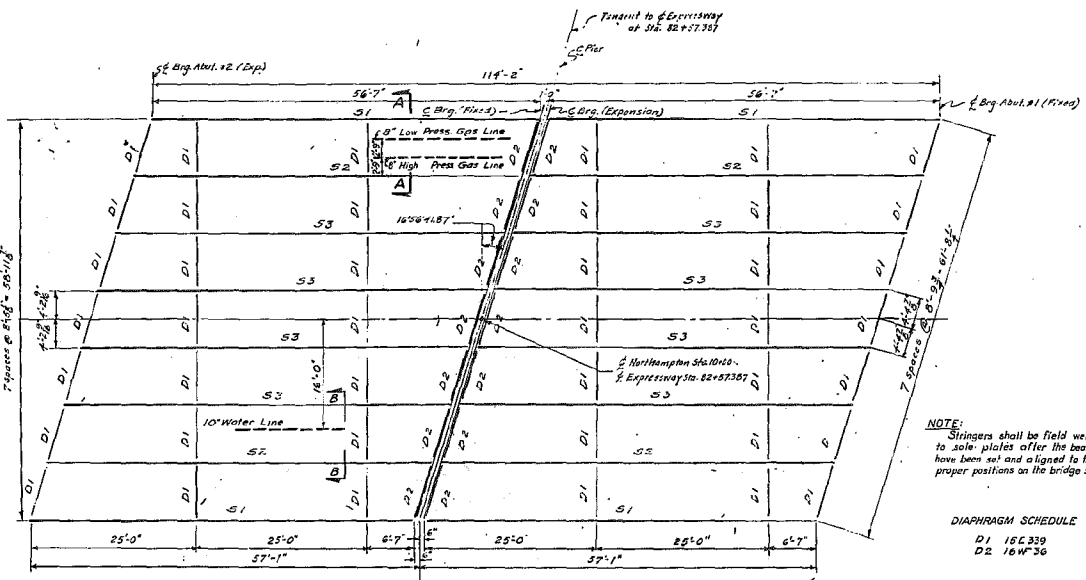


NOTE: Special precautions must be exercised where welding crosses edge of flange to avoid any possibility of "undercut" or ricks in edge of flange.



FED. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	BICKET NO.	TOTAL SHEETS
U-37107	N.Y.		1965	186	178

CONTRACT II



FRAMING PLAN  
Scale: 1/8" = 1'-0"

NOTE:  
Stringers shall be field welded to sole plates after the bearings have been set and aligned to their proper positions on the bridge seats.

DIAPHRAGM SCHEDULE

- D1 15C339
- D2 16WF36

\*\* Spices ordered are for either size of piles.

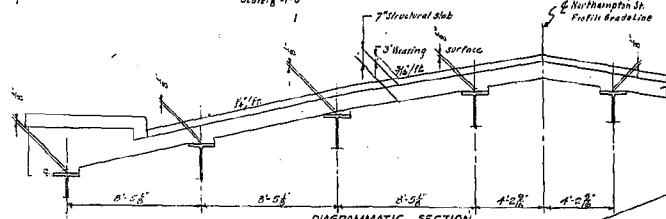
ITEM	DESCRIPTION	UNIT	TOTAL		FINALS
			NEAR	REVISED	
1	Trench, Curb and Bridge Excavation	CY	305	310	280
179A	Sewer Pipe (4" Dia.) 8' Dia.	LF	75	75	0
110B1	Pipe Underdrain, 6" Dia.	LF	180	185	174
110C3	Drainage Channel, Type 2	EA	145	145	143
183	Class A Concrete for Structures	CY	350	358	344
202	Class I Concrete	CY	998	720	843
214	Gravel, Screened Gravel	CY	112	112	107
224A	Bar Reinforcement for Structures	LB	92,779	95,620	85,003
224	Spiral Bar Shear Connectors	EA	8,881	2,780	8,116
234	Structural Steel	LB	186,005	171,500	170,205
37A	Metal Rolling	LF	221	235	231
37B1	Structural Concrete, Type 2B	CU	107	115	100
37	Reinforcing Equipment for Drilling Piles	EA	125	140	11
381	Protective Coating for Concrete	CS	113	120	14
451	Steel Bearing Piles (4" Dia.)	EA	205	220	203
452	Steel Bearing Piles (2" Dia.)	EA	480	500	480
45A	Splices for Steel Bearing Piles	EA	35	37	0
47	Fastening Equipment for Drilling Piles	EA	166	190	0
410C	8" Stone Curb, 1' Radius	LF	243	243	244
112A	Gravel, Slope or Slope Fill	CY	368	370	371
184	Soft Iron Pipe (6" dia.)	LF	1	1	1
201B	Fence and Install 2" Reinforced Steel Conduit	LF	360	380	355
304A	Finish Light Standoff, Type A (25" Mount, High)	EA	72	72	72
305	Miscellaneous Metals	LB	268	270	271
331	Joint Sealing Compound	CU	9	9	9
313	Surface Drilling with Pipe Boremate	S.Y.	654	690	625
3207	Temporary Steel Sheet Piling	S.Y.	1800	1572	0

STRINGER SCHEDULE

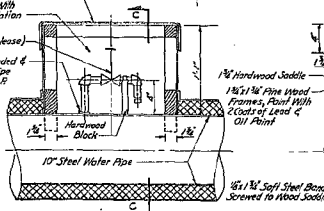
STRINGER	Bot Cover #	SPIRAL SHEAR CONNECTORS			CAMBER
		Section L-1	Section L-2	Section L-3	
151	A	10'-0"	10'-0"	10'-0"	1/2"
152	A	10'-0"	10'-0"	10'-0"	1/2"
153	B	10'-0"	10'-0"	10'-0"	1/2"

Note: Camber of beam to be measured with beam lying on its side.

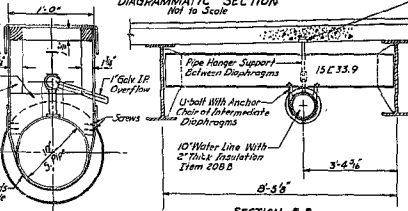
Note:  
Insulation shall be glass fiber pipe insulation in one piece molded sections 2" thick, as req'd. by Gustin-Brown Mfg. Co. or equal.  
Pipe insulation to be furnished with vapor barrier jacket of tough Kraft roll laminate.  
Insulated pipe insulation shall be covered with Aluminum weather-proof jacketing as req'd. by Childers Mfg. Co. or equal.



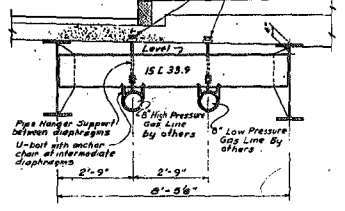
DIAGRAMMATIC SECTION  
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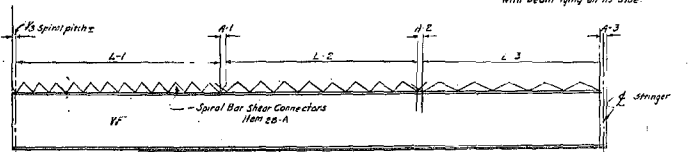
SECTION C-C  
Scale 1/2" = 1'-0"  
DETAIL OF AIR RELEASE VALVE & VALVE BOX



SECTION B-B  
Scale 1/2" = 1'-0"  
(Intermediate Diaphragms Only)



SECTION A-A  
Scale 1/2" = 1'-0"  
(Intermediate Diaphragms Only)



Bottom Cover Plate and Spirals symmetrical about 4 stringers.

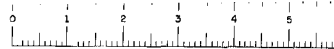
STRINGER DETAILS  
Not to Scale

NOTE:  
Field welding of spiral reinforcement will not be permitted.

FINAL QUANTITY REVISION			
NORTHAMPTON STREET OVER EXPRESSWAY FRAMING PLAN			
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS CITY OF BUFFALO ARTERIAL			
KENSINGTON EXPRESSWAY, SEC. 1			
DE LEUN, CATHY & BELL	DRAWN	K.C.C.	
ENGINEERS - ARCHITECTS	CHECKED	R.C.C.	
802 E. 42nd St.	NEW YORK 17, N.Y.	TRACER	28

Sheet No. 2





FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		188	223

CITY OF BUFFALO  
KENSINGTON EXPRESSWAY ARTERIAL SECTION II  
NORTHAMPTON ST. TO NORTLAND AVE.  
ERIE COUNTY

### ESTIMATE OF QUANTITIES - WALL NO. 1

NO.	ITEM	UNIT	NEET	PROPOSAL
2UF	Underdrain Filter	C.Y.	184	190
2EF-B	Selected Granular Fill	C.Y.	380,890	380,890
5B	Structure Excavation	C.K.	224,810	224,810
11H-6	Perforated Corrugated Metal Pipe Underdrain	L.F.	3,019	3,020
1B	Class A Concrete for Structures	C.Y.	4,606	4,610
20	Class B Concrete for Structures	C.Y.	3,919	3,910
24A	Bagged Screened Aggregate	C.Y.	1,444	1,450
28	Bar Reinforcement for Structures	L.B.	40,029	40,100
29	Structural Steel	L.B.	8,786	8,790
37S(4)	Steel Bridge Railing - 4 Rail	L.F.	2,936	2,940
6I	Bituminous Material	GAU.	2,245	2,250
83ST	Temporary Steel Sheet Piling	S.F.	68,498	68,500
83TS	Temporary Sheet Piling	S.F.	3,602	3,610
30F	Reticulate Frame and Grate	S.F.	8.6	10
412B	2" Galvanized Steel Conduit	L.F.	560	570

### ESTIMATE OF QUANTITIES - WALL NO. 2

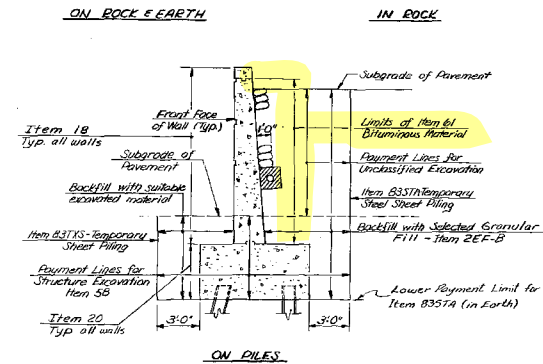
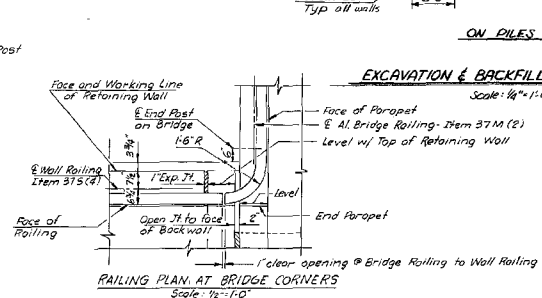
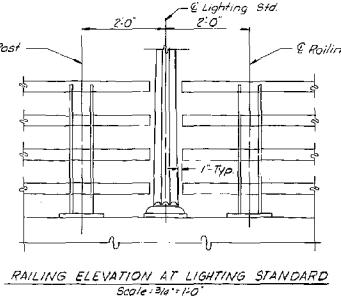
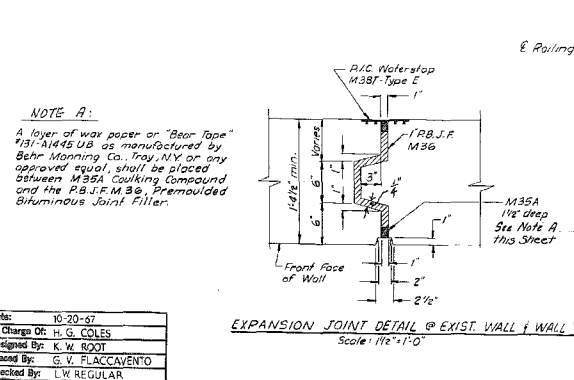
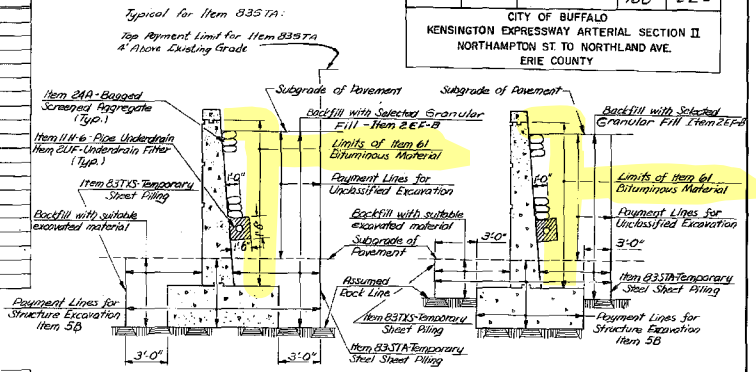
NO.	ITEM	UNIT	NEET	PROPOSAL
2UF	Underdrain Filter	C.Y.	170	170
2EF-B	Selected Granular Fill	C.Y.	348,605	348,610
5B	Structure Excavation	C.Y.	226,487	226,490
11H-6	Perforated Corrugated Metal Pipe Underdrain	L.F.	2,841	2,850
1B	Class A Concrete for Structures	C.Y.	4,322	4,330
20	Class B Concrete for Structures	C.Y.	2,901	2,910
24A	Bagged Screened Aggregate	C.Y.	1,409	1,410
28	Bar Reinforcement for Structures	L.B.	40,434	40,400
29	Structural Steel	L.B.	7,648	7,650
37S(4)	Steel Bridge Railing - 4 Rail	L.F.	2,553	2,560
6I	Bituminous Material	GAU.	2,071	2,080
83ST	Temporary Steel Sheet Piling	S.F.	64,959	64,960
83TS	Temporary Sheet Piling	S.F.	1,950	1,960
412B	2" Galvanized Steel Conduit	L.F.	429	430

### ESTIMATE OF QUANTITIES - WALL NO. 3

NO.	ITEM	UNIT	NEET	PROPOSAL
2UF	Underdrain Filter	C.Y.	37	40
2EF-B	Selected Granular Fill	C.Y.	40,696	40,100
5B	Structure Excavation	C.K.	36,009	36,020
11H-6	Perforated Corrugated Metal Pipe Underdrain	L.F.	574	580
1B	Class A Concrete for Structures	C.Y.	453	460
20	Class B Concrete for Structures	C.Y.	630	630
24A	Bagged Screened Aggregate	C.Y.	150	150
28	Bar Reinforcement for Structures	L.B.	42,773	42,800
29	Structural Steel	L.B.	1,681	1,700
37S(4)	Steel Bridge Railing - 4 Rail	L.F.	568	570
6I	Bituminous Material	GAU.	257	260
83ST	Temporary Steel Sheet Piling	S.F.	10,898	10,900
83TS	Temporary Sheet Piling	S.F.	1,217	1,220
84SB	Steel Bearing Test Piles	L.F.	195	170
85	Steel Bearing Piles - 10 BPA2	L.F.	3,908	3,900
85-A	Splices for Steel Bearing Piles	Ea.	44	44
87	Furnishing Equipment for Driving Piles	L.S.	Nec.	Nec.

### ESTIMATE OF QUANTITIES - WALL NO. 4

NO.	ITEM	UNIT	NEET	PROPOSAL
2UF	Underdrain Filter	C.Y.	35	40
2EF-B	Selected Granular Fill	C.Y.	48,993	49,000
5B	Structure Excavation	C.K.	34,005	34,010
11H-6	Perforated Corrugated Metal Pipe Underdrain	L.F.	533	540
1B	Class A Concrete for Structures	C.Y.	562	570
20	Class B Concrete for Structures	C.Y.	655	660
24A	Bagged Screened Aggregate	C.Y.	191	200
28	Bar Reinforcement for Structures	L.B.	54,422	55,200
29	Structural Steel	L.B.	1,546	1,550
37S(4)	Steel Bridge Railing - 4 Rail	L.F.	521	530
6I	Bituminous Material	GAU.	294	300
83ST	Temporary Steel Sheet Piling	S.F.	10,956	10,700
83TS	Temporary Sheet Piling	S.F.	912	800
84SB	Steel Bearing Test Piles	L.F.	105	110
85	Steel Bearing Piles - 10 BPA2	L.F.	2,220	2,220
85-A	Splices for Steel Bearing Piles	Ea.	49	49
87	Furnishing Equipment for Driving Piles	L.S.	Nec.	Nec.

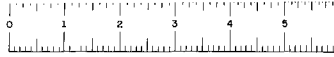


- NOTES:
1. For Wall General Notes, see Wall Sheet 34.
  2. For Railing Details, see Wall Sheet 30.
  3. For Lighting Standard Details, see Wall Sheet 34.

Date: 10-20-67  
In Charge Of: H. G. COLES  
Designed By: K. W. BOOT  
Traced By: E. V. FLACCAVENTO  
Checked By: L. W. REGULAR

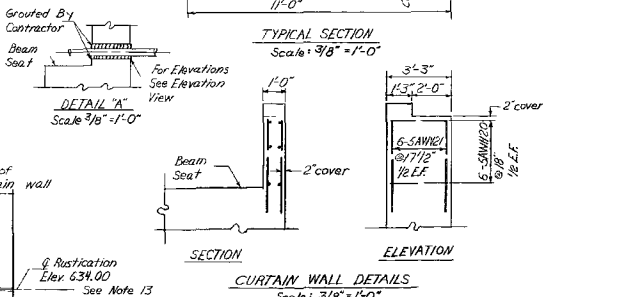
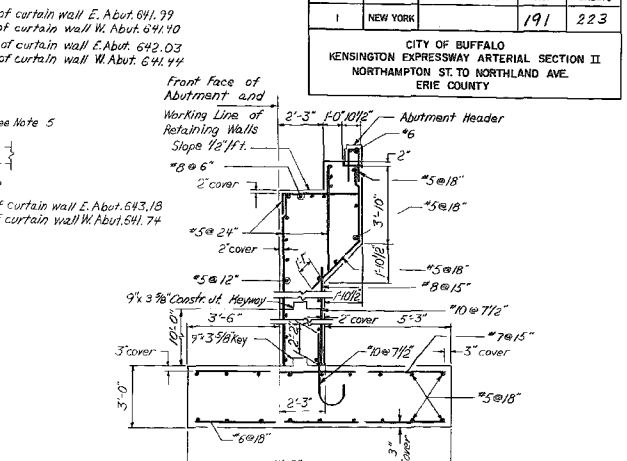
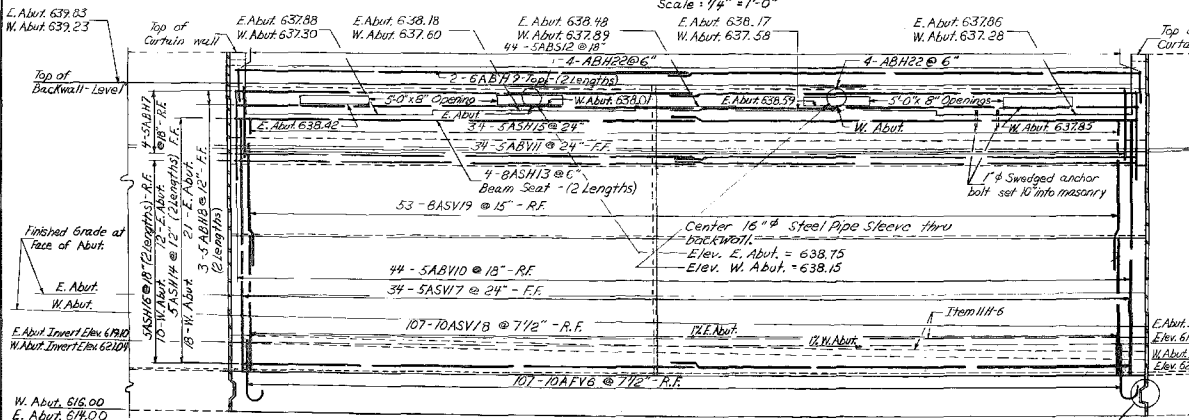
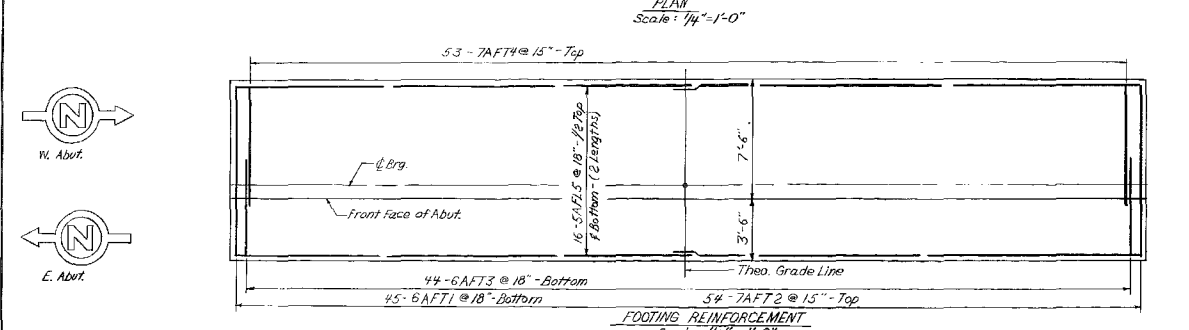
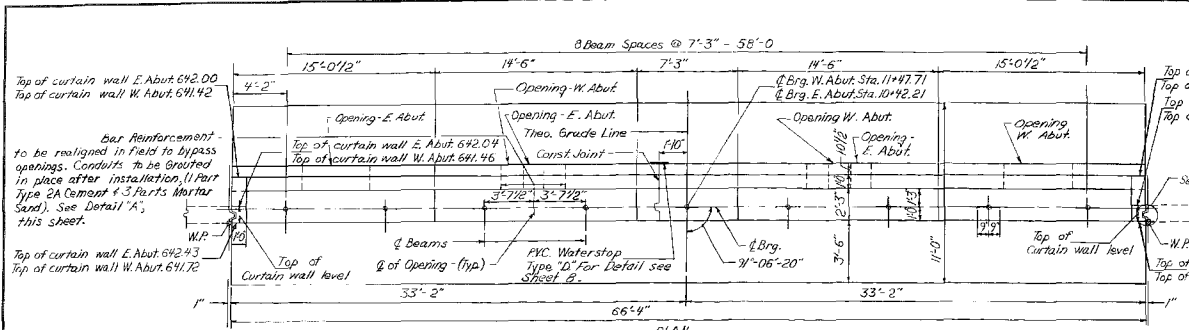
### SUMMARY OF QUANTITIES TYPICAL SECTIONS RETAINING WALLS NO. 1, 2, 3, AND 4

PREPARED AND RECOMMENDED  
McFarland-Johnson  
N.Y.S.P.E. LIC. NO. 11650 DATE 10-21-67  
ENGINEERS



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		191	223

CITY OF BUFFALO  
KENSINGTON EXPRESSWAY ARTERIAL SECTION II  
NORTHAMPTON ST. TO NORTHLAND AVE.  
ERIE COUNTY



- NOTES:
- Concrete in Abutment shall be Item 20, Class B Concrete for Structures. Concrete in Abutment Header shall be Item 18, Class A Concrete for Structures.
  - Bituminous Material, Item 61, shall be applied to the back of Abutment above top of Footing, where fill is in contact with the Wall.
  - Epoxy Protective Coating for Concrete shall be applied to all Exposed Vertical Surfaces, Bridge Seats, including the area under the Bearings, Exposed Vertical Surfaces of Backwall and Curtain Walls facing the Superstructure.
  - Top of Backwalls on which Asbestos Sheet Packing is to be placed shall be Steel Trowel Finished.
  - For Detail of Expansion Joint at Wall and Footing, see sheet No. 8.
  - For Detail of Expansion Joint between Abutment and Abutment Header, see sheet No. 8.
  - For Railing and Sidewalk Plans at Bridge Corners, see sheet No. 8.
  - For Pier Lines at Abutment, see sheet No. 8.
  - For Bearing Details, see sheet No. 5.
  - For Railing Details, see sheet No. 7.
  - For Cantilet Alignment, see sheet No. 5.
  - For Rustication Details, see sheet No. 8.
  - For Bar Schedule, see sheet No. 9.
  - For design purposes, the foundation pressure does not exceed 10 tons per square foot.

Date: JULY 14, 1967  
In Charge Of: H. G. COLES  
Designed By: W. D. SWECKER  
Traced By: J. F. MEYER  
Checked By: W. D. SWECKER

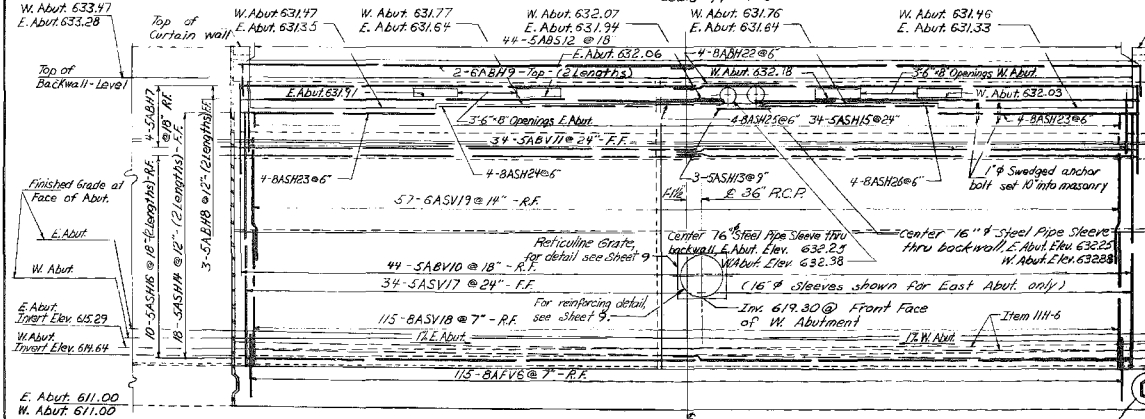
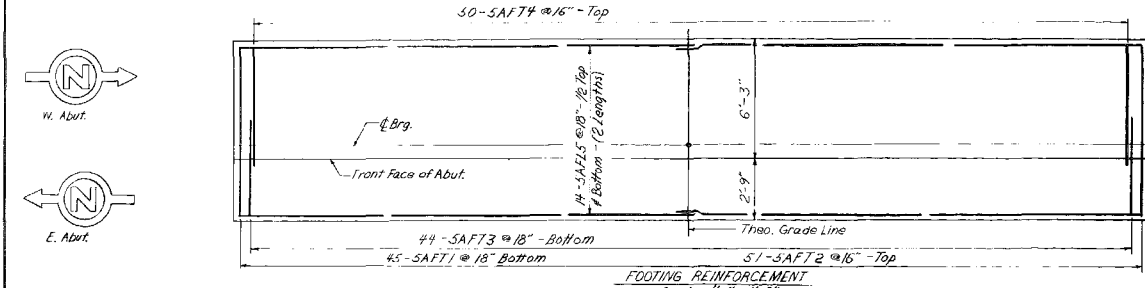
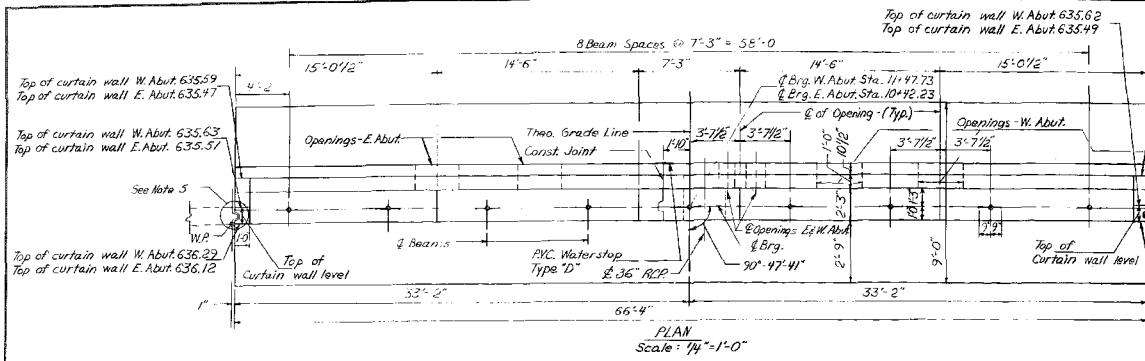
BRIDGE NO. 1

EAST UTICA STREET  
OVER KENSINGTON EXPRESSWAY  
ABUTMENT DETAILS

PREPARED AND RECOMMENDED  
By: [Signature]  
N.Y.S.P.E. LIC. NO. 20143 DATE 7-25-67

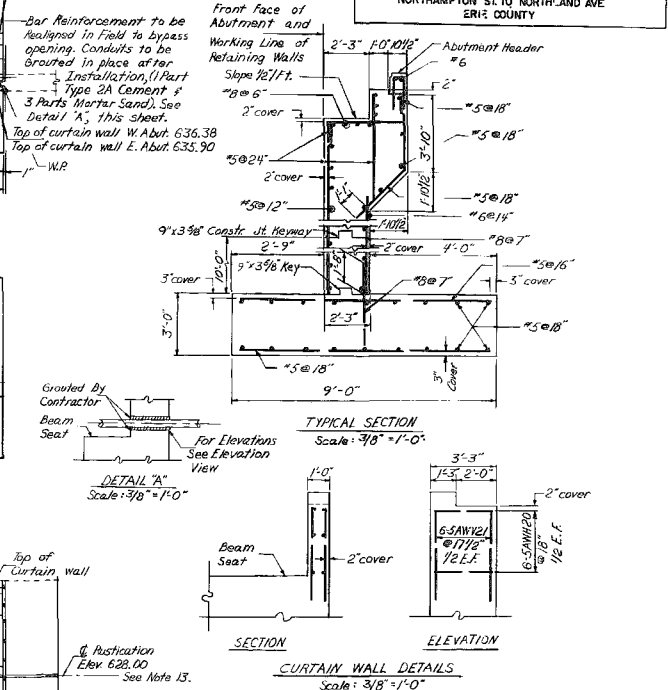
McFARLAND-JOHNSON ENGINEERS

BRIDGE SHEET 3 OF 10



Top of curtain wall W. Abut. 635.58  
Top of curtain wall E. Abut. 635.75

Bar Reinforcement to be developed in field to bypass opening. Conduits to be grouted in place after installation, (1 Part Type 2A Cement + 3 Parts Mortar Sand). See Detail 'A', this sheet.



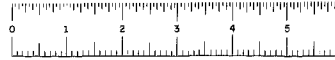
- NOTES:
- Concrete in Abutment shall be Item 20, Class B Concrete for Structures.
  - Concrete in Abutment Header shall be Item 18, Class A Concrete for Structures.
  - Bituminous Material, Item 61, shall be applied to the back of Abutment above top of footing, where fill is in contact with the wall.
  - Epoxy Protective Coating for Concrete shall be applied to all Exposed Reinforcing Surfaces of Backwall and Curtain Walls facing the Superstructure.
  - Top of Backwalls on which Asbestos Sheet Paving is to be placed shall be Steel Trowel Finished.
  - For Detail of Expansion Joint at Wall and Footing, see sheet No. 8.
  - For Detail of Expansion Joint between Abutment and Abutment Header, see sheet No. 8.
  - For Railing and Sidewalk Plans at Bridge Corners, see sheet No. 8.
  - For Ray Lines of Abutment, see sheet No. 8.
  - For Bearing Details, see sheet No. 5.
  - For Railing Details, see sheet No. 7.
  - For Conduit Alignment, see sheet No. 5.
  - For Rustication Details, see sheet No. 8.
  - For Bar Schedule, see sheet No. 9.
  - For design purposes, the Foundation Pressure does not exceed 10 tons per square foot.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK		201	223

CITY OF BUFFALO  
KENSINGTON EXPRESSWAY ARTERIAL SECTION II  
NORTHAMPTON ST. TO NORTH AND AVE  
ERIE COUNTY

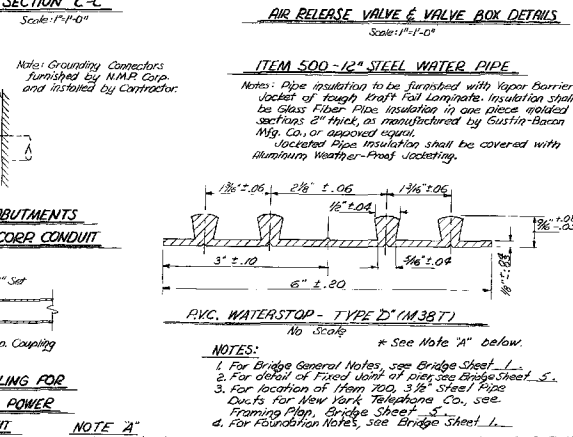
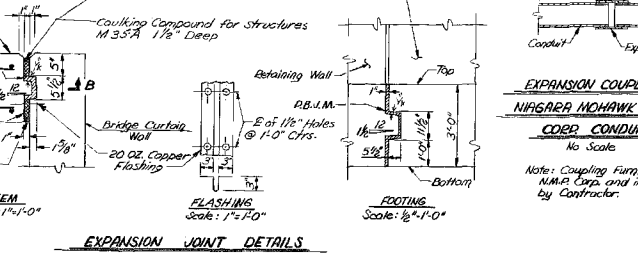
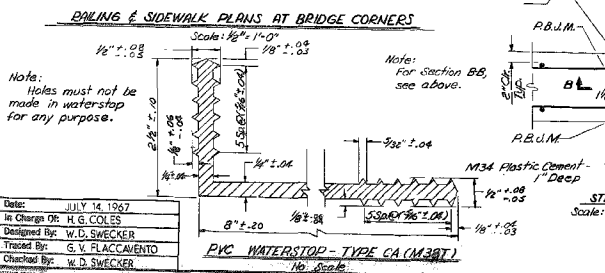
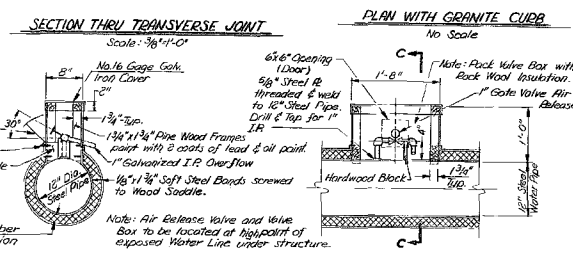
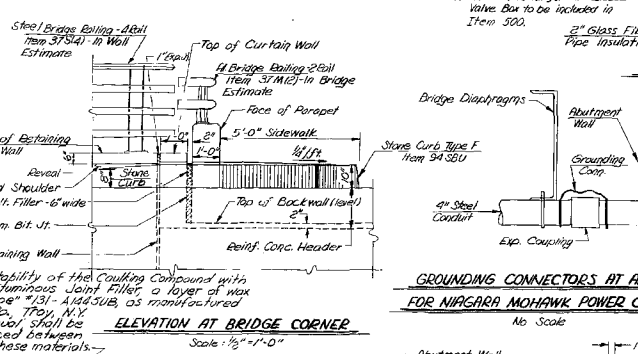
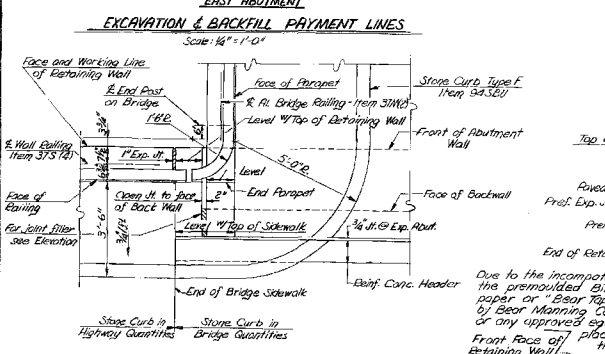
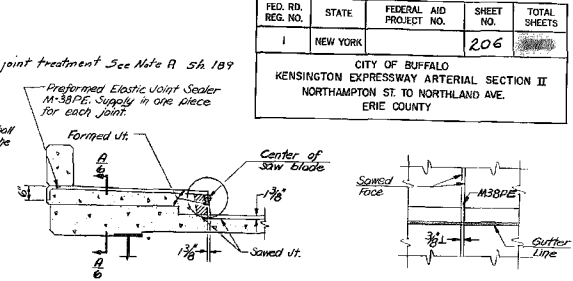
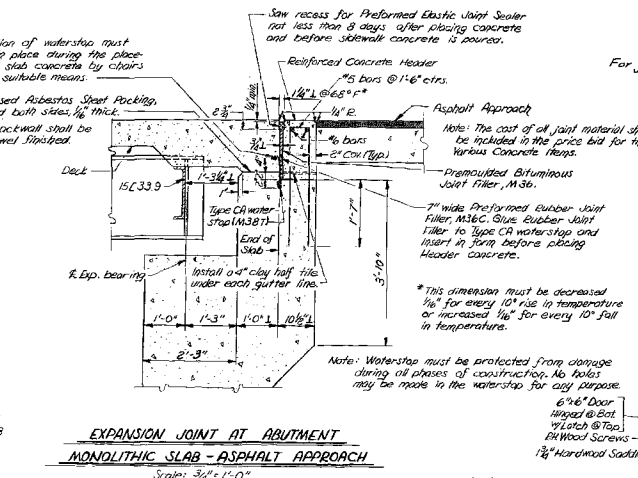
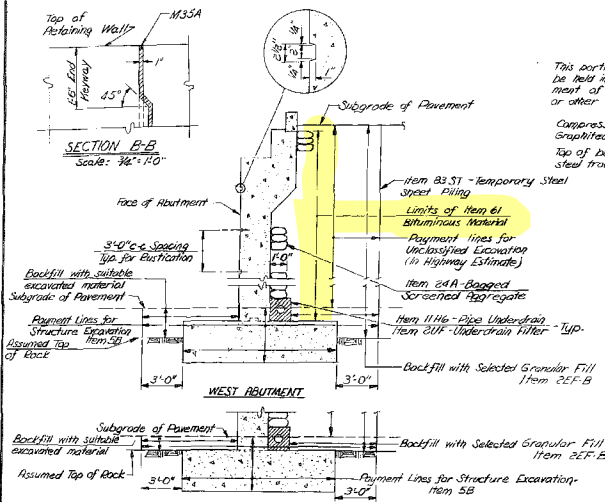
BRIDGE NO. 2	
EAST FERRY STREET OVER KENSINGTON EXPRESSWAY ABUTMENT DETAILS	
PREPARED AND RECOMMENDED BY McFarland Johnson	NYS P.E. LIC. NO. 20132 DATE 7-23-47
ENGINEERS	

Date: JULY 14, 1947  
In Charge Of: H. G. COLES  
Designed By: W. D. SWICKER  
Traced By: J. F. MEYER  
Checked By: W. D. SWICKER



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		206	

CITY OF BUFFALO  
KENSINGTON EXPRESSWAY ARTERIAL SECTION II  
NORTHAMPTON ST. TO NORTHLAND AVE.  
ERIE COUNTY



Date: JULY 14, 1967  
In Charge: W. G. COLLIER  
Designed By: W. D. SWECKER  
Traced By: G. V. FLACCAVENTO  
Checked By: W. D. SWECKER

BRIDGE NO. 2	EAST FERRY STREET OVER KENSINGTON EXPRESSWAY MISCELLANEOUS DETAILS
PREPARED AND RECOMMENDED McFarland-Johnson	N.Y.S.P.E. LIC. NO. 20143 DATE 7-25-67 ENGINEERS

# ASBESTOS SURVEY REPORT

Location: BIN 1022620  
Northampton Street Bridge over NY Route 33  
City of Buffalo, Erie County  
PIN 5812.37.101

Prepared for:  
New York State Department of Transportation



Prepared By:



175 Sully's Trail, Suite 202  
Corporate Crossings Office Park  
Pittsford, New York 14534

August 2013

Lu Project # 9920-132

# ASBESTOS SURVEY REPORT

Location: BIN 1022620  
Northampton Street Bridge over NY Route 33  
PIN 5812.37.101

## TABLE OF CONTENTS

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1.0 Project Summary.....	1
2.0 Site Description.....	2
3.0 Inspection Procedures .....	2
4.0 Results.....	3
Certification .....	3

## **Figures and Tables**

Figure 1	Site Location Map
Figure 2	Asbestos Bulk Sample Location Plan
Table 1	Bulk Sample Results

## **Appendices**

Appendix A	Asbestos Survey Fact Sheet
Appendix B	Licenses and Certifications
Appendix C	Laboratory Analysis Report and Chain of Custody

## 1.0 Project Summary

In accordance with conditions of Term Agreement D030924, Lu Engineers conducted an asbestos sampling survey on the Northampton Street Bridge over NY Route 33 (BIN 1022620) in the City of Buffalo, Erie County, New York. Based on information obtained using the procedures described in Section 3.0 Inspection Procedures, the following summarizes the results of this investigation.

### **BIN 1022620 – Northampton Street Bridge over NY Route 33**

#### **Confirmed Asbestos-Containing Materials (ACMs)**

Based on laboratory analyses of bulk samples collected, the following materials were determined to contain asbestos:

Type of Material	Typical Location	Estimated Amount	Friability	Condition
Black Pipe Coating	Suspended Below Bridge Deck (South Side)	120 LF	Non-friable	Good
Black Joint Sealer	In Vertical Retaining Wall Joints	80 LF	Non-friable	Fair

LF – Linear Foot

#### **Inaccessible/Assumed ACMs**

Record plans dated March 1963 indicate “Compressed Asbestos Sheet Packing” located between the deck slab and the top of backwall. This material was not visible during the August 22, 2013 site inspection.

Record plans dated March 1963 indicate steel conduits buried within the concrete sidewalk on both sides of the bridge. Suspect asbestos caulking may be located around the expansion sleeves of the conduits buried in the sidewalks. None of these materials were visible during the August 22, 2013 site inspection.

Record plans dated March 1963 indicate 10-inch and 8-inch Protection Sleeves around 8-inch and 6-inch High Pressure Gas Lines suspended from the bridge deck. Suspect asbestos pipe wrap may be located on the gas mains, beneath the protection sleeves. This material was not visible during the August 22, 2013 site inspection.

No other inaccessible/assumed ACMs were identified.

## 2.0 Site Description

The site is located in the City of Buffalo, Erie County, New York. For the purpose of this report, the site consists of BIN 1022620 – Northampton Street Bridge over NY Route 33. The site is indicated on the attached Figure 1 – Site Location Map.

## 3.0 Inspection Procedures

The following procedures were used to obtain the data for this Report:

- A. A review of record drawings supplied by Region 5 personnel and a visual inspection of the subject structure were conducted to identify potential visible/accessible sources of asbestos-containing materials. Observations and notes were made to provide a description of the structure, and an estimate of the approximate amount, length, or area of ACM present.
- B. Physical or operational constraints, which might affect the removal of the ACM, were identified and reported.
- C. Bulk samples of suspected ACMs were collected during the site inspection of the subject structure. Samples were taken from each homogeneous area that may contain ACM, excluding the paint system. The investigation was limited to areas of the bridge that could be accessed from the bridge itself or reached from the ground and/or by use of a ladder from below. The approximate location of bulk samples is indicated on Figure 2, Asbestos Bulk Sample Location Plan.
- D. Samples were submitted for analysis. Preliminary polarized light microscopy (PLM) analyses of non-friable, organically bound (NOB) materials were performed by Paradigm Environmental Services, Inc., a NYSDOH approved laboratory, to determine the presence and percentage of asbestos in each sample. Transmission electron microscopy (TEM) analyses of NOB materials, if necessary, were performed by Paradigm Environmental Services, Inc.
- E. Lab results were used to determine the approximate location, type, and amount of the verified ACM.

Only accessible areas were inspected. Inaccessible areas, such as areas within the bridge or the approaches to the bridge were not included in this inspection. No investigation was conducted by Lu Engineers to determine the presence of underground utilities on or in the immediate vicinity of the Site. The site inspection identified that the bridge was painted in September 2006 under Project D259781, therefore the paint system was not suspect for asbestos.



## **4.0 Results**

### **BIN 1022620 – Northampton Street Bridge over NY Route 33**

#### **Confirmed Asbestos-Containing Materials (ACMs)**

##### **Pipe Coating**

Asbestos-containing pipe coating is located in the waterline suspended along the south side of the bridge.

It is estimated that the total amount of the pipe coating is approximately 120 linear feet. This estimate is based on field measurements taken at the time of the site visit. The approximate location of the asbestos-containing pipe coating is shown in Figure 2.

##### **Joint Sealer**

Asbestos-containing joint sealer is located in the vertical expansion joints of the retaining walls on both the east and west sides of the bridge.

It is estimated that the total amount of this joint sealer is approximately 80 linear feet. This estimate is based on field measurements taken at the time of the site visit. The approximate location of the asbestos-containing joint sealer is shown in Figure 2.

#### **Inaccessible/Assumed ACMs**

Record plans dated March 1963 indicate “Compressed Asbestos Sheet Packing” located between the deck slab and the top of backwall. This material was not visible during the August 22, 2013 site inspection.

Record plans dated March 1963 indicate steel conduits buried within the concrete sidewalk on both sides of the bridge. Suspect asbestos caulking may be located around the expansion sleeves of the conduits buried in the sidewalks. None of these materials were visible during the August 22, 2013 site inspection.

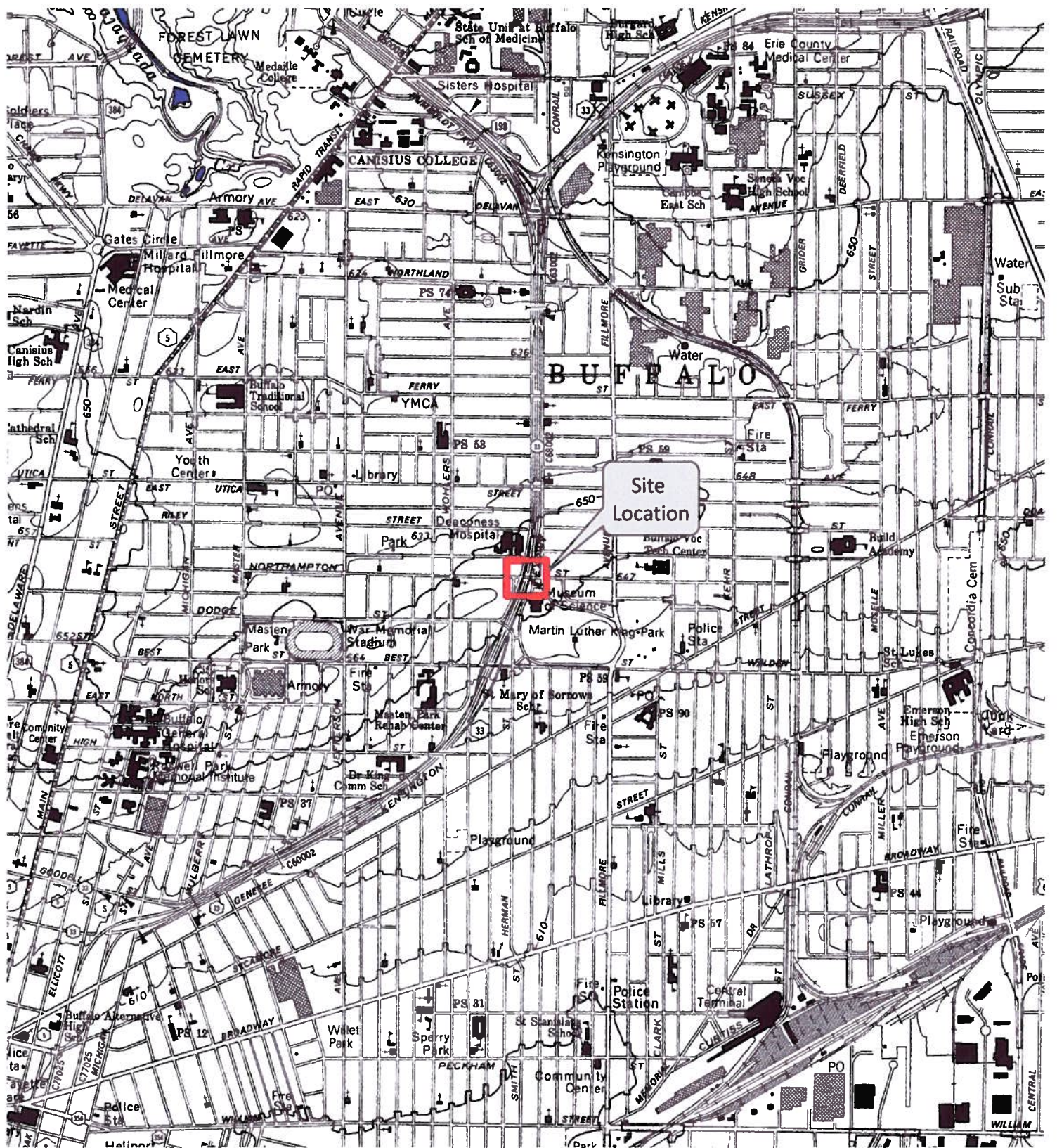
Record plans dated March 1963 indicate 10-inch and 8-inch Protection Sleeves around 8-inch and 6-inch High Pressure Gas Lines suspended from the bridge deck. Suspect asbestos pipe wrap may be located on the gas mains, beneath the protection sleeves. This material was not visible during the August 22, 2013 site inspection.

No other inaccessible/assumed ACMs were identified.

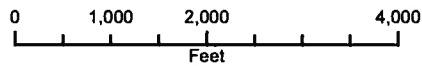
#### **Certification**

Lu Engineers certifies the accuracy of this report, to the best of our knowledge, based on the information collected as described in the Inspection Procedures Section of this report.

*Figures and Table*



1 inch = 2,000 feet



New York Quadrangle Location



**FIGURE 1**  
**SITE LOCATION PLAN**

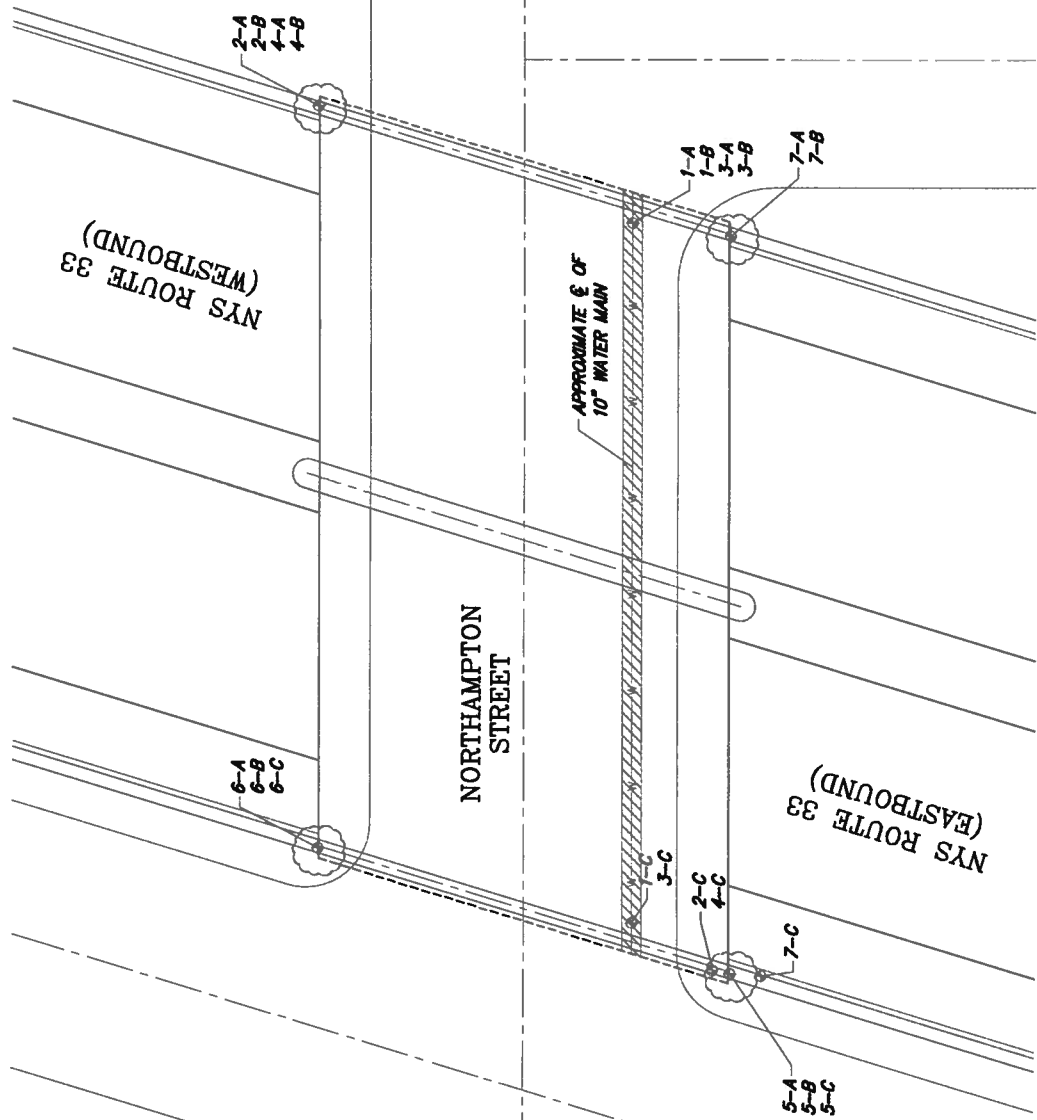
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**NEW YORK STATE DEPARTMENT OF TRANSPORTATION**  
**NORTHAMPTON STREET BRIDGE OVER NY ROUTE 33**

**CITY OF BUFFALO, ERIE COUNTY, NEW YORK**

BIN: 1022620 PIN: 5812.37.101

DATE: AUGUST 2013
SCALE: 1 INCH = 2000 FEET
DRAWN/CHECKED: SMK/MCS
DATA SOURCE: NYS DOT RASTER QUADRANGLES BUFFALO NE/4NW, ERIE COUNTY, NY
DOT EDITION DATE: 1978
USGS CONTOUR DATE: 1954



**LEGEND**

- ASBESTOS BULK SAMPLE LOCATION & SAMPLE NUMBER
- APPROXIMATE LOCATION OF ASBESTOS PIPE COATING
- APPROXIMATE LOCATION OF ASBESTOS JOINT SEALER IN VERTICAL RETAINING WALL JOINT

DATE:	AUGUST 2013
SCALE:	NTS
DRAWN BY:	JRM
BIN:	1022620
PIN:	5812.37.101
LU P.N.:	9920-132

**FIGURE 2.**  
**ASBESTOS BULK SAMPLE LOCATION PLAN**  
 NEW YORK STATE DEPARTMENT OF TRANSPORTATION  
 NORTHAMPTON STREET BRIDGE OVER NYS ROUTE 33  
 BUFFALO | ERIE COUNTY | NEW YORK



## SAMPLE RESULTS

NORTHAMPTON STREET BRIDGE OVER NY ROUTE 33  
CITY OF BUFFALO, NEW YORK

BIN 1022620

Sample #	Sample Location	Type of Material	Results % Asbestos	Amount of Material	Specification Item
1-A	East End of Bridge on Water Main	Grey Pipe Wrap	No Asbestos Detected	N.A.	N.A.
1-B	East End of Bridge on Water Main	Grey Pipe Wrap	No Asbestos Detected	N.A.	N.A.
1-C	West End of Bridge on Water Main	Grey Pipe Wrap	No Asbestos Detected	N.A.	N.A.
2-A	Northeast Corner of Bridge	Orange Bearing Pad	No Asbestos Detected	N.A.	N.A.
2-B	Northeast Corner of Bridge	Orange Bearing Pad	No Asbestos Detected	N.A.	N.A.
2-C	Southwest Corner of Bridge	Orange Bearing Pad	No Asbestos Detected	N.A.	N.A.
<b>3-A</b>	<b>East End of Bridge on Water Main</b>	<b>Black Pipe Coating</b>	<b>1.1% Chrysotile</b>	<b>120 LF</b>	<b>210.3211</b>
<b>3-B</b>	<b>East End of Bridge on Water Main</b>	<b>Black Pipe Coating</b>	<b>Stop Positive</b>	<b>Refer to Sample 3-A</b>	<b>Refer to Sample 3-A</b>
<b>3-C</b>	<b>West End of Bridge on Water Main</b>	<b>Black Pipe Coating</b>	<b>Stop Positive</b>	<b>Refer to Sample 3-A</b>	<b>Refer to Sample 3-A</b>
4-A	Northeast Corner of Bridge on Pedestal	Grey Masonry Coating	No Asbestos Detected	N.A.	N.A.
4-B	Northeast Corner of Bridge on Back Wall	Grey Masonry Coating	No Asbestos Detected	N.A.	N.A.
4-C	Southwest Corner of Bridge on Pedestal	Grey Masonry Coating	No Asbestos Detected	N.A.	N.A.
5-A	Southwest Corner of Bridge between Deck and Back Wall	Black Bond Breaker	No Asbestos Detected	N.A.	N.A.
5-B	Southwest Corner of Bridge between Deck and Back Wall	Black Bond Breaker	No Asbestos Detected	N.A.	N.A.
5-C	Southwest Corner of Bridge between Deck and Back Wall	Black Bond Breaker	No Asbestos Detected	N.A.	N.A.
6-A	Northwest Corner of Bridge between Sidewalk and Cheek Wall	Brown Joint Filler	No Asbestos Detected	N.A.	N.A.

## SAMPLE RESULTS

NORTHAMPTON STREET BRIDGE OVER NY ROUTE 33  
CITY OF BUFFALO, NEW YORK

BIN 1022620

Sample #	Sample Location	Type of Material	Results % Asbestos	Amount of Material	Specification Item
6-B	Northwest Corner of Bridge between Sidewalk and Cheek Wall	Brown Joint Filler	No Asbestos Detected	N.A.	N.A.
6-C	Northwest Corner of Bridge between Sidewalk and Cheek Wall	Brown Joint Filler	No Asbestos Detected	N.A.	N.A.
<b>7-A</b>	<b><i>Southeast Corner of Bridge in Retaining Wall Joint</i></b>	<b><i>Black Joint Sealer</i></b>	<b><i>30% Chrysotile</i></b>	<b><i>80 LF</i></b>	<b><i>210.3411</i></b>
<b>7-B</b>	<b><i>Southeast Corner of Bridge in Retaining Wall Joint</i></b>	<b><i>Black Joint Sealer</i></b>	<b><i>Stop Positive</i></b>	<b><i>Refer to Sample 7-A</i></b>	<b><i>Refer to Sample 7-A</i></b>
<b>7-C</b>	<b><i>Southwest Corner of Bridge in Retaining Wall Joint</i></b>	<b><i>Black Joint Sealer</i></b>	<b><i>Stop Positive</i></b>	<b><i>Refer to Sample 7-A</i></b>	<b><i>Refer to Sample 7-A</i></b>

LF – Linear Foot

N.A. – Not Applicable

*APPENDIX A*

*Asbestos Survey Fact Sheet*

## Asbestos Survey Fact Sheet

**Name and Address of Building/Structure:**

Northampton Street Bridge over NY Route 33 (BIN 1022620)  
City of Buffalo, Erie County, New York

**Name and Address of Building/Structure Owner:**

New York State Department of Transportation  
50 Wolf Road  
Albany, New York 12232

**Name and Address of Owner's Agent:**

Lu Engineers  
175 Sully's Trail, Suite 202  
Pittsford, New York 14534

**Name of the Firm & Persons Conducting the Survey:**

Lu Engineers  
Mitchell C. Smith (NYS DOL Cert. #97-15393)

**Date Survey Was Conducted:**

August 22, 2013

List of Homogeneous Areas

**(Items in Bold Confirmed ACM)**

Grey Pipe Wrap

Orange Bearing Pad

**Black Pipe Coating**

Grey Masonry Coating

Black Bond Breaker

Brown Joint Filler

**Black Joint Sealer**



*APPENDIX B*

*License and Certifications*

**New York State – Department of Labor**

Division of Safety and Health  
License and Certificate Unit  
State Campus, Building 12  
Albany, NY 12240

**ASBESTOS HANDLING LICENSE**

Joseph C. Lu Engineering And Land Surveying, P.C.  
Suite 202  
175 Sully's Trail  
  
Pittsford, NY 14534

FILE NUMBER: 99-0907  
LICENSE NUMBER: 29286  
LICENSE CLASS: RESTRICTED  
DATE OF ISSUE: 01/17/2013  
EXPIRATION DATE: 01/31/2014

Duly Authorized Representative – Susan Hilton

This license has been issued in accordance with applicable provisions of Article 30 of the Labor Law of New York State and of the New York State Codes, Rules and Regulations (12 NYCRR Part 56). It is subject to suspension or revocation for a (1) serious violation of state, federal or local laws with regard to the conduct of an asbestos project, or (2) demonstrated lack of responsibility in the conduct of any job involving asbestos or asbestos material.

This license is valid only for the contractor named above and this license or a photocopy must be prominently displayed at the asbestos project worksite. This license verifies that all persons employed by the licensee on an asbestos project in New York State have been issued an Asbestos Certificate, appropriate for the type of work they perform, by the New York State Department of Labor.



Eileen M. Franko, Acting Director  
For the Commissioner of Labor

STATE OF NEW YORK - DEPARTMENT OF LABOR  
**ASBESTOS CERTIFICATE**



MITCHELL N. SMITH  
CLASS EXPIRES  
C/EG(03/14) D/NSP(03/14)  
H/PM(03/14) I/PD(03/14)



**CERT# 97-15393**  
**DMV# 992171375**

**MUST BE CARRIED ON ASBESTOS PROJECTS**



EYES GRN  
HAIR BRO  
HGT 5' 08"

IF FOUND RETURN TO:  
NYS DOL - L&C UNIT  
ROOM 161A BUILDING 12  
STATE OFFICE CAMPUS  
ALBANY NY 12240

NEW YORK STATE DEPARTMENT OF HEALTH  
WADSWORTH CENTER



Expires 12:01 AM April 01, 2014  
Issued April 01, 2013

**CERTIFICATE OF APPROVAL FOR LABORATORY SERVICE**

*Issued in accordance with and pursuant to section 502 Public Health Law of New York State*

MR. BRUCE HOOGESTEGER  
PARADIGM ENVIRONMENTAL SERVICES INC  
179 LAKE AVENUE  
ROCHESTER, NY 14608

NY Lab Id No: 10958

is hereby APPROVED as an Environmental Laboratory for the category  
**ENVIRONMENTAL ANALYSES SOLID AND HAZARDOUS WASTE**  
All approved subcategories and/or analytes are listed below:

**Miscellaneous**

Asbestos in Friable Material	EPA 600/M4/82/020 Item 198.1 of Manual
Asbestos in Non-Friable Material-PLM	Item 198.6 of Manual (NOB by PLM)
Asbestos in Non-Friable Material-TEM	Item 198.4 of Manual
Lead in Dust Wipes	EPA 6010B
Lead in Paint	EPA 6010B

**Sample Preparation Methods**

APP. 14.2, HUD JUNE 1995  
EPA 3050B

Serial No.: 48478

Property of the New York State Department of Health. Certificates are valid only at the address shown, must be conspicuously posted, and are printed on secure paper. Continued accreditation depends on successful ongoing participation in the Program. Consumers are urged to call (518) 485-5570 to verify the laboratory's accreditation status.

*APPENDIX C*

*Laboratory Analysis Report and  
Chain of Custody*



**PLM & TEM BULK ASBESTOS REPORT**

**Client:** Lu Engineers  
**Location:** NYS-DOT-PIN 5812.37.131 - BIN 1022620  
 Northampton Street Over Route 33, City of Buffalo, New York  
**Sample Date:** 8/22/2013

**Job No:** 9817-13  
**Page:** 1 of 2

Client ID	Lab ID	Sampling Location	Description	PLM Asbestos Fibers Type & Percentage	PLM Total Asbestos	NOB	TEM Asbestos Fibers Type & Percentage	TEM Total Asbestos	PLM Non-Asbestos Fibers Type & Percentage	PLM Matrix Material %
1-A	64585	East Side of Bridge on Water Main	Gray Fibrous Pipe Wrap	None Detected	0%		Not Required	N/A	Cellulose 95%	5%
1-B	64586	East Side of Bridge on Water Main	Gray Fibrous Pipe Wrap	None Detected	0%		Not Required	N/A	Cellulose 95%	5%
1-C	64587	West Side of Bridge on Water Main	Gray Fibrous Pipe Wrap	None Detected	0%		Not Required	N/A	Cellulose 95%	5%
2-A	64588	Northeast Corner of Bridge	Orange Bearing Pad	None Detected	0%		Not Required	N/A	Cellulose 90%	10%
2-B	64589	Northeast Corner of Bridge	Orange Bearing Pad	None Detected	0%		Not Required	N/A	Cellulose 90%	10%
2-C	64590	Southwest Corner of Bridge	Orange Bearing Pad	None Detected	0%		Not Required	N/A	Cellulose 90%	10%
3-A	64591	East Side of Bridge on Water Main	Black Pipe Coating	Chrysotile 1.1%	1.1%		Not Required	N/A	None Detected	98.9%
3-B	64592	East Side of Bridge on Water Main	Black Pipe Coating	Stop	Positive		Sample	Not	Analyzed	N/A
3-C	64593	West Side of Bridge on Water Main	Black Pipe Coating	Stop	Positive		Sample	Not	Analyzed	N/A
4-A	64594	Northeast Corner of Bridge on Pedestal	Gray Masonry Coating	Inconclusive No Asbestos Detected	0%	✓	None Detected	<1.0%	None Detected	100%



Lab Code 200530-0  
for PLM Analysis

**ELAP ID No.: 10958**

∇ This Method does not remove vermiculite and may underestimate the level of asbestos present in a sample containing greater than 10% vermiculite. PLM Bulk Asbestos Analysis by EPA 600/M4-82-020 per 40 CFR 763 (NVLAP Lab Code 2000530-0), New York State Department of Health, ELAP Method 198.1, 198.4 and 198.6 ("Polarized Light Microscopy and Transmission Electron Microscopy Methods for Identifying and Quantitating Asbestos in Bulk Samples and in Non-Friable Organically Bound Bulk Samples.").

✓ NOB (non-friable organically bound) Classified for Analytical Purposes Only.

# denotes material analyzed by ELAP Method 198.4 and 198.6 per NYSDOH.

\*\* Polarized-light microscopy is not consistently reliable in detecting asbestos in floor coverings and similar non-friable organically bound materials. Quantitative transmission electron microscopy is currently the only method that can be used to determine if this material can be considered or treated as non-asbestos containing.

PLM Date Analyzed: B/24/2013  
 Microscope: Olympus BH-2 #232953  
 Analyst: T. Bush

TEM Date Analyzed: B/26/2013  
 TEM Analyst: J. Peter Donato

Laboratory Results Approved By:  
**Asbestos Technical Director**

Mary Dohr

Paradigm Environmental Services, Inc. is not responsible for the data supplied by an independent inspector. National Institute of Standards and Technology Accreditation requirements mandate that this report must not be reproduced except in full without the approval of the laboratory. This PLM report relates ONLY to the items tested. This report must not be used to claim product endorsement by NVLAP or any agency of the U.S. Government. Quality control data (including 95% confidence limits and laboratory and analysts' and precision) is available upon request.

9817-13



top of 200 10f3 coc

# Bulk Sample Chain of Custody

**Project Name:** NYSDOT - PIN 5812.37.121  
**Lu Project #** 9920-132

**Site Address:** BIN 1022620  
 Northampton Street over Route 33  
 City of Buffalo, New York  
**Laboratory Name:** Paradigm Environmental Services

**Results to:** Lu Engineers  
 175 Sullys Trail, Suite 202  
 Pittsford, NY 14534  
**Laboratory Address:** 179 Lake Avenue  
 Rochester, New York

**Sample Type:**  
 NYS ELAP PLM/TEM  
 PLM Only  
 TEM Only

**Turn Around Time:**  
 Immediate  12 HR  
 24 HR  48 HR  
 72 HR  5 Day

**Comments:**  
 STOP POSITIVE - EXCEPT FOR PAINT!!

**Email:** [sue-hilton@luengineers.com](mailto:sue-hilton@luengineers.com), [msmith@luengineers.com](mailto:msmith@luengineers.com)

FIELD ID	SAMPLE LOCATION	MATERIAL	NOTES
1-A	East side of bridge on water main	grey pipe wrap	64585
1-B	"	"	586
1-C	West side of bridge on water main	"	587
2-A	NE corner of bridge	bering pad	588
2-B	"	"	589
2-C	SW corner of bridge	"	590
3-A	East side of bridge on water main	black pipe coating	591
3-B	"	"	592
3-C	West side of bridge on water main	"	593
4-A	NE corner of brid on pedestal	grey masonry coating	594

Date Sampled: 8/22/2013  
 Relinquished By: *[Signature]*  
 Date/Time: 8/22/2013 10:30 AM

Inspector: *[Signature]*  
 Received By: *[Signature]*  
 Date/Time: 8/22/2013 1405



**PLM & TEM BULK ASBESTOS REPORT**

**Client:** Lu Engineers  
**Location:** NYS-DOT-PIN 5812.37.131 - BIN 1022620  
 Northampton Street Over Route 33, City of Buffalo, New York  
**Sample Date:** 8/22/2013

**Job No:** 9818-13  
**Page:** 1 of 2

Client ID	Lab ID	Sampling Location	Description	PLM Asbestos Fibers Type & Percentage	PLM Total Asbestos	NOB	TEM Asbestos Fibers Type & Percentage	TEM Total Asbestos	PLM Non-Asbestos Fibers Type & Percentage	PLM Matrix Material %
4-B	64595	Northeast Corner of Bridge on Back Wall	Gray Masonry Coating	Inconclusive No Asbestos Detected	0%	✓	None Detected	<1.0%	None Detected	100%
4-C	64596	Southwest Corner of Bridge on Pedestal	Gray Masonry Coating	Inconclusive No Asbestos Detected	0%	✓	None Detected	<1.0%	None Detected	100%
5-A	64597	Southwest Corner of Bridge Between Deck and Back Wall	Gray Bond Breaker	Inconclusive No Asbestos Detected	0%	✓	None Detected	<1.0%	None Detected	100%
5-B	6459B	Southwest Corner of Bridge Between Deck and Back Wall	Gray Bond Breaker	Inconclusive No Asbestos Detected	0%	✓	None Detected	<1.0%	None Detected	100%
5-C	64599	Southwest Corner of Bridge Between Deck and Back Wall	Gray Bond Breaker	Inconclusive No Asbestos Detected	0%	✓	None Detected	<1.0%	None Detected	100%
6-A	64600	Northwest Corner of Bridge Between Sidewall and Cheekwall	Brown Fibrous Joint Filler	Inconclusive No Asbestos Detected	0%	✓	None Detected	<1.0%	Cellulose 80%	20%
6-B	64601	Northwest Corner of Bridge Between Sidewall and Cheekwall	Brown Fibrous Joint Filler	Inconclusive No Asbestos Detected	0%	✓	None Detected	<1.0%	Cellulose 80%	20%
6-C	64602	Northwest Corner of Bridge Between Sidewall and Cheekwall	Brown Fibrous Joint Filler	Inconclusive No Asbestos Detected	0%	✓	None Detected	<1.0%	Cellulose 90%	10%
7-A	64603	Southeast Corner of Bridge in Retaining Wall Joint	Black Fibrous Joint Sealer	Chrysotile 30%	30%	✓	Not Required	N/A	None Detected	70%
7-B	64604	Southeast Corner of Bridge in Retaining Wall Joint	Black Joint Sealer	Stop	Positive	✓	Sample	Not	Analyzed	N/A

**NVLAP**  
 Lab Code 200530-0  
 for PLM Analysis

**ELAP ID No.: 10958**

⚠ This Method does not remove vermiculite and may underestimate the level of asbestos present in a sample containing greater than 10% vermiculite. PLM Bulk Asbestos Analysis by EPA 600/M4-82-020 per 40 CFR 763 (NVLAP Lab Code 2000530-0), New York State Department of Health, ELAP Method 198.1, 198.4 and 198.6 ("Polarized Light Microscopy and Transmission Electron Microscopy Methods for Identifying and Quantitating Asbestos in Bulk Samples and in Non-Friable Organically Bound Bulk Samples.").

✓ NOB (non-friable organically bound) Classified for Analytical Purposes Only.

# denotes material analyzed by ELAP Method 198.4 and 198.6 per NYSDOH.

\*\* Polarized-light microscopy is not consistently reliable in detecting asbestos in floor coverings and similar non-friable organically bound materials. Quantitative transmission electron microscopy is currently the only method that can be used to determine if this material can be considered or treated as non-asbestos containing.

PLM Date Analyzed: 8/24/2013  
 Microscope: Olympus BH-2 #232953  
 Analyst: T. Bush

TEM Date Analyzed: 8/26/2013  
 TEM Analyst: J. Peter Donato

Laboratory Results Approved By:  
 Asbestos Technical Director

Mary Dohr

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9818-13



7083 COC

# Bulk Sample Chain of Custody

<b>Project Name:</b> NYSDOT - PIN 5812.37.121 <b>Lu Project #</b> 9920-132	
<b>Site Address:</b> BIN 1022620 Northampton Street over Route 33 City of Buffalo, New York <b>Laboratory Name:</b> Paradigm Environmental Services	
<b>Results to:</b> Lu Engineers 175 Sullys Trail, Suite 202 Pittsford, NY 14534	<b>Laboratory Address:</b> 179 Lake Avenue Rochester, New York <b>Turn Around Time</b> <input type="checkbox"/> Immediate <input type="checkbox"/> 12 HR <input type="checkbox"/> 24 HR <input type="checkbox"/> 48 HR <input checked="" type="checkbox"/> 72 HR <input type="checkbox"/> 5 Day <b>Comments:</b> STOP POSITIVE - EXCEPT FOR PAINT!!
<b>Sample Type</b> <input checked="" type="checkbox"/> NYS ELAP PLM/TEM <input type="checkbox"/> PLM Only <input type="checkbox"/> TEM Only	
<b>Email:</b> <a href="mailto:sue-hilton@luengineers.com">sue-hilton@luengineers.com</a> , <a href="mailto:msmith@luengineers.com">msmith@luengineers.com</a>	

FIELD ID	SAMPLE LOCATION	MATERIAL	NOTES
4-B	NE corner of bridge on backway	grey masonry coating	64595
4-C	SW corner of bridge on pedestal	"	596
5-A	SW corner of bridge between deck & backwall	Bond breaker	597
5-B	"	"	598
5-C	"	"	599
6-A	NW corner of bridge between sidewalk & checkway	brown joint filler	600
6-B	"	"	601
6-C	"	"	602X
7-A	SE corner of bridge in retaining wall joint	black joint sealer	603
7-B	"	"	604

Date Sampled: 8/23/2005  
 Relinquished By: *[Signature]* Date/Time: 8/23/2005  
 Inspector: *[Signature]* Received By: *[Signature]* Date/Time: 8/23/2005



**PLM & TEM BULK ASBESTOS REPORT**

**Client:** Lu Engineers

**Job No:** 9819-13

**Location:** NYS DOT -PIN 5812.37.121

**Page:** 1 of 2

BIN 1022620 Northampton Street Over Route 33, City of Buffalo, New York

**Sample Date:** 8/22/2013

Client ID	Lab ID	Sampling Location	Description	PLM Asbestos Fibers Type & Percentage	PLM Total Asbestos	NOB	TEM Asbestos Fibers Type & Percentage	TEM Total Asbestos	PLM Non-Asbestos Fibers Type & Percentage	PLM Matrix Material %
7-C	64605	SW Corner of Bridge on Retaining Wall Joint	Black Joint Sealer	STOP	POSITIVE	√	SAMPLE	NOT	ANALYZED	100%

**NVLAP**  
Lab Code 200530-0  
for PLM Analysis

**ELAP ID No.: 10958**

√ This Method does not remove vermiculite and may underestimate the level of asbestos present in a sample containing greater than 10% vermiculite. PLM Bulk Asbestos Analysis by EPA 600/M4-82-020 per 40 CFR 763 (NVLAP Lab Code 2000530-0), New York State Department of Health, ELAP Method 198.1, 198.4 and 198.6 ("Polarized Light Microscopy and Transmission Electron Microscopy Methods for Identifying and Quantitating Asbestos in Bulk Samples and in Non-Friable Organically Bound Bulk Samples.").

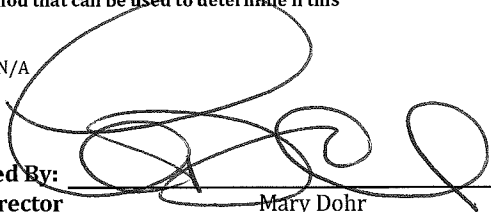
√ NOB (non-friable organically bound) Classified for Analytical Purposes Only.

# denotes material analyzed by ELAP Method 198.4 and 198.6 per NYSDOH.

\*\* Polarized-light microscopy is not consistently reliable in detecting asbestos in floor coverings and similar non-friable organically bound materials. Quantitative transmission electron microscopy is currently the only method that can be used to determine if this material can be considered or treated as non-asbestos containing.

PLM Date Analyzed: N/A  
Microscope: Olympus BH-2 #232953  
Analyst: N/A

TEM Date Analyzed: N/A  
TEM Analyst: N/A

Laboratory Results Approved By:   
Asbestos Technical Director Mary Dohr

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# Bulk Sample Chain of Custody



Lu Engineers  
ENVIRONMENTAL • TRANSPORTATION • CIVIL

9819-13  
2022255  
3063COC

<b>Project Name:</b> NYSDOT - PIN 5812.37.121		<b>Lu Project #</b> 9920-132	
<b>Site Address:</b> BIN 1022620 Northampton Street over Route 33 City of Buffalo, New York		<b>Laboratory Name:</b> Paradigm Environmental Services	
<b>Results to:</b> Lu Engineers 175 Sullys Trail, Suite 202 Pittsford, NY 14534		<b>Laboratory Address:</b> 179 Lake Avenue Rochester, New York	
<b>Sample Type</b> <input checked="" type="checkbox"/> NYS ELAP PLM/TEM <input type="checkbox"/> PLM Only <input type="checkbox"/> TEM Only		<b>Turn Around Time</b> <input type="checkbox"/> Immediate <input type="checkbox"/> 12 HR <input type="checkbox"/> 24 HR <input type="checkbox"/> 48 HR <input checked="" type="checkbox"/> 72 HR <input type="checkbox"/> 5 Day	
<b>Comments:</b> STOP POSITIVE - EXCEPT FOR PAINT!!			
Email: <a href="mailto:sue-hilton@luengineers.com">sue-hilton@luengineers.com</a> , <a href="mailto:msmith@luengineers.com">msmith@luengineers.com</a>			

FIELD ID	SAMPLE LOCATION	MATERIAL	NOTES
7-C	SW corner of bridge on retaining wall joint	Joint Sample	64605

Date Sampled: 8/22/2013 Relinquished By: [Signature] Date/Time: 8/27/2013 2:50  
 Inspector: MSM Received By: [Signature] Date/Time: 8/22/13 1405

# Asbestos-Containing Materials Inspection

FOR

**BIN 1022630**  
**E Utica Street over**  
**Kensington Expressway (Rt. 33)**  
**City of Buffalo,**  
**Erie County, New York**

---

PREPARED FOR

**LaBella Associates**  
**300 State St #201**  
**Rochester, NY 14614**

FOR SUBMISSION TO

**New York State Department of Transportation Region 5**  
**100 Seneca Street**  
**Buffalo, NY 14203**

**PIN – 5512.52.123**

**D038277**

**Watts Project No. 20220255**

**August 2023, Revised September 2023**

Submitted by:

**Watts**  
**Architects**  
**&Engineers**

BUFFALO / SYRACUSE / NEW YORK

watts-ae.com



# Watts Project Contact and Asbestos Fact Sheet



**Watts Architects & Engineers**

95 Perry Street  
Suite 300  
Buffalo, NY 14203

Andrew Klimek, CHMM, PG  
Project Manager, Env. Dept. Manager  
aklimek@watts-ae.com  
716 206 5120

BUFFALO / SYRACUSE / NEW YORK watts-ae.com

## Name and Address of Building/Structure

BIN 1022630 - E Utica St Bridge over  
Kensington Expressway (NYS Route 33)  
City of Buffalo, Erie County, New York

## Name and Address of Building/Structure Owner

New York State Department of Transportation  
50 Wolf Road  
Albany, New York 12232

## Name of the Firm & Persons Conducting the Inspection

Watts Architects & Engineers  
Matthew E. Holquist (NYS DOL Cert #01-08239)  
Robert S. Swick (NYS DOL Cert #20-05731)  
William G. Coyle (NYS DOL Cert #17-39002)

## Date(s) the Inspection Was Conducted

May 10 & 23, 2023

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and Project Information

## 1.0 / Introduction

Watts Architects & Engineers, D.P.C. (Watts) was retained by New York State Department of Transportation (NYSDOT), in conjunction with LaBella Associates, D.P.C. (LaBella) being the lead Design Engineers for the Kensington Expressway Project (PIN 5512.52), to complete an Asbestos-Containing Materials (ACM) Inspection of the E Utica Street Bridge over Kensington Expressway (NYS Route 33) (BIN 1022630) as part of the overall larger project, located in the City of Buffalo, Erie County, New York. The overall PIN 5512.52 project includes the covering of the Kensington Expressway between Dodge Street and Sidney Street, with the purpose of re-creating the original Humboldt parkway setting that existed prior to the construction of the expressway, while maintaining the expressway as is, and at its current capacity. The project involves the demolition of five bridge structures and associated adjacent retaining walls throughout the project corridor along the Kensington Expressway. A separate report was prepared for each of the bridge structures throughout the project corridor, which includes:

- BIN 1022610 – Dodge Street Bridge over NYS Route 33
- BIN 1022620 – Northampton Street Bridge over NYS Route 33
- BIN 1022630 – East Utica Street Bridge over NYS Route 33
- BIN 1022640 – East Ferry Street Bridge over NYS Route 33
- BIN 1022609 – Best Street Bridge over NYS Route 33

Since the overall retaining wall system throughout the project corridor isn't specifically associated with a single bridge, the ACM information associated with all of the retaining wall structures throughout the overall project corridor is summarized within each of the bridge reports noted above (the information is redundant). The information and estimated quantities are based upon the project limits at the time of reporting.

See Figure 1 – Project Location Map within **Appendix B – Figures**. The purpose of the bridge inspection was to identify and sample suspect ACM which may require abatement prior to or during demolition of the structure. The inspection was limited to the review of available records and examination of the areas of the bridge that could be accessed from the bridge itself or reached from the ground by use of a ladder from below. The following information summarizes the results of the investigation.

## 2.0 / Inspection Results

The inspection involved the review of available historical record plans and previously completed asbestos inspection reports in an attempt to identify known or suspect ACM and an onsite inspection that fulfilled the NYSDOT methodology of collecting three (3) bulk samples for each identified homogeneous suspect ACM. Watts collected a total of three (3) bulk samples to represent the one (1) identified suspect ACM that are present at the structure (and were not previously sampled). ACM is defined as any material containing more than one percent (1%) of asbestos. Based on the information obtained during the records review, laboratory analysis of bulk samples collected as part of this investigation, previous sampling and analysis (if applicable), and visual observations, the following information regarding ACM has been identified at BIN 1022630 – E Utica St Bridge over Kensington Expressway (NYS Route 33).

### Confirmed Asbestos-Containing Materials (ACM)

Based on the record plan review, previous ACM inspection reports, subsequent field inspection, and laboratory analysis of collected samples, the following ACM was identified:

Type of Material	Typical Location	Estimated Amount	Friability	Condition	NYS DOT Specification Item No.
Grey Sheet Packing	Between Deck & Tops of Abutment at Both Ends of Bridge	140 SF	Non-Friable	Good	210.3312
Utility Conduit Packing / Sealant	Perimeter of the 12" Natural Gas Utility Casing (8" Gas Utility Within the Casing) that Penetrates Through Each Abutment	6 LF (~1.25 SF)	Non-Friable	Poor to Fair	210.481101
Abutment / Retaining Wall Caulking	Within Retaining Wall Vertical Expansion Joints (One at Each Corner of the Bridge and Located Every 90 Linear Feet of Retaining Wall)	~2,179 LF (~545 SF for NYSDOL Reporting Purposes)	Non-Friable	Fair to Good	210.3411
Rail Post Base Grey Caulk	Base of Metal Guide Rail Posts on Top of the Retaining Walls in the Northern Portion of the Project Corridor	2,457 LF (~205 SF for NYSDOL Reporting Purposes)	Non-Friable	Good	210.3411

### **Confirmed ACM Details**

During the record plan review, previous ACM inspection reports, and onsite inspection, the following ACM was identified:

#### **Dark Grey Sheet Packing**

The asbestos-containing sheet packing associated with this bridge was previously tested and identified as an ACM during the 2022 Asbestos Sampling Survey. See **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information** for additional details regarding that report.

Dark grey asbestos-containing sheet packing is located between the top of the abutments and the bottom of the deck slab at both ends of the bridge. Most of the material is presently covered by the bridge deck, although the edges of this sheet packing are exposed and visible at various locations. It is estimated that the total amount of dark grey sheet packing on the bridge is approximately 140 square feet (approximately 70 square feet per abutment). The approximate locations of this material are shown in Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures** and can also be seen within **Appendix A – Photos**.

#### **Utility Conduit Packing / Sealant**

The asbestos-containing utility conduit packing / sealant associated with the gas utility at this bridge was previously tested and identified as an ACM during the 2022 Asbestos Sampling Survey. See **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information** for additional details regarding that report.

An asbestos-containing packing/sealant is located at each abutment penetration of the 12" utility conduit that contains an 8" gas line. The approximately 2.5" thick bead of packing/sealant is located around the perimeter of the conduit. The ACM was previously observed to be generally intact at the eastern abutment, however, at the western abutment, approximately half of the ACM was previously observed to be dislodged and laying on top of the abutment shelf. It is estimated that the total amount of asbestos-containing packing/sealant associated with the two abutment penetrations is approximately 6 linear feet (1.25 square feet for NYSDOL reporting purposes).



### **Abutment / Retaining Wall Caulking**

The asbestos-containing caulking associated with this bridge was previously tested and identified as an ACM during the 2022 Asbestos Sampling Survey. See **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information** for additional details regarding that report.

An asbestos-containing caulking is located within the vertical expansion joints of the retaining walls along both sides of the Kensington Expressway (NYS Route 33) project corridor. There are wall joints spaced out approximately every 30 linear feet along the retaining wall, with an expansion joint (filled with a non-ACM joint filler and covered with the asbestos-containing caulking) being located at every third joint. The two joints in between the expansion joints are each control joints with no joint fillers or ACM caulking. The control joints are tooled in as stress relief points that provide a potential cracking location within the joint itself as an effort to prevent wall surface cracking. The expansion joints (with non-ACM joint filler and asbestos-containing caulking) allow for expansion/contraction of the concrete wall. In addition to the 30' spaced two control joints and one expansion joint, there are additional expansion joints (with associated asbestos-containing caulking) in close proximity at each corner of the project corridor bridges.

The ACM was generally observed to be intact in most expansion joints, however, it was observed that the asbestos-containing caulking was no longer intact within some of the expansion joints or was sometimes covered with a newer, non-asbestos-containing caulking. It appears that the coloration of the caulking has been affected by staining and weathering, as it is not consistent in color throughout the corridor. In general, the asbestos-containing caulking was observed to be grey in color, but was sometimes darker or lighter grey, sometimes lighter or darker tan to brown. Thus, for estimating purposes, it is assumed that all of the caulking present within each expansion joint throughout the project corridor is an ACM (or is a newer non-ACM caulking but is applied directly onto the remnant asbestos-containing caulking).

It is estimated that the total amount of caulking associated with the retaining wall system throughout the project corridor is approximately 2,179 linear feet. The caulking is approximately 3" wide on average and there are a total of 108 vertical expansion joints that extend from the Kensington Expressway (NYS Route 33) roadway surface up the entire retaining wall and also extending along the horizontal surface (approximately 1.5') on top of the retaining wall. For NYSDOL reporting purposes, this is equivalent to approximately 545 square feet in total (note that NYSDOL considers this type of ACM a reportable quantity in square feet, while NYSDOT considers caulking a linear foot pay item). The approximate locations of the ACM caulking that are in close proximity to the bridge are shown in Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures** and can also be seen within **Appendix A – Photos**. In addition, quantity calculation sheets completed by design engineers from LaBella involved with the retaining wall design are included within **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information**.

### **Rail Post Base Grey Caulk**

The asbestos-containing grey caulk associated with the metal guide rail post bases associated with this bridge was previously tested and identified as an ACM during the 2022 Asbestos Sampling Survey. See **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information** for additional details regarding that report.

This ACM has also been confirmed present in association with the metal guide rail post bases throughout the northern portion of the project corridor where the originally installed metal guide rail system still remains. The southern portion of the project corridor has a different guide rail system that consists of recently installed decorative concrete guide rails that do not have associated ACM (however, the retaining walls below these areas still do have the asbestos-containing caulking associated with the expansion joints).

Grey asbestos-containing caulking compound is located around the perimeter of the guide rail post base plates associated with the retaining walls in the northern portion of the project corridor. It is important to note that the base plates associated with the guide rails and fencing posts located on the bridge curb/knee wall superstructure are of a different construction and do not have any associated ACM. Each rectangular guide rail post base plate with ACM is approximately 8" x 14" (a total of 3.67 linear feet per plate) and has an approximate 1" thick bead of caulk around the perimeter of each plate. There are approximately 670 guide rail post base plates with ACM associated with the retaining walls throughout the northern portion of the project corridor. Thus, it is estimated that the total amount of grey caulking compound associated with the guide rail post base plates is approximately

2,457 linear feet (205 square feet for NYSDOL reporting purposes). The ACM was generally observed to be intact in most locations. The approximate locations of this material are shown in Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures** and can also be seen within **Appendix A – Photos**. In addition, details regarding the various retaining walls throughout the project corridor completed by design engineers from LaBella involved with the retaining wall design are included within **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information**.

**Inaccessible Assumed ACM**

During the record plan review, previous ACM inspection reports, and onsite inspection, the following inaccessible assumed ACM was identified.

Type of Material	Typical Location	Estimated Amount	Friability	Condition	NYSDOT Specification Item No.
Waterproofing Item 61 – Bituminous Material	Back Side of Abutments and Retaining Walls, Counterforts, Top of Footer Piles	~234,486 SF	Non-Friable	Unknown	210.481201
Felt Expansion Material	Buried Retaining Wall Penetrations Associated with the 16” Water Utility at Landen Street	~8 LF (~34 SF for NYSDOL Reporting Purposes)	Non-Friable	Unknown	210.3111

**Inaccessible Assumed ACM Details**

**Waterproofing – Item 61 – Bituminous Material**

This suspect ACM was identified during the record plan review in association with the retaining walls, counterforts, top of the footer piles, and abutments throughout the project corridor. According to the original Kensington Expressway construction documents, this suspect ACM was applied to the following locations: the back sides of the retaining walls; around all counterforts; extended 1’ on top of the footing; and, the backs of all abutments and wingwalls from the top of footings to the bottom of pavement. As a result of this suspect ACM being buried beneath the concrete and asphalt roadway surface and the concrete sidewalks, this suspect ACM could not be accessed for sampling and subsequent submission for laboratory analysis. It is recommended that the material be tested for asbestos content prior to construction activities and any asbestos abatement because more often than not, Item 61 – Bituminous Material is found not to be an ACM, however, on occasion it is identified as an ACM, thus it must be assumed to be ACM.

It is estimated that the total amount of the suspect ACM Waterproofing – Item 61 – Bituminous Material is approximately 234,486 square feet throughout the project corridor. Quantity calculation sheets completed by design engineers from LaBella involved with the retaining wall design and the record plan information that details the approximate locations of this inaccessible/assumed ACM are included within **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan Information**.

**Felt Expansion Material**

Record plans dated 1967 indicate that a suspect asbestos-containing felt expansion material was installed at each retaining wall penetration buried beneath the Kensington Expressway (NYS Route 33) in association with a 16” water line at Landon Street, which is the next street south of E. Utica Street (approximately 350’ south). While there is no bridge located at Landon Street, disturbance of the retaining wall and this suspect ACM is currently planned as part of the overall Kensington Expressway Project (PIN 5512.52), and as a result, this report is the most logical place to identify this Inaccessible/Assumed ACM that is affected by the project.

It is assumed that the 16" diameter water utility line (having a circumference of 50") is completely wrapped with the suspect asbestos-containing felt expansion material through the full thickness of each of the approximate 4' wide retaining wall bases. This results in approximately 34 square feet in total of felt expansion material (17 square feet at each retaining wall penetration). The 1967 record plan shows the felt expansion material to be used at a total of 2 retaining wall penetrations (note that the ramp retaining wall is not to the water line depth at this location). See **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan Information** for the record plan drawing that identifies this Inaccessible/Assumed ACM.

For a complete listing of the suspect ACM that was sampled as part of this inspection, see the Asbestos Bulk Sample Summary Table that is included later within this report.

### 3.0 / Inspection Procedures

Watts reviewed information available via NYSDOT's Bridge Data Information System (BDIS) and Record Plans that were made available by NYSDOT, Region 5.

A New York State Department of Labor (NYSDOL) certified asbestos inspector from Watts visited the site and collected bulk samples of all accessible suspect ACM that are present at the structure and were not previously sampled. Bulk samples were collected using simple hand tools from each matrix identified as a potential ACM.

The assessment of the structure included observations to estimate the approximate amount (length or area) of suspect ACM, if present. Photographs taken by Watts during the inspection are included within **Appendix A – Photos**. Where possible, Watts visually inspected identified suspect ACM to assess their condition. The conditions of the ACM are classified as good, fair, or poor. The requirement for each designation is as follows:

- Good: Material with no visible damage or deterioration or showing very limited damage or deterioration.
- Fair: The surface of the material is crumbling, blistering, water-stained, gouged, punctured or otherwise damaged with the damage covering less than one tenth of the surface if the damage is evenly distributed or up to 25% of the material if the damage is localized.
- Poor: The surface of the material is crumbling, blistering, water-stained, gouged, punctured or otherwise damaged with the damage covering more than one tenth of the surface if the damage is evenly distributed or more than 25% of the material if the damage is localized. Material with large areas hanging from the substrate, delaminated, heavily gouged, crushed, etc.

Bulk samples of accessible suspect ACM that have not been previously analyzed were collected during the site inspection of the subject structure. In accordance with NYSDOT's Transportation Environmental Manual (TEM), three (3) samples were taken of each homogeneous material that may contain ACM. The investigation was limited to areas of the bridge that could be accessed from the bridge itself or reached from the ground by use of a ladder from below. Samples were delivered with the proper chain-of-custody forms to a New York State-accredited laboratory that is a participant in the Environmental Laboratory Approval Program (ELAP) and National Voluntary Laboratory Approval Program (NVLAP). All materials, except non-friable organically bound (NOB) materials were analyzed by Polarized Light Microscopy (PLM) using NY ELAP Method 198.1. In addition, all samples analyzed via 198.1 were examined for the presence of vermiculite. NOBs, which include, but are not limited to, tars, bond breakers, bearing pads, mastics, and caulks underwent gravimetric reduction and were analyzed by Polarized Light Microscopy (PLM) using NY ELAP Method 198.6. Any NOB materials that were found to be negative under PLM were then analyzed by Transmission Electron Microscopy using NY ELAP Method 198.4. The New York State Department of Health (NYSDOH) protocol requires analysis by Transmission Electron Microscopy if the PLM analysis does not confirm the presence of asbestos.

An Asbestos Bulk Sample Summary Table can be found after Section 5.0 of this report, and it includes information on all suspect ACM sampled during this inspection. In addition, it enumerates all suspect homogeneous materials identified, corresponding bulk sample numbers, results of the various testing conducted, and whether or not the items are ACM. Drawing(s) identifying the approximate locations of asbestos bulk samples and detailed information regarding identified ACM (if present) are included within Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures**. The asbestos laboratory report(s) and associated chain-of custody form(s) are included within **Appendix C – Laboratory Analytical Report(s) and Chain-of-Custody Form(s)**. The related asbestos license and certification information is included within **Appendix D – License(s) and Certification(s)**.

## 4.0 / Inspection Limitations

This inspection was conducted in accordance with NYSDOT TEM, NYSDOL, and United States Environmental Protection Agency (USEPA) asbestos regulations. Collection of bulk samples of suspect ACM was limited to those materials accessible using hand tools. Homogeneous materials were identified and located based on visual observation from accessible locations at the structure.

No sub-surface investigation (beyond 6”-12” below ground surface at the limited locations where and if the soil immediately adjacent to the vertical surfaces of the abutments and wing walls was able to be removed with a hand shovel) was performed by Watts to investigate for suspect ACM or underground utilities in the immediate vicinity of the structure. The review of the historical bridge records did not identify any suspect ACM associated with or below the wearing surface (pavement, concrete, asphalt, etc.) and as a result, no coring was conducted to inspect beneath it.

No asbestos inspection can entirely eliminate the uncertainty regarding the potential for undiscovered ACM. The presence of hidden suspect ACM, inconsistencies with use of different construction products or inconsistencies within the mixture of a given product, or unforeseen circumstances associated with the assumptions made to the homogeneity of suspect ACM could potentially result in the existence of additional suspect ACM and/or the unknown presence of ACM. The inspection performed by Watts was conducted exercising all appropriate due diligence and was intended to reduce, but not eliminate, any uncertainty or confusion regarding the potential for ACM associated with the structure. The information obtained from the review of the historical record plans, field observations, and the laboratory analysis of the bulk samples collected was used to determine the presence or the absence of ACM, and if present, its quantity. The conclusions made during the completion of this inspection report used best professional judgement and sound industry practices, however no guarantees or warranties are made, nor implied.

This asbestos inspection report is not intended to be utilized as a bid document for an asbestos abatement scope of work. This report is intended to satisfy the requirements of NYS Code Rule 56-5 and the NYSDOT TEM for asbestos inspections.

## 5.0 / Conclusions and Recommendations

The following ACM was identified during this investigation:

- **Dark Grey Sheet Packing (Pay Item 210.3312 Removal and Disposal of Bond Breaker/Filler ACM (BV14) Square Foot)** – Approximately 140 square feet (70 square feet each side) of dark grey sheet packing is located between the top of the abutments and the bottom of the deck slab at both ends of the bridge at BIN 1022630.
- **Utility Conduit Packing / Sealant (Pay Item 210.481101 Removal and Disposal of Miscellaneous ACM (BV14) Foot)** – Approximately 6 linear feet (~1.25 square feet for NYSDOL reporting purposes) of utility conduit packing / sealant is located around the perimeter of the gas utility line conduit abutment wall penetrations at both ends of the bridge at BIN 1022630.
- **Abutment / Retaining Wall Caulking (Pay Item 210.3411 Removal and Disposal of Caulking ACM (BV14) Foot)** – Approximately 2,179 linear feet (~545 square feet for NYSDOL reporting purposes) of asbestos-

containing caulking is located within the vertical expansion joints of the abutments / retaining walls throughout the Kensington project corridor.

- **Rail Post Grey Caulk (Pay Item 210.3411 Removal and Disposal of Caulking ACM (BV14) Foot)** – Approximately 2,457 linear feet (~205 square feet for NYSDOL reporting purposes) of asbestos-containing grey caulking is located around the perimeter of the metal guild rail post base plates located on the retaining walls throughout the northern portion of the project corridor.

The following inaccessible/assumed ACM was identified during this investigation:

- **Waterproofing – Item 61 – Bituminous Material (Pay Item 210.481201 Removal and Disposal of Miscellaneous ACM (BV14) Square Foot)** – Approximately 234,486 square feet of this inaccessible/assumed ACM is associated with the back side of the abutments and retaining walls, counterforts, and top of footer piles throughout the project corridor.
- **Felt Expansion Material (Pay Item 210.3111 Removal and Disposal of Underground Pipe ACM (BV14) Foot)** – Approximately 8 linear feet (~34 square feet for NYSDOL reporting purposes) of felt expansion material is associated with where the 16” water utility line penetrates both of the retaining walls at Landen Street (which is the next street located south of E. Utica Street).

If any ACM will be disturbed during the proposed bridge demolition or overall Kensington Expressway renovation project, the disturbance is considered an asbestos abatement project and must be conducted by a properly licensed asbestos abatement contractor in accordance with all applicable regulations. NYSDOL Blanket Variance 14 provides certain reliefs from the NYSDOL ICR 56 requirements provided the ACM remains in a non-friable condition. The development of asbestos-related NYSDOT Special Notes for use during construction will need to be completed as part of the design process. In addition, all persons involved with the bridge renovation or reconstruction should be made aware of the presence of ACM at this structure.

If any additional untested suspect ACM is identified during subsequent investigations or during construction, the materials must be sampled by certified personnel and analyzed for asbestos content by a certified laboratory.

## Asbestos Bulk Sample Summary Table

BIN 1022630 – E Utica St Bridge over Kensington Expressway (NYS Route 33)  
City of Buffalo, Erie County, New York  
P.I.N. 5512.52.123

Identified asbestos-containing materials are in bold.

Bulk Sample Number	Type of Material	Bulk Sample Location	Results (Percent (%) Asbestos)
1022630-01	Grey Caulk at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, South	None Detected
1022630-02	Grey Caulk at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, North	None Detected
1022630-03	Grey Caulk at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, North	None Detected

# Appendix A

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Photos



Photo 1 - View to the north from the middle of the E Utica St Bridge over Kensington Expressway (Route 33) (BIN 1022630).



Photo 2 - View to the east from the middle of the E Utica St Bridge over Kensington Expressway (Route 33) (BIN 1022630).





Photo 3 - View to the south from the middle of the E Utica St Bridge over Kensington Expressway (Route 33) (BIN 1022630).



Photo 4 - View to the west from the middle of the E Utica St Bridge over Kensington Expressway (Route 33) (BIN 1022630).



Photo 5 – BIN plate located on the adjacent fence at the northeast quadrant of BIN 1022630.



Photo 6 – View looking south towards the northeast side of BIN 1022630 during the night-time inspection that occurred after closing the EB Kensington Expressway (EB Route 33).



Photo 7 - Compressed asbestos sheet packing located on the abutment shelves at BIN 1022630 was confirmed as an ACM. Picture taken at the southeast quadrant of the bridge.



Photo 8 - Compressed asbestos sheet packing located on the abutment shelves at BIN 1022630 was confirmed as an ACM. Picture taken at the center of the east abutment.



Photo 9 – Asbestos-containing railing post base caulk is associated with all of the metal guiderails located on top of the northern retaining walls. No asbestos-containing caulk is associated with the new decorative concrete guide rails located on top of the southern retaining walls.

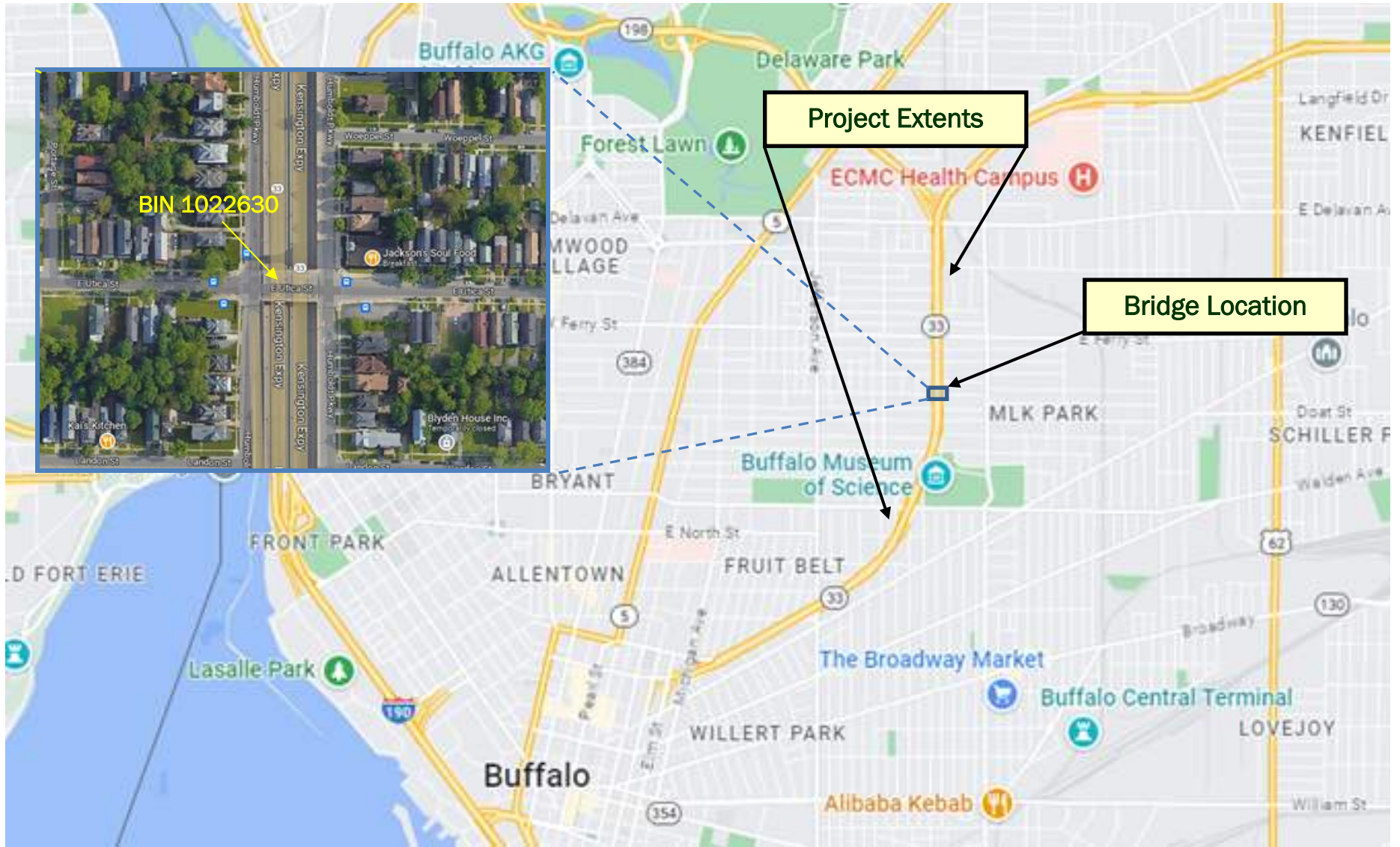


Photo 10 – Asbestos-containing railing post base caulk is associated with all of the metal guiderails located on top of the northern retaining walls. No asbestos-containing caulk is associated with the new decorative concrete guide rails located on top of the southern retaining walls.

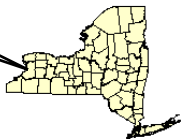
# Appendix B

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## Figures



Project Location



**FIGURE 1 - PROJECT LOCATION MAP**

E Utica Street over Kensington Expressway (Rt 33)  
BIN 1022630  
City of Buffalo, Erie County, New York

Not to Scale

June 2023

Source: Google Maps 2023.

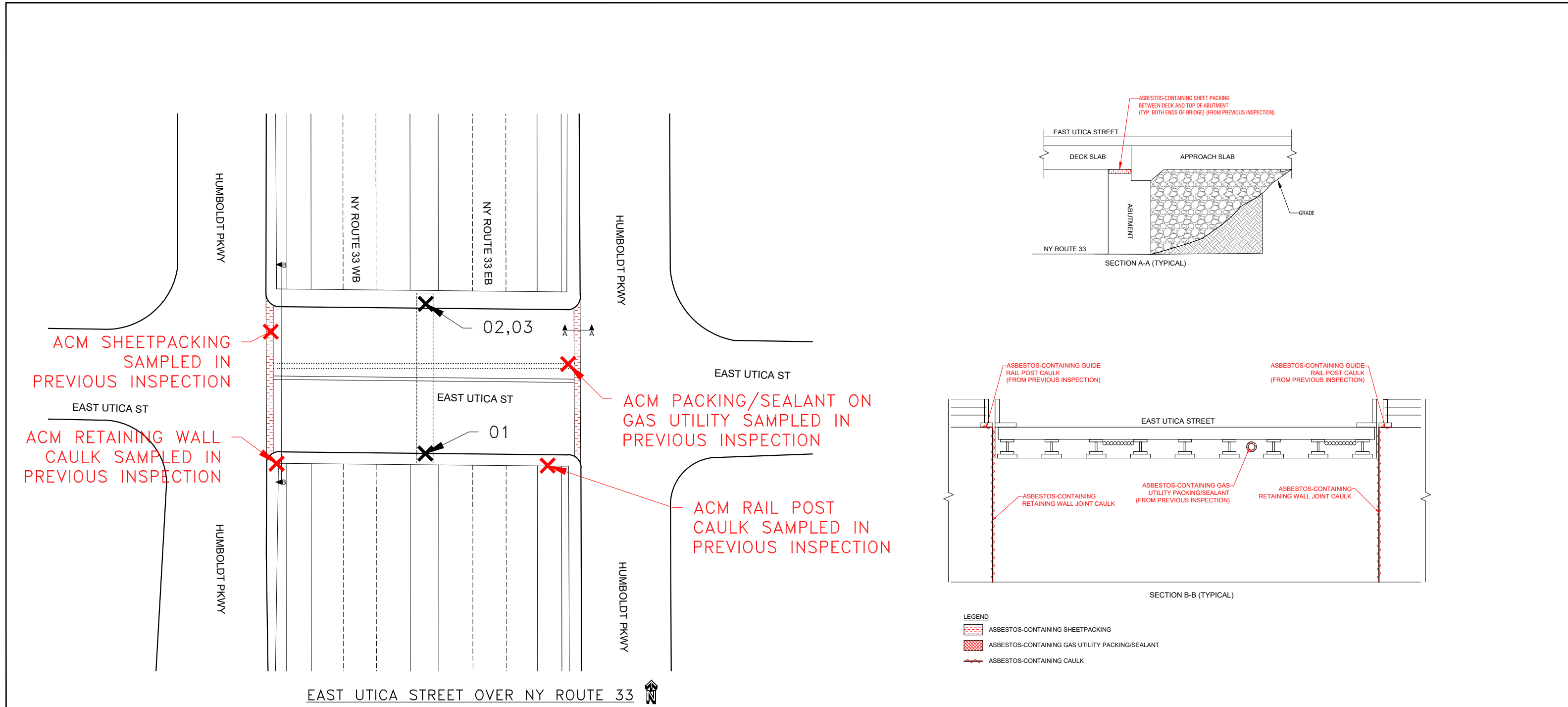


FIGURE 2  
ASBESTOS BULK SAMPLE LOCATIONS  
BIN 1022630

**Watts Architects & Engineers**  
95 Perry Street, Suite 300  
Buffalo, New York 14203  
(716) 206-5100 | (716) 206-5199 Fax

EAST UTICA STREET OVER NY ROUTE 33  
CITY OF BUFFALO, NEW YORK

NOT TO SCALE	JULY 2023
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SAMPLES ARE PREFIXED BY 1022630-  
SAMPLES WERE COLLECTED ON JUNE 3, 2023.  
X INDICATES APPROXIMATE SAMPLE LOCATION  
X SAMPLE NUMBERS IN RED WERE IDENTIFIED TO BE ACM.

P:\2023\1022630\1022630\_1022630\_1022630.dwg Jul 21, 2023, 2:20pm

# Appendix C

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Laboratory  
Analytical Report(s)  
and  
Chain-of-Custody Form(s)





# EMSL Analytical, Inc.

490 Rowley Road Depew, NY 14043  
Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com / buffalo@emsl.com>

**EMSL Order:** 142302267  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

**Attention:** Matthew Holquist  
Watts Architecture & Engineering  
95 Perry Street  
Suite 300  
Buffalo, NY 14203  
**Project:** 20220255 / PIN 5512.52, Kensington Rt 33, Buffalo, Erie Co., NY / BIN 1022630/East Utica Over Kensington (Rt. 33)

**Phone:** (716) 206-5100  
**Fax:** (716) 206-5199  
**Received Date:** 05/23/2023 3:36 PM  
**Analysis Date:** 05/30/2023 - 05/31/2023  
**Collected Date:** 05/23/2023

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022630-01 142302267-0001		<b>Description</b>	Grey Caulk at Pier Barrier Wall Joints		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022630-02 142302267-0002		<b>Description</b>	Grey Caulk at Pier Barrier Wall Joints		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022630-03 142302267-0003		<b>Description</b>	Grey Caulk at Pier Barrier Wall Joints		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>None Detected</b>

Initial report from: 05/31/2023 15:19:33



# EMSL Analytical, Inc.

490 Rowley Road Depew, NY 14043  
Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com / buffalolab@emsl.com>

**EMSL Order:** 142302267  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

The samples in this report were submitted to EMSL for analysis by Asbestos Analysis of Bulk Materials via NYS ELAP Approved Methods . The reference number for these samples is the EMSL Order ID above . Please use this reference number when calling about these samples.

### Report Comments:

Sample Receipt Date: 5/23/2023  
Analysis Completed Date: 5/30/2023

Sample Receipt Time: 3:36 PM  
Analysis Completed Time: 2:20 PM

### Analyst(s):

Tom Hanes PLM NYS 198.6 NOB (3)

Tom Hanes TEM NYS 198.4 NOB (3)

### Samples reviewed and approved by:

Rhonda McGee, Laboratory Manager  
or Other Approved Signatory

EMSL maintains liability limited to cost of analysis . Interpretation and use of test results are the responsibility of the client. This report relates only to the samples reported above, and may not be reproduced, except in full, without written approval by EMSL. EMSL bears no responsibility for sample collection activities or analytical method limitations. The report reflects the samples as received. Results are generated from the field sampling data (sampling volumes and areas, locations, etc.) provided by the client on the Chain of Custody. Samples are within quality control criteria and met method specifications unless otherwise noted. Estimation of uncertainty available upon request. This report is a summary of multiple methods of analysis, fully compliant reports are available upon request. All samples examined for the presence of vermiculite when analyzed via NYS 198.1. A combination of PLM and TEM analysis may be necessary to ensure consistently reliable detection of asbestos . Polarized-light microscopy is not consistently reliable in detecting asbestos in floor coverings and similar non-friable organically bound materials. This report must not be used to claim product endorsement by NVLAP of any agency or the U.S. Government . Quantitative transmission electron microscopy is currently the only method that can be used to determine if this material can be considered or treated as non-asbestos containing. NOB= Non friable organically bound; N/A= Not applicable VCM= Vermiculite containing material.

Samples analyzed by EMSL Analytical, Inc. Depew, NY NYS ELAP 11606, NVLAP Lab Code 200056-0

Initial report from: 05/31/2023 15:19:33

142302267

**WATTS ARCHITECTS & ENGINEERS  
ASBESTOS BULK SAMPLE CHAIN-OF-CUSTODY**

Page: 1 of 2

Client: New York State Department of Transportation / LaBella  
 Project: PIN 5512.52, Kensington Rt 33, Buffalo, Erie Co., NY  
 Building / Location: BIN 1022630/East Utica over Kensington (Rt. 33)  
 Contact: Matt Holquist at **(716) 435-1724**  
 Email Preliminary Results to: [mholquist@watts-ae.com](mailto:mholquist@watts-ae.com)  
 Mail Report & Invoice to: **Watts Architects & Engineers**  
95 Perry Street, Buffalo, NY 14203

Date: 5/23/23  
 Watts Project No.: 20220255

<b>Analysis Requested:</b>	<b>Turnaround Time Requested:</b>
ELAP 198.1 (Friable PLM) <u>X</u>	24 Hr. <u>        </u> 5 Day <u>        </u>
ELAP 198.6 (NOB PLM) <u>X</u>	48 Hr. <u>        </u> 1 Week <u>X</u>
ELAP 198.4 (NOB TEM) <u>X</u>	72 Hr. <u>        </u> 2 Weeks <u>        </u>
Other (Specify) <u>        </u>	96 Hr. <u>        </u>

Sample Number	Material Description	HM	Sample Location	Laboratory Results	
				PLM	TEM
1022630-01	Grey Caulk at Pier Barrier Wall Joints	1	Center Pier Barrier Wall Joints, South		
1022630-02	Grey Caulk at Pier Barrier Wall Joints	1	Center Pier Barrier Wall Joints, North		
1022630-03	Grey Caulk at Pier Barrier Wall Joints	1	Center Pier Barrier Wall Joints, North		

Sampled By: Matthew E. Holquist *Matthew E. Holquist* Date: 05/10/23 Time: 17:00 Received By:          Date:           
 Relinquished By: Matthew E. Holquist *Matthew E. Holquist* Date: 05/23/23 Time: 15:30 Received By:          Date:         

Comments: Stop at First Positive for each HM. Analyze NOB materials by TEM if Non-ACM by PLM.  
HM= Homogeneous Material If Vermiculite is detected, cease analysis and contact the Watts contact for further instructions

RECEIVED

MAY 23 2023

BY: *PM* 3:36  
WF

# Appendix D

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License(s)  
And  
Certification(s)



New York State – Department of Labor

Division of Safety and Health  
License and Certificate Unit  
State Campus, Building 12  
Albany, NY 12240

ASBESTOS HANDLING LICENSE

Watts Architecture & Engineering, D.P.C.  
Suite 300  
95 Perry Street  
Buffalo, NY 14203

FILE NUMBER: 12-68007  
LICENSE NUMBER: 68007  
LICENSE CLASS: RESTRICTED  
DATE OF ISSUE: 09/01/2022  
EXPIRATION DATE: 09/30/2023

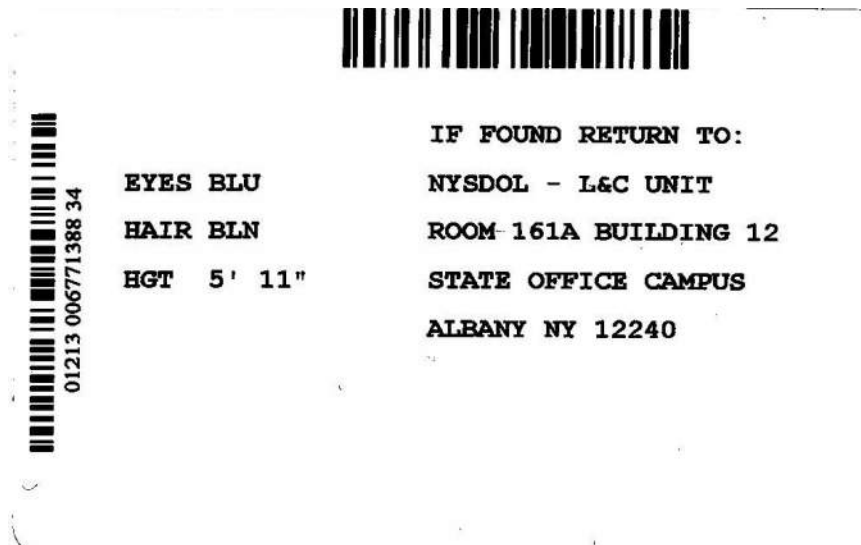
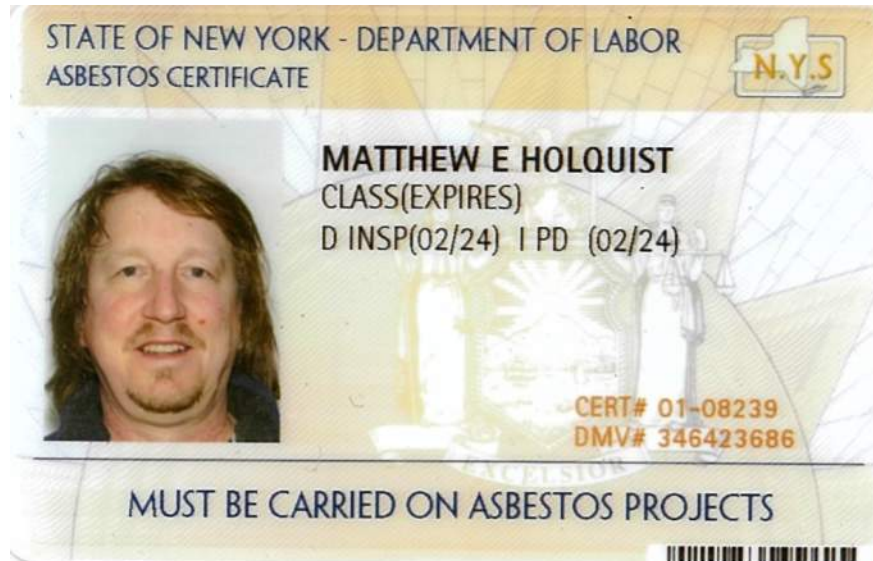
Duly Authorized Representative – Kevin Janik:

This license has been issued in accordance with applicable provisions of Article 30 of the Labor Law of New York State and of the New York State Codes, Rules and Regulations (12 NYCRR Part 56). It is subject to suspension or revocation for a (1) serious violation of state, federal or local laws with regard to the conduct of an asbestos project, or (2) demonstrated lack of responsibility in the conduct of any job involving asbestos or asbestos material.

This license is valid only for the contractor named above and this license or a photocopy must be prominently displayed at the asbestos project worksite. This license verifies that all persons employed by the licensee on an asbestos project in New York State have been issued an Asbestos Certificate, appropriate for the type of work they perform, by the New York State Department of Labor.

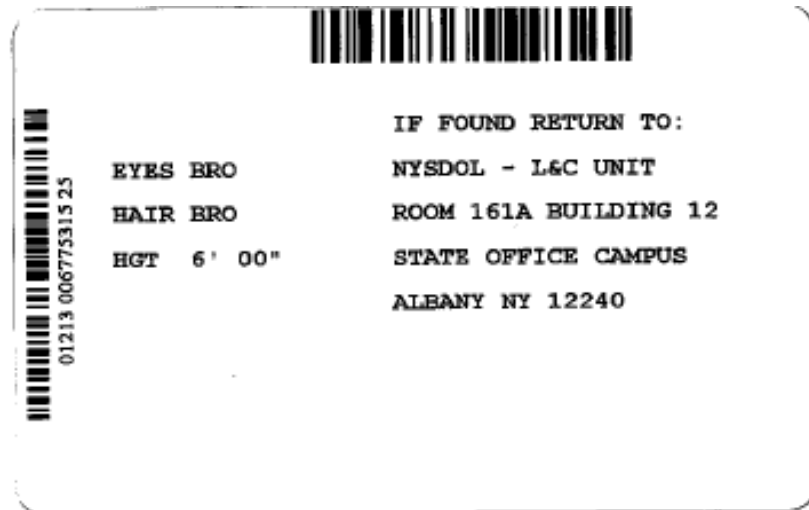
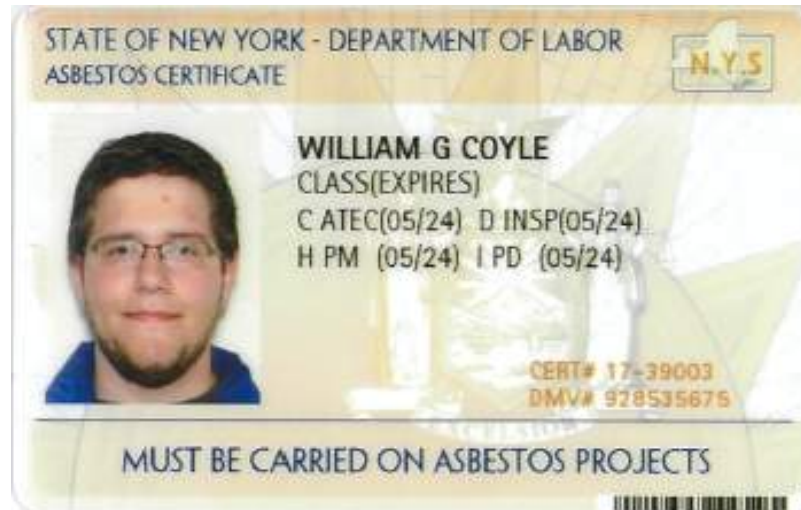
Amy Phillips, Director  
For the Commissioner of Labor

SH 432 (8/12)



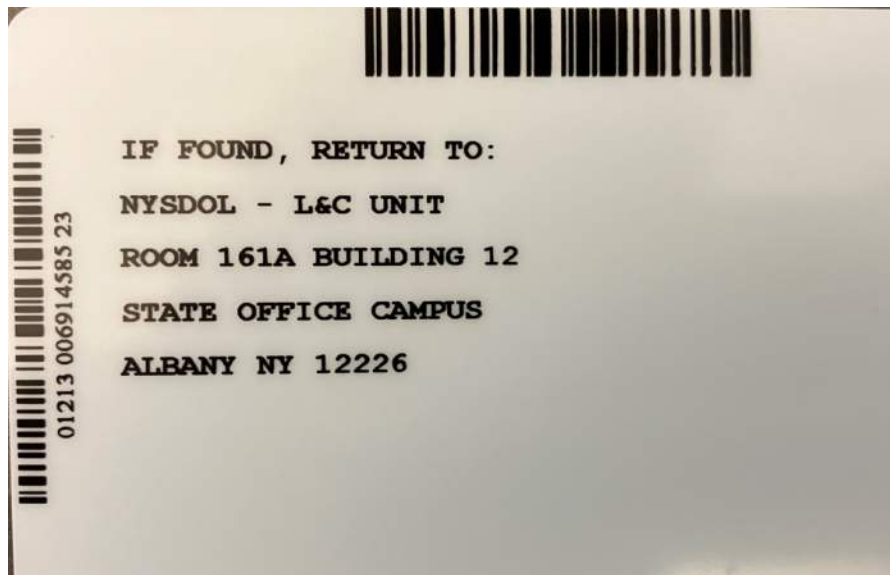
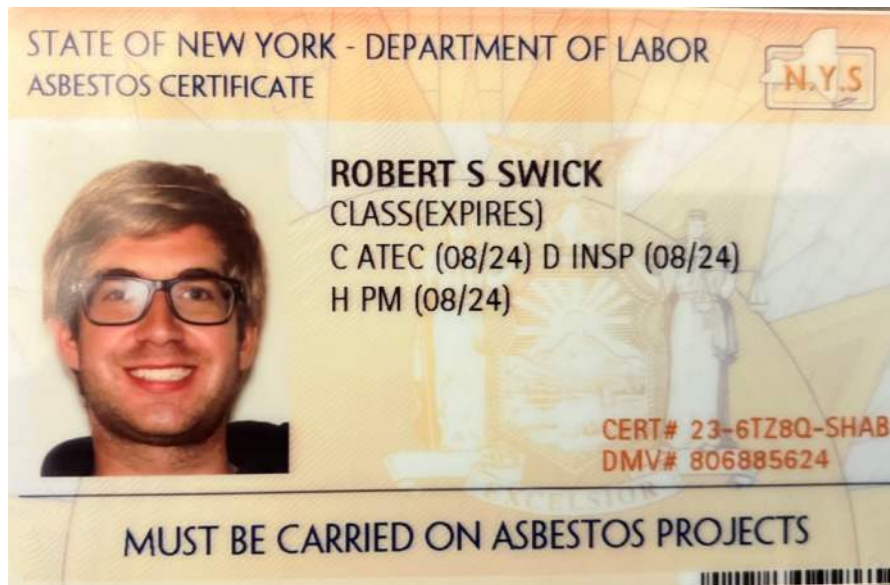
### Matthew E. Holquist

D - Inspector  
I - Project Designer



## William Coyle

- C - Air Sampling Technician
- D - Inspector
- H - Project Monitor
- I - Project Designer



## Robert Swick

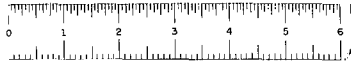
C - Air Sampling Technician  
D - Inspector  
H - Project Monitor



# Appendix E

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Previous ACM Report(s)  
and  
Asbestos-Related  
Record Plan and  
Project Information



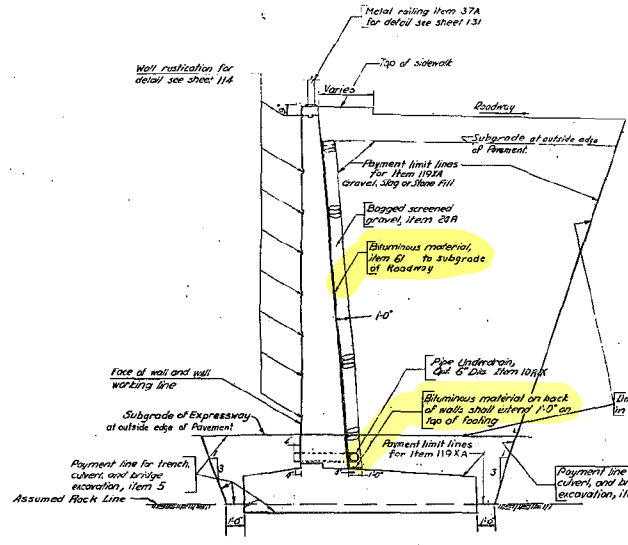
F.A.C. 59-19				
FED. NO.	STATE	FED. AD. PROJ. NO.	FISCAL YEAR	TOTAL SHEETS
NY	NY	U-377(1)	53	178

KENSINGTON EXPRESSWAY - SEC. NO. 1

**CONTRACT II**

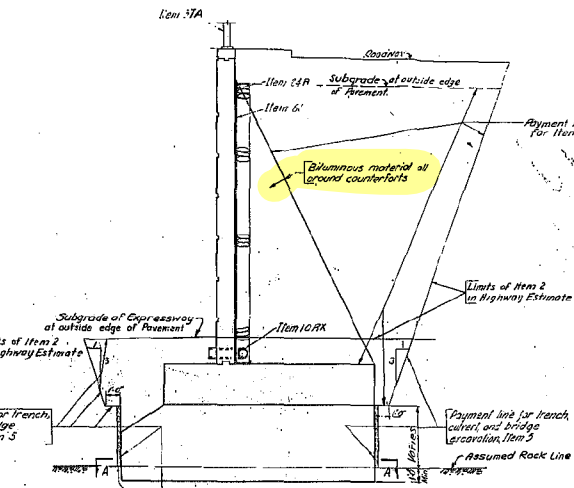
**GENERAL NOTES FOR WALLS**

- Design is based on 1953 Specifications of A.A.S.H.O. (modified).
- See plans and elevations of walls on wall sheets, for location and extent of wall sections, elevations of bottom of footings, location of all joints, setting layout, piles and rustication pattern.
- All concrete for wall construction is Item 185 unless otherwise indicated on sections.
- All splices shall be 40 diameters minimum.
- Minimum clear spacing of bars must be 2".
- Before placing concrete, proper provision shall be made for any anchor bolts, utilities, drainage, expansion and contraction joint details, etc. as required.
- All expansion joints in walls, as shown on plans, are to be 1/2" unless otherwise indicated; as detailed on sheet No. 114.
- All longitudinal bars shall run continuous between contraction joints unless otherwise shown, and shall end 2' clear from the joints.
- The design of footings without piles is based on an allowable bearing pressure of 8 tons per sq. ft. on rock, and 1.3 tons per sq. ft. on soil.
- Backfill must be placed simultaneously against both sides of all walls.
- For locations where 6" diameter pipe underdrain is used, see plans and elevations of walls.
- Payment lines for excavation as shown on the wall sections are to be typical for all wall sections.
- Pile footings are based on allowable pile loading of 37 tons per pile.
- Piles shown battered are on 4 on 1 in direction, indicated on plan of footing and in sections.
- Design of footings shown may be changed as required, as directed by the Deputy Chief Engineer, after excavation is made and subsurface conditions determined. If piles are required where not shown, revised footing details will be furnished by the Engineer.
- All radii and dimensions are given along the working line face of wall unless otherwise noted.
- Conditions: Piers under footing to be individual, pour footing to be individual pour; counterfort and wall to be poured monolithically.
- All cement used in the concrete items for walls shall be Portland Cement Type 2, Item 15-2, with Durrer A.E.A. (Air Entraining Agent) added. Durrer A.E.A. in its concentrated form shall be added to the aggregate and cement batch with the water in the water at the beginning of the mixing period. The concrete mixer shall be equipped with an approved Durrer A.E.A. dispenser. The amount of Durrer A.E.A. to be added shall be of such a quantity as to insure a controlled air entrainment within the range of 5% minimum and 5% maximum (with the desired average between 4% and 5%) to the satisfaction of the Engineer. The cost of finishing and adding the Durrer A.E.A. and all the labor and equipment necessary to control the air entrainment will be included in the unit price bid for the concrete item.
- The design of all wall sections is based on a certain height (from bottom of footing to top of wall) with 2'-0" intervals. The maximum height of the walls is indicated by the number of wall sections. For example: T-20 is to be used for heights varying from 16'-0" to 20'-0". If during construction, existing subsurface conditions make it necessary to lower or raise a wall beyond the limits, etc. called for wall section, the next lower or higher wall section shall be used, if ordered by Engineer.
- Minimum cover for reinforcement is 2" unless otherwise noted.
- All piles to be steel bearing H-piles (10" B.P. 42).
- A raftering cleat shall be used in Item 165, T-20's.
- FOOTING ON ROCK: All disintegrated or shattered material shall be removed to lines and levels ordered by the Engineer. Where sound rock is found below the planned levels of the bottom of footings, a depth of Class I concrete Item 203 shall be installed to the levels shown on the plans, or as directed by the Engineer. Rock removed for the levels directed by the Engineer and outside the wall lines must be replaced by backfill of Class I concrete for walls. Subgrade of Service Road - no payment will be made at outside edge of pavement.



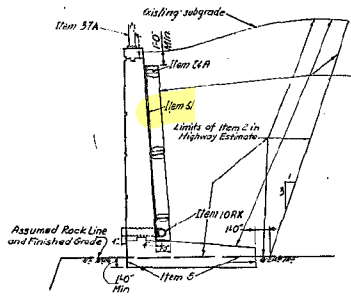
**TYPICAL T-WALL SECTION IN ROCK**

**NOTE:** Cost of pipe drain thru wall included in concrete item.



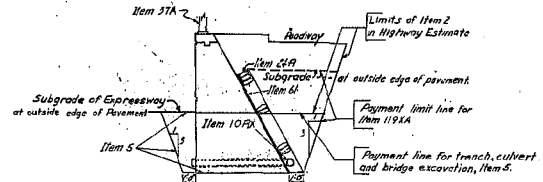
**TYPICAL G-WALL SECTION**

**NOTE:** General information not shown on this section to be similar to information shown in Wall section in earth.



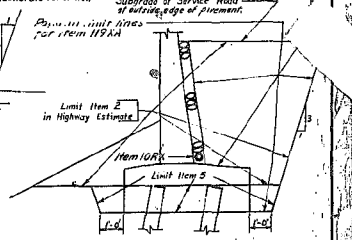
**TYPICAL L-WALL SECTION IN ROCK**

**NOTE:** General information not shown on this section to be similar to information shown in Wall section in earth.



**TYPICAL T-WALL SECTION IN ROCK**

**NOTE:** General information not shown on this section to be similar to information shown in wall section in earth.

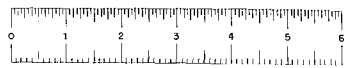


**TYPICAL T-WALL SECTION ON PILES**

GENERAL NOTES & PAYMENT-LINES FOR WALLS			
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS			
CITY OF BUFFALO ARTERIAL			
KENSINGTON EXPRESSWAY, SEC. 1			
DE LEIN, CATHER & BRILL	ENGINEERS-ARCHITECTS	DRAWN BY	CHECKED BY
		P. O. 25	
302 E. 44th ST. NEW YORK 17, N.Y.		TRACED	

SHEET NO. 132

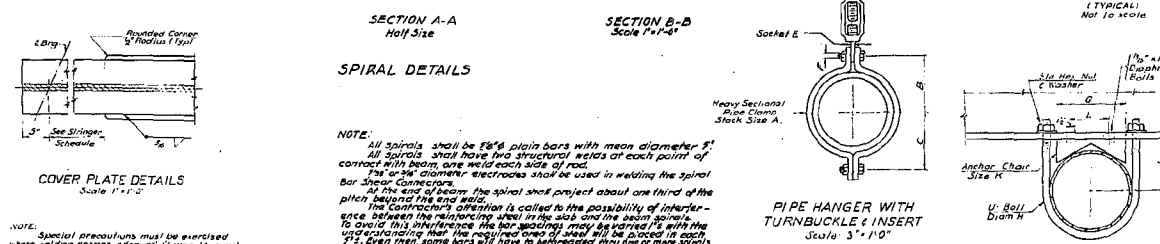
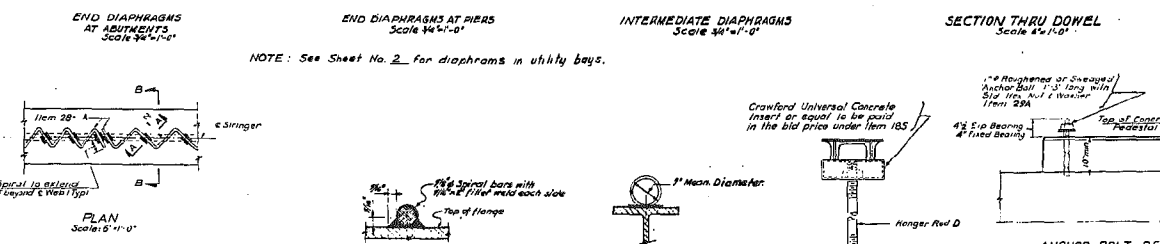
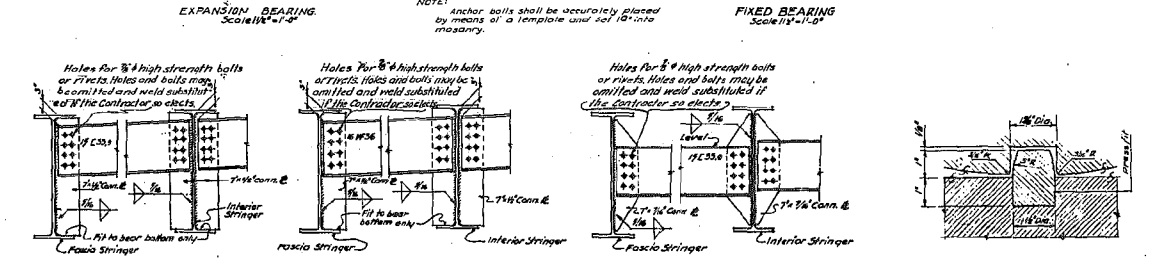
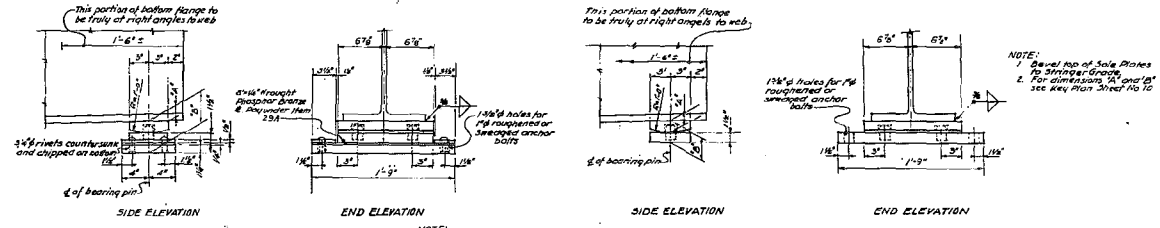
NO AS BUILT REVISIONS



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.	U-372(U)		167	178
KENSINGTON EXPRESSWAY - SEC. NO. 1					

**CONTRACT II**

**GENERAL NOTES**  
 DESIGN SPECIFICATIONS: A.A.S.H.O 1953 modified (loading H 20-44)  
 MATERIALS & FABRICATION: Specifications of New York State Department of Public Works, dated Jan. 2, 1957 and current modifications and additions.  
 The cost of furnishing and installing, pre-purged bituminous joint material, asbestos sheet packing, and 15 lbs. asphalt roofing felt shall be included in the prices bid for the various items in the contract.  
 Joint Sealing Compound shall be paid for under item 351X.  
 Bituminous material, Item 351, shall be applied to the backs of all abutments and wingwalls from the tops of footings to the bottom of pavement.  
 When the concrete is cured, finished and protected, rubbed, and the surface is clean and dry, the contractor shall apply a water soluble silicone solution to all exposed surfaces except the underside of slab.  
 Item 305B in highway estimate.



**NOTE:** All spirals shall be 1/2" plain bars with mean diameter 7". All spirals shall have two structural welds at each point of contact with beam, one weld each side of rod.  
 The Contractor's attention is called to the possibility of interference between the reinforcing steel in the slab and the beam spirals. To avoid this interference the bar spacing may be varied 1" with the understanding that the required area of steel will be placed in each 7". Even then, some bars will have to be retraced thru one or more spirals.

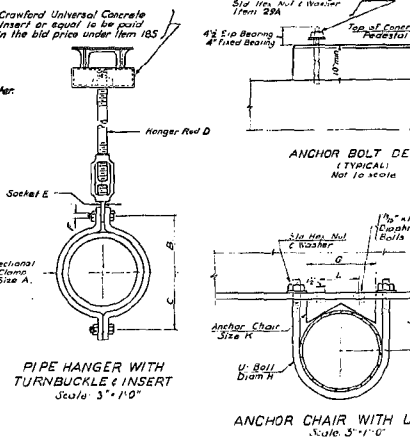
No construction joints other than those shown on the plans will be permitted, without written permission of the Deputy Chief Engineer, Roadway.  
 Field connections shall be made with 8" high strength bolts or rivets. Nuts and bolts may be omitted and weld substituted if the Contractor so elects.  
 Shop paint: Red lead and oil first coat, red lead and zinc chromate second coat, zinc chromate and zinc silicate third coat, zinc silicate and zinc chromate fourth coat, zinc chromate and zinc silicate fifth coat.  
 To insure uniform grades for surface of roadway and side walks under dead loads, corrections may be made in the thickness of wearing surface of roadway and side walks. The minimum thickness indicated is to be increased at the ends of the spans in case of excessive camber in the beams and increased at the center of the span in case of insufficient camber.  
 Identification plates in accordance with N.Y.S.D.P.W. Standard 59-41 will be furnished by New York State Department of Public Works and shall be installed by the Contractor at locations indicated on the plans.  
 The Contractor's attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the substructure notes which briefly outline the anticipated structure conditions of the site of the structure and which specify certain requirements relative to construction.  
 All welding shall comply with the current Specifications of the American Welding Society unless otherwise noted on the plans and with the exception noted below.

Bridge sidewalks shall not be scored.  
 Surface of bridge deck to be poured 1/4" higher than elevation specified and bush hammered to exact elevation.  
 All cement used in the concrete items for the structure shall be Portland Cement, Type 2, with Dares A.E.A. Air Entraining Agent added.  
 Dares A.E.A. in its concentrated form shall be added to the aggregate and cement batch with the water in the mixer at the beginning of the mixing period. The concrete mixer shall be equipped with an approved Dares A.E.A. dispenser. The amount of Dares A.E.A. to be added shall be of such a quantity as to insure a controlled air entrainment within the range of 3% minimum and 6% maximum (with the desired average between 4% and 5%) to the satisfaction of the Engineer.  
 The cost of furnishing and adding the Dares A.E.A. and all labor and equipment necessary to control the air entrainment will be included in the unit price bid for the concrete items.  
 All superstructure concrete and all concrete in pier columns, caps and pedestals shall be Item 185. Pile concrete shall be Item 185.  
 All concrete in abutments including wingwalls and footings and pier column footings shall be Item 305.  
 Maximum payment limits for excavation, Item 5, in rock shall be the neat lines of the footings.  
 FOOTINGS ON ROCK: See note No. 23 Sheet No. 152.

A retaining partition shall be used in Item 18 and Item 205.  
 Size of pipe sleeves and type of hangers shall be specified with the request for Gas Line or Division of Water of the City of Buffalo before fabrication of diaphragms. See sheet No. 160 for additional note.

PIPE SIZE	A	B	C	D	E	F	G	H	J	K	L
10"	5 1/2"	7 1/2"	5 1/2"	3 1/2"	7"	3 1/2"	3"	5 1/2"	16 1/2"	16 1/2"	5 1/2"

**NOTE:** Pipe supports for Water Line shall be included in the bid price for Item 185. Anchor Chairs with U-Bolts and pipe hangers for Gas Line to be furnished and erected by others. Notes in diaphragms to be provided by Contractor.

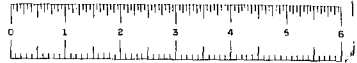


NO AS BUILT REVISIONS

**BEST STREET OVER EXPRESSWAY DIAPHRAGM DETAILS AND SHOES**

STATE OF NEW YORK - DEPT. OF PUBLIC WORKS  
 CITY OF BUFFALO ARTERIAL  
 KENSINGTON EXPRESSWAY, SEC. 1

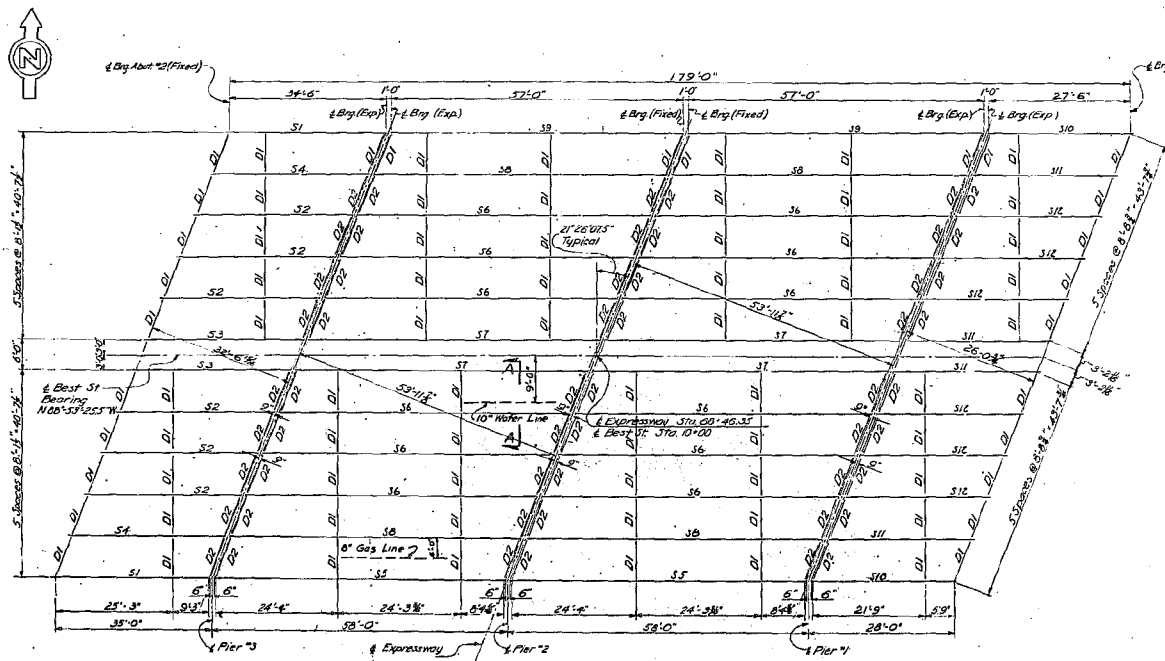
DE LOUW, CATHAR & BRILL	DRAWN	A.L.
ENGINEERS - ARCHITECTS	CHECKED	J.C.
302 E. 44th ST., NEW YORK 17, N. Y.	TRACED	26



F.A.C. 29-14

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.	U-371(7)		158	178

CONTRACT II



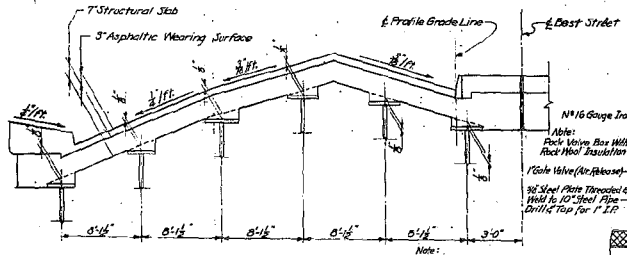
NOTE:  
Diaphragm Schedule  
D1: 15'x33.9"  
D2: 15'x36"

NOTE:  
Stringers shall be filed in regard to use plates  
after the bearings have been set and aligned  
to their proper positions on the bridge seats.

ITEM NO.	DESCRIPTION	UNIT	QTY	TOTAL AMOUNT	FINALS
108X	10'x8' Girders and Bridge Edgework	CY	640	675	362.8
108X	Sewer Pipe (Vitrified) 6" Dia.	LF	100	100	100
108X	Pipe Underdrain, 6" Dia.	LF	250	260	362
112	12" Reinforced Concrete Type 2	CU	177.6	1,253	189.8
185	Class I A Concrete for Structures	CY	800	805	377.7
221	Class I Concrete	CY	280	300	301.8
221	Gravel	CY	50	57	56.1
228	Bar Reinforcement for Structures	LB	178,972	185,450	18,456.3
228	Structural Steel Connectors	LB	3,688	4,000	3,999
228	Structural Steel	LB	338,872	345,000	347,149
317	Metal Roofing	SF	305	400	400.9
317	Asphalt Concrete, Type 2B	CU	50	57	56.1
31	Bituminous Material	Gal	62	65	65
381	Protective Coating for Concrete	SQ	268	260	100
381	1/2" Dry Stone Bedding	CY	765	790	316
381	Steel Bearing Piles (10" BP 25)	LF	1216	1,880	131.5
381	Splices for Steel Bearing Piles	EA	21	25	25
381	1/2" Longitudinal Spacing for Driving Piles	LF	163	166	100.2
381	6"x6" Stone Curb (Bridge)	LF	652	730	693.2
381	10"x4" Gravel, Slusher Stone, 2 1/2"	CY	183	185	128.7
301B	Furnish & Install 2" Galvanized Steel Conduit	LF	549	580	350
303B	Furnish & Install 2" Type B (30" Mount. Hgt)	EA	4	4	4
385	Massive Masonry	CU	280	290	231.2
313	1/2" Portland Cement Mortar	CU	18	18	18
313	Surface Dosing with Fine Aggregate	SQ	1487	1,310	118.3

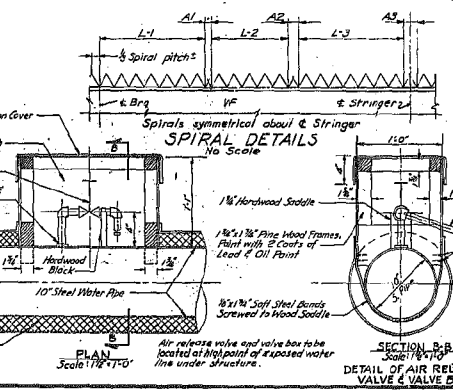
FRAMING PLAN - BRIDGE OVER EXPRESSWAY  
Scale: 1/8" = 1'-0"

NOTE:  
Field welding of spiral reinforcement  
will not be permitted.



DIAGRAMMATIC SECTION  
NOT TO SCALE

Note:  
Insulation shall be glass fiber pipe  
insulation in one piece installed sections  
2" thick, as noted by Gustin-Baron  
149, 65, or equal.  
Pipe insulation to be furnished with  
vapor barrier jacket of tough knitted  
felt laminate.  
Jacketed pipe insulation shall be  
covered with Aluminum weather-coated  
jacketing as noted by Callender 149, 65,  
or equal.

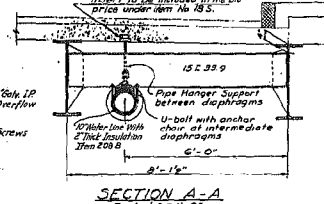


PLAN  
Scale: 1/2" = 1'-0"

SECTION A-A  
Scale: 1" = 1'-0"

STRINGER	BOTTOM COV.	SPIRAL SHEAR CONNECTORS	DIMENSION	BEAD				
NO.	SIZE	SECTION I / SECTION L-3	SECTION L-2	SECTION L-1	LOAD			
		Length	Pitch	Length	Pitch	Length	Pitch	
31	3 1/2" x 7/8"	NONE						2"
32	2 1/2" x 1 1/2"	NONE						2"
33	2 1/2" x 1 1/2"	NONE						2"
34	1 1/2" x 1 1/2"	NONE						2"
35	2 1/2" x 1 1/2"	NONE						2"
36	2 1/2" x 1 1/2"	NONE						2"
37	2 1/2" x 1 1/2"	NONE						2"
38	2 1/2" x 1 1/2"	NONE						2"
39	2 1/2" x 1 1/2"	NONE						2"
40	2 1/2" x 1 1/2"	NONE						2"
41	2 1/2" x 1 1/2"	NONE						2"
42	2 1/2" x 1 1/2"	NONE						2"

NOTE:  
Cover fits symmetrical about & Stringer  
Camber of Beam to be measured with beam lying on its side.



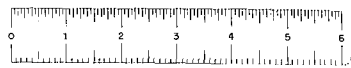
SECTION A-A  
Scale: 1" = 1'-0"

NOTE:  
5" Low Pressure Gas Line supported in  
& similar manner located as shown on the  
Framing Plan.  
Sheet No 2

NOTE:  
Spacing between pipe supports  
15' 2 1/2" 18' 4"  
For details of pipe supports see  
Sheet No. 11.

REVISION TO QUANTITIES TABLE

BEST STREET OVER EXPRESSWAY FRAMING PLAN		
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS		
CITY OF BUFFALO ARTERIAL		
KENSINGTON EXPRESSWAY, SEC. 1		
DELEW, CATHER & BRILL	DESIGNED	3/22
DRUMMOND - ARCHITECTS	CHECKED	8/21
122 E. 40th St. NEW YORK 17, N.Y.	TRACED	6/2



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.	U-372(U)		167	178
KENSINGTON EXPRESSWAY - SEC. NO. 1					

**CONTRACT II**

**GENERAL NOTES**

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 Joint Sealing Compound shall be paid for under item 351X.  
 Bituminous material, Item 351, shall be applied to the backs of all abutments and wingwalls from the tops of footings to the bottom of pavement.  
 When the concrete is cured, finished and protected, rubbed, and the surface is clean and dry, the contractor shall apply a water soluble silicone solution to all exposed surfaces except the underside of slab.  
 Item 305B in highway estimate.

No construction joints other than those shown on the plans will be permitted, without written permission of the Deputy Chief Engineer, Roadway.  
 Field connections shall be made with 8" high strength bolts or rivets. Nuts and bolts may be omitted and weld substituted if the Contractor so elects.

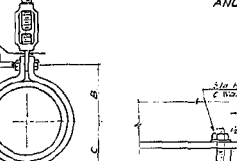
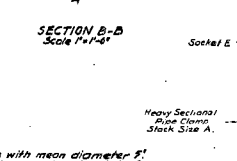
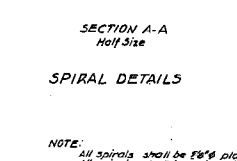
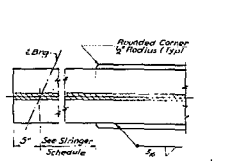
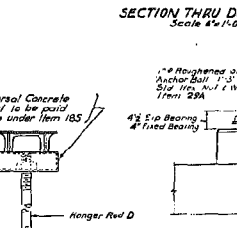
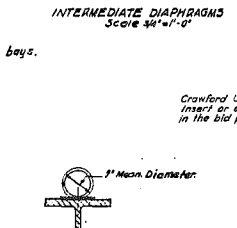
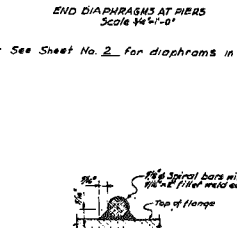
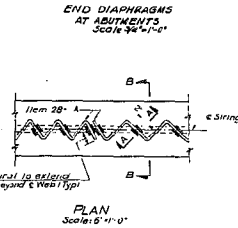
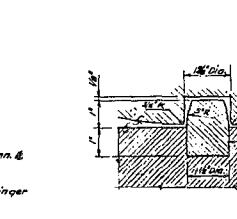
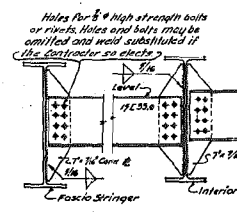
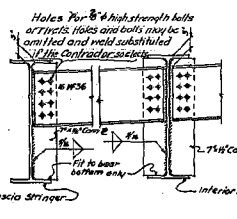
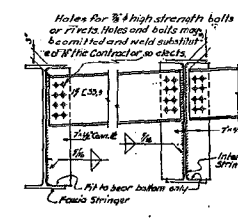
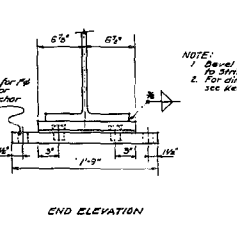
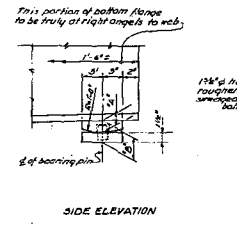
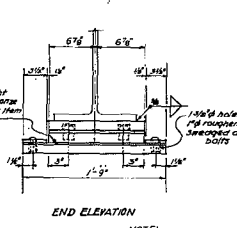
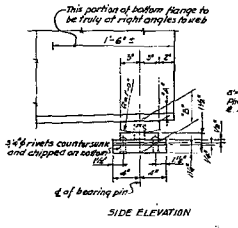
Shop paint: Red lead and oil first coat, red lead and zinc chromate second coat, zinc chromate and zinc silicate third coat, zinc silicate and zinc chromate fourth coat, zinc chromate and zinc silicate fifth coat.  
 To insure uniform grades for surface of roadway and side walks under dead loads, corrections may be made in the thickness of wearing surface of roadway and side walks. The minimum thickness indicated is to be increased at the ends of the spans in case of excessive camber in the beams and increased at the center of the span in case of insufficient camber.  
 Identification plates in accordance with N.Y.S.D.P.W. Standard 59-41 will be furnished by New York State Department of Public Works and shall be installed by the Contractor at locations indicated on the plans.  
 The Contractor's attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the substructure notes which briefly outline the anticipated structure conditions of the site of the structure and which specify certain requirements relative to construction.  
 All welding shall comply with the current Specifications of the American Welding Society unless otherwise noted on the plans and with the exception noted below.

Bridge sidewalks shall not be scored.  
 Surface of bridge deck to be poured 1/4" higher than elevation specified and bush hammered to exact elevation.  
 All concrete used in the concrete items for the structure shall be Portland Cement, Type 2, with Dares A.E.A. Air Entraining Agent added.  
 Dares A.E.A. in its concentrated form shall be added to the aggregate and cement batch with the water in the mixer at the beginning of the mixing period. The concrete mixer shall be equipped with an approved Dares A.E.A. dispenser. The amount of Dares A.E.A. to be added shall be of such a quantity as to insure a controlled air entrainment within the range of 3% minimum and 6% maximum (with the desired average between 4% and 5%) to the satisfaction of the Engineer.  
 The cost of furnishing and adding the Dares A.E.A. and all labor and equipment necessary to control the air entrainment will be included in the unit price bid for the concrete items.  
 All superstructure concrete and all concrete in pier columns, caps and pedestals shall be Item 185. Pile concrete shall be Item 185.  
 All concrete in abutments including wingwalls and footings and pier column footings shall be Item 305.  
 Maximum payment limits for excavation, Item 5, in rock shall be the neat lines of the footings.  
 FOOTINGS ON ROCK: See note No. 23 Sheet No. 152.

A retaining partition shall be used in Item 18 and Item 205.  
 Size of pipe sleeves and type of hangers shall be as per the (request the Gas Dept. or Division of Water of the City of Buffalo before fabrication of diaphragms. See sheet No. 160 for additional note.

PIPE SIZE	A	B	C	D	E	F	G	H	J	K	L
10"	5 1/2"	7 1/2"	5 1/2"	3 1/2"	7"	3 1/2"	3"	5 1/2"	16 1/2"	16 1/2"	5 1/2"

NO AS BUILT KEYINGS  
 Pipe supports for Water Line shall be included in the bid price for Item 185.  
 Anchor Chairs with U-Bolts and pipe hangers for Gas Line to be furnished and erected by others.  
 Notes in diaphragms to be provided by Contractor.



NOTE: All spirals shall be 1/4" plain bars with mean diameter 7".  
 All spirals shall have two structural welds at each point of contact with beam, one weld each side of rod.  
 The Contractor's attention is called to the possibility of interference between the reinforcing steel in the slab and the beam spirals. To avoid this interference the bar spacing may be varied 1/2" with the understanding that the required area of steel will be placed in each 7". Even then, some bars will have to be retraced thru one or more spirals.

NOTE: Special precautions must be exercised where welding crosses edge of flange to avoid any possibility of undercut or other wedge of flange.

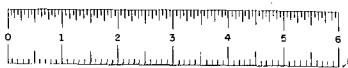
NOTE: Special precautions must be exercised where welding crosses edge of flange to avoid any possibility of undercut or other wedge of flange.

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**BEST STREET OVER EXPRESSWAY DIAPHRAGM DETAILS AND SHOES**

STATE OF NEW YORK - DEPT. OF PUBLIC WORKS  
 CITY OF BUFFALO ARTERIAL  
 KENSINGTON EXPRESSWAY, SEC. 1

DE LOUW, CATHAR & BRILL	DRAWN	A.L.
ENGINEERS - ARCHITECTS	CHECKED	J.C.
302 E. MAIN ST., NEW YORK 17, N. Y.	TRACED	26

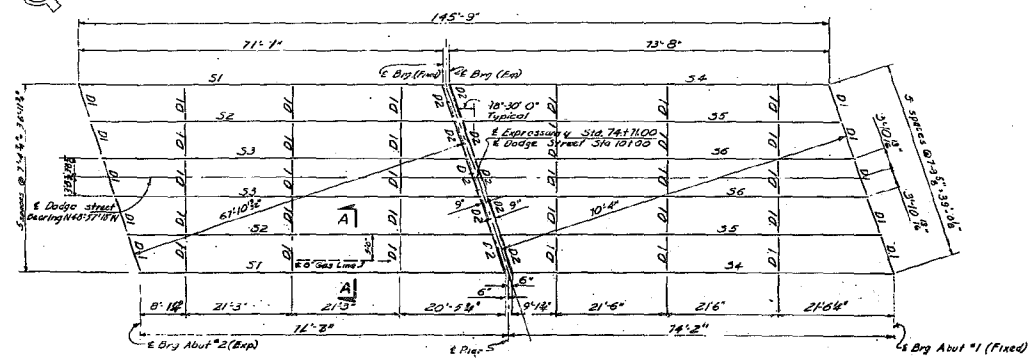


F.A.C. 58-19

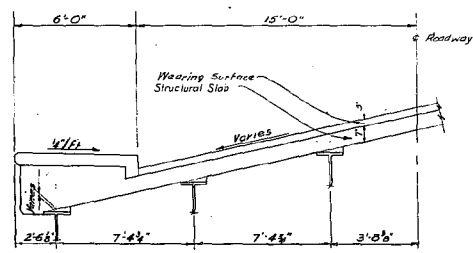
FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.	U-311(1)	171	178	

KENSINGTON EXPRESSWAY - SEC. NO. 1

CONTRACT II



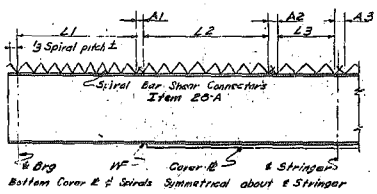
FRAMING PLAN  
Scale 3/4" = 1'-0"



DIAGRAMMATIC SECTION  
Not to Scale

STRINGER	MK	NO	SIZE	BOTTOM COILS		SPIRAL SHEAR CONNECTORS			DIMENSION			CAMBER		
				CENTER TO CENTER	SIZE	SECTION L-1	SECTION L-2	SECTION L-3	A-1	A-2	A-3		DEAD LOAD	
31	2	36WF70	71'-7"	18 1/2"	51'-5"	10'-0"	5"	9'-11"	7"	15'-0"	12"	3"	3"	2 1/8"
32	2	36WF70	71'-7"	18 1/2"	51'-5"	9'-0"	4 1/2"	10'-0"	6"	15'-0"	9"	3"	4"	1 5/8"
33	2	36WF70	71'-7"	18 1/2"	51'-5"	10'-0"	5"	10'-0"	5"	14'-8"	0"	3 1/2"	4 1/2"	1 5/8"
34	2	36WF70	73'-8"	18 1/2"	53'-0"	10'-0"	5"	9'-11"	7"	15'-0"	12"	3"	3"	2 1/8"
35	2	36WF70	73'-8"	18 1/2"	53'-0"	9'-0"	4 1/2"	10'-0"	6"	15'-0"	9"	3"	4"	1 5/8"
36	2	36WF70	73'-8"	18 1/2"	53'-0"	10'-0"	5"	10'-0"	5"	14'-8"	0"	3 1/2"	4 1/2"	1 5/8"

NOTE: Number of beam to be measured with beam lying on its side.

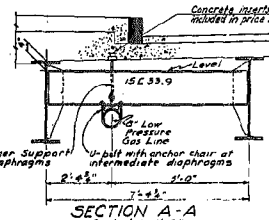


STRINGER DETAILS  
Not to Scale

NOTE: Field welding of spiral reinforcement will not be permitted.

ITEM NO.	DESCRIPTION	UNIT	TOTAL		FINAL
			NEAR	ROUNDED	
5	Trench, Culvert and Bridge Excavation	C.Y.	692	790	466
10R1	Sewer Pipe (14" Dia) 6' Dia	L.F.	28	37	0
10R2	Pipe Underdrain 6" Dia	L.F.	214	240	214
15-2	Portland Cement, Type 2	Bbl	1353	1500	1123
18	Class I Concrete for Structures	C.Y.	289	358	295
20 S	Class I Concrete	C.Y.	171	152	169
24A	Bagged Screened Gravel	C.Y.	116	124	86
24B	Bar Reinforcement for Structures	Lb.	69714	102,300	100,335
28A	Spiral Bar Shear Connectors	Lb.	2586	4,630	4,630
28A	Structural Steel	Lb.	1,902,800	17,600	17,558
27A	Welding Rods	Lb.	298	400	278
32 2X	Asphalt Concrete, Type 9B	Ton	85	90	42
61	Bituminous Material	Sq. Yd.	159	150	65
66	Protective Coating for Concrete	Sq. Yd.	91	82	51
13A	Cast Iron Pipe 6" Diam	S.F.	2768	2,940	111
65T	Temporary Timber Sheet Piling	L.F.	302	370	302
64 10	12" Stone Curbs (Bridge)	Sq. Yd.	450	465	1106
102A	Gravel, Size or Stone Fill	C.Y.	160	140	124
301 S	Vertical and Inclined 2" Galvanized Steel Cans	L.F.	2	2	2
303 S	Horizontal Light Steel Cans, Type A (2" Mount Hgt)	L.F.	2	2	2
531	Joint Sealing Compound	Lb.	7	9	7
573	Surface Dusting with Fine Aggregate	Sq. Yd.	504	510	503

W/ W/8 Dorex A.E.A. added.

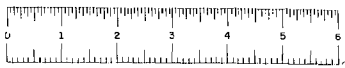


SECTION A-A  
Scale 1/4" = 1'-0"

REVISION TO QUANTITY TABLE

DODGE STREET OVER EXPRESSWAY FRAMING PLAN	
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS CITY OF BUFFALO ARTERIAL	
KENSINGTON EXPRESSWAY, SEC. NO. 1	
DE LEUN, CATHER & BRILL ENGINEERS - ARCHITECTS	DRAWN BY: H.S.M. CHECKED BY: F.C. TRACED BY: C.B.
303 E. 44th ST. NEW YORK 17, N.Y.	

SHEET NO. 2



F.A.C. 59-19

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.	U-377(II)	181	178	

KENSINGTON EXPRESSWAY - SEC. NO. 1

CONTRACT II

**GENERAL NOTES**

DESIGN SPECIFICATIONS: A.S.H.C. 1953 modified - loading 14.20'-315'-4".  
 MATERIALS & FABRICATION Specifications of New York State Department of Public Works, dated Jan. 2, 1957 and current modifications and additions.  
 The cost of furnishing and installing, precast, bituminous joint material, asphalt sheet piling and 1/2" asphalt roofing felt shall be included in the prices bid for the various items in the contract.  
 Joint sealing compound shall be paid for under Item 3511.  
 Bituminous material, Item 61, shall be applied to the backs of all abutments and wingwalls from the top of footings to the bottom of pavement.  
 When the concrete is cured, finished and (if ordered) rubbed, and the surface is clean and dry, the contractor shall apply a water-soluble silicone solution to all exposed surfaces except the underside of slab.

No construction joints other than those shown on the plans will be permitted, without written permission of the Deputy Chief Engineer Bridges.

Field connections shall be made with 3" high strength bolts or rivets. Holes and bolts may be omitted and Weld substituted if Contractor so elects.  
 Step joints: Red lead and oil flint field coat to be cast in grey paint. Second field coat to be grey green paint. Spiral bar reinforcement, top flange of stringers and top flange of end channels are not to be painted.  
 To insure uniform grades for surface of roadway and side walks under dead load, corrections may be made in the thickness of wearing surface of roadway and side walk. The minimum thickness indicated is to be increased at the ends of the spans in case of excessive camber in the beams and increased at the center of the span in case of insufficient camber.  
 Identification plates in accordance with N.Y.S.D.P.W. Standard 59-41 will be furnished by New York State Department of Public Works and shall be installed by the Contractor at locations indicated on the plans.  
 The Contractor's attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the subcontracting notes which briefly outline the anticipated structure conditions at the site of the structure and which specify certain requirements relative to construction.  
 All welding shall comply with the current Specifications of the American Welding Society unless otherwise noted on the plans and with the exception noted below.

Bridge sidewalks shall not be scored.  
 Surface of bridge seats be poured 1/2" higher than elevation specified and bush hammered to exact elevation.  
 All cement used in the concrete items for the structure shall be Portland Cement, Type 2, with Dorex A.E.A. Air-Entraining Agent added.  
 Dorex A.E.A. in its concentrated form shall be added to the aggregate and cement batch with the water in the mixer at the beginning of the mixing period. The concrete mixer shall be equipped with an approved Dorex A.E.A. dispenser. The amount of Dorex A.E.A. to be added shall be of such a quantity as to insure a controlled air-entrainment within the range of 3% minimum and 6% maximum (with the desired average between 4.5% and 5%) to the satisfaction of the Engineer.  
 The cost of furnishing and adding the Dorex A.E.A. and all necessary equipment necessary to control the air-entrainment will be included in the unit price bid for the concrete items.  
 All superstructure concrete and all concrete in pier columns, caps and pedestals shall be Item 185. Pier concrete shall be Item 185. Concrete in Abutment Wingwalls including footings shall be Item 185.  
 All concrete in pier footings and pedestals underfootings shall be Item 205.  
 Maximum payment limits for excavation, Item 5, in rock shall be the real lines of the footings on rock. See note No. 23 sheet No. 132.

A retarding densifier shall be used in Item 85 and 205.  
 Size of pipe sleeves and size and type of hangers shall be verified with the Engineers Gas Corp. or Division of Water of the City of Buffalo before fabrication of diaphragms. See Sheet No. 118 for additional notes.

SIZE	A	B	C	D	E	F	G	H	J	K	L
10"	1 1/2"	7 3/4"	6 3/4"	3 1/2"	1"	3 1/2"	8"	5"	6 1/2"	1 1/2"	3 1/2"

NO AS BUILT REVISIONS

**DODGE STREET OVER EXPRESSWAY DIAPHRAGM DETAILS AND SHOES**

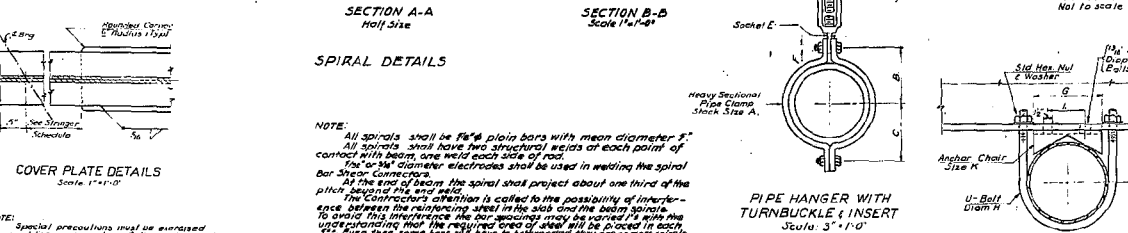
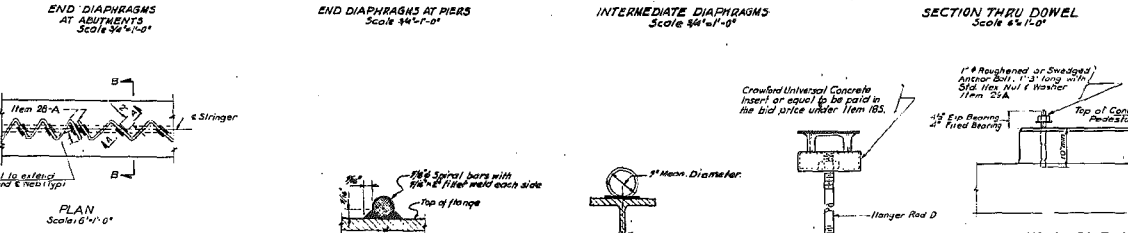
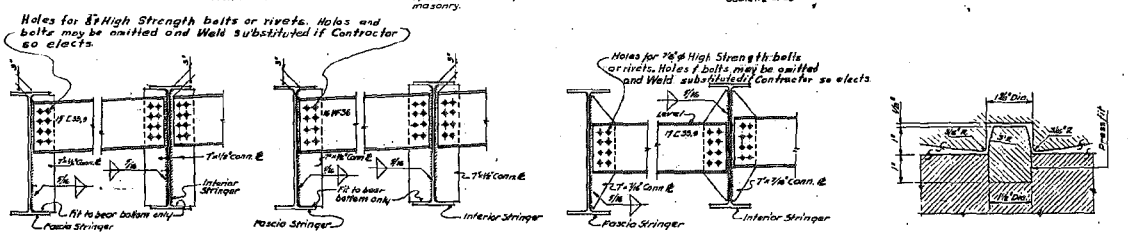
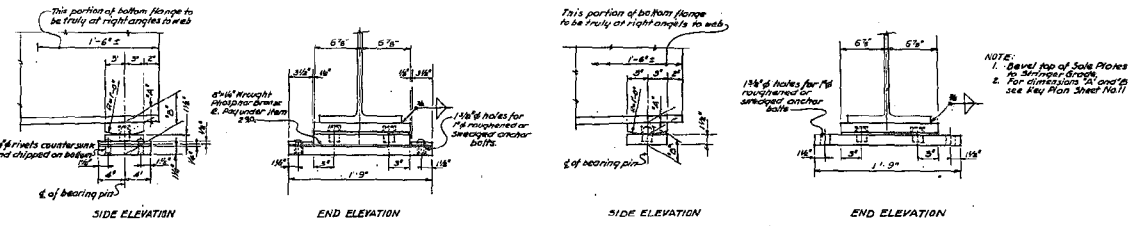
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS  
 CITY OF BUFFALO ARTERIAL  
 KENSINGTON EXPRESSWAY, SEC. 1

DE LEUW, CATHY & BRILL  
 ENGINEERS - ARCHITECTS

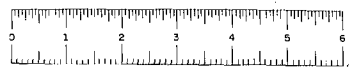
DRAWN: A.L.  
 CHECKED: C.C.  
 TRACED: C.B.

802 E. 44th ST., NEW YORK 17, N.Y.

Sheet No 12

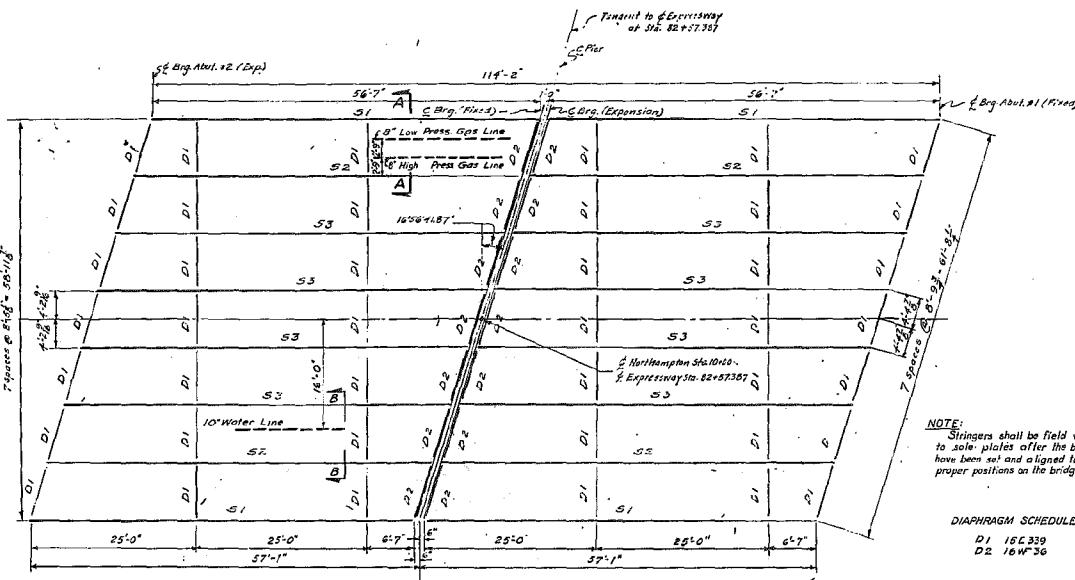


NOTE: Special precautions must be exercised where welding crosses edge of flange to avoid any possibility of "undercut" or ricks in edge of flange.



FED. PROJ. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	BIBET NO.	TOTAL SHEETS
	N.Y.	U-37107	1966	186	178

CONTRACT II



FRAMING PLAN  
Scale: 1/8" = 1'-0"

NOTE:  
Stringers shall be field welded to sole plates after the bearings have been set and aligned to their proper positions on the bridge seats.

DIAPHRAGM SCHEDULE

D1	15C339
D2	16WF36

\*\* Splices ordered are for either size of piles.

ESTIMATE OF QUANTITIES

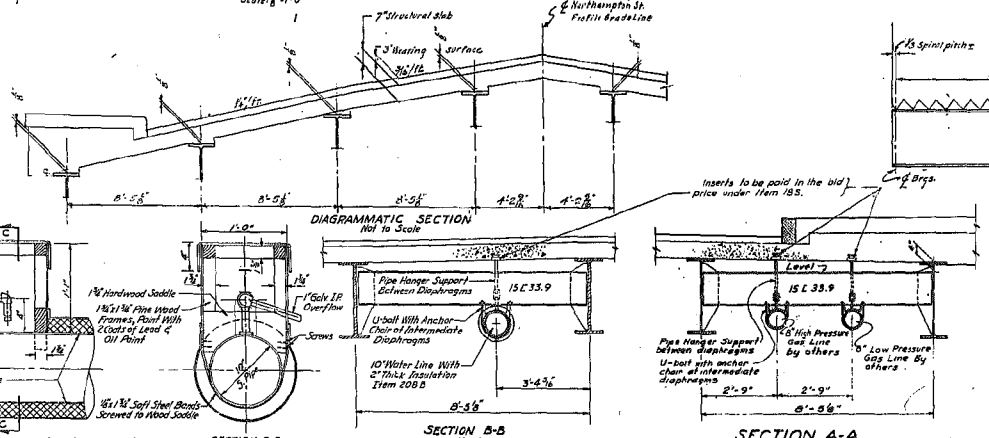
ITEM	DESCRIPTION	UNIT	TOTAL		FINAL
			NEAR	REVISED	
1	Trench, Cutback and Bridge Excavation	CY	305	310	280
179A	Sewer Pipe (4" Dia.) 6" Dia.	L.F.	75	75	0
110B1	Pipe Underdrain, Curb, 6" Dia.	L.F.	180	185	174
110C3	Driveway Concrete, Type 2	Sq. Yd.	1465	1470	1413
183	Class A Concrete for Structures	CY	350	358	344
202	Class I Concrete	CY	998	720	843
214	Expanded, Sphered Gravel	CY	112	112	107
244A	Bar Reinforcement for Structures	L.B.	92,779	95,620	85,003
281	Spiral Bar Shear Connectors	L.B.	8,881	2,780	8,116
282	Structural Steel	L.B.	186,006	171,500	170,209
37A	Metal Rolling	L.F.	820	235	231
37B1	Hand-applied Coatings, Type 2B	Sq. Yd.	107	115	100
37B2	Automatic Material	Sq. Yd.	125	140	11
381	Protective Coating for Concrete	Sq. Yd.	113	120	14
451	Steel Bearing Piles (4" Dia.)	L.F.	205	220	203
452	Steel Bearing Piles (2" Dia.)	L.F.	480	200	280
45A	Splices for Steel Bearing Piles	L.F.	35	37	0
47	Fastening Equipment for Driving Piles	Hr.	166	190	0
811C	6" Stone Curb, 1' High	CY	543	225	234
112A	Gravel, Slope or Steep Fill	CY	368	370	317
131	Soft, Level Base (6" thick)	L.F.	—	—	13
201B	Form and Install 2" Reinforced Steel Conduit	L.F.	360	380	355
304A	Finish Light Standoff, Type A (18" Mount, High)	L.B.	72	72	72
305	Miscellaneous Metals	L.B.	268	270	231
331	Joint Sealing Compound	Sq. Yd.	9	9	4
331X	Surface Overlay with Pine Boardwalk	Sq. Yd.	654	690	625
332	Temporary Steel Sheet Piling	Sq. Yd.	1800	1572	0

STRINGER SCHEDULE

STRINGER	Bot Cover #	SPIRAL SHEAR CONNECTORS			CAMBER					
		Section L-1	Section L-2	Section L-3						
HK	Amount	Size	Length	Pitch	Section L-1	Section L-2	Section L-3	BEAR (Total)	BEAR (Total)	
S1	4	33WF130	16'-0"	42'-0"	5'-0"	4'-0"	10'-0"	5'-0"	1'-0"	2'-0"
S2	4	33WF130	16'-0"	42'-0"	10'-0"	4'-0"	10'-0"	5'-0"	1'-0"	2'-0"
S3	8	33WF130	16'-0"	42'-0"	10'-0"	4'-0"	10'-0"	5'-0"	1'-0"	2'-0"

Note: Camber of beam to be measured with beam lying on its side.

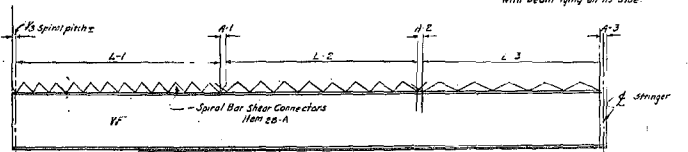
Note:  
Insulation shall be glass fiber pipe insulation in one piece molded sections 2" thick, as req'd. by Gustin-Brown Mfg. Co. or equal.  
Pipe insulation to be furnished with vapor barrier jacket of tough Kraft roll laminate.  
Insulated pipe insulation shall be covered with Aluminum weather-proof jacketing as req'd. by Childers Mfg. Co. or equal.



SECTION C-C  
Scale: 1/2" = 1'-0"  
DETAIL OF AIR RELEASE VALVE & VALVE BOX

SECTION B-B  
Scale: 2" = 1'-0"  
(Intermediate Diaphragms Only)

SECTION A-A  
Scale: 1/2" = 1'-0"  
(Intermediate Diaphragms Only)



Bottom Cover Plate and Spintriphys symmetrical about 4 stringers.

NOTE:  
Field welding of spiral reinforcement will not be permitted.

STRINGER DETAILS  
Not to scale

FINAL QUANTITY REVISION

NORTHAMPTON STREET OVER EXPRESSWAY  
FRAMING PLAN

STATE OF NEW YORK - DEPT. OF PUBLIC WORKS  
CITY OF BUFFALO ARTERIAL  
KENSINGTON EXPRESSWAY, SEC. 1

DE LEUN, CATHEN & BELL	DRAWN	K.C.C.
ENGINEERS - ARCHITECTS	CHECKED	R.C.C.
802 E. 42nd St.	NEW YORK 17, N.Y.	TRACED

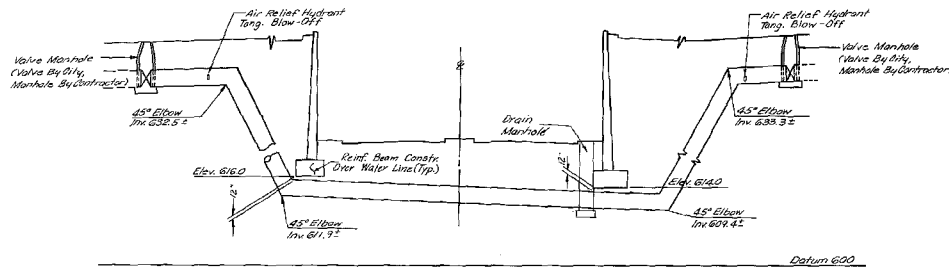




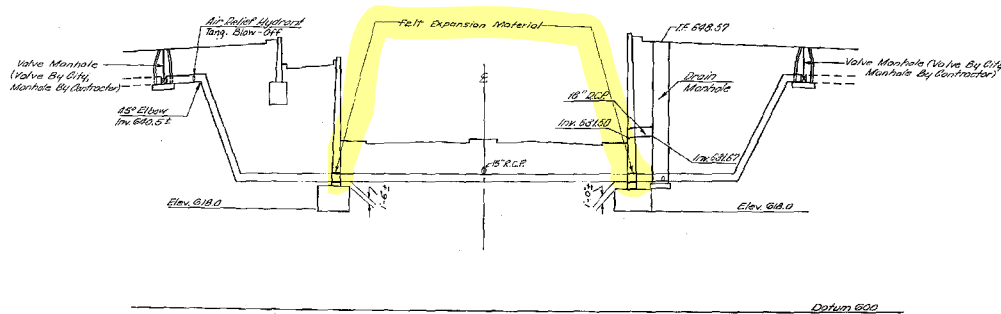
C 68-2

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		70	223

CITY OF BUFFALO  
KENSINGTON EXPRESSWAY ARTERIAL SECTION II  
NORTHAMPTON ST. TO NORTHLAND AVE.  
ERIE COUNTY

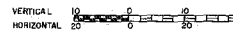


RELOCATED 36" WATER LINE  
E. UTICA ST.  
STA. 96+50 E  
SCALE - HOR: 1"=20'  
SCALE - VERT: 1"=10'

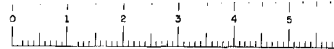


RELOCATED 16" WATER LINE  
LONDON ST.  
STA. 92+48 E  
SCALE - HOR: 1"=20'  
SCALE - VERT: 1"=10'

Date:	Oct 18, 1967
In Charge Of:	J.L. Morgan
Designed By:	S. Spence
Traced By:	M. Debach
Checked By:	S. Spence



RELOCATED WATER LINE PROFILES	
PREPARED and RECOMMENDED	
<i>McFarland Johnson</i>	N.Y.S.P.E. LIC. NO. 11630, DATE: 6-21-67
McFARLAND-JOHNSON ENGINEERS, INC.	



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		188	223

CITY OF BUFFALO  
KENSINGTON EXPRESSWAY ARTERIAL SECTION II  
NORTHAMPTON ST. TO NORTLAND AVE.  
ERIE COUNTY

### ESTIMATE OF QUANTITIES - WALL NO. 1

NO.	ITEM	UNIT	NEET	PROPOSAL
2UF	Underdrain Filter	C.Y.	184	190
2EF-B	Selected Granular Fill	C.Y.	380,890	380,890
5B	Structure Excavation	C.K.	224,810	224,810
11H-6	Perforated Corrugated Metal Pipe Underdrain	L.F.	3,019	3,020
1B	Class A Concrete for Structures	C.Y.	4,606	4,610
20	Class B Concrete for Structures	C.Y.	3,919	3,910
24A	Bagged Screened Aggregate	C.Y.	1,444	1,450
28	Bar Reinforcement for Structures	L.B.	40,029	40,100
29	Structural Steel	L.B.	8,786	8,790
37S(4)	Steel Bridge Railing - 4 Rail	L.F.	2,936	2,940
6I	Bituminous Material	GAL.	2,245	2,250
83ST	Temporary Steel Sheet Piling	S.F.	68,498	68,500
83TS	Temporary Sheet Piling	S.F.	3,602	3,610
30F	Reticulate Frame and Grate	S.F.	8.6	10
412B	2" Galvanized Steel Conduit	L.F.	560	570

### ESTIMATE OF QUANTITIES - WALL NO. 2

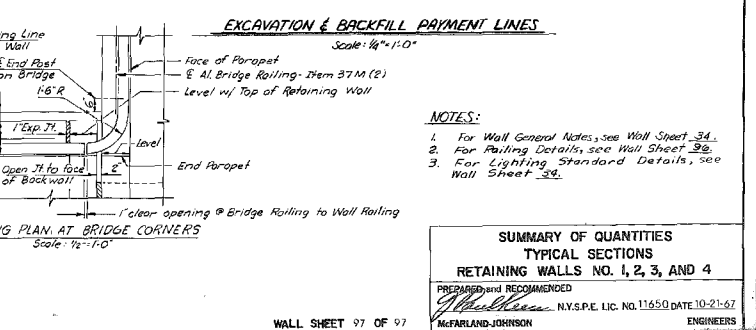
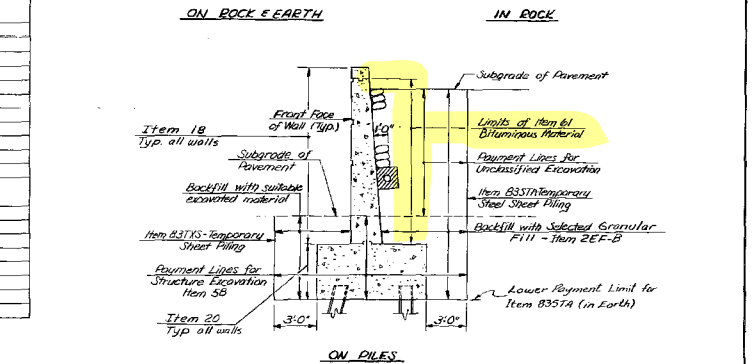
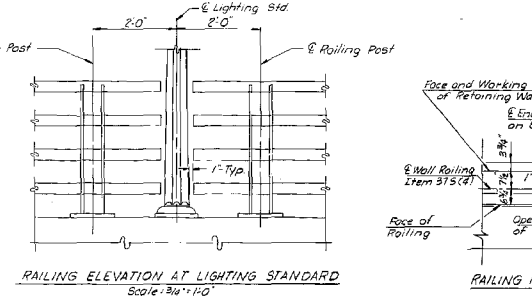
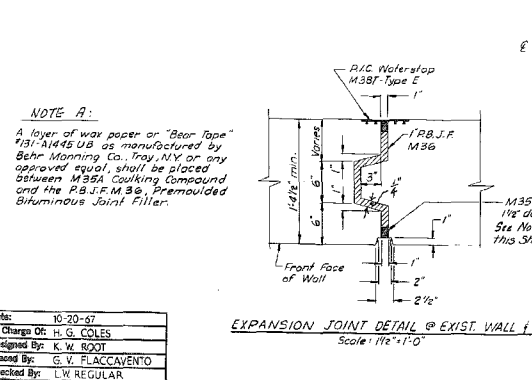
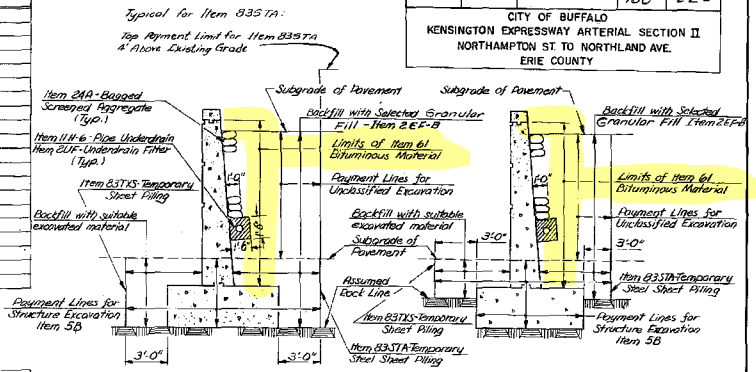
NO.	ITEM	UNIT	NEET	PROPOSAL
2UF	Underdrain Filter	C.Y.	170	170
2EF-B	Selected Granular Fill	C.Y.	348,605	348,610
5B	Structure Excavation	C.Y.	226,487	226,490
11H-6	Perforated Corrugated Metal Pipe Underdrain	L.F.	2,841	2,850
1B	Class A Concrete for Structures	C.Y.	4,322	4,330
20	Class B Concrete for Structures	C.Y.	2,901	2,910
24A	Bagged Screened Aggregate	C.Y.	1,409	1,410
28	Bar Reinforcement for Structures	L.B.	40,434	40,400
29	Structural Steel	L.B.	7,648	7,650
37S(4)	Steel Bridge Railing - 4 Rail	L.F.	2,553	2,560
6I	Bituminous Material	GAL.	2,071	2,080
83ST	Temporary Steel Sheet Piling	S.F.	64,959	64,960
83TS	Temporary Sheet Piling	S.F.	1,950	1,960
412B	2" Galvanized Steel Conduit	L.F.	429	430

### ESTIMATE OF QUANTITIES - WALL NO. 3

NO.	ITEM	UNIT	NEET	PROPOSAL
2UF	Underdrain Filter	C.Y.	37	40
2EF-B	Selected Granular Fill	C.Y.	40,696	40,100
5B	Structure Excavation	C.K.	36,009	36,020
11H-6	Perforated Corrugated Metal Pipe Underdrain	L.F.	574	580
1B	Class A Concrete for Structures	C.Y.	453	460
20	Class B Concrete for Structures	C.Y.	630	630
24A	Bagged Screened Aggregate	C.Y.	150	150
28	Bar Reinforcement for Structures	L.B.	42,773	42,800
29	Structural Steel	L.B.	1,681	1,700
37S(4)	Steel Bridge Railing - 4 Rail	L.F.	568	570
6I	Bituminous Material	GAL.	257	260
83ST	Temporary Steel Sheet Piling	S.F.	10,898	10,900
83TS	Temporary Sheet Piling	S.F.	1,217	1,220
84SB	Steel Bearing Test Piles	L.F.	195	170
85	Steel Bearing Piles - 10 BPA2	L.F.	3,920	3,900
85-A	Splices for Steel Bearing Piles	Ea.	44	44
87	Furnishing Equipment for Driving Piles	L.S.	Nec.	Nec.

### ESTIMATE OF QUANTITIES - WALL NO. 4

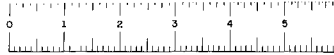
NO.	ITEM	UNIT	NEET	PROPOSAL
2UF	Underdrain Filter	C.Y.	35	40
2EF-B	Selected Granular Fill	C.Y.	48,993	49,000
5B	Structure Excavation	C.K.	34,005	34,010
11H-6	Perforated Corrugated Metal Pipe Underdrain	L.F.	533	540
1B	Class A Concrete for Structures	C.Y.	562	570
20	Class B Concrete for Structures	C.Y.	655	660
24A	Bagged Screened Aggregate	C.Y.	191	200
28	Bar Reinforcement for Structures	L.B.	54,422	55,200
29	Structural Steel	L.B.	1,546	1,550
37S(4)	Steel Bridge Railing - 4 Rail	L.F.	521	530
6I	Bituminous Material	GAL.	294	300
83ST	Temporary Steel Sheet Piling	S.F.	10,956	10,700
83TS	Temporary Sheet Piling	S.F.	912	850
84SB	Steel Bearing Test Piles	L.F.	105	110
85	Steel Bearing Piles - 10 BPA2	L.F.	2,220	2,220
85-A	Splices for Steel Bearing Piles	Ea.	49	49
87	Furnishing Equipment for Driving Piles	L.S.	Nec.	Nec.



Date: 10-20-67  
In Charge Of: H. G. COLES  
Designed By: K. W. BOOT  
Traced By: E. V. FLACCAVENTO  
Checked By: L. W. REGULAR

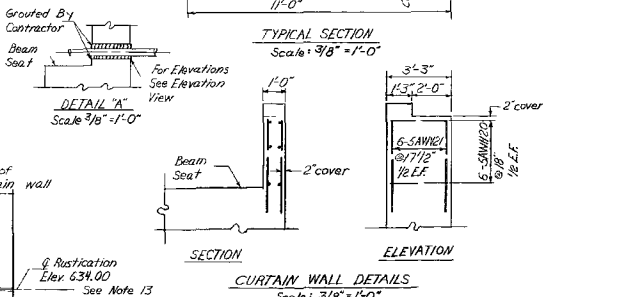
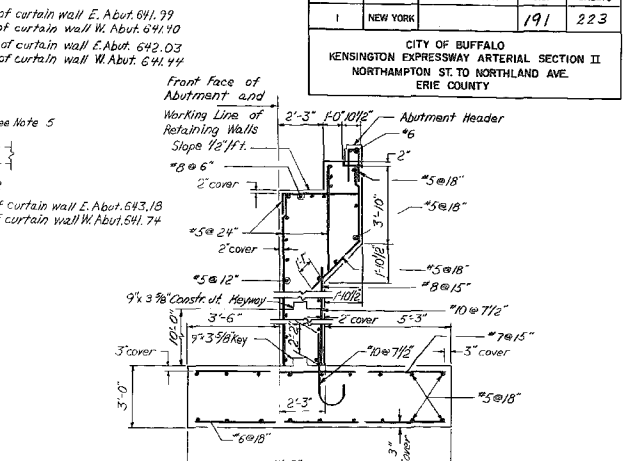
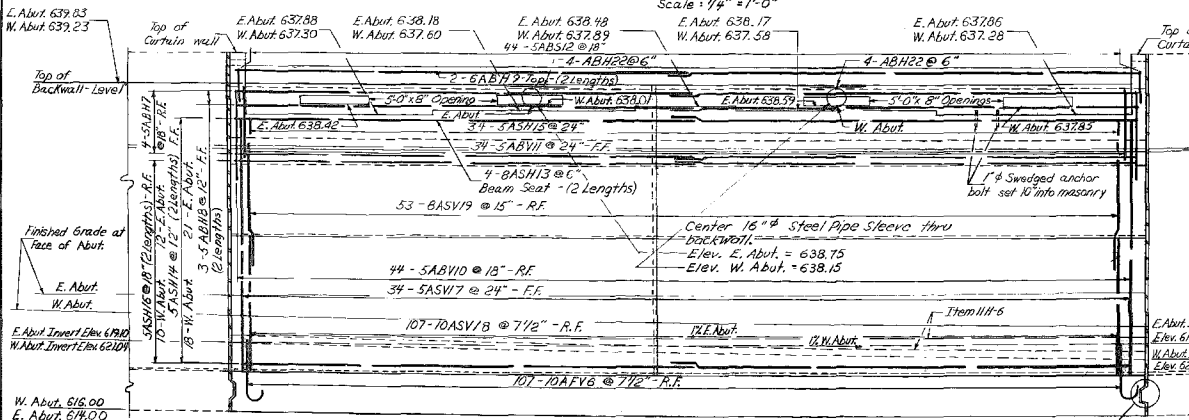
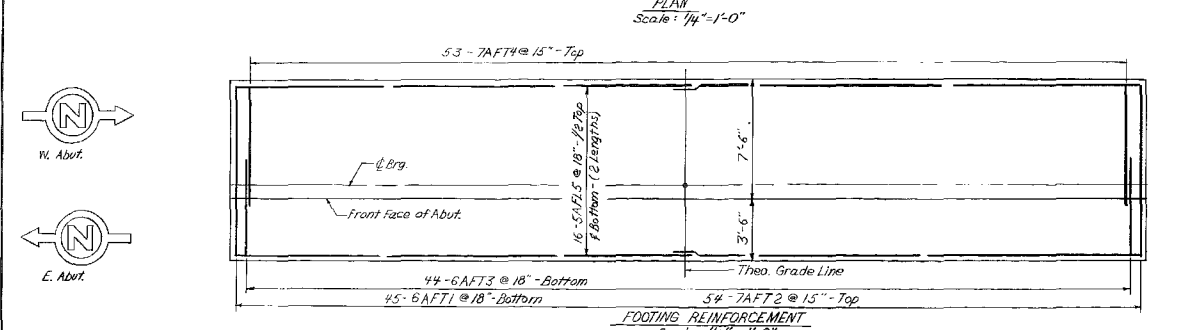
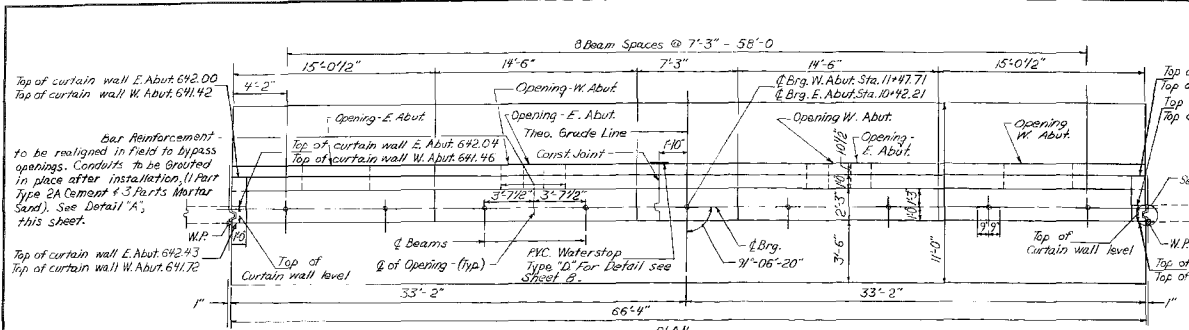
### SUMMARY OF QUANTITIES TYPICAL SECTIONS RETAINING WALLS NO. 1, 2, 3, AND 4

PREPARED AND RECOMMENDED BY  
McFarland-Johnson  
N.Y.S.P.E. LIC. NO. 11650 DATE 10-21-67  
ENGINEERS



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		191	223

CITY OF BUFFALO  
KENSINGTON EXPRESSWAY ARTERIAL SECTION II  
NORTHAMPTON ST. TO NORTHLAND AVE.  
ERIE COUNTY



- NOTES:
- Concrete in Abutment shall be Item 20, Class B Concrete for Structures. Concrete in Abutment Header shall be Item 18, Class A Concrete for Structures.
  - Bituminous Material, Item 61, shall be applied to the back of Abutment above top of Footing, where fill is in contact with the Wall.
  - Epoxy Protective Coating for Concrete shall be applied to all Exposed Vertical Surfaces, Bridge Seats, including the area under the Bearings, Exposed Vertical Surfaces of Backwall and Curtain Walls facing the Superstructure.
  - Top of Backwalls on which Asbestos Sheet Packing is to be placed shall be Steel Trowel Finished.
  - For Detail of Expansion Joint at Wall and Footing, see sheet No. 8.
  - For Detail of Expansion Joint between Abutment and Abutment Header, see sheet No. 8.
  - For Railing and Sidewalk Plans at Bridge Corners, see sheet No. 8.
  - For Pay Lines at Abutment, see sheet No. 8.
  - For Bearing Details, see sheet No. 5.
  - For Railing Details, see sheet No. 7.
  - For Cantilet Alignment, see sheet No. 5.
  - For Rustication Details, see sheet No. 8.
  - For Bar Schedule, see sheet No. 9.
  - For design purposes, the foundation pressure does not exceed 10 tons per square foot.

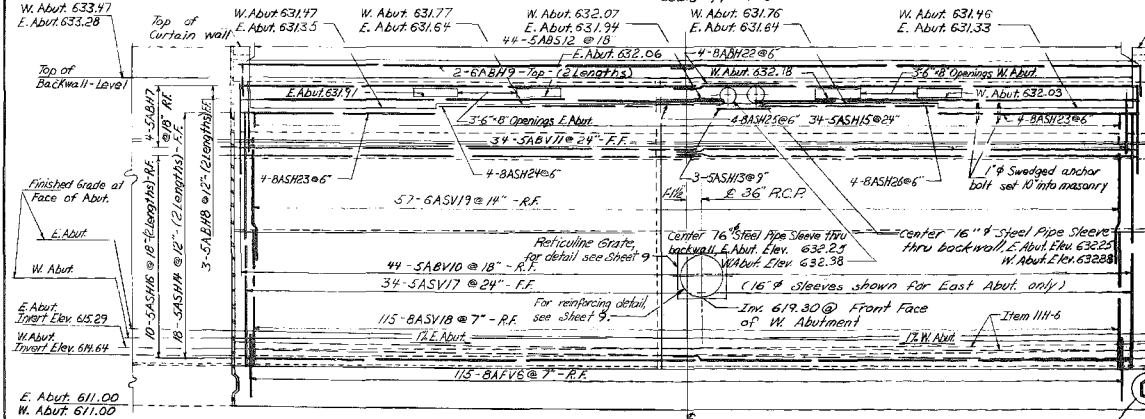
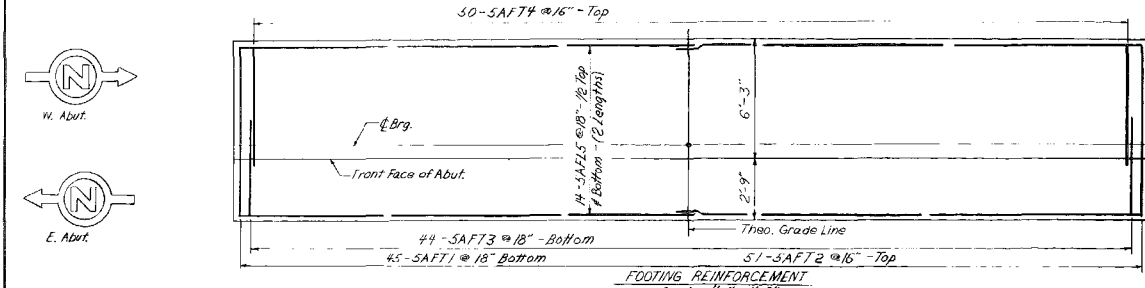
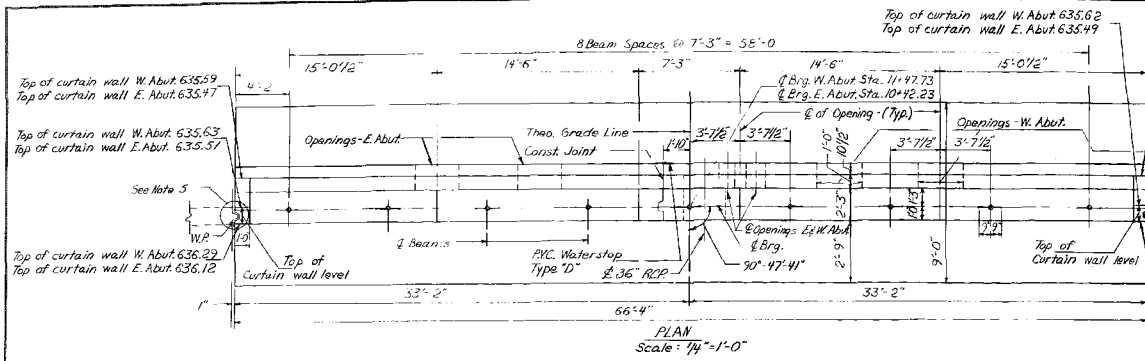
Date: JULY 14, 1967  
In Charge Of: H. G. COLES  
Designed By: W. D. SWECKER  
Traced By: J. F. MEYER  
Checked By: W. D. SWECKER

BRIDGE NO. 1

EAST UTICA STREET  
OVER KENSINGTON EXPRESSWAY  
ABUTMENT DETAILS

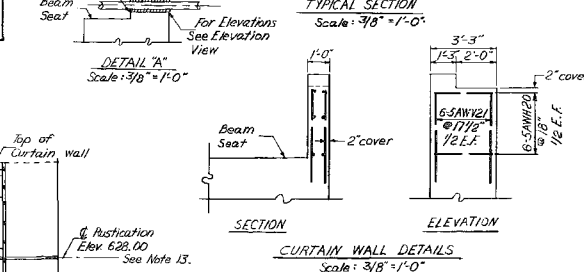
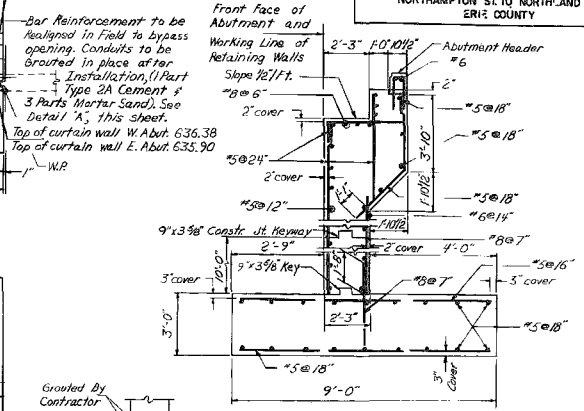
PREPARED AND RECOMMENDED  
By: *W. D. Swecker* N.Y.S.P.E. LIC. NO. 20143 DATE 7-25-67  
McFARLAND-JOHNSON ENGINEERS

BRIDGE SHEET 3 OF 10



Top of curtain wall W. Abut. 635.58  
Top of curtain wall E. Abut. 635.75

Bar Reinforcement to be developed in field to bypass opening. Conduits to be grouted in place after installation, (1 Part Type 2A Cement + 3 Parts Mortar Sand). See Detail 'A', this sheet.



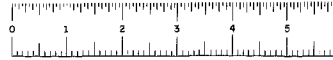
- NOTES:
- Concrete in Abutment shall be Item 20, Class B Concrete for Structures.
  - Concrete in Abutment Header shall be Item 18, Class A Concrete for Structures.
  - Bituminous Material, Item 61, shall be applied to the back of Abutment above top of footing, where fill is in contact with the wall.
  - Epoxy Protective Coating for Concrete shall be applied to all Exposed Reinforcing Surfaces of Backwall and Curtain Walls facing the Superstructure.
  - Top of Backwalls on which Asbestos Sheet Packing is to be placed shall be Steel Travel Finished.
  - For Detail of Expansion Joint at Wall and Footing, see sheet No. 8.
  - For Detail of Expansion Joint between Abutment and Abutment Header, see sheet No. 8.
  - For Railing and Sidewalk Plans at Bridge Corners, see sheet No. 8.
  - For Ray Lines of Abutment see sheet No. 8.
  - For Bearing Details, see sheet No. 5.
  - For Railing Details, see sheet No. 7.
  - For Conduit Alignment, see sheet No. 5.
  - For Rustication Details, see sheet No. 8.
  - For Bar Schedule, see sheet No. 9.
  - For design purposes, the Foundation Pressure does not exceed 10 tons per square foot.

FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK		201	223

CITY OF BUFFALO  
KENSINGTON EXPRESSWAY ARTERIAL SECTION II  
NORTHAMPTON ST. TO NORTH AND AVE  
ERIE COUNTY

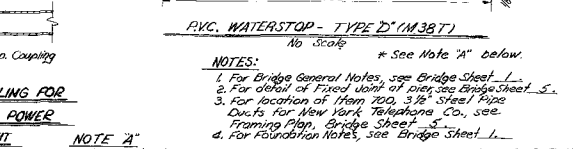
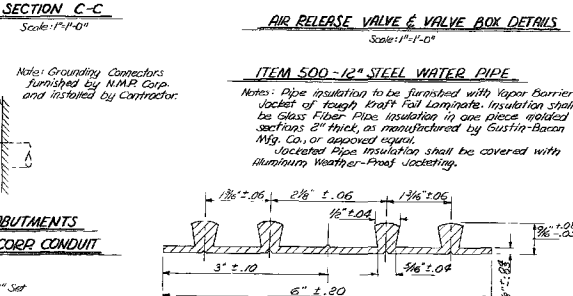
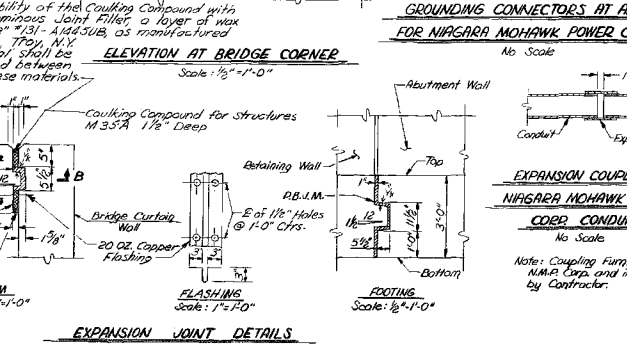
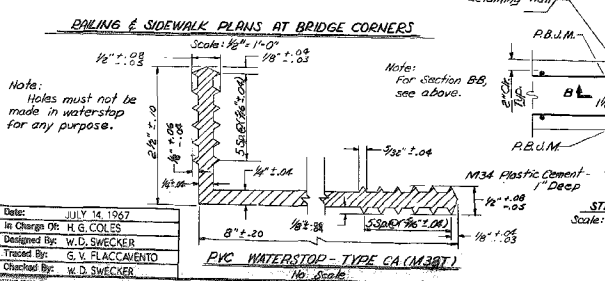
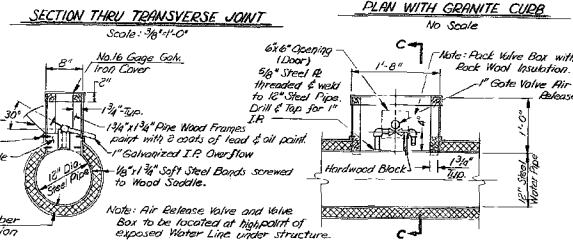
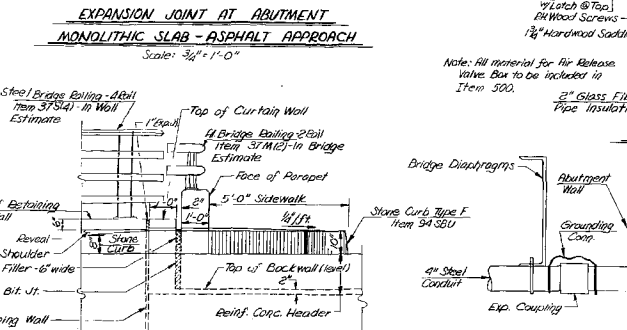
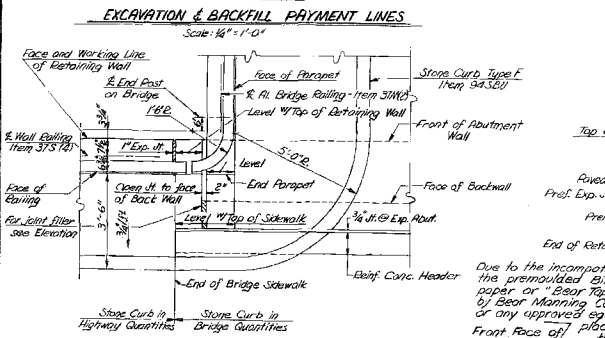
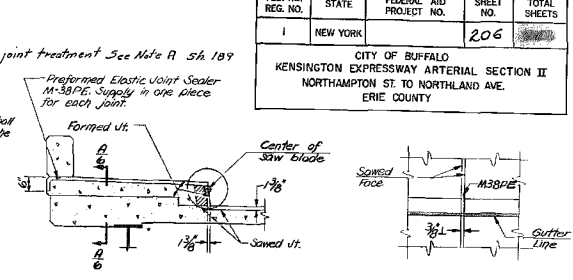
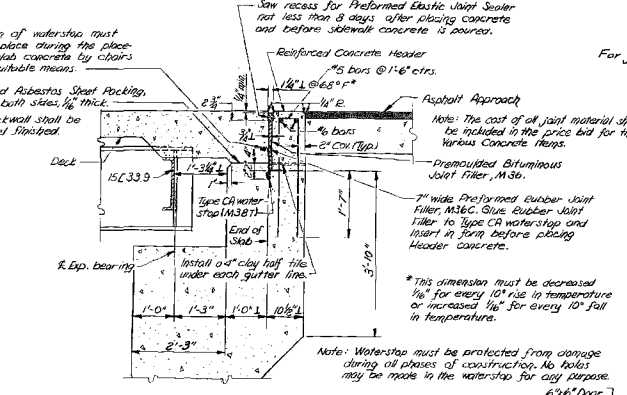
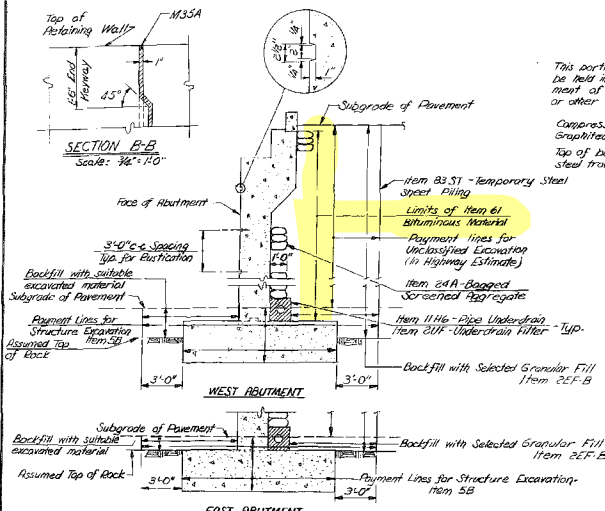
BRIDGE NO. 2	
EAST FERRY STREET OVER KENSINGTON EXPRESSWAY ABUTMENT DETAILS	
PREPARED AND RECOMMENDED BY McFarland Johnson	NYS P.E. LIC. NO. 20132 DATE 7-23-47
ENGINEERS	

Date: JULY 14, 1947  
In Charge Of: H. G. COLES  
Designed By: W. D. SWICKER  
Traced By: J. F. MEYER  
Checked By: W. D. SWICKER



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		206	

CITY OF BUFFALO  
KENSINGTON EXPRESSWAY ARTERIAL SECTION II  
NORTHAMPTON ST. TO NORTHLAND AVE.  
ERIE COUNTY



Date: JULY 14, 1967  
In Charge: W.G. COLLIER  
Designed By: W.D. SWICKER  
Traced By: G.V. FLACCAVENTO  
Checked By: W.D. SWICKER

BRIDGE NO. 2	
EAST FERRY STREET OVER KENSINGTON EXPRESSWAY MISCELLANEOUS DETAILS	
PREPARED AND RECOMMENDED McFarland-Johnson	N.Y.S.P.E. LIC. NO. 20143 DATE 7-25-67 ENGINEERS



## Asbestos-Containing Materials Inspection

Location:

BIN 1022630

East Utica Street Bridge

Over Kensington Expressway (NY Route 33)

City of Buffalo,

Erie County, New York

Prepared for:

New York State

Department of Transportation

PIN - 5813.75.121

LaBella Project No. 2190777

April 29, 2022

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Appendix D – Licenses and Certifications	
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## I. INTRODUCTION

In accordance with conditions of Term Agreement D037815, Watts Architecture & Engineering (Watts), in conjunction with LaBella Associates, D.P.C. (LaBella), conducted an Asbestos-Containing Materials (ACM) Inspection of the E. Utica St. Bridge over Kensington Expressway (NY Route 33) (BIN 1022630) located in the City of Buffalo, Erie County, New York. The objective of the bridge inspection was to identify and sample suspect ACMs which may require abatement or removal prior to or during renovation of the structure, due to applicable regulations. The inspection was limited to areas of the bridge that could be accessed from the bridge itself or reached from the ground by use of a ladder from below. The following information summarizes the results of the investigation.

## II. INSPECTION RESULTS

### **BIN 1022630 – E. Utica St. Bridge over Kensington Expressway (NY Route 33)**

#### Confirmed Asbestos-Containing Materials (ACMs)

Based on laboratory analyses of bulk samples collected, the following materials were determined to contain greater than 1% asbestos. The following table does not include all of the materials sampled during this inspection. For a full list of materials sampled, please refer to the Asbestos Bulk Sample Summary Table.

Type of Material	Typical Location	Estimated Amount	Friability	Condition	NYSDOT Specification Item No.
Retaining Wall Grey Caulk	Within Vertical Retaining Wall Joints (One at Each Corner of the Bridge)	80 LF (14 SF)	Non-Friable	Fair to Good	210.3411
Rail Post Grey Caulk	Base of Guard Rail Post on Top of Retaining Walls	3.66 LF (0.3 SF)	Non-Friable	Good	210.3411
Grey Sheet Packing	Between Deck & Tops of Abutments at Both Ends of Bridge	140 SF	Non-Friable	Good	210.3312
Utility Conduit Packing / Sealant	Perimeter of the 12" Natural Gas Utility Casing (8" Gas Utility Within the Casing) that Penetrates Through Each Abutment	6 LF (~1 SF)	Non-Friable	Poor to Fair	210.481101



## ACM Project Specific Details

### **Retaining Wall Grey Caulk**

A grey asbestos-containing caulking compound is located within the vertical joints of the retaining walls along both sides of the Kensington Expressway (Route 33) corridor. Although the material is not present within each joint, the material is located sporadically throughout the entire existing length (>1 mile) of the retaining walls.

During our inspection, a bead of asbestos-containing caulk was observed within close proximity (within a few feet) at each corner of the bridge. Each bead is approximately 2" thick and approximately 20 linear feet long. At each location, the ACM is located within the vertical joint that extends from the Kensington Expressway (Route 33) roadway surface up the entire retaining wall (approximately 18' high), and also extends along the horizontal surface (approximately 1.5') on top of the retaining wall. The top of the retaining wall is located at the E. Utica Street surface level and extends along the entire length of Humboldt Parkway.

While the amount of ACM associated with the entire retaining wall is significantly higher, it is estimated that the total amount of grey caulking compound associated with this structure is approximately 80 linear feet (14 square feet for NYSDOL reporting purposes). This quantity represents the four vertical joints located within close proximity to the bridge. The ACM was generally observed to be intact in most locations, however, some areas were observed where the asbestos-containing caulk was no longer intact within the vertical joint. The approximate locations of this material adjacent to the bridge are shown in FIGURE 2.

### **Rail Post Grey Caulk**

Grey asbestos-containing caulking compound is located around the perimeter of the guide rail base plates along both sides of the retaining walls that were described above. Each rectangular base plate is approximately 8" x 14" and has an approximate 1" thick bead of caulk around the perimeter. It is important to note that the base plates associated with the guide rails and fencing posts located on the bridge curb/knee wall along E. Utica Street are of a different construction and do not have any associated ACMs. There is one guide rail base plate with asbestos-containing caulk present within a very close proximity to the bridge (within a few feet) at each corner of the bridge. While the amount of ACM associated with the entire retaining wall is significantly higher, it is estimated that the amount of grey caulking compound associated with the four total base plates is approximately 3.66 linear feet (0.3 square feet for NYSDOL reporting purposes). The ACM was generally observed to be intact in most locations. The approximate locations of this material are shown in FIGURE 2.

### **Grey Sheet Packing**

Grey asbestos-containing sheet packing is located between the top of the abutments and the deck slab at both ends of the bridge. Most of the material is presently covered by the bridge deck, although the edges of this sheet packing are exposed and visible at various locations. It is estimated that the total amount of gray sheet packing on the bridge is approximately 140 square feet (approximately 70 square feet per abutment). The approximate locations of this material are shown in FIGURE 2.

### **Utility Conduit Packing / Sealant**

An asbestos-containing packing/sealant was identified at each abutment penetration of the 12” utility conduit that contains an 8” gas line. The approximately 2.5” thick bead of packing/sealant is located around the perimeter of the conduit. The ACM was observed to be generally intact at the eastern abutment, however, at the western abutment, approximately half of the ACM was observed to be dislodged and laying on top of the abutment shelf. It is estimated that the total amount of asbestos-containing packing/sealant associated with the two abutment penetrations is approximately 6 linear feet (1.25 square feet for NYSDOL reporting purposes). The approximate locations of this material are shown in FIGURE 2.

### **Inaccessible Assumed ACMs**

During the inspection, no inaccessible assumed ACM was identified.

## **III. INSPECTION PROCEDURES**

The following procedures were used to obtain the data for this report:

- A. Review of information available via NYSDOT’s Bridge Data Information System (BDIS) and Record Plans made available by New York State Department of Transportation, Region 5.
- B. A visual inspection of the structure was performed to identify visible and accessible sources of the above referenced suspect ACMs. Observations and notes were made to provide a description of the structure, and estimate the approximate amount, length, or area of suspect ACM, if present. Photographs taken during this inspection are attached in Appendix E.
- C. Bulk samples of suspect ACMs were collected during the site inspection of the subject structure. In accordance with the NYSDOT Environmental Manual (TEM), three samples were taken of each homogeneous material that may contain ACM. The investigation was limited to areas of the bridge that could be accessed from the bridge itself or reached from the ground by use of a ladder from below.
- D. Asbestos samples were submitted for laboratory analysis. Preliminary Polarized Light Microscopy analyses of non-friable, organically bound (NOB) materials were performed by EMSL Laboratories, a NYSDOH accredited laboratory, to determine the presence and percentage of asbestos in each sample. Transmission electron microscopy analyses of NOB materials, if necessary, were also performed by EMSL Laboratories.
- E. Results of the laboratory analyses, field testing and the visual on-site inspection were compiled and summarized.

## **IV. INSPECTION LIMITATIONS**

This inspection was conducted in accordance with generally accepted environmental engineering practices for this region. Collection of bulk samples of suspect ACMs was limited to those materials readily accessible using hand tools or hand-held power tools. Inaccessible areas, such as areas within the bridge or the approaches to the bridge were not included in this inspection. Homogeneous materials were identified and located based on visual observation from readily accessible points. The data derived from representative samples of any given homogeneous

material represent conditions that apply only at that particular location. Inspection protocol and methodology requires that sample data be used to draw conclusions about the entire homogeneous area, but such conclusions may not necessarily apply to the general structure as a whole.

No sub-surface investigation was performed by LaBella or Watts to determine the possible presence of suspect ACMs or underground utilities in the immediate vicinity of the structure as all surrounding areas are covered with a concrete and/or asphalt surface.

Applicable utility companies were contacted to request information regarding the presence of any known ACMs associated with their utilities located at the bridge. No additional ACM information was obtained.

LaBella makes no other warranty or representation, either expressed or implied, nor is one intended to be included as part of its services, or reports. No asbestos inspection can wholly eliminate the uncertainty regarding the potential for undiscovered ACMs. The work performed by Watts and LaBella is intended to reduce, but not eliminate, uncertainty regarding the potential for ACMs at the site.

This asbestos inspection report is not intended to be a bid document for an abatement scope of work. This report is intended to satisfy the requirements of NYS Code Rule 56-5 for asbestos inspections.

## **V. CONCLUSIONS AND RECOMMENDATIONS**

Although asbestos-containing materials are located on the bridge, it is unknown whether the upcoming bridge rehabilitation project will impact these materials. As such, if any identified ACM is to be impacted for any reason, disturbance must be considered an asbestos project and completed by a licensed asbestos contractor in accordance with all applicable regulations. Furthermore, if the ACMs are to be impacted by the upcoming project, the final Project Proposal should include the following:

1. Specification Item Nos. and quantities of ACMs as listed in this report
2. Special Asbestos Removal Notes, if necessary
3. A notation that this Asbestos Survey Report is available to bidders

Under the provisions of our Asbestos Assessment Term Agreement, LaBella Associates is available to review the final asbestos portion of the design package and assist Region 5 personnel in developing Special Notes, if necessary.

None of the paints associated with this bridge were tested in an effort to identify lead-based paint. It is recommended that the potential presence of the lead associated with the bridge paints be conveyed to any contractor or DOT employee prior to any work related activities that may disturb this material.

# **Asbestos Bulk Sample Summary Table**

## Asbestos Bulk Sample Summary Table

BIN 1022630 – East Utica Street Bridge Over Kensington Expressway (NY Route 33)  
 City of Buffalo, Erie County, New York  
 P.I.N. 5813.75.121

Items in Bold are Confirmed ACM

Sample #	Type of Material	Sample Location	Results % Asbestos
1022630-01	Retaining Wall Grey Caulk	NE Retaining Wall Vertical Joint	6.2% Chrysotile
1022630-02	Retaining Wall Grey Caulk	NW Retaining Wall Vertical Joint	Positive Stop (Not Analyzed)
1022630-03	Retaining Wall Grey Caulk	SW Retaining Wall Vertical Joint	Positive Stop (Not Analyzed)
1022630-04	Rail Post Grey Caulk	Top of Retaining Wall, NE Corner	7.1% Chrysotile
1022630-05	Rail Post Grey Caulk	Top of Retaining Wall, NW Corner	Positive Stop (Not Analyzed)
1022630-06	Rail Post Grey Caulk	Top of Retaining Wall, SW Corner	Positive Stop (Not Analyzed)
1022630-07	Curb/Knee Wall Grey Caulk	North Side of Bridge, East End	None Detected
1022630-08	Curb/Knee Wall Grey Caulk	North Side of Bridge, West End	None Detected
1022630-09	Curb/Knee Wall Grey Caulk	South Side of Bridge, West End	None Detected
1022630-10	Abutment/Retaining Wall Joint Filler	NW Corner	None Detected
1022630-11	Abutment/Retaining Wall Joint Filler	NW Corner	None Detected
1022630-12	Abutment/Retaining Wall Joint Filler	NW Corner	None Detected
1022630-13	Sidewalk/Back of Retaining Wall Joint Filler	NW Sidewalk	None Detected
1022630-14	Sidewalk/Back of Retaining Wall Joint Filler	NW Sidewalk	None Detected
1022630-15	Sidewalk/Back of Retaining Wall Joint Filler	NW Sidewalk	None Detected

## Asbestos Bulk Sample Summary Table

BIN 1022630 – East Utica Street Bridge Over Kensington Expressway (NY Route 33)  
 City of Buffalo, Erie County, New York  
 P.I.N. 5813.75.121

Items in Bold are Confirmed ACM

Sample #	Type of Material	Sample Location	Results % Asbestos
1022630-16	Bituminous Tar	NE Sidewalk	None Detected
1022630-17	Bituminous Tar	NW Sidewalk	None Detected
1022630-18	Bituminous Tar	SE Sidewalk	None Detected
1022630-19	Grey Bridge/Girder Paint	North Girder, West End	None Detected
1022630-20	Grey Bridge/Girder Paint	South Girder, West End	None Detected
1022630-21	Grey Bridge/Girder Paint	Middle Girder, East End	None Detected
1022630-22	Bearing Pad	North Girder, West End	None Detected
1022630-23	Bearing Pad	South Girder, West End	None Detected
1022630-24	Bearing Pad	North Girder, East End	None Detected
1022630-25	Masonry Coating	Middle Girder, East End	None Detected
1022630-26	Masonry Coating	Middle Girder, East End	None Detected
1022630-27	Masonry Coating	South Girder, West End	None Detected
<b>1022630-28</b>	<b>Sheet Packing</b>	<b>Top of Abutment, SE Corner</b>	<b>30% Chrysotile</b>
<b>1022630-29</b>	<b>Sheet Packing</b>	<b>Top of Abutment, SE Corner</b>	<b>Positive Stop (Not Analyzed)</b>
<b>1022630-30</b>	<b>Sheet Packing</b>	<b>Top of Abutment, SW Corner</b>	<b>Positive Stop (Not Analyzed)</b>

## Asbestos Bulk Sample Summary Table

BIN 1022630 – East Utica Street Bridge Over Kensington Expressway (NY Route 33)  
City of Buffalo, Erie County, New York  
P.I.N. 5813.75.121

Items in Bold are Confirmed ACM

Sample #	Type of Material	Sample Location	Results % Asbestos
1022630-31	Utility Conduit Packing/Sealant	Large Utility Pipe, East End at Abutment	6.8% Chrysotile
1022630-32	Utility Conduit Packing/Sealant	Large Utility Pipe, East End at Abutment	Positive Stop (Not Analyzed)
1022630-33	Utility Conduit Packing/Sealant	Large Utility Pipe, West End at Abutment	Positive Stop (Not Analyzed)

**Appendix A**  
**Asbestos Inspection Fact**  
**Sheet**



# Asbestos Inspection Fact Sheet

## Name and Address of Building/Structure

East Utica Street Bridge Over Kensington \_\_\_\_\_

Expressway (NY Route 33) (BIN 1022630) \_\_\_\_\_

City of Buffalo, Erie County, New York \_\_\_\_\_

## Name and Address of Building/Structure Owner

New York State Department of Transportation \_\_\_\_\_

50 Wolf Road \_\_\_\_\_

Albany, New York 12232 \_\_\_\_\_

## Name and Address of Owner's Agent

LaBella Associates, D.P.C. \_\_\_\_\_

300 State Street, Suite 201 \_\_\_\_\_

Rochester, New York 14614 \_\_\_\_\_

## Name of the Firm & Persons Conducting the Inspection

Watts Architecture & Engineering \_\_\_\_\_

Matthew E. Holquist (NYSDOL Cert #01-08239) \_\_\_\_\_

Robert S. Swick (NYSDOL Cert #20-05731) \_\_\_\_\_

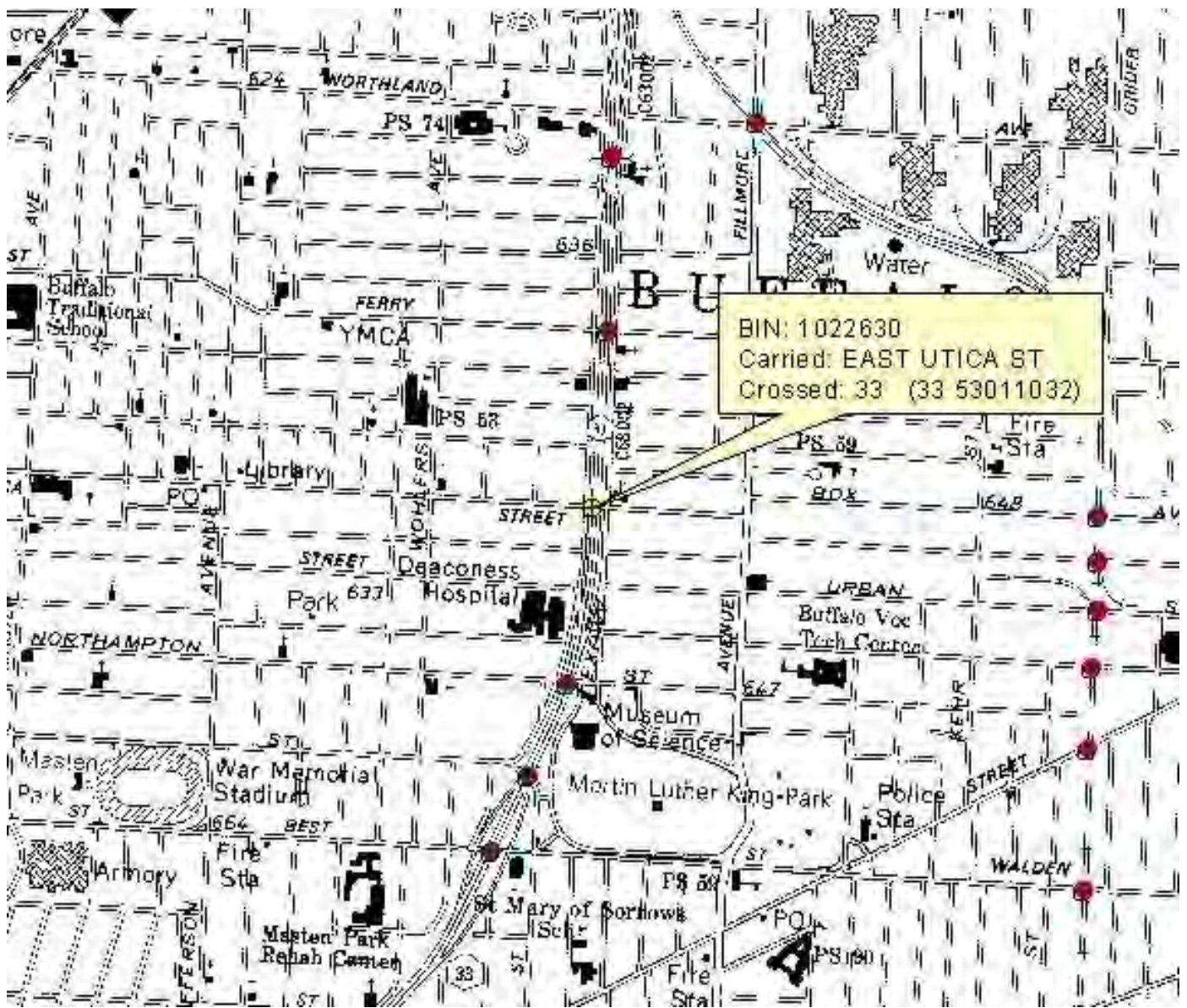
William G. Coyle (NYSDOL Cert #17-39003) \_\_\_\_\_

## Date the Inspection Was Conducted


February 23, 2022 and April 12, 2022 \_\_\_\_\_

# Appendix B

## Figures



SOURCE: NYSDOT BDIS


**WATTS  
ARCHITECTURE  
& ENGINEERING**  
 95 Perry Street, Suite 300  
 Buffalo, New York 14203  
 (716) 206-5100 | (716) 206-5199 Fax

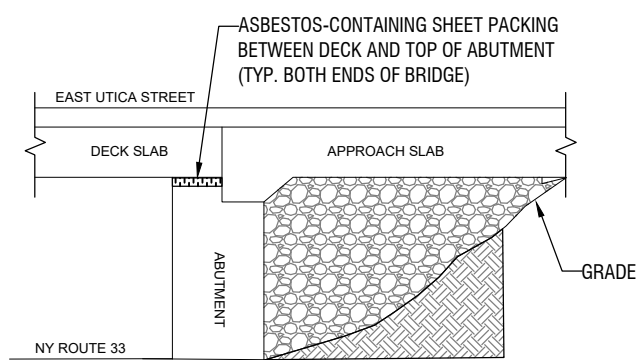
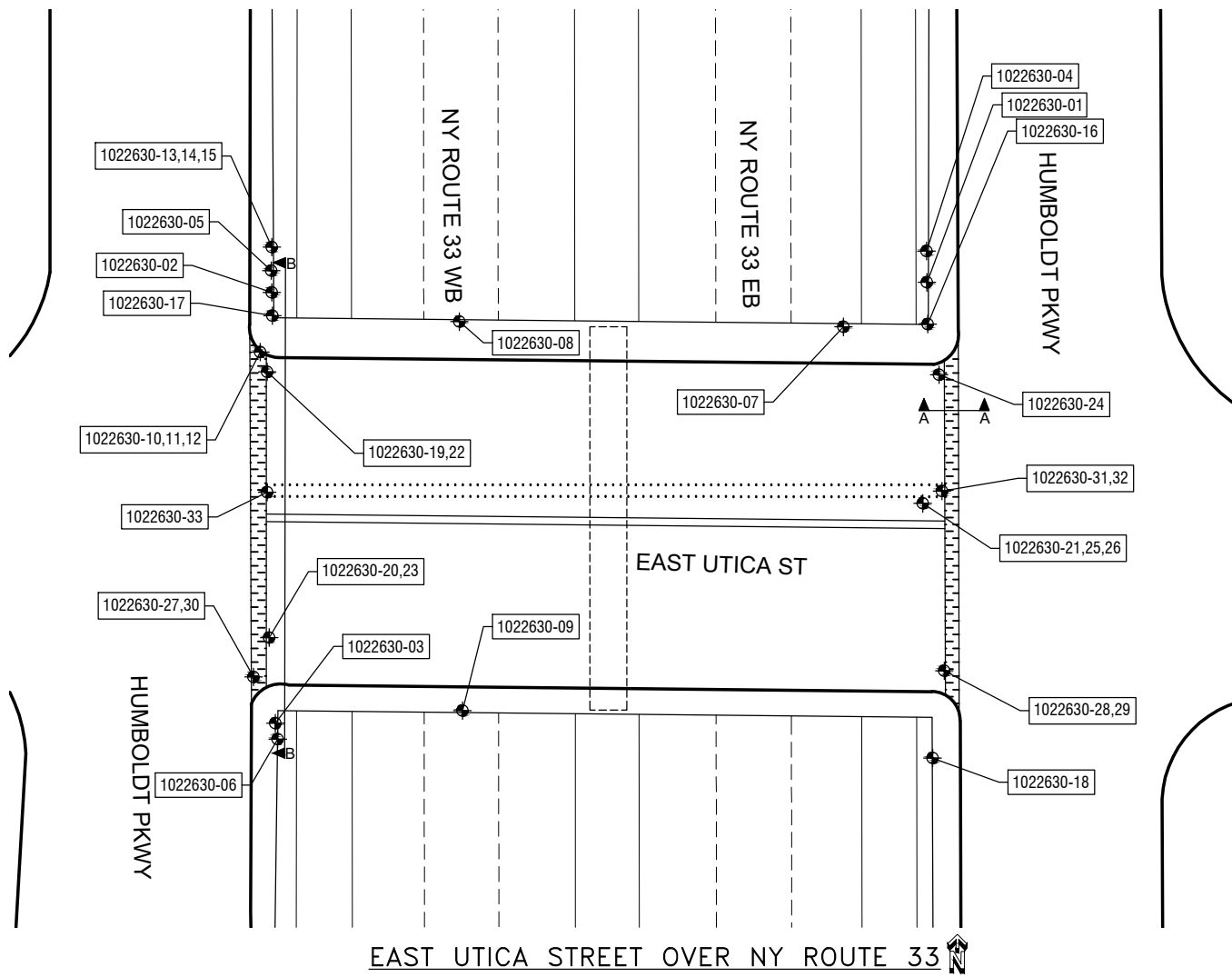


DRAWING NO.  
**FIGURE 1**  
 SITE LOCATION MAP

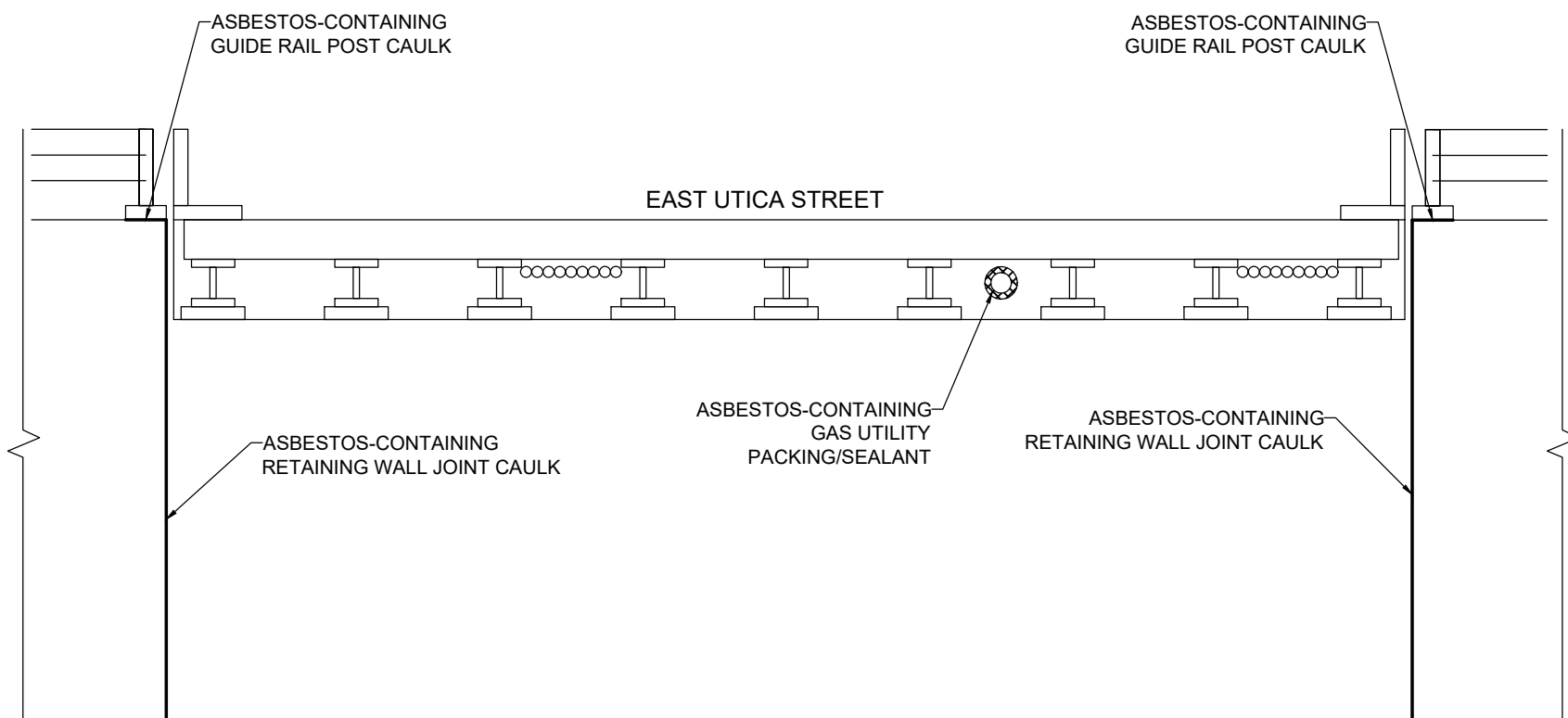
ASBESTOS-CONTAINING MATERIALS INSPECTION  
 EAST UTICA STREET BRIDGE OVER  
 KENSINGTON EXPRESSWAY (NY ROUTE 33)  
 CITY OF BUFFALO, NEW YORK  
 BIN 1022630

PROJECT NO.	2190777
PIN	5813.75.121
SCALE	NOT TO SCALE
DATE:	APRIL 2022








SECTION A-A (TYPICAL)



SECTION B-B (TYPICAL)

LEGEND

-  ASBESTOS-CONTAINING SHEETPACKING
-  ASBESTOS-CONTAINING GAS UTILITY PACKING/SEALANT
-  ASBESTOS-CONTAINING CAULK

SAMPLES WERE COLLECTED ON FEBRUARY 23 AND APRIL 12, 2022.

◆ INDICATES APPROXIMATE SAMPLE LOCATION

FIGURE 2  
ASBESTOS BULK SAMPLE LOCATIONS  
BIN 1022630



EAST UTICA STREET OVER NY ROUTE 33  
CITY OF BUFFALO, NEW YORK

NOT TO SCALE | APRIL 2022

**Appendix C**  
Laboratory Analytical  
Report



# EMSL Analytical, Inc.

490 Rowley Road Depew, NY 14043  
Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com> / [buffalolab@emsl.com](mailto:buffalolab@emsl.com)

**EMSL Order:** 142201258  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

**Attention:** Matthew Holquist  
Watts Architecture & Engineering  
95 Perry Street  
Suite 300  
Buffalo, NY 14203  
**Project:** 1911313 / PIN 5813.75.121, E. Utica St. Over Rt 33, Buffalo, Erie Co., NY / BIN 1022630

**Phone:** (716) 206-5100  
**Fax:** (716) 206-5199  
**Received Date:** 04/14/2022 4:20 PM  
**Analysis Date:** 04/18/2022  
**Collected Date:** 04/14/2022

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022630-01 142201258-0001		<b>Description</b>	Retaining Wall Grey Caulk		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Gray	None	93.80% Other	<b>6.20% Chrysotile</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022				<b>Not Analyzed</b>
<b>Sample ID</b> 1022630-02 142201258-0002		<b>Description</b>	Retaining Wall Grey Caulk		
		<b>Homogeneity</b>			
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022				<b>Positive Stop (Not Analyzed)</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022				<b>Not Analyzed</b>
<b>Sample ID</b> 1022630-03 142201258-0003		<b>Description</b>	Retaining Wall Grey Caulk		
		<b>Homogeneity</b>			
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022				<b>Positive Stop (Not Analyzed)</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022				<b>Not Analyzed</b>
<b>Sample ID</b> 1022630-04 142201258-0004		<b>Description</b>	Rail Post Grey Caulk		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Gray	None	92.90% Other	<b>7.10% Chrysotile</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022				<b>Not Analyzed</b>
<b>Sample ID</b> 1022630-05 142201258-0005		<b>Description</b>	Rail Post Grey Caulk		
		<b>Homogeneity</b>			
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022				<b>Positive Stop (Not Analyzed)</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022				<b>Not Analyzed</b>

Report amended: 04/18/2022 16:49:12 Replaces initial report from: 04/18/2022 09:30:58 Reason Code: Data Entry-Change to Project



# EMSL Analytical, Inc.

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Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com> / [buffalolab@emsl.com](mailto:buffalolab@emsl.com)

**EMSL Order:** 142201258  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022630-06 142201258-0006		<b>Description</b>	Rail Post Grey Caulk		
		<b>Homogeneity</b>			
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022				<b>Positive Stop (Not Analyzed)</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022				<b>Not Analyzed</b>
<b>Sample ID</b> 1022630-07 142201258-0007		<b>Description</b>	Curb/Knee Wall Grey Caulk		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022	Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022630-08 142201258-0008		<b>Description</b>	Curb/Knee Wall Grey Caulk		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022	Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022630-09 142201258-0009		<b>Description</b>	Curb/Knee Wall Grey Caulk		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022	Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022630-10 142201258-0010		<b>Description</b>	Abutment/Retaining Wall Joint Filler		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022	Black		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022630-11 142201258-0011		<b>Description</b>	Abutment/Retaining Wall Joint Filler		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022	Black		100.00% Other	<b>None Detected</b>

Report amended: 04/18/2022 16:49:12 Replaces initial report from: 04/18/2022 09:30:58 Reason Code: Data Entry-Change to Project



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<http://www.EMSL.com> / [buffalolab@emsl.com](mailto:buffalolab@emsl.com)

**EMSL Order:** 142201258  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022630-12 142201258-0012		<b>Description</b>	Abutment/Retaining Wall Joint Filler		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022	Black		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022630-13 142201258-0013		<b>Description</b>	Sidewalk/Back of Retaining Wall Joint Filler		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022	Black		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022630-14 142201258-0014		<b>Description</b>	Sidewalk/Back of Retaining Wall Joint Filler		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022	Black		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022630-15 142201258-0015		<b>Description</b>	Sidewalk/Back of Retaining Wall Joint Filler		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022	Black		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022630-16 142201258-0016		<b>Description</b>	Bituminous Tar		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022	Black		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022630-17 142201258-0017		<b>Description</b>	Bituminous Tar		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022	Black		100.00% Other	<b>None Detected</b>

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**EMSL Order:** 142201258  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022630-18 142201258-0018		<b>Description</b>	Bituminous Tar		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022	Black		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022630-19 142201258-0019		<b>Description</b>	Grey Bridge/Girder Paint		
		<b>Homogeneity</b>	Heterogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022	Brown/ Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022630-20 142201258-0020		<b>Description</b>	Grey Bridge/Girder Paint		
		<b>Homogeneity</b>	Heterogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022	Brown/ Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022630-21 142201258-0021		<b>Description</b>	Grey Bridge/Girder Paint		
		<b>Homogeneity</b>	Heterogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022	Brown/ Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022630-22 142201258-0022		<b>Description</b>	Bearing Pad		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Brown/ Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022	Brown/ Black		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022630-23 142201258-0023		<b>Description</b>	Bearing Pad		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Brown/ Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022	Brown/ Black		100.00% Other	<b>None Detected</b>

Report amended: 04/18/2022 16:49:12 Replaces initial report from: 04/18/2022 09:30:58 Reason Code: Data Entry-Change to Project



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<http://www.EMSL.com> / [buffalolab@emsl.com](mailto:buffalolab@emsl.com)

**EMSL Order:** 142201258  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022630-24 142201258-0024		<b>Description</b>	Bearing Pad		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Brown/ Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022	Brown/ Black		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022630-25 142201258-0025		<b>Description</b>	Masonry Coating		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>	04/18/2022	Gray		100.00% Non-fibrous (other)	<b>None Detected</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>					<b>Not Analyzed</b>
<b>TEM NYS 198.4 NOB</b>					<b>Not Analyzed</b>
<b>Sample ID</b> 1022630-26 142201258-0026		<b>Description</b>	Masonry Coating		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>	04/18/2022	Gray		100.00% Non-fibrous (other)	<b>None Detected</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>					<b>Not Analyzed</b>
<b>TEM NYS 198.4 NOB</b>					<b>Not Analyzed</b>
<b>Sample ID</b> 1022630-27 142201258-0027		<b>Description</b>	Masonry Coating		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>	04/18/2022	Gray		100.00% Non-fibrous (other)	<b>None Detected</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>					<b>Not Analyzed</b>
<b>TEM NYS 198.4 NOB</b>					<b>Not Analyzed</b>
<b>Sample ID</b> 1022630-28 142201258-0028		<b>Description</b>	Sheet Packing		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Gray	None	70.00% Other	<b>30.00% Chrysotile</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022				<b>Not Analyzed</b>
<b>Sample ID</b> 1022630-29 142201258-0029		<b>Description</b>	Sheet Packing		
		<b>Homogeneity</b>			
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022				<b>Positive Stop (Not Analyzed)</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022				<b>Not Analyzed</b>

Report amended: 04/18/2022 16:49:12 Replaces initial report from: 04/18/2022 09:30:58 Reason Code: Data Entry-Change to Project



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<http://www.EMSL.com> / [buffalolab@emsl.com](mailto:buffalolab@emsl.com)

**EMSL Order:** 142201258  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022630-30 142201258-0030		<b>Description</b>	Sheet Packing		
		<b>Homogeneity</b>			
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022				<b>Positive Stop (Not Analyzed)</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022				<b>Not Analyzed</b>
<b>Sample ID</b> 1022630-31 142201258-0031		<b>Description</b>	Utility Conduit Packing/Sealant		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022	Gray/ Black	None	93.20% Other	<b>6.80% Chrysotile</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022				<b>Not Analyzed</b>
<b>Sample ID</b> 1022630-32 142201258-0032		<b>Description</b>	Utility Conduit Packing/Sealant		
		<b>Homogeneity</b>			
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022				<b>Positive Stop (Not Analyzed)</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022				<b>Not Analyzed</b>
<b>Sample ID</b> 1022630-33 142201258-0033		<b>Description</b>	Utility Conduit Packing/Sealant		
		<b>Homogeneity</b>			
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	04/18/2022				<b>Positive Stop (Not Analyzed)</b>
<b>TEM NYS 198.4 NOB</b>	04/18/2022				<b>Not Analyzed</b>

Report amended: 04/18/2022 16:49:12 Replaces initial report from: 04/18/2022 09:30:58 Reason Code: Data Entry-Change to Project



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Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com / buffalolab@emsl.com>

**EMSL Order:** 142201258  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

The samples in this report were submitted to EMSL for analysis by Asbestos Analysis of Bulk Materials via NYS ELAP Approved Methods . The reference number for these samples is the EMSL Order ID above . Please use this reference number when calling about these samples.

### Report Comments:

Sample Receipt Date: 4/14/2022  
Analysis Completed Date: 4/18/2022

Sample Receipt Time: 4:20 PM  
Analysis Completed Time: 8:51 AM

### Analyst(s):

Margo Burgio PLM NYS 198.1 Friable (2)

Shauna LaValley PLM NYS 198.1 Friable (1)

Margo Burgio PLM NYS 198.6 NOB (22)

Tom Hanes TEM NYS 198.4 NOB (18)

### Samples reviewed and approved by:

Rhonda McGee, Laboratory Manager  
or Other Approved Signatory

EMSL maintains liability limited to cost of analysis . Interpretation and use of test results are the responsibility of the client. This report relates only to the samples reported above, and may not be reproduced, except in full, without written approval by EMSL. EMSL bears no responsibility for sample collection activities or analytical method limitations. The report reflects the samples as received. Results are generated from the field sampling data (sampling volumes and areas, locations, etc.) provided by the client on the Chain of Custody. Samples are within quality control criteria and met method specifications unless otherwise noted. Estimation of uncertainty available upon request. This report is a summary of multiple methods of analysis, fully compliant reports are available upon request. All samples examined for the presence of vermiculite when analyzed via NYS 198.1. A combination of PLM and TEM analysis may be necessary to ensure consistently reliable detection of asbestos . Polarized-light microscopy is not consistently reliable in detecting asbestos in floor coverings and similar non-friable organically bound materials. This report must not be used to claim product endorsement by NVLAP of any agency or the U.S. Government . Quantitative transmission electron microscopy is currently the only method that can be used to determine if this material can be considered or treated as non-asbestos containing. NOB= Non friable organically bound; N/A= Not applicable VCM= Vermiculite containing material.

Samples analyzed by EMSL Analytical, Inc. Depew, NY NYS ELAP 11606, NVLAP Lab Code 200056-0

Report amended: 04/18/2022 16:49:12 Replaces initial report from: 04/18/2022 09:30:58 Reason Code: Data Entry-Change to Project

142201258

**WATTS ARCHITECTS & ENGINEERS  
ASBESTOS BULK SAMPLE CHAIN-OF-CUSTODY**

Page:  1  of  3

**Client:**  New York State Department of Transportation   
**Project:**  PIN 5813.75.121, E. Utica St. over Rt 33, Buffalo, Erie Co., NY

**Date:**  4/14/22

**Building / Location:**  BIN 1022630

**Watts Project No.:**  1911313

**Contact:**  Matt Holquist  at **(716) 435-1724**

**Analysis Requested:**

**Turnaround Time Requested:**

**Email Preliminary Results to:**  mholquist@watts-ae.com

ELAP 198.1 (Friable PLM)  X   
 ELAP 198.6 (NOB PLM)  X   
 ELAP 198.4 (NOB TEM)  X   
 Other (Specify) \_\_\_\_\_

24 Hr. \_\_\_\_\_ **5 Day** \_\_\_\_\_  
 48 Hr.  X  **1 Week** \_\_\_\_\_  
 72 Hr. \_\_\_\_\_ **2 Weeks** \_\_\_\_\_  
 96 Hr. \_\_\_\_\_

**Mail Report & Invoice to:** **Watts Architecture & Engineering**  
 95 Perry Street, Buffalo, NY 14203

Sample Number	Material Description	HM	Sample Location	Laboratory Results	
				PLM	TEM
1022630-01	Retaining Wall Grey Caulk	1	NE Retaining Wall Vertical Joint		
1022630-02	Retaining Wall Grey Caulk	1	NW Retaining Wall Vertical Joint		
1022630-03	Retaining Wall Grey Caulk	1	SW Retaining Wall Vertical Joint		
1022630-04	Rail Post Grey Caulk	2	Top of Retaining Wall, NE Corner		
1022630-05	Rail Post Grey Caulk	2	Top of Retaining Wall, NW Corner		
1022630-06	Rail Post Grey Caulk	2	Top of Retaining Wall, SW Corner		
1022630-07	Curb/Knee Wall Grey Caulk	3	North Side of Bridge, East End		
1022630-08	Curb/Knee Wall Grey Caulk	3	North Side of Bridge, West End		
1022630-09	Curb/Knee Wall Grey Caulk	3	South Side of Bridge, West End		
1022630-10	Abutment/Retaining Wall Joint Filler	4	NW Corner		
1022630-11	Abutment/Retaining Wall Joint Filler	4	NW Corner		
1022630-12	Abutment/Retaining Wall Joint Filler	4	NW Corner		

**Sampled By:**  Matthew E. Holquist *Matt Holquist*  Date:  4/14/22  Time:  12:00

**Received By:**  *Sharon L. Valley* *vs*  Date:  4/14/22 4:20PM

**Relinquished By:**  Matthew E. Holquist *Matt Holquist*  Date:  4/14/22  Time:  12:00

**Received By:** \_\_\_\_\_ Date: \_\_\_\_\_

**Comments:**  Stop at First Positive for each HM. Analyze NOB materials by TEM if Non-ACM by PLM.   
 HM= Homogeneous Material If Vermiculite is detected, cease analysis and contact the Watts contact for further instructions

142201258

**WATTS ARCHITECTS & ENGINEERS  
ASBESTOS BULK SAMPLE CHAIN-OF-CUSTODY**

Client: New York State Department of Transportation  
 Project: PIN 5813.75.121, E. Utica St. over Rt 33, Buffalo, Erie Co., NY  
 Building / Location: BIN 1022630

Date: 4/14/22  
 Watts Project No.: 1911313

Contact: Matt Holquist at **(716) 435-1724**  
 Email Preliminary Results to: mholquist@watts-ae.com  
 Mail Report & Invoice to: **Watts Architecture & Engineering**  
**95 Perry Street, Buffalo, NY 14203**

<b>Analysis Requested:</b>		<b>Turnaround Time Requested:</b>	
ELAP 198.1 (Friable PLM)	<u>X</u>	24 Hr.	<u>5 Day</u>
ELAP 198.6 (NOB PLM)	<u>X</u>	48 Hr.	<u>X</u> <u>1 Week</u>
ELAP 198.4 (NOB TEM)	<u>X</u>	72 Hr.	<u>2 Weeks</u>
Other (Specify) _____		96 Hr.	_____

Sample Number	Material Description	HM	Sample Location	Laboratory Results	
				PLM	TEM
1022630-13	Sidewalk/Back of Retaining Wall Joint Filler	5	NW Sidewalk		
1022630-14	Sidewalk/Back of Retaining Wall Joint Filler	5	NW Sidewalk		
1022630-15	Sidewalk/Back of Retaining Wall Joint Filler	5	NW Sidewalk		
1022630-16	Bituminous Tar	6	NE Sidewalk		
1022630-17	Bituminous Tar	6	NW Sidewalk		
1022630-18	Bituminous Tar	6	SE Sidewalk		
1022630-19	Grey Bridge/Girder Paint	7	North Girder, West End		
1022630-20	Grey Bridge/Girder Paint	7	South Girder, West End		
1022630-21	Grey Bridge/Girder Paint	7	Middle Girder, East End		
1022630-22	Bearing Pad	8	North Girder, West End		
1022630-23	Bearing Pad	8	South Girder, West End		
1022630-24	Bearing Pad	8	North Girder, East End		

Sampled By: Matthew E. Holquist *Matt Holquist* Date: 4/14/22 Time: 12:00  
 Relinquished By: Matthew E. Holquist *Matt Holquist* Date: 4/14/22 Time: 12:00

Received By: Shana LaValley *Shana LaValley* Date: 4/14/22 4:28PM  
 Received By: \_\_\_\_\_ Date: \_\_\_\_\_

Comments: Stop at First Positive for each HM. Analyze NOB materials by TEM if Non-ACM by PLM.  
HM= Homogeneous Material If Vermiculite is detected, cease analysis and contact the Watts contact for further instructions

142201258

WATTS ARCHITECTS & ENGINEERS  
ASBESTOS BULK SAMPLE CHAIN-OF-CUSTODY

Client: New York State Department of Transportation  
Project: PIN 5813.75.121, E. Utica St. over Rt 33, Buffalo, Erie Co., NY  
Building / Location: BIN 1022630  
Contact: Matt Holquist at **(716) 435-1724**  
Email Preliminary Results to: mholquist@watts-ae.com  
Mail Report & Invoice to: **Watts Architecture & Engineering**  
**95 Perry Street, Buffalo, NY 14203**

Date: 4/14/22  
Watts Project No.: 1911313

Analysis Requested:      Turnaround Time Requested:  
ELAP 198.1 (Friable PLM)      X      24 Hr.      5 Day  
ELAP 198.6 (NOB PLM)      X      48 Hr.      X      1 Week  
ELAP 198.4 (NOB TEM)      X      72 Hr.      2 Weeks  
Other (Specify)      \_\_\_\_\_      96 Hr.      \_\_\_\_\_

Sample Number	Material Description	HM	Sample Location	Laboratory Results	
				PLM	TEM
1022630-25	Masonry Coating	9	Middle Girder, East End		
1022630-26	Masonry Coating	9	Middle Girder, East End		
1022630-27	Masonry Coating	9	South Girder, West End		
1022630-28	Sheet Packing	10	Top of Abutment, SE Corner		
1022630-29	Sheet Packing	10	Top of Abutment, SE Corner		
1022630-30	Sheet Packing	10	Top of Abutment, SW Corner		
1022630-31	Utility Conduit Packing/Sealant	11	Large Utility Pipe, East End at Abutment		
1022630-32	Utility Conduit Packing/Sealant	11	Large Utility Pipe, East End at Abutment		
1022630-33	Utility Conduit Packing/Sealant	11	Large Utility Pipe, West End at Abutment		

Sampled By: Matthew E. Holquist *Matthew E. Holquist* Date: 4/14/22 Time: 12:00      Received By: Sharon LaValley wz Date: 4/14/22 4:20PM  
Relinquished By: Matthew E. Holquist *Matthew E. Holquist* Date: 4/14/22 Time: 12:00      Received By: \_\_\_\_\_ Date: \_\_\_\_\_

Comments: Stop at First Positive for each HM. Analyze NOB materials by TEM if Non-ACM by PLM.  
HM= Homogeneous Material If Vermiculite is detected, cease analysis and contact the Watts contact for further instructions

# **Appendix D**

## **Licenses and Certifications**





**New York State – Department of Labor**

Division of Safety and Health  
License and Certificate Unit  
State Campus, Building 12  
Albany, NY 12240

**ASBESTOS HANDLING LICENSE**

Watts Architecture & Engineering, D.P.C.  
Suite 300  
95 Perry Street  
Buffalo, NY 14203

FILE NUMBER: 12-68007  
LICENSE NUMBER: 68007  
LICENSE CLASS: RESTRICTED  
DATE OF ISSUE: 09/22/2021  
EXPIRATION DATE: 09/30/2022

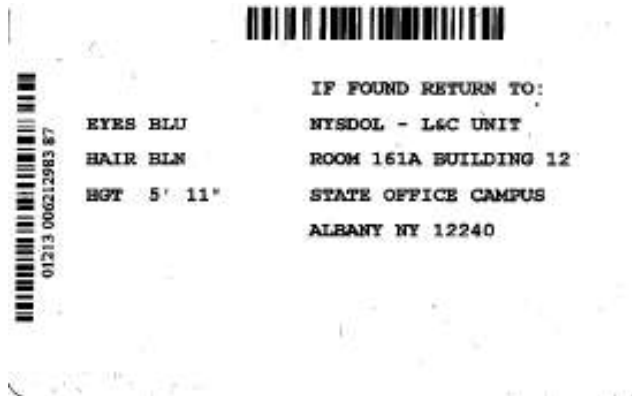
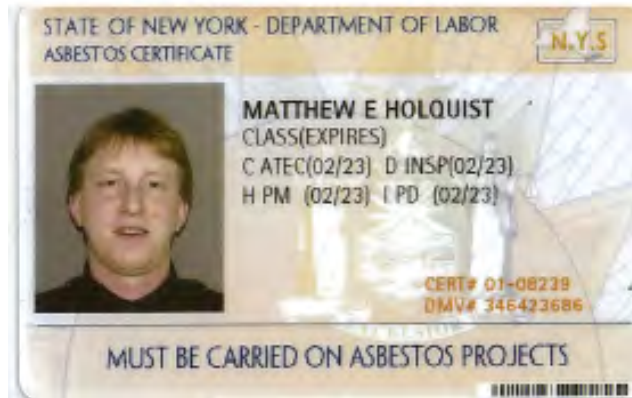
Duly Authorized Representative – Edward Watts:

This license has been issued in accordance with applicable provisions of Article 30 of the Labor Law of New York State and of the New York State Codes, Rules and Regulations (12 NYCRR Part 56). It is subject to suspension or revocation for a (1) serious violation of state, federal or local laws with regard to the conduct of an asbestos project, or (2) demonstrated lack of responsibility in the conduct of any job involving asbestos or asbestos material.

This license is valid only for the contractor named above and this license or a photocopy must be prominently displayed at the asbestos project worksite. This license verifies that all persons employed by the licensee on an asbestos project in New York State have been issued an Asbestos Certificate, appropriate for the type of work they perform, by the New York State Department of Labor.

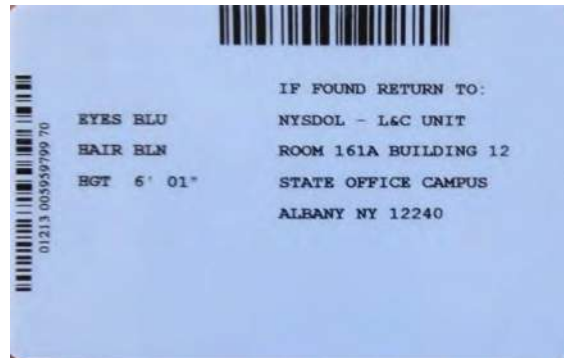
Amy Phillips, Director  
For the Commissioner of Labor

SH 432 (8/12)



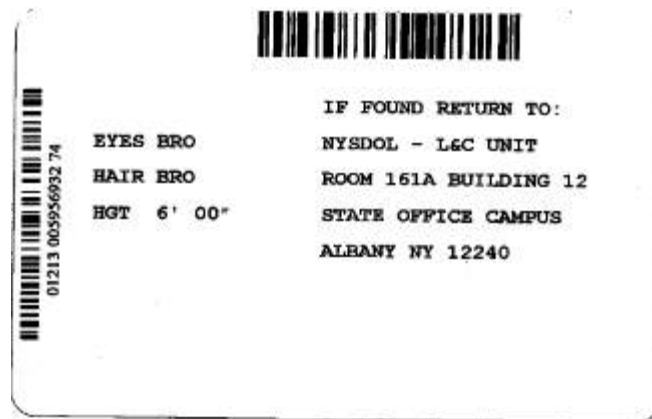
## Matthew E. Holquist

- C - Air Sampling Technician
- D - Inspector
- H - Project Monitor
- I - Project Designer



## Robert Swick

C - Air Sampling Technician  
D - Inspector  
H - Project Monitor



## William Coyle

- C - Air Sampling Technician
- D - Inspector
- H - Project Monitor
- I - Project Designer

# Appendix E

## Photos



**Photo 1** – View looking east at BIN 1022630 (E. Utica Street over Kensington Expressway (NY Route 33)).



**Photo 2** – View looking north at BIN 1022630 (E. Utica Street over Kensington Expressway (NY Route 33)).



**Photo 3** – View looking south at BIN 1022630 (E. Utica Street over Kensington Expressway (NY Route 33)). MPT was necessary in order to inspect the underside of the bridge.



**Photo 4** – View of the grey sheet packing that has been identified as an ACM at BIN 1022630.



**Photo 5** – View of the 12” metal conduit associated with the 8” gas utility line where it penetrates the east abutment of BIN 1022630. The packing/sealant around the perimeter of the 12” conduit where it penetrates each abutment has been identified as an ACM.



**Photo 6** – View of the degraded asbestos-containing packing/sealant associated with the gas utility conduit at the west abutment of BIN 1022630.





**Photo 7** – View facing east at the northeast corner of BIN 1022630 and the retaining wall. The retaining wall grey caulk and the retaining wall guide rail post base grey caulk have both been identified as an ACM. The retaining wall caulk is degraded in places.



**Photo 8** – View facing north at the northeast corner of BIN 1022630 and the retaining wall. The retaining wall grey caulk and the retaining wall guide rail post base grey caulk have both been identified as an ACM.



**Photo 9** – View facing west at the northeast corner of BIN 1022630 and the retaining wall. The retaining wall grey caulk and the retaining wall guide rail post grey caulk have both been identified as an ACM. The retaining wall caulk is located along the vertical and horizontal face of the retaining wall.



**Photo 10** – View of the curb/knee wall along the north side of BIN 1022630. No ACM was identified in association with the associated concrete expansion joint caulk, guide rail, or fence posts.

# Asbestos-Containing Materials Inspection

FOR

**BIN 1022640**  
**E Ferry Street over**  
**Kensington Expressway (Rt. 33)**  
**City of Buffalo,**  
**Erie County, New York**

---

PREPARED FOR

**LaBella Associates**  
**300 State St #201**  
**Rochester, NY 14614**

FOR SUBMISSION TO

**New York State Department of Transportation Region 5**  
**100 Seneca Street**  
**Buffalo, NY 14203**

**PIN – 5512.52.123**

**D038277**

**Watts Project No. 20220255**

**August 2023, Revised September 2023**

Submitted by:

**Watts**  
**Architects**  
**&Engineers**

**BUFFALO / SYRACUSE / NEW YORK**

[watts-ae.com](http://watts-ae.com)



# Watts Project Contact and Asbestos Fact Sheet



**Watts  
Architects  
& Engineers**

95 Perry Street  
Suite 300  
Buffalo, NY 14203

Andrew Klimek, CHMM, PG  
Project Manager, Env. Dept. Manager  
aklimek@watts-ae.com  
716 206 5120

BUFFALO / SYRACUSE / NEW YORK watts-ae.com

## Name and Address of Building/Structure

BIN 1022640 - E Ferry Street Bridge over  
Kensington Expressway (NYS Route 33)  
City of Buffalo, Erie County, New York

## Name and Address of Building/Structure Owner

New York State Department of Transportation  
50 Wolf Road  
Albany, New York 12232

## Name of the Firm & Persons Conducting the Inspection

Watts Architects & Engineers  
Matthew E. Holquist (NYS DOL Cert #01-08239)  
Robert S. Swick (NYS DOL Cert #20-05731)  
William G. Coyle (NYS DOL Cert #17-39002)

## Date(s) the Inspection Was Conducted

May 10 & 23, 2023

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Appendix D – License(s) and Certification(s)

Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan  
and Project Information

## 1.0 / Introduction

Watts Architects & Engineers, D.P.C. (Watts) was retained by New York State Department of Transportation (NYSDOT), in conjunction with LaBella Associates, D.P.C. (LaBella) being the lead Design Engineers for the Kensington Expressway Project (PIN 5512.52), to complete an Asbestos-Containing Materials (ACM) Inspection of the E Ferry Street Bridge over Kensington Expressway (NYS Route 33) (BIN 1022640) as part of the overall larger project, located in the City of Buffalo, Erie County, New York. The overall PIN 5512.52 project includes the covering of the Kensington Expressway between Dodge Street and Sidney Street, with the purpose of re-creating the original Humboldt parkway setting that existed prior to the construction of the expressway, while maintaining the expressway as is, and at its current capacity. The project involves the demolition of five bridge structures and associated adjacent retaining walls throughout the project corridor along the Kensington Expressway. A separate report was prepared for each of the bridge structures throughout the project corridor, which includes:

- BIN 1022610 – Dodge Street Bridge over NYS Route 33
- BIN 1022620 – Northampton Street Bridge over NYS Route 33
- BIN 1022630 – East Utica Street Bridge over NYS Route 33
- BIN 1022640 – East Ferry Street Bridge over NYS Route 33
- BIN 1022609 – Best Street Bridge over NYS Route 33

Since the overall retaining wall system throughout the project corridor isn't specifically associated with a single bridge, the ACM information associated with all of the retaining wall structures throughout the overall project corridor is summarized within each of the bridge reports noted above (the information is redundant). The information and estimated quantities are based upon the project limits at the time of reporting.

See Figure 1 – Project Location Map within **Appendix B – Figures**. The purpose of the bridge inspection was to identify and sample suspect ACM which may require abatement prior to or during demolition of the structure. The inspection was limited to the review of available records and examination of the areas of the bridge that could be accessed from the bridge itself or reached from the ground by use of a ladder from below. The following information summarizes the results of the investigation.

## 2.0 / Inspection Results

The inspection involved the review of available historical record plans and previously completed asbestos inspection reports in an attempt to identify known or suspect ACM and an onsite inspection that fulfilled the NYSDOT methodology of collecting three (3) bulk samples for each identified homogeneous suspect ACM. Watts collected a total of twelve (12) bulk samples to represent the four (4) identified suspect ACM that are present at the structure (and were not previously sampled). ACM is defined as any material containing more than one percent (1%) of asbestos. Based on the information obtained during the records review, laboratory analysis of bulk samples collected as part of this investigation, previous sampling and analysis (if applicable), and visual observations, the following information regarding ACM has been identified at BIN 1022640 – E Ferry Street Bridge over Kensington Expressway (NYS Route 33).

### Confirmed Asbestos-Containing Materials (ACM)

Based on the record plan review, previous ACM inspection reports, subsequent field inspection, and laboratory analysis of collected samples, the following ACM was identified:

Type of Material	Typical Location	Estimated Amount	Friability	Condition	NYS DOT Specification Item No.
Grey / Black Sheet Packing	Between Deck and Abutment at both ends of Bridge	128 SF	Non-Friable	Good	210.3312
Black Bearing Pad	Between Bearing and Concrete Bearing Support	237 SF	Non-Friable	Good	210.3312
Abutment / Retaining Wall Caulking	Within Retaining Wall Vertical Expansion Joints (One at Each Corner of the Bridge and Located Every 90 Linear Feet of Retaining Wall)	~2,179 LF (~545 SF for NYSDOL Reporting Purposes)	Non-Friable	Fair to Good	210.3411
Rail Post Base Grey Caulk	Base of Metal Guide Rail Posts on Top of the Retaining Walls in the Northern Portion of the Project Corridor	2,457 LF (~205 SF for NYSDOL Reporting Purposes)	Non-Friable	Good	210.3411

### **Confirmed ACM Details**

During the record plan review, previous ACM inspection reports, and onsite inspection, the following ACM was identified:

#### **Dark Grey Sheet Packing**

The asbestos-containing sheet packing associated with this bridge was previously tested and identified as an ACM during the 2014 Asbestos Survey Report. See **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information** for additional details regarding that report.

Dark grey asbestos-containing sheet packing is located between the top of the abutments and the bottom of the deck slab at both ends of the bridge. Most of the material is presently covered by the bridge deck, although the edges of this sheet packing are exposed and visible at various locations. It is estimated that the total amount of dark grey sheet packing on the bridge is approximately 128 square feet (approximately 64 square feet per abutment). The approximate locations of this material are shown in Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures** and can also be seen within **Appendix A – Photos**.

#### **Black Bearing Pad**

The asbestos-containing black bearing pads associated with this bridge were previously tested and identified as an ACM during the 2014 Asbestos Survey Report. See **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information** for additional details regarding that report.

Asbestos-containing black bearing pads are located between each metal bridge bearing and the concrete bearing pedestal at every bearing location at both bridge abutments and the center pier. There are a total of 9 metal girders with 3 bearings for each girder, totaling 27 bearing pads. The previous report estimated that the total amount of this asbestos-containing bearing pad material at the bridge is approximately 237 square feet. The approximate locations of this material are shown in Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures**.

### **Abutment / Retaining Wall Caulking**

An asbestos-containing caulking is located within the vertical expansion joints of the retaining walls along both sides of the Kensington Expressway (NYS Route 33) project corridor. There are wall joints spaced out approximately every 30 linear feet along the retaining wall, with an expansion joint (filled with a non-ACM joint filler and covered with the asbestos-containing caulking) being located at every third joint. The two joints in between the expansion joints are each control joints with no joint fillers or ACM caulking. The control joints are tooled in as stress relief points that provide a potential cracking location within the joint itself as an effort to prevent wall surface cracking. The expansion joints (with non-ACM joint filler and asbestos-containing caulking) allow for expansion/contraction of the concrete wall. In addition to the 30' spaced two control joints and one expansion joint, there are additional expansion joints (with associated asbestos-containing caulking) in close proximity at each corner of the project corridor bridges.

The ACM was generally observed to be intact in most expansion joints, however, it was observed that the asbestos-containing caulking was no longer intact within some of the expansion joints or was sometimes covered with a newer, non-asbestos-containing caulking. It appears that the coloration of the caulking has been affected by staining and weathering, as it is not consistent in color throughout the corridor. In general, the asbestos-containing caulking was observed to be grey in color, but was sometimes darker or lighter grey, sometimes lighter or darker tan to brown. Thus, for estimating purposes, it is assumed that all of the caulking present within each expansion joint throughout the project corridor is an ACM (or is a newer non-ACM caulking but is applied directly onto the remnant asbestos-containing caulking).

It is estimated that the total amount of caulking associated with the retaining wall system throughout the project corridor is approximately 2,179 linear feet. The caulking is approximately 3" wide on average and there are a total of 108 vertical expansion joints that extend from the Kensington Expressway (NYS Route 33) roadway surface up the entire retaining wall and also extending along the horizontal surface (approximately 1.5') on top of the retaining wall. For NYSDOL reporting purposes, this is equivalent to approximately 545 square feet in total (note that NYSDOL considers this type of ACM a reportable quantity in square feet, while NYSDOT considers caulking a linear foot pay item). The approximate locations of the ACM caulking that are in close proximity to the bridge are shown in Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures** and can also be seen within **Appendix A – Photos**. In addition, quantity calculation sheets completed by design engineers from LaBella involved with the retaining wall design are included within **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information**.

### **Rail Post Base Grey Caulk**

The asbestos-containing grey caulk associated with the metal guide rail post bases associated with this bridge was previously tested and identified as an ACM during the 2014 Asbestos Sampling Survey. See **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information** for additional details regarding that report.

This ACM has also been confirmed present in association with the metal guide rail post bases throughout the northern portion of the project corridor where the originally installed metal guide rail system still remains. The southern portion of the project corridor has a different guide rail system that consists of recently installed decorative concrete guide rails that do not have associated ACM (however, the retaining walls below these areas still do have the asbestos-containing caulking associated with the expansion joints).

Grey asbestos-containing caulking compound is located around the perimeter of the guide rail post base plates associated with the retaining walls in the northern portion of the project corridor. It is important to note that the base plates associated with the guide rails and fencing posts located on the bridge curb/knee wall superstructure are of a different construction and do not have any associated ACM. Each rectangular guide rail post base plate with ACM is approximately 8" x 14" (a total of 3.67 linear feet per plate) and has an approximate 1" thick bead of caulk around the perimeter of each plate. There are approximately 670 guide rail post base plates with ACM associated with the retaining walls throughout the northern portion of the project corridor. Thus, it is estimated that the total amount of grey caulking compound associated with the guide rail post base plates is approximately 2,457 linear feet (205 square feet for NYSDOL reporting purposes). The ACM was generally observed to be intact in most locations. The approximate locations of this material are shown in Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures** and can also be seen within **Appendix A – Photos**. In addition, details regarding the various retaining walls throughout the project corridor completed by design engineers from LaBella



involved with the retaining wall design are included within **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan and Project Information.**

**Inaccessible Assumed ACM**

During the record plan review, previous ACM inspection reports, and onsite inspection, the following inaccessible assumed ACM was identified.

Type of Material	Typical Location	Estimated Amount	Friability	Condition	NYSDOT Specification Item No.
Waterproofing Item 61 – Bituminous Material	Back Side of Abutments and Retaining Walls, Counterforts, Top of Footer Piles	~234,486 SF	Non-Friable	Unknown	210.481201

**Inaccessible Assumed ACM Details**

**Waterproofing – Item 61 – Bituminous Material**

This suspect ACM was identified during the record plan review in association with the retaining walls, counterforts, top of the footer piles, and abutments throughout the project corridor. According to the original Kensington Expressway construction documents, this suspect ACM was applied to the following locations: the back sides of the retaining walls; around all counterforts; extended 1’ on top of the footing; and, the backs of all abutments and wingwalls from the top of footings to the bottom of pavement. As a result of this suspect ACM being buried beneath the concrete and asphalt roadway surface and the concrete sidewalks, this suspect ACM could not be accessed for sampling and subsequent submission for laboratory analysis. It is recommended that the material be tested for asbestos content prior to construction activities and any asbestos abatement because more often than not, Item 61 – Bituminous Material is found not to be an ACM, however, on occasion it is identified as an ACM, thus it must be assumed to be ACM.

It is estimated that the total amount of the suspect ACM Waterproofing – Item 61 – Bituminous Material is approximately 234,486 square feet throughout the project corridor. Quantity calculation sheets completed by design engineers from LaBella involved with the retaining wall design and the record plan information that details the approximate locations of this inaccessible/assumed ACM are included within **Appendix E – Previous ACM Report(s) and Asbestos-Related Record Plan Information.**

The 2014 Asbestos Survey Report identified the additional following two (2) Inaccessible/Assumed ACM as possibly being present at the East Ferry Street Bridge over Kensington Expressway (NYS Route 33) (BIN 1022640):

- Asbestos-containing caulking surrounding steel conduits buried within the concrete sidewalk on both sides of the bridge.
- Asbestos-containing tar coating associated with the 12-inch casing surrounding the 8-inch gas utility lines.

Record plans indicate that there are steel utility conduits buried within the concrete sidewalk on both sides of the bridge. While suspect asbestos-containing caulking potentially could be located around the expansion sleeves of the conduits buried in the sidewalks, no caulking or sealant was specifically called out within the construction documents, nor has it been observed during any of the field inspections. In addition, the same record plans indicate that there is an 8-inch gas utility line with a 12-inch casing. While suspect asbestos-containing tar coating could be located on the gas utility, none was called out within the construction documents, nor has it been observed during any of the field inspections. Without further information confirming that these suspect asbestos-containing materials are actually located at the bridge, they are no longer considered an Inaccessible/Assumed ACM. If additional information is obtained regarding their potential presence, or if these items are observed during construction, they must be assumed to be an ACM until testing can prove otherwise.

For a complete listing of the suspect ACM that was sampled as part of this inspection, see the Asbestos Bulk Sample Summary Table that is included later within this report.

### 3.0 / Inspection Procedures

Watts reviewed information available via NYSDOT's Bridge Data Information System (BDIS) and Record Plans that were made available by NYSDOT, Region 5.

A New York State Department of Labor (NYSDOL) certified asbestos inspector from Watts visited the site and collected bulk samples of all accessible suspect ACM that are present at the structure and were not previously sampled. Bulk samples were collected using simple hand tools from each matrix identified as a potential ACM.

The assessment of the structure included observations to estimate the approximate amount (length or area) of suspect ACM, if present. Photographs taken by Watts during the inspection are included within **Appendix A – Photos**. Where possible, Watts visually inspected identified suspect ACM to assess their condition. The conditions of the ACM are classified as good, fair, or poor. The requirement for each designation is as follows:

- Good: Material with no visible damage or deterioration or showing very limited damage or deterioration.
- Fair: The surface of the material is crumbling, blistering, water-stained, gouged, punctured or otherwise damaged with the damage covering less than one tenth of the surface if the damage is evenly distributed or up to 25% of the material if the damage is localized.
- Poor: The surface of the material is crumbling, blistering, water-stained, gouged, punctured or otherwise damaged with the damage covering more than one tenth of the surface if the damage is evenly distributed or more than 25% of the material if the damage is localized. Material with large areas hanging from the substrate, delaminated, heavily gouged, crushed, etc.

Bulk samples of accessible suspect ACM that have not been previously analyzed were collected during the site inspection of the subject structure. In accordance with NYSDOT's Transportation Environmental Manual (TEM), three (3) samples were taken of each homogeneous material that may contain ACM. The investigation was limited to areas of the bridge that could be accessed from the bridge itself or reached from the ground by use of a ladder from below. Samples were delivered with the proper chain-of-custody forms to a New York State-accredited laboratory that is a participant in the Environmental Laboratory Approval Program (ELAP) and National Voluntary Laboratory Approval Program (NVLAP). All materials, except non-friable organically bound (NOB) materials were analyzed by Polarized Light Microscopy (PLM) using NY ELAP Method 198.1. In addition, all samples analyzed via 198.1 were examined for the presence of vermiculite. NOBs, which include, but are not limited to, tars, bond breakers, bearing pads, mastics, and caulks underwent gravimetric reduction and were analyzed by Polarized Light Microscopy (PLM) using NY ELAP Method 198.6. Any NOB materials that were found to be negative under PLM were then analyzed by Transmission Electron Microscopy using NY ELAP Method 198.4. The New York State Department of Health (NYSDOH) protocol requires analysis by Transmission Electron Microscopy if the PLM analysis does not confirm the presence of asbestos.

An Asbestos Bulk Sample Summary Table can be found after Section 5.0 of this report, and it includes information on all suspect ACM sampled during this inspection. In addition, it enumerates all suspect homogeneous materials identified, corresponding bulk sample numbers, results of the various testing conducted, and whether or not the items are ACM. Drawing(s) identifying the approximate locations of asbestos bulk samples and detailed information regarding identified ACM (if present) are included within Figure 2 – Asbestos Bulk Sample Locations within **Appendix B – Figures**. The asbestos laboratory report(s) and associated chain-of custody form(s) are included within **Appendix C – Laboratory Analytical Report(s) and Chain-of-Custody Form(s)**. The related asbestos license and certification information is included within **Appendix D – License(s) and Certification(s)**.

## 4.0 / Inspection Limitations

This inspection was conducted in accordance with NYSDOT TEM, NYSDOL, and United States Environmental Protection Agency (USEPA) asbestos regulations. Collection of bulk samples of suspect ACM was limited to those materials accessible using hand tools. Homogeneous materials were identified and located based on visual observation from accessible locations at the structure.

No sub-surface investigation (beyond 6"-12" below ground surface at the limited locations where and if the soil immediately adjacent to the vertical surfaces of the abutments and wing walls was able to be removed with a hand shovel) was performed by Watts to investigate for suspect ACM or underground utilities in the immediate vicinity of the structure. The review of the historical bridge records did not identify any suspect ACM associated with or below the wearing surface (pavement, concrete, asphalt, etc.) and as a result, no coring was conducted to inspect beneath it.

No asbestos inspection can entirely eliminate the uncertainty regarding the potential for undiscovered ACM. The presence of hidden suspect ACM, inconsistencies with use of different construction products or inconsistencies within the mixture of a given product, or unforeseen circumstances associated with the assumptions made to the homogeneity of suspect ACM could potentially result in the existence of additional suspect ACM and/or the unknown presence of ACM. The inspection performed by Watts was conducted exercising all appropriate due diligence and was intended to reduce, but not eliminate, any uncertainty or confusion regarding the potential for ACM associated with the structure. The information obtained from the review of the historical record plans, field observations, and the laboratory analysis of the bulk samples collected was used to determine the presence or the absence of ACM, and if present, its quantity. The conclusions made during the completion of this inspection report used best professional judgement and sound industry practices, however no guarantees or warranties are made, nor implied.

This asbestos inspection report is not intended to be utilized as a bid document for an asbestos abatement scope of work. This report is intended to satisfy the requirements of NYS Code Rule 56-5 and the NYSDOT TEM for asbestos inspections.

## 5.0 / Conclusions and Recommendations

The following ACM was identified during this investigation:

- **Dark Grey Sheet Packing (Pay Item 210.3312 Removal and Disposal of Bond Breaker/Filler ACM (BV14) Square Foot)** – Approximately 128 square feet (64 square feet each side) of dark grey sheet packing is located between the top of the abutments and the bottom of the deck slab at both ends of the bridge at BIN 1022640.
- **Black Bearing Pad (Pay Item 210.3312 Removal and Disposal of Bond Breaker/Filler ACM (BV14) Square Foot)** – Approximately 237 square feet (27 total bearing pads at 8.78 square feet each) of black bearing pad is located between each metal bridge bearing and the concrete bearing pedestal at every bearing location at both bridge abutments and the center pier at BIN 1022640.
- **Abutment / Retaining Wall Caulking (Pay Item 210.3411 Removal and Disposal of Caulking ACM (BV14) Foot)** – Approximately 2,179 linear feet (545 square feet for NYSDOL reporting purposes) of asbestos-containing caulking is located within the vertical expansion joints of the abutments / retaining walls throughout the Kensington project corridor.
- **Rail Post Grey Caulk (Pay Item 210.3411 Removal and Disposal of Caulking ACM (BV14) Foot)** – Approximately 2,457 linear feet (~205 square feet for NYSDOL reporting purposes) of asbestos-containing grey caulking is located around the perimeter of the metal guild rail post base plates located on the retaining walls throughout the northern portion of the project corridor.

The following inaccessible/assumed ACM was identified during this investigation:

- **Waterproofing – Item 61 – Bituminous Material (Pay Item 210.481201 Removal and Disposal of Miscellaneous ACM (BV14) Square Foot)** – Approximately 234,486 square feet of this inaccessible/assumed ACM is associated with the back side of the abutments and retaining walls, counterforts, and top of footer piles throughout the project corridor.

If any ACM will be disturbed during the proposed bridge demolition or overall Kensington Expressway renovation project, the disturbance is considered an asbestos abatement project and must be conducted by a properly licensed asbestos abatement contractor in accordance with all applicable regulations. NYSDOL Blanket Variance 14 provides certain reliefs from the NYSDOL ICR 56 requirements provided the ACM remains in a non-friable condition. The development of asbestos-related NYSDOT Special Notes for use during construction will need to be completed as part of the design process. In addition, all persons involved with the bridge renovation or reconstruction should be made aware of the presence of ACM at this structure.

If any additional untested suspect ACM is identified during subsequent investigations or during construction, the materials must be sampled by certified personnel and analyzed for asbestos content by a certified laboratory.

## Asbestos Bulk Sample Summary Table

BIN 1022640 – E Ferry Street Bridge over Kensington Expressway (NYS Route 33)  
 City of Buffalo, Erie County, New York  
 P.I.N. 5512.52.123

Identified asbestos-containing materials are in bold.

Bulk Sample Number	Type of Material	Bulk Sample Location	Results (Percent (%) Asbestos)
1022640-01	Grey Caulk at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, South	None Detected
1022640-02	Grey Caulk at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, North	None Detected
1022640-03	Grey Caulk at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, North	None Detected
1022640-04	Joint Filler at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, South	None Detected
1022640-05	Joint Filler at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, North	None Detected
1022640-06	Joint Filler at Pier Barrier Wall Joints	Center Pier Barrier Wall Joints, North	None Detected
1022640-07	Dark Grey Deck Expansion Joint Sealer	East Expansion Joint, South Side Sidewalk	None Detected
1022640-08	Dark Grey Deck Expansion Joint Sealer	East Expansion Joint, North Side Sidewalk	None Detected
1022640-09	Dark Grey Deck Expansion Joint Sealer	East Expansion Joint, North Side Sidewalk	None Detected
1022640-10	2" Fiber Conduit (DOT Item 412A)	Humboldt Parkway East Side, Lighting Buried Conduit	None Detected
1022640-11	2" Fiber Conduit (DOT Item 412A)	Humboldt Parkway East Side, Lighting Buried Conduit	None Detected
1022640-12	2" Fiber Conduit (DOT Item 412A)	Humboldt Parkway East Side, Lighting Buried Conduit	None Detected

# Appendix A

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Photos



Photo 1 - View towards the southeast of the E Ferry Street Bridge over Kensington Expressway (Route 33) (BIN 1022640). The retaining wall ACMs (expansion joint caulking and railing post caulking) are visible within the photo.



Photo 2 - View of the BIN plate located at the southwest corner of the E Ferry Street Bridge over Kensington Expressway (Route 33) (BIN 1022640).



Photo 3 - View to the south from the southwest corner of the E Ferry Street Bridge over Kensington Expressway (Route 33) (BIN 1022640), with the highway retaining walls and East Utica Street over Kensington Expressway Bridge (BIN 1022630) visible in the background.



Photo 4 - View to the southern side of the E Ferry Street Bridge over Kensington Expressway (Route 33) (BIN 1022640).





Photo 5 – Asbestos-containing railing post base caulk located at the top of the retaining walls near BIN 1022640. This ACM is present throughout the northern portion of the project corridor.



Photo 6 – View of the southern side of the E Ferry Street Bridge over Kensington Expressway (Route 33) (BIN 1022640). Photo taken during the night-time inspection that occurred after closing the EB Kensington Expressway.



Photo 7 - Asbestos-containing railing post base caulk is associated with all of the metal guiderails located on top of the northern retaining walls. No asbestos-containing caulk is associated with the new decorative concrete guide rails located on top of the southern retaining walls.

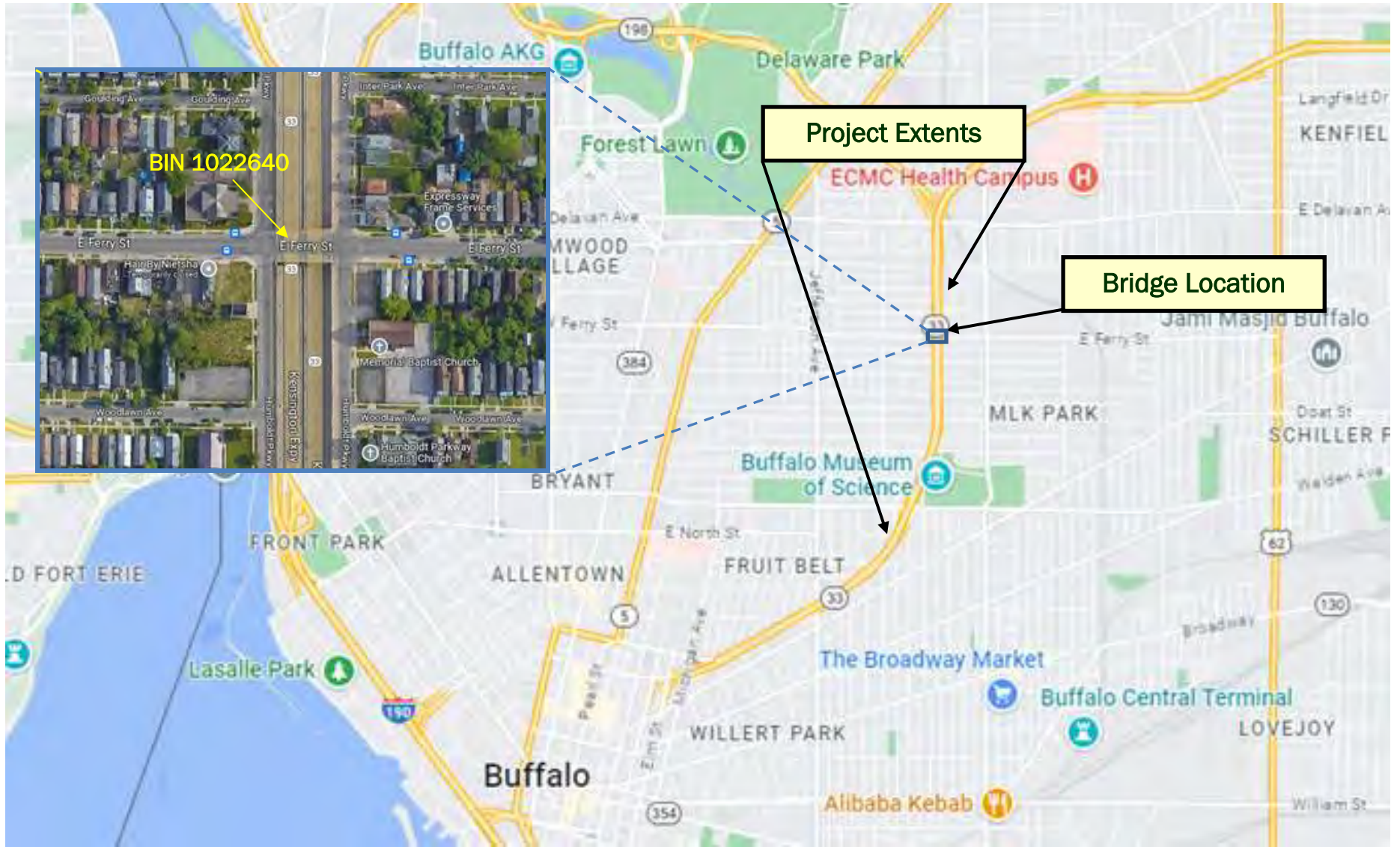


Photo 8 - Asbestos-containing railing post base caulk is associated with all of the metal guiderails located on top of the northern retaining walls. No asbestos-containing caulk is associated with the new decorative concrete guide rails located on top of the southern retaining walls.

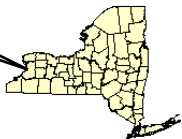
# Appendix B

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## Figures



Project Location



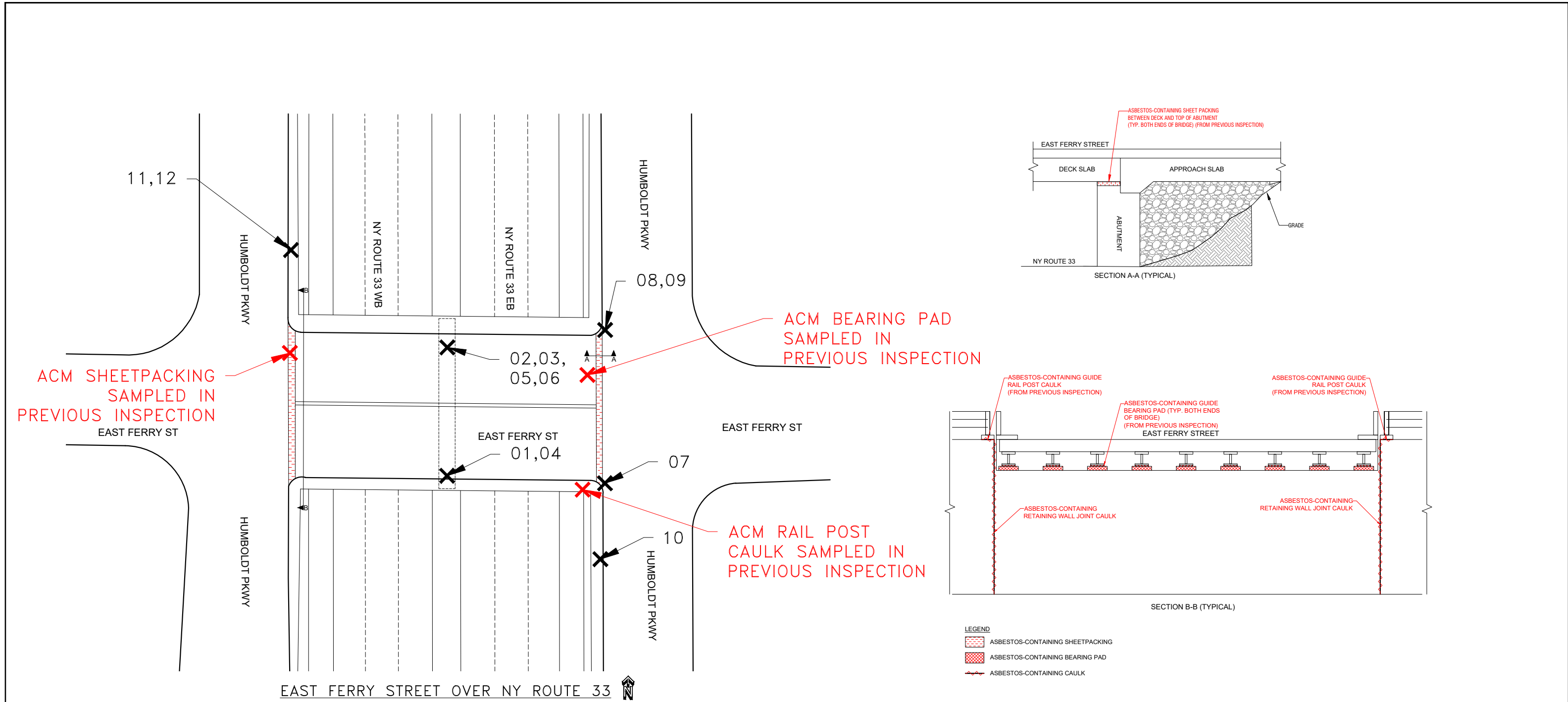
**FIGURE 1 - PROJECT LOCATION MAP**

E Ferry Street over Kensington Expressway (Rt 33)  
BIN 1022640  
City of Buffalo, Erie County, New York

Not to Scale

June 2023

Source: Google Maps 2023.



ACM SHEETPACKING  
SAMPLED IN  
PREVIOUS INSPECTION

ACM BEARING PAD  
SAMPLED IN  
PREVIOUS INSPECTION

ACM RAIL POST  
CAULK SAMPLED IN  
PREVIOUS INSPECTION

FIGURE 2  
ASBESTOS BULK SAMPLE LOCATIONS  
BIN 1022640

SAMPLES ARE PREFIXED BY 1022640-  
SAMPLES WERE COLLECTED ON MAY 3 AND 11, 2023.  
X INDICATES APPROXIMATE SAMPLE LOCATION  
X SAMPLE NUMBERS IN RED WERE IDENTIFIED TO BE ACM.

**Watts  
Architects  
&Engineers**  
95 Perry Street, Suite 300  
Buffalo, New York 14203  
(716) 206-5100 | (716) 206-5199 Fax

EAST FERRY STREET OVER NY ROUTE 33  
CITY OF BUFFALO, NEW YORK  
NOT TO SCALE  
JULY 2023

10/2023 20230505 1022640-ASBESTOS-BULK-SAMPLE-LOCATIONS-07-21-2023 24x36

# Appendix C

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Laboratory  
Analytical Report(s)  
and  
Chain-of-Custody Form(s)



# EMSL Analytical, Inc.

490 Rowley Road Depew, NY 14043  
Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com> / [buffalolab@emsl.com](mailto:buffalolab@emsl.com)

**EMSL Order:** 142302264  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

**Attention:** Matthew Holquist  
Watts Architecture & Engineering  
95 Perry Street  
Suite 300  
Buffalo, NY 14203  
**Project:** 20220255 / PIN 5512.52, Kensington Rt 33, Buffalo, Erie Co., NY / BIN 1022640/East Ferry over Kensington (Rt. 33)

**Phone:** (716) 206-5100  
**Fax:** (716) 206-5199  
**Received Date:** 05/23/2023 3:36 PM  
**Analysis Date:** 05/30/2023 - 05/31/2023  
**Collected Date:** 05/23/2023

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022640-01 142302264-0001		<b>Description</b>	Grey Caulk at Pier Barrier Wall Joints		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022640-02 142302264-0002		<b>Description</b>	Grey Caulk at Pier Barrier Wall Joints		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022640-03 142302264-0003		<b>Description</b>	Grey Caulk at Pier Barrier Wall Joints		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022640-04 142302264-0004		<b>Description</b>	Joint Filler at Pier Barrier Wall Joints		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022640-05 142302264-0005		<b>Description</b>	Joint Filler at Pier Barrier Wall Joints		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown		100.00% Other	<b>None Detected</b>

Initial report from: 05/30/2023 14:18:05



# EMSL Analytical, Inc.

490 Rowley Road Depew, NY 14043  
Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com> / [buffalolab@emsl.com](mailto:buffalolab@emsl.com)

**EMSL Order:** 142302264  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022640-06 142302264-0006		<b>Description</b>	Joint Filler at Pier Barrier Wall Joints		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022640-07 142302264-0007		<b>Description</b>	Dark Gray Deck Expansion Joint Sealer		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022640-08 142302264-0008		<b>Description</b>	Dark Gray Deck Expansion Joint Sealer		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022640-09 142302264-0009		<b>Description</b>	Dark Gray Deck Expansion Joint Sealer		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown/ Gray		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Gray		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022640-10 142302264-0010		<b>Description</b>	2" Fiber Conduit (DOT Item 412A)		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown/ Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Black		100.00% Other	<b>None Detected</b>
<b>Sample ID</b> 1022640-11 142302264-0011		<b>Description</b>	2" Fiber Conduit (DOT Item 412A)		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown/ Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Black		100.00% Other	<b>None Detected</b>

Initial report from: 05/30/2023 14:18:05





# EMSL Analytical, Inc.

490 Rowley Road Depew, NY 14043  
Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com> / [buffalolab@emsl.com](mailto:buffalolab@emsl.com)

**EMSL Order:** 142302264  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

Test	Analyzed Date	Color	Non-Asbestos		Asbestos
			Fibrous	Non-Fibrous	
<b>Sample ID</b> 1022640-12 142302264-0012		<b>Description</b>	2" Fiber Conduit (DOT Item 412A)		
		<b>Homogeneity</b>	Homogeneous		
<b>PLM NYS 198.1 Friable</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 VCM</b>					<b>Not Analyzed</b>
<b>PLM NYS 198.6 NOB</b>	05/30/2023	Brown/ Black		100.00% Other	<b>Inconclusive: None Detected</b>
<b>TEM NYS 198.4 NOB</b>	05/31/2023	Brown/ Black		100.00% Other	<b>None Detected</b>

Initial report from: 05/30/2023 14:18:05



# EMSL Analytical, Inc.

490 Rowley Road Depew, NY 14043  
Tel/Fax: (716) 651-0030 / (716) 651-0394  
<http://www.EMSL.com> / [buffalolab@emsl.com](mailto:buffalolab@emsl.com)

**EMSL Order:** 142302264  
**Customer ID:** WATT50  
**Customer PO:**  
**Project ID:**

## Test Report:Asbestos Analysis of Bulk Material

The samples in this report were submitted to EMSL for analysis by Asbestos Analysis of Bulk Materials via NYS ELAP Approved Methods . The reference number for these samples is the EMSL Order ID above . Please use this reference number when calling about these samples.

### Report Comments:

Sample Receipt Date: 5/23/2023  
Analysis Completed Date: 5/30/2023

Sample Receipt Time: 3:36 PM  
Analysis Completed Time: 1:54 PM

### Analyst(s):

Tom Hanes PLM NYS 198.6 NOB (12)

Tom Hanes TEM NYS 198.4 NOB (12)

### Samples reviewed and approved by:

Rhonda McGee, Laboratory Manager  
or Other Approved Signatory

EMSL maintains liability limited to cost of analysis . Interpretation and use of test results are the responsibility of the client. This report relates only to the samples reported above, and may not be reproduced, except in full, without written approval by EMSL. EMSL bears no responsibility for sample collection activities or analytical method limitations. The report reflects the samples as received. Results are generated from the field sampling data (sampling volumes and areas, locations, etc.) provided by the client on the Chain of Custody. Samples are within quality control criteria and met method specifications unless otherwise noted. Estimation of uncertainty available upon request. This report is a summary of multiple methods of analysis, fully compliant reports are available upon request. All samples examined for the presence of vermiculite when analyzed via NYS 198.1. A combination of PLM and TEM analysis may be necessary to ensure consistently reliable detection of asbestos . Polarized-light microscopy is not consistently reliable in detecting asbestos in floor coverings and similar non-friable organically bound materials. This report must not be used to claim product endorsement by NVLAP of any agency or the U.S. Government . Quantitative transmission electron microscopy is currently the only method that can be used to determine if this material can be considered or treated as non-asbestos containing. NOB= Non friable organically bound; N/A= Not applicable VCM= Vermiculite containing material.

Samples analyzed by EMSL Analytical, Inc. Depew, NY NYS ELAP 11606, NVLAP Lab Code 200056-0

Initial report from: 05/30/2023 14:18:05

142302264

**WATTS ARCHITECTS & ENGINEERS  
ASBESTOS BULK SAMPLE CHAIN-OF-CUSTODY**

Page: 1 of 1

Client: New York State Department of Transportation / LaBella  
 Project: PIN 5512.52, Kensington Rt 33, Buffalo, Erie Co., NY  
 Building / Location: BIN 1022640/East Ferry over Kensington (Rt. 33)  
 Contact: Matt Holquist at **(716) 435-1724**  
 Email Preliminary Results to: mholquist@watts-ae.com  
 Mail Report & Invoice to: **Watts Architects & Engineers**  
95 Perry Street, Buffalo, NY 14203

Date: 5/23/23  
 Watts Project No.: 20220255

<b>Analysis Requested:</b>	<b>Turnaround Time Requested:</b>
ELAP 198.1 (Friable PLM) <u>X</u>	24 Hr. <u>        </u> 5 Day <u>        </u>
ELAP 198.6 (NOB PLM) <u>X</u>	48 Hr. <u>        </u> 1 Week <u>X</u>
ELAP 198.4 (NOB TEM) <u>X</u>	72 Hr. <u>        </u> 2 Weeks <u>        </u>
Other (Specify) <u>        </u>	96 Hr. <u>        </u>

Sample Number	Material Description	HM	Sample Location	Laboratory Results	
				PLM	TEM
1022640-01	Grey Caulk at Pier Barrier Wall Joints	1	Center Pier Barrier Wall Joints, South		
1022640-02	Grey Caulk at Pier Barrier Wall Joints	1	Center Pier Barrier Wall Joints, North		
1022640-03	Grey Caulk at Pier Barrier Wall Joints	1	Center Pier Barrier Wall Joints, North		
1022640-04	Joint Filler at Pier Barrier Wall Joints	2	Center Pier Barrier Wall Joints, South		
1022640-05	Joint Filler at Pier Barrier Wall Joints	2	Center Pier Barrier Wall Joints, North		
1022640-06	Joint Filler at Pier Barrier Wall Joints	2	Center Pier Barrier Wall Joints, North		
1022640-07	Dark Gray Deck Expansion Joint Sealer	3	East Expansion Joint, South Side Sidewalk		
1022640-08	Dark Gray Deck Expansion Joint Sealer	3	East Expansion Joint, North Side Sidewalk		
1022640-09	Dark Gray Deck Expansion Joint Sealer	3	East Expansion Joint, North Side Sidewalk		
1022640-10	2" Fiber Conduit (DOT Item 412A)	4	Humbolt Parkway East Side, Lighting Buried Conduit		
1022640-11	2" Fiber Conduit (DOT Item 412A)	4	Humbolt Parkway West Side, Lighting Buried Conduit		
1022640-12	2" Fiber Conduit (DOT Item 412A)	4	Humbolt Parkway West Side, Lighting Buried Conduit		

Sampled By: Matthew E. Holquist *Matthew E. Holquist* Date: 05/10/23 Time: 17:00 Received By:          Date:           
 Relinquished By: Matthew E. Holquist *Matthew E. Holquist* Date: 05/23/23 Time: 15:30 Received By:          Date:         

Comments: **Stop at First Positive for each HM, with the exception to please analyze all HM4. Analyze NOB materials by TEM if Non-ACM by PLM.**  
**HM= Homogeneous Material If Vermiculite is detected, cease analysis and contact the Watts contact for further instructions**

**RECEIVED**  
 MAY 23 2023

BY: *Ym* 3:36  
 WI

# Appendix D

---

License(s)  
And  
Certification(s)



New York State – Department of Labor

Division of Safety and Health  
License and Certificate Unit  
State Campus, Building 12  
Albany, NY 12240

ASBESTOS HANDLING LICENSE

Watts Architecture & Engineering, D.P.C.  
Suite 300  
95 Perry Street  
Buffalo, NY 14203

FILE NUMBER: 12-68007  
LICENSE NUMBER: 68007  
LICENSE CLASS: RESTRICTED  
DATE OF ISSUE: 09/01/2022  
EXPIRATION DATE: 09/30/2023

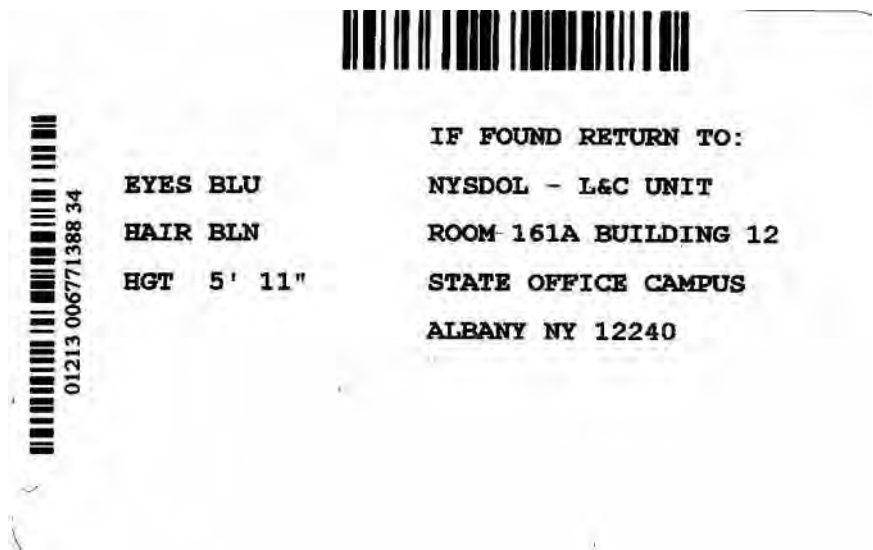
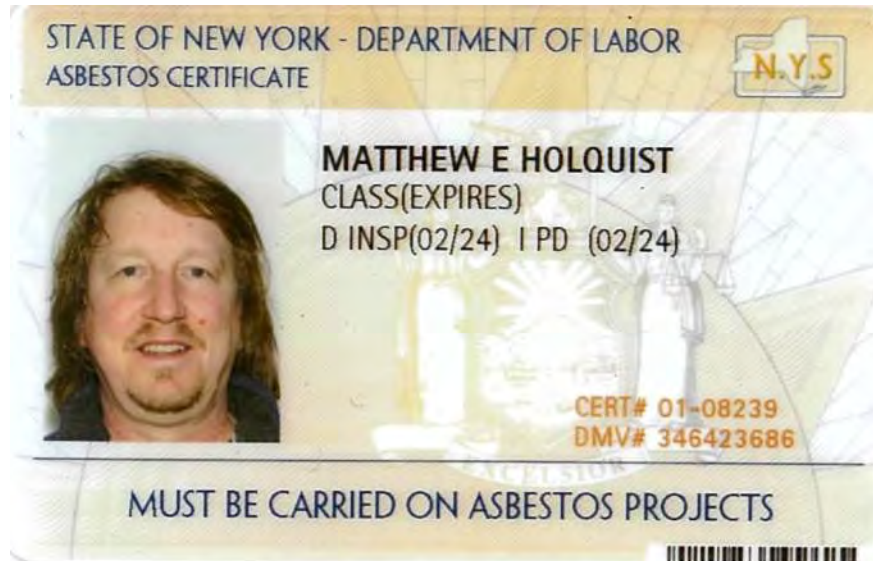
Duly Authorized Representative – Kevin Janik:

This license has been issued in accordance with applicable provisions of Article 30 of the Labor Law of New York State and of the New York State Codes, Rules and Regulations (12 NYCRR Part 56). It is subject to suspension or revocation for a (1) serious violation of state, federal or local laws with regard to the conduct of an asbestos project, or (2) demonstrated lack of responsibility in the conduct of any job involving asbestos or asbestos material.

This license is valid only for the contractor named above and this license or a photocopy must be prominently displayed at the asbestos project worksite. This license verifies that all persons employed by the licensee on an asbestos project in New York State have been issued an Asbestos Certificate, appropriate for the type of work they perform, by the New York State Department of Labor.

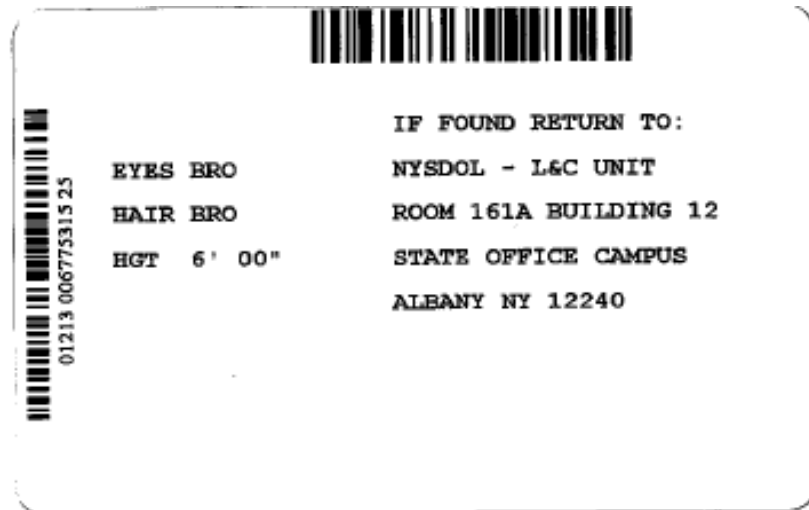
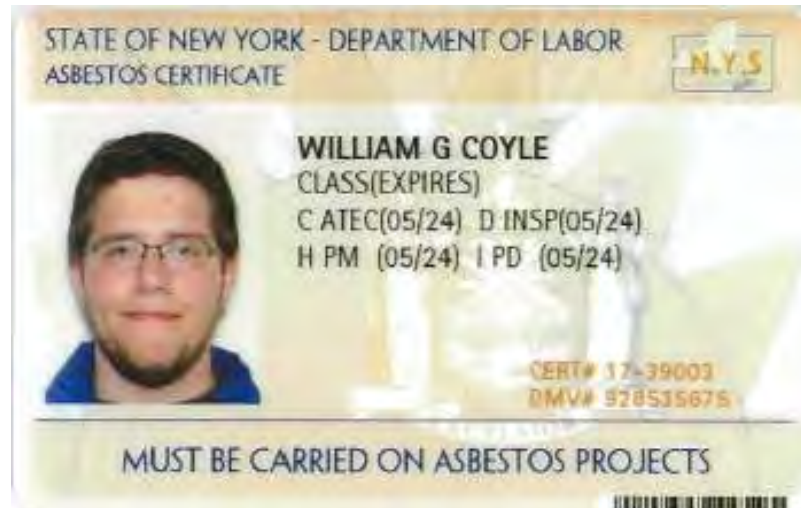
Amy Phillips, Director  
For the Commissioner of Labor

SH 432 (8/12)



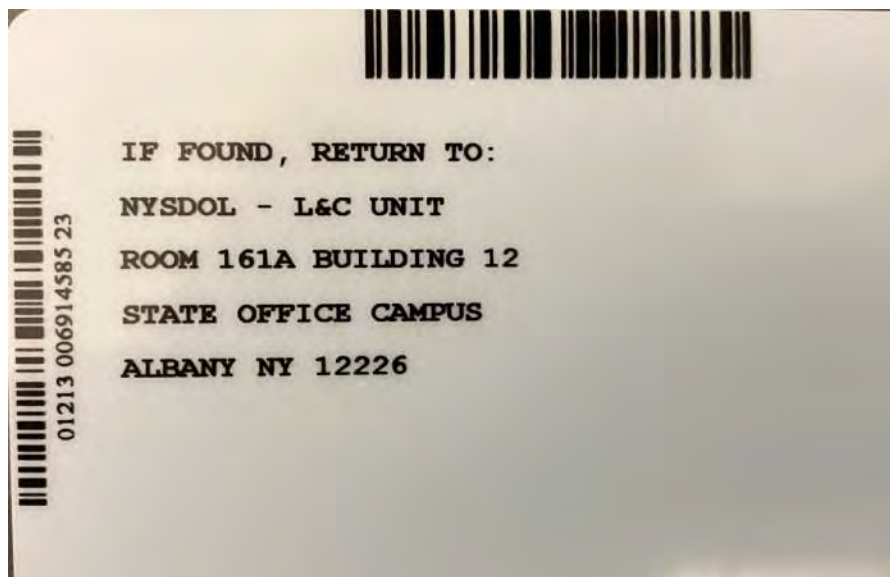
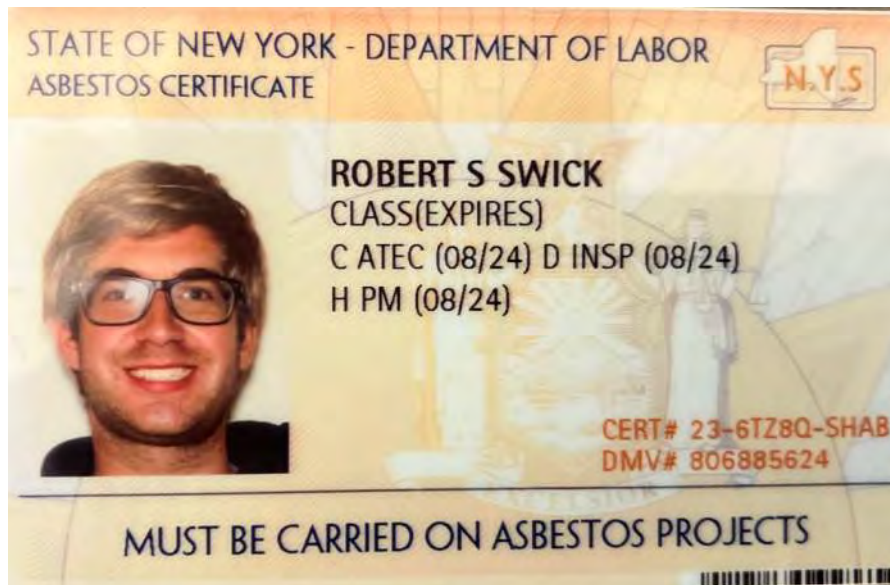
### Matthew E. Holquist

D - Inspector  
I - Project Designer



## William Coyle

- C - Air Sampling Technician
- D - Inspector
- H - Project Monitor
- I - Project Designer



## Robert Swick

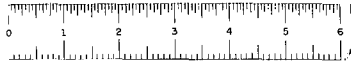
C - Air Sampling Technician  
D - Inspector  
H - Project Monitor



# Appendix E

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Previous ACM Report(s)  
and  
Asbestos-Related  
Record Plan and  
Project Information

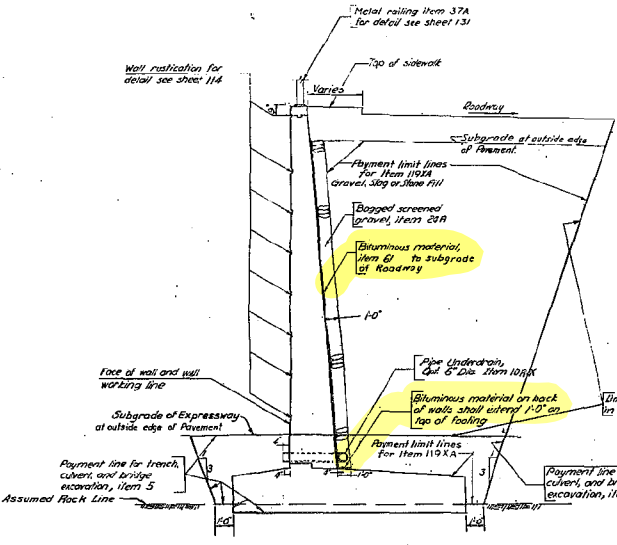


F.A.C. 59-19					
FED. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.	U-377(1)	5	132	178
KENSINGTON EXPRESSWAY - SEC. NO. 1					

**CONTRACT II**

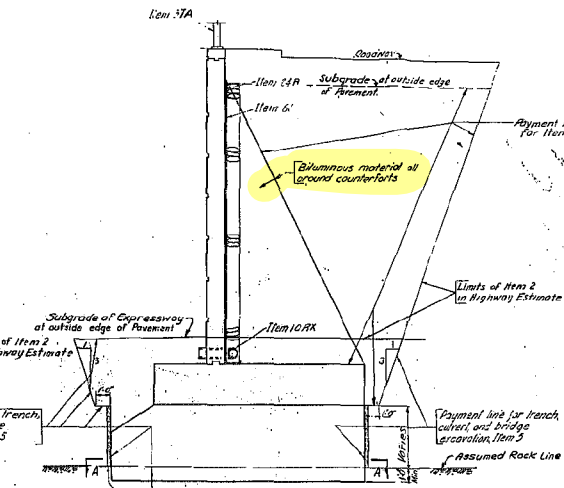
**GENERAL NOTES FOR WALLS**

- Design is based on 1953 Specifications of A.A.S.H.O. (modified).
- See plans and elevations of walls on wall sheets, for location and extent of wall sections, elevations of bottom of footings, location of all joints, setting layout, piles and rustication pattern.
- All concrete for wall construction is Item 185 unless otherwise indicated on sections.
- All splices shall be 40 diameters minimum.
- Minimum clear spacing of bars must be 2".
- Before placing concrete, proper provision shall be made for any anchor bolts, utilities, drainage, expansion and contraction joint details, etc. as required.
- All expansion joints in walls, as shown on plans, are to be 1/2" unless otherwise indicated; as detailed on sheet No. 114.
- All longitudinal bars shall run continuous between contraction joints unless otherwise shown, and shall end 2' clear from the joints.
- The design of footings without piles is based on an allowable bearing pressure of 8 tons per sq. ft. on rock, and 1.3 tons per sq. ft. on soil.
- Backfill must be placed simultaneously against both sides of all walls.
- For locations where 6" diameter pipe underdrain is used, see plans and elevations of walls.
- Payment lines for excavation as shown on the wall sections are to be typical for all wall sections.
- Pile footings are based on allowable pile loading of 37 tons per pile.
- Piles shown battered are on 4 on 1 in direction, indicated on plan of footing and in sections.
- Design of footings shown may be changed as required, as directed by the Deputy Chief Engineer, after excavation is made and subsurface conditions determined. If piles are required where not shown, revised footing details will be furnished by the Engineer.
- All radii and dimensions are given along the working line face of wall unless otherwise noted.
- Conditions: Piers under footing to be individual, pour footing to be individual pour; counterfort and wall to be poured monolithically.
- All cement used in the concrete items for walls shall be Portland Cement Type 2, Item 15-2, with Duxer A.E.A. (Air Entraining Agent) added. Duxer A.E.A. in its concentrated form shall be added to the aggregate and cement batch with the water in the water at the beginning of the mixing period. The concrete mixer shall be equipped with an approved Duxer A.E.A. dispenser. The amount of Duxer A.E.A. to be added shall be of such a quantity as to insure a controlled air entrainment within the range of 5% minimum and 5% maximum (with the desired average between 4% and 5%) to the satisfaction of the Engineer. The cost of finishing and adding the Duxer A.E.A. and all the labor and equipment necessary to control the air entrainment will be included in the unit price bid for the concrete item.
- The design of all wall sections is based on a certain height (from bottom of footing to top of wall) with 2'-0" intervals. The maximum height of the walls is indicated by the number of the wall section. For example: T-20 is to be used for heights varying from 16'-0" to 20'-0". If during construction, existing subsurface conditions make it necessary to lower or raise a wall beyond the limits, etc. called for wall section, the next lower or higher wall section shall be used, if ordered by Engineer.
- Minimum cover for reinforcement is 2" unless otherwise noted.
- All piles to be steel bearing H-piles (10" B.P. 42).
- A reinforcing detailer shall be used in Item 165, T-20's.
- FOOTING ON ROCK: All disintegrated or shattered material shall be removed to lines and levels ordered by the Engineer. Where sound rock is found below the planned levels of the bottom of footings, a depth of Class I concrete Item 203 shall be installed to the levels shown on the plans, or as directed by the Engineer. Rock removed for the levels directed by the Engineer and outside the wall faces must be replaced by backfill of Class I concrete for walls. Subgrade of Service Road - no payment will be made at outside edge of pavement.



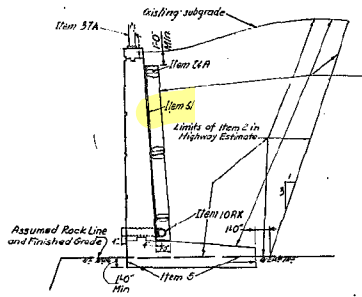
**TYPICAL T-WALL SECTION IN ROCK**

**NOTE:** Cost of pipe drain thru wall included in concrete item.



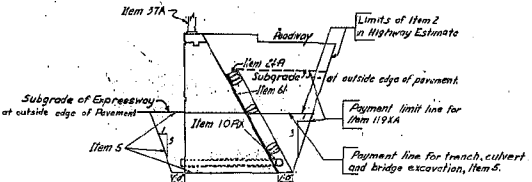
**TYPICAL G-WALL SECTION**

**NOTE:** General information not shown on this section to be similar to information shown in full section in earth.



**TYPICAL L-WALL SECTION IN ROCK**

**NOTE:** General information not shown on this section to be similar to information shown in full section.

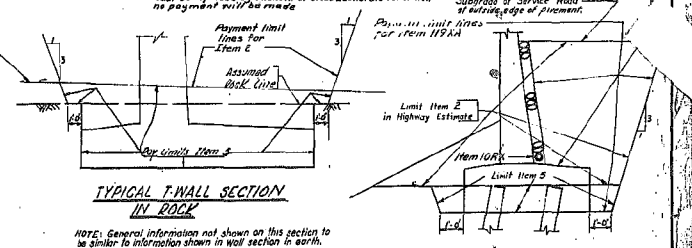


**TYPICAL T-WALL SECTION IN ROCK**

**NOTE:** General information not shown on this section to be similar to information shown in wall section in earth.

**TYPICAL G-WALL SECTION**

**NOTE:** General information not shown on this section to be similar to information shown in full section.

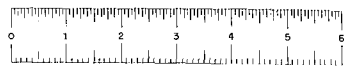


**TYPICAL T-WALL SECTION ON PILES**

<b>GENERAL NOTES &amp; PAYMENT-LINES FOR WALLS</b>			
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS			
CITY OF BUFFALO ARTERIAL			
<b>KENSINGTON EXPRESSWAY, SEC. 1</b>			
DE LEIN, CATHER & BRILL	ENGINEERS-ARCHITECTS	DRAWN	CHECKED
		BY	BY
302 E. 44th ST. NEW YORK 17, N.Y.		NEW YORK 17, N.Y.	

SHEET NO. 132

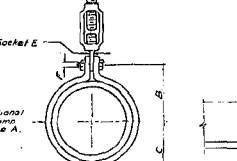
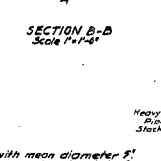
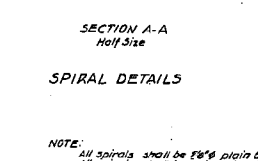
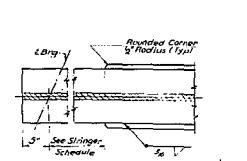
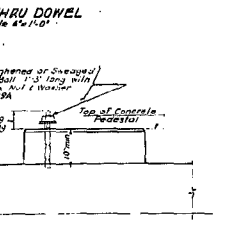
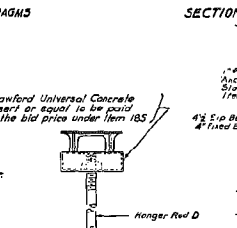
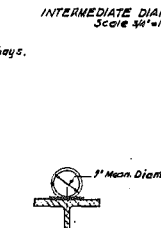
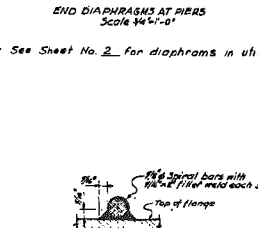
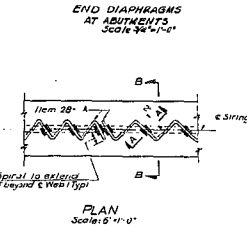
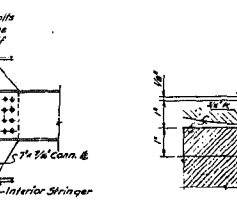
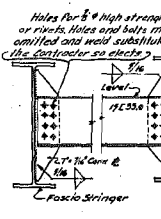
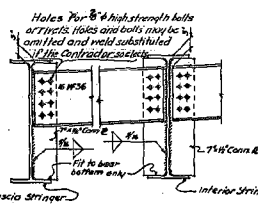
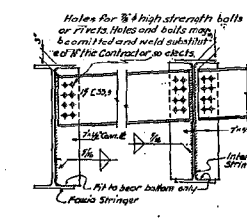
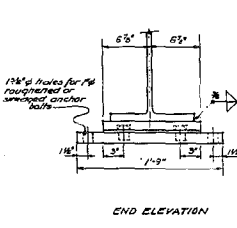
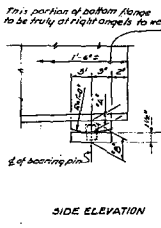
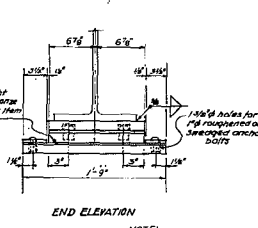
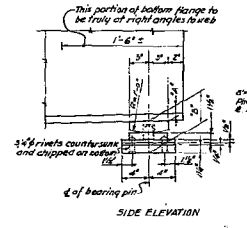
NO AS BUILT REVISIONS



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N. Y.	U-372(U)		167	178
KENSINGTON EXPRESSWAY - SEC. NO. 1					

**CONTRACT II**

**GENERAL NOTES**  
 DESIGN SPECIFICATIONS: A.A.S.H.O 1953 modified (loading H 20-44)  
 MATERIALS & FABRICATION: Specifications of New York State Department of Public Works, dated Jan. 2, 1957 and current modifications and additions.  
 The cost of furnishing and installing, prepacked bituminous joint material, asbestos sheet packing, and 15 lbs. asphalt roofing felt shall be included in the prices bid for the various items in the contract.  
 Joint Sealing Compound shall be paid for under item 351X.  
 Bituminous material, Item 351, shall be applied to the backs of all abutments and wingwalls from the tops of footings to the bottom of pavement.  
 When the concrete is cured, finished and protected, rubbed, and the surface is clean and dry, the contractor shall apply a water soluble silicone solution to all exposed surfaces except the underside of slab.  
 Item 305B in highway estimate.



No construction joints other than those shown on the plans will be permitted, without written permission of the Deputy Chief Engineer, Roadway.

Field connections shall be made with 3/8" high strength bolts or rivets. Holes and bolts may be omitted and weld substituted if the Contractor so elects.

Shop paint: Red lead and oil first field coat to be satisfactory dry paint. Second field coat to be gray green paint. Spinal bar reinforcement, top flange of stringers and top flange of end channels are not to be painted.

To insure uniform grades for surface of roadway and side walks under dead load, corrections may be made in the thickness of wearing surface of roadway and side walks. The minimum thickness indicated is to be increased at the ends of the spans in case of excessive camber in the beams and increased at the center of the span in case of insufficient camber.

Identification plates in accordance with N.Y.S.D.P.W. Standard 59-41 will be furnished by New York State Department of Public Works and shall be installed by the Contractor at locations indicated on the plans.

The Contractor's attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the substructure notes which briefly outline the anticipated structure conditions of the site of the structure and which specify certain requirements relative to construction.

All welding shall comply with the current Specifications of the American Welding Society unless otherwise noted on the plans and with the exception noted below.

Bridge sidewalks shall not be scored.

Surface of bridge decks to be poured 1/4" higher than elevation specified and bush hammered to exact elevation.

All cement used in the concrete items for the structure shall be Portland Cement, Type 2, with Dares A.E.A. Air Entraining Agent added.

Dares A.E.A. in its concentrated form shall be added to the aggregate and cement batch with the water in the mixer at the beginning of the mixing period. The concrete mixer shall be equipped with an approved Dares A.E.A. dispenser. The amount of Dares A.E.A. to be added shall be of such a quantity as to insure a controlled air entrainment within the range of 3% minimum and 6% maximum (with the desired average between 4% & 5%) to the satisfaction of the Engineer.

The cost of furnishing and adding the Dares A.E.A. and all labor and equipment necessary to control the air entrainment will be included in the unit price bid for the concrete items.

All superstructure concrete and all concrete in pier columns, ends and pedestals shall be Item 185. Pile concrete shall be Item 185.

All concrete in abutments including wingwalls and footings and pier column footings shall be Item 305.

Maximum payment limits for excavation, Item 5, in rock shall be the neat lines of the footings.

FOOTINGS ON ROCK: See note No. 23 Sheet No. 152.

A retaining partition shall be used in Item 18 and Item 205.

Size of pipe sleeves and type of hangers shall be specified with the request for Gas Line or Division of Water of the City of Buffalo before fabrication of diaphragms. See sheet No. 160 for additional note.

PIPE SIZE	A	B	C	D	E	F	G	H	J	K	L
10"	5 1/2"	7 1/2"	5 1/2"	3 1/2"	7"	3 1/2"	3"	5"	1 1/2"	1 1/2"	5 1/2"

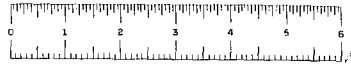
NO AS BUILT KEYINGS

NOTE: Pipe supports for Water Line shall be included in the bid price for Item 185. Anchor Chairs with U-Bolts and pipe hangers for Gas Line to be furnished and erected by others. Holes in diaphragms to be provided by Contractor.

**BEST STREET OVER EXPRESSWAY DIAPHRAGM DETAILS AND SHOES**

STATE OF NEW YORK - DEPT. OF PUBLIC WORKS  
 CITY OF BUFFALO ARTERIAL  
 KENSINGTON EXPRESSWAY, SEC. 1

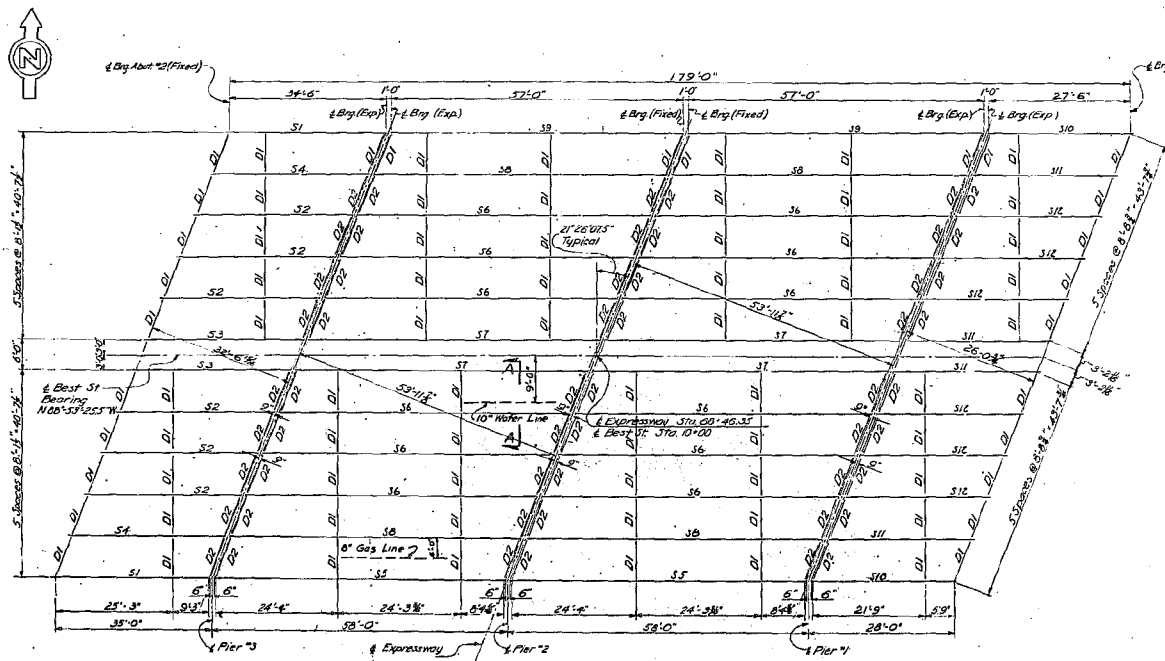
DE LEUW, CATHAR & BRILL	DRAWN	A.L.
ENGINEERS - ARCHITECTS	CHECKED	J.C.
303 E. 44th ST., NEW YORK 17, N. Y.	TRACED	28



F.A.C. 29-14

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.	U-371(7)		158	178

CONTRACT II



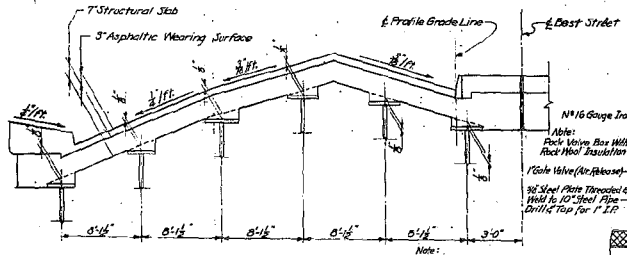
NOTE:  
Diaphragm Schedule  
D1: 15'x33.9"  
D2: 15'x36"

NOTE:  
Stringers shall be filed in regard to use plates  
after the bearings have been set and aligned  
to their proper positions on the bridge seats.

ITEM NO.	DESCRIPTION	UNIT	QTY	TOTAL AMOUNT	FINALS
1	Trench, Gravel and Bridge Excavation	CY	640	675	362.8
1034	Sewer Pipe (Vitrified) 6" Dia.	LF	100	103	
1035	Pipe Underdrain, 2" x 6" Dia.	LF	250	260	362
1036	Faceted Concrete Type 2	Sq. Ft.	177.6	1,923	189.8
185	Class I A Concrete for Structures	C.Y.	800	805	377.7
221	Class I Concrete	C.Y.	280	300	301.8
222	Gravel	CY	50	51	56.1
223	Reinforcement for Structures	Lbs.	178,972	185,450	18,456.3
224	Structural Steel Connectors	Lbs.	3,688	4,000	3,999
225	Structural Steel	Lbs.	338,872	364,500	367,749
317	Metal Roofing	Sq. Ft.	305	400	400.9
318	Asphalt Concrete, Type 2 B	Sq. Yd.	50	51	56.1
319	Protective Coating for Concrete	Sq. Yd.	268	280	300
320	Dr. Stone Beams	Sq. Yd.	765	790	816
321	Steel Bearing Piles (10" BP 25)	LF	1216	1,880	1,814
322	Splices for Steel Bearing Piles	EA	21	21	21
323	Leaving Equipment for Driving Piles	EA	1	1	100.2
324	6" x 6" Stone Curb (Bridge)	LF	652	730	693.2
325	Gravel, Slayer Stone, etc.	CY	183	185	182.7
326	Furnish & Install 2" Galvanized Steel Conduit	LF	549	580	550
3038	Furnish Light Sign Type B (30" Mount. Hgt)	EA	4	4	4
305	Maintenance Mutch	EA	280	290	291.2
3123	Joint Splicing Compound	Gals.	18	18	18
313	Surface Dosing with Fine Aggregate	S.Y.	1487	1,510	1,513.3

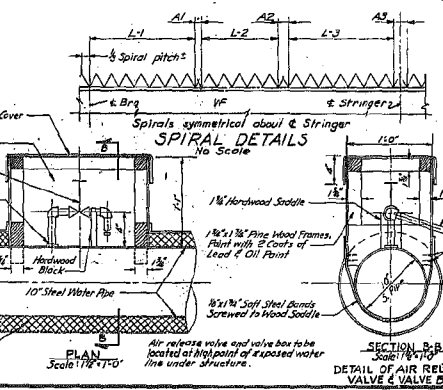
FRAMING PLAN - BRIDGE OVER EXPRESSWAY  
Scale: 1/8" = 1'-0"

NOTE:  
Field welding of spiral reinforcement  
will not be permitted.



DIAGRAMMATIC SECTION  
NOT TO SCALE

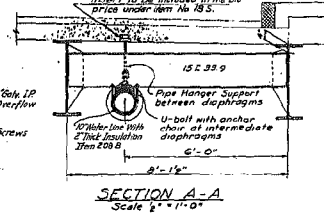
Note:  
Insulation shall be glass fiber pipe  
insulation in one piece installed sections  
2" thick, as noted by Gastin-Baron  
149, 65, or equal.  
Pipe insulation to be furnished with  
vapor barrier jacket of tough knitted  
felt laminate.  
Jacketed pipe insulation shall be  
covered with Aluminum weather-coated  
jacketing as noted by Callender 149, 65,  
or equal.



PLAN Scale: 1/2" = 1'-0"  
SECTION A-A Scale: 1" = 1'-0"  
DETAIL OF AIR RELEASE VALVE & VALVE BOX

STRINGER	BOTTOM COV.	SPIRAL SHEAR CONNECTORS	DIMENSION	BEAD					
NO.	SIZE	SECTION I / SECTION L-3	SECTION L-2	SECTION L-1	AL	A2	A3	LOAD	CAMBER
31	3 1/2" x 7"	NONE							0"
32	2 1/2" x 6"	NONE							0"
33	2 1/2" x 6"	NONE							0"
34	2 1/2" x 6"	NONE							0"
35	2 1/2" x 6"	NONE							0"
36	2 1/2" x 6"	NONE							0"
37	2 1/2" x 6"	NONE							0"
38	2 1/2" x 6"	NONE							0"
39	2 1/2" x 6"	NONE							0"
40	2 1/2" x 6"	NONE							0"
41	2 1/2" x 6"	NONE							0"
42	2 1/2" x 6"	NONE							0"

NOTE:  
Cover B's symmetrical about & Stringer  
Camber of Beam to be measured with beam lying on its side.



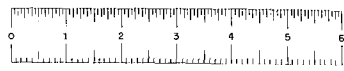
SECTION A-A  
Scale: 1" = 1'-0"

NOTE:  
5" Low Pressure Gas Line supported in  
a similar manner located as shown on the  
Framing Plan.

NOTE:  
Spacing between pipe supports  
15' 2" 18' 4"  
For details of pipe supports see  
Sheet No. 11.

REVISION TO QUANTITIES TABLE

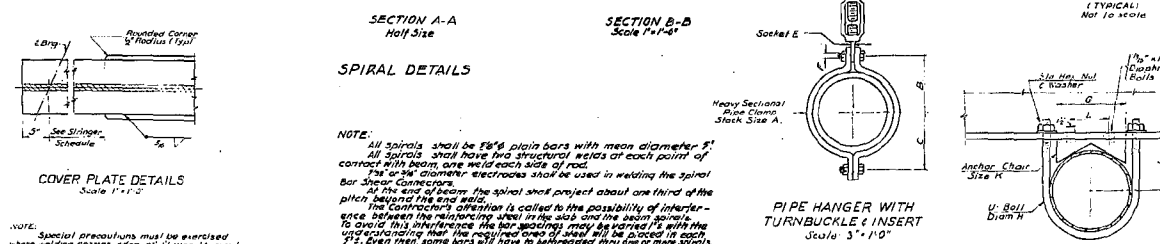
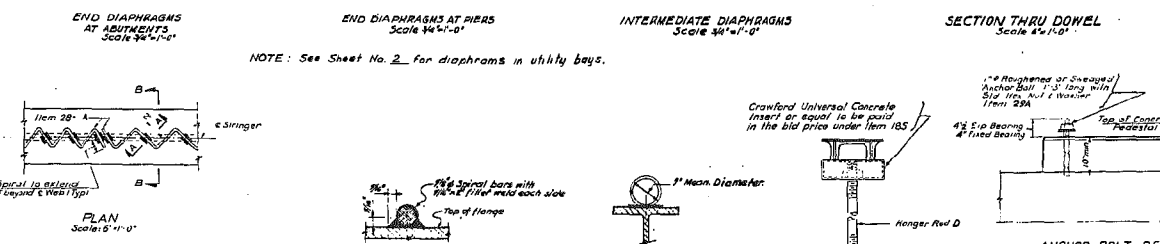
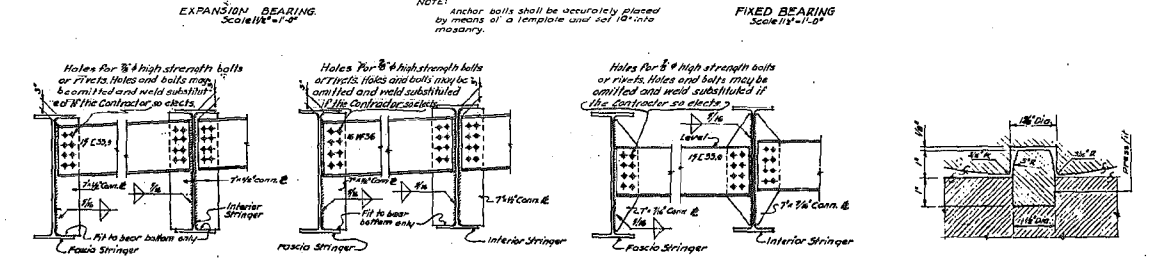
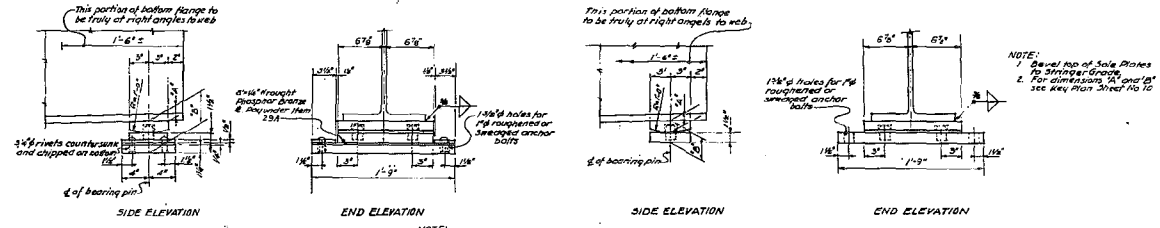
BEST STREET OVER EXPRESSWAY FRAMING PLAN	
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS	DATE
CITY OF BUFFALO ARTERIAL	DRAWN BY
KENSINGTON EXPRESSWAY, SEC. 1	CHECKED
DELEW, CATHER & BRILL	TRACED
ENGINEERS - ARCHITECTS	SCALE
301 E. 40th St. NEW YORK 17, N.Y.	DATE



FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
K. T. U-372(U)				167	178
KENSINGTON EXPRESSWAY - SEC. NO. 1					

**CONTRACT II**

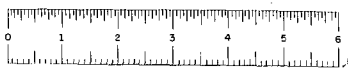
**GENERAL NOTES**  
 DESIGN SPECIFICATIONS: A.A.S.H.O 1953 modified (loading H 20-44)  
 MATERIALS & FABRICATION: Specifications of New York State Department of Public Works, dated Jan. 2, 1957 and current modifications and additions.  
 The cost of furnishing and installing, prepacked bituminous joint material, asbestos sheet packing, and 15 lbs. asphalt roofing felt shall be included in the prices bid for the various items in the contract.  
 Joint Sealing Compound shall be paid for under Item 351X.  
 Bituminous material, Item 351, shall be applied to the backs of all abutments and wingwalls from the tops of footings to the bottom of pavement.  
 When the concrete is cured, finished and if desired, rubbed, and the surface is clean and dry, the contractor shall apply a water soluble silicone solution to all exposed surfaces except the underside of slab.  
 Item 202B in highway estimate.



Bridge sidewalks shall not be scored.  
 Surface of bridge decks to be poured 1/4" higher than elevation specified and bush hammered to exact elevation.  
 All concrete used in the concrete items for the structure shall be Portland Cement, Type 2, with Dares A.E.A. Air Entraining Agent added.  
 Dares A.E.A. in its concentrated form shall be tested to the aggregate and cement batch with the water in the mixer at the beginning of the mixing period. The concrete mixer shall be equipped with an approved Dares A.E.A. dispenser. The amount of Dares A.E.A. to be added shall be of such a quantity as to insure a controlled air entrainment within the range of 3% minimum and 6% maximum (with the desired average between 4% and 5%) to the satisfaction of the Engineer.  
 The cost of furnishing and adding the Dares A.E.A. and all labor and equipment necessary to control the air entrainment will be included in the unit price bid for the concrete items.  
 All superstructure concrete and all concrete in pier columns, caps and pedestals shall be Item 185. Pile concrete shall be Item 185.  
 All concrete in abutments including wingwalls and footings and pier column footings shall be Item 303.  
 Maximum payment limits for excavation, Item 5, in rock shall be the neat lines of the footings.  
 FOOTINGS ON ROCK: See note No. 23 Sheet No. 152.  
 A retaining partition shall be used in Item 18 and Item 205.  
 Size of pipe sleeves and type of hangers shall be specified with the request for Gas Lines in Division of Water of the City of Buffalo before fabrication of diaphragms. See sheet No. 160 for additional note.

PIPE SIZE	PIPE SUPPORT DIMENSIONS										
	A	B	C	D	E	F	G	H	J	K	L
10"	5 1/2"	7 1/2"	5 1/2"	3 1/2"	7"	3 1/2"	3"	5 1/2"	16 1/2"	16 1/2"	5 1/2"

NO AS BUILT KEYNOTES  
 BEST STREET OVER EXPRESSWAY DIAPHRAGM DETAILS AND SHOES  
 STATE OF NEW YORK - DEPT. OF PUBLIC WORKS  
 CITY OF BUFFALO ARTERIAL  
 KENSINGTON EXPRESSWAY, SEC. 1  
 DE LEW, CATHAR & BRILL  
 ENGINEERS - ARCHITECTS  
 202 E. 44th ST., NEW YORK 17, N. Y.  
 DRAWN: A.C.  
 CHECKED: J.C.  
 TRACED: C.B.

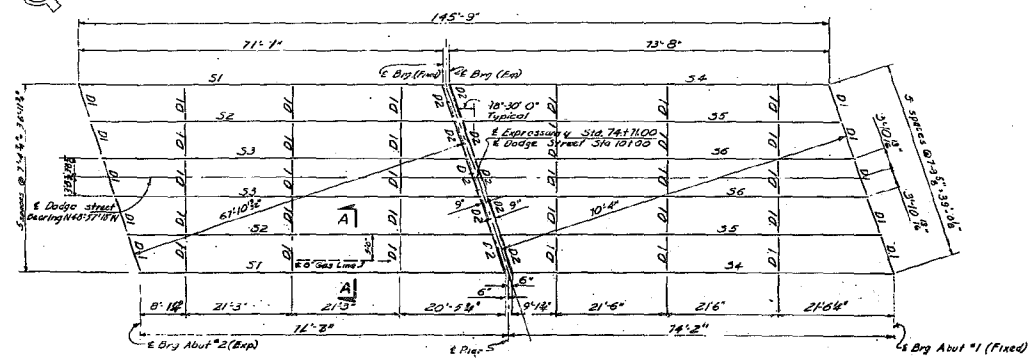


F.A.C. 58-19

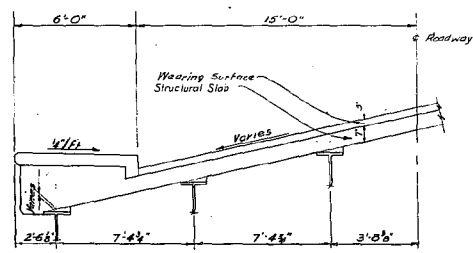
FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.	U-311(1)	171	178	

KENSINGTON EXPRESSWAY - SEC. NO. 1

CONTRACT II



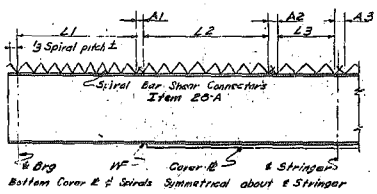
FRAMING PLAN  
Scale 3/4" = 1'-0"



DIAGRAMMATIC SECTION  
Not to Scale

STRINGER	M.K. NO.	SIZE	BOTTOM COIL & BRIST		SPIRAL SHEAR CONNECTORS			DIMENSION			CAMBER			
			SIZE	LENGTH	SECTION L-1 LENGTH FITCH	SECTION L-2 LENGTH FITCH	SECTION L-3 LENGTH FITCH	A-1	A-2	A-3		DEAD LOAD		
31	2	36WF70	71'-7"	18 1/2"	51'-5"	10'-0"	5"	9'-11"	7"	15'-0"	12"	3"	3"	2 1/2"
32	2	36WF70	71'-7"	18 1/2"	51'-5"	9'-0"	4 1/2"	10'-0"	6"	15'-0"	9"	3"	4"	1 1/2"
33	2	36WF70	71'-7"	18 1/2"	51'-5"	10'-0"	4"	10'-0"	5"	14'-8"	0"	3 1/2"	4 1/2"	1 1/2"
34	2	36WF70	71'-7"	18 1/2"	51'-5"	10'-0"	5"	9'-11"	7"	15'-0"	12"	3"	3"	2 1/2"
35	2	36WF70	73'-8"	18 1/2"	53'-0"	9'-0"	4 1/2"	10'-0"	6"	15'-0"	9"	3"	4"	1 1/2"
36	2	36WF70	73'-8"	18 1/2"	53'-0"	10'-0"	4"	10'-0"	5"	14'-8"	0"	3 1/2"	4 1/2"	1 1/2"

NOTE: Number of beam to be measured with beam lying on its side.

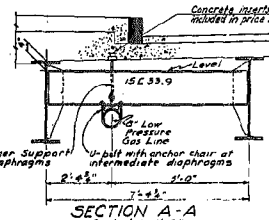


STRINGER DETAILS  
Not to Scale

NOTE: Field welding of spiral reinforcement will not be permitted.

ITEM No.	DESCRIPTION	UNIT	TOTAL		FINAL
			NEAR	ROUNDED	
5	Trench, Culvert and Bridge Excavation	C.Y.	692	730	466
10R1	Sewer Pipe (14" Dia) 6' Dia	L.F.	25	27	0
10R2	Pipe Underdrain 6" Dia	L.F.	214	230	212
15-2	Portland Cement, Type 2	Bbl	1333	1500	1123
18	Class I Concrete for Structures	C.Y.	289	358	295
20 S	Class I Concrete	C.Y.	171	152	169
24A	Bagged Screened Gravel	C.Y.	116	124	86
24B	Bar Reinforcement for Structures	Lb.	69714	102,300	100,335
28A	Spiral Bar Shear Connectors	Lb.	2586	4,630	4,420
28A	Structural Steel	Lb.	1,90280	176,600	173,358
27A	Welding Rods	Lb.	298	400	278
32 2X	Asphalt Concrete, Type 9B	Ton	85	90	42
61	Bituminous Material	Sq. Yd.	259	250	25
66	Protective Coating for Concrete	Sq. Yd.	91	82	51
13A	Cast Iron Pipe 6" Diam.	S.F.	2768	2,940	210
65T	Temporary Timber Sheet Piling	L.F.	302	320	302
64 10	12" Stone Curbs (Bridge)	Sq. Yd.	450	465	1106
102A	Gravel, Size or Stone Fill	C.Y.	160	160	125
301 S	Vertical and Inclined 2" Galvanized Steel Cans	L.F.	2	2	2
303 S	Horizontal Light Steel Cans, Type A (2" Mount Hgt)	L.F.	2	2	2
531	Joint S. Slab Component	Sq. Yd.	7	7	7
532	Surface Ducting with Fine Aggregate	Sq. Yd.	504	510	503

W/ W/8 Dorex A.E.A. added.



SECTION A-A  
Scale 1/4" = 1'-0"

REVISION TO QUANTITY TABLE

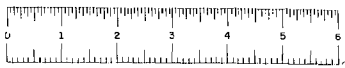
NO.	DESCRIPTION	AMOUNT	BY	DATE
1	ADD			

DODGE STREET OVER EXPRESSWAY FRAMING PLAN

STATE OF NEW YORK - DEPT. OF PUBLIC WORKS  
CITY OF BUFFALO ARTERIAL  
KENSINGTON EXPRESSWAY, SEC. 1

DE LEUN, CATHY & BRILL  
ENGINEERS - ARCHITECTS

DRAWN: H.S.M.  
CHECKED: F.C.  
303 E. 44th ST. NEW YORK 17, N.Y. TRACED: C.B.



F.A.C. 59-19

FED. RD. DIV. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	N.Y.	U-377(II)	181	178	

KENSINGTON EXPRESSWAY - SEC. NO. 1

CONTRACT II

**GENERAL NOTES**

DESIGN SPECIFICATIONS: A.S.H.C. 1953 modified - loading 14.20'-315'-4".  
 MATERIALS & FABRICATION Specifications of New York State Department of Public Works, dated Jan. 2, 1957 and current modifications and additions.  
 The cost of furnishing and installing, precast, bituminous joint material, asphalt sheet piling and 1/2" asphalt roofing felt shall be included in the prices bid for the various items in the contract.  
 Joint sealing compound shall be paid for under Item 3511.  
 Bituminous material, Item 61, shall be applied to the backs of all abutments and wingwalls from the top of footings to the bottom of pavement.  
 When the concrete is cured, finished and (if ordered) rubbed, and the surface is clean and dry, the contractor shall apply a water-soluble silicone solution to all exposed surfaces except the underside of slab.

No construction joints other than those shown on the plans will be permitted, without written permission of the Deputy Chief Engineer Bridges.

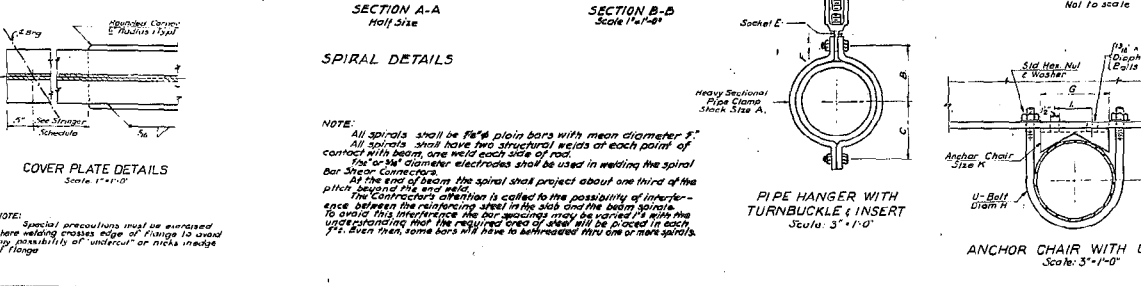
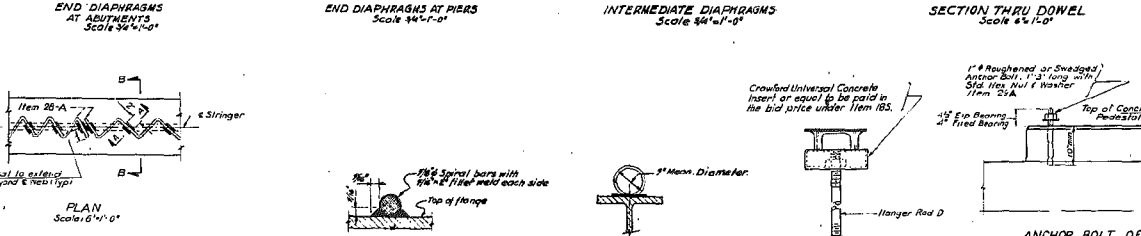
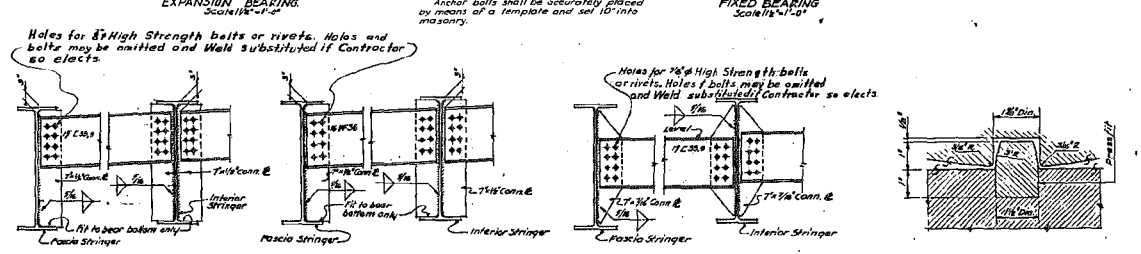
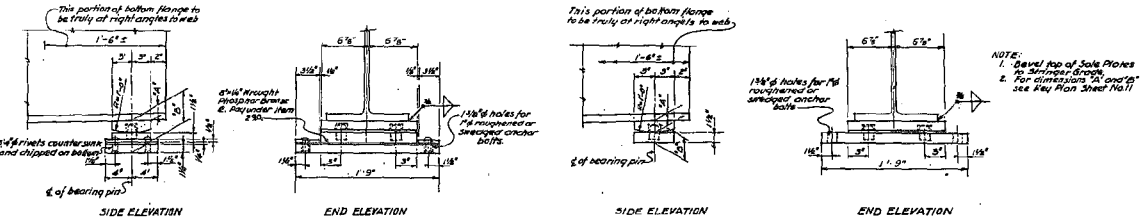
Field connections shall be made with 3" high strength bolts or rivets. Holes and bolts may be omitted and Weld substituted if Contractor so elects.  
 Step joints: Red lead and oil flint field coat to be cast in grey paint. Second field coat to be grey green paint. Spiral bar reinforcement, top flange of stringers and top flange of end channels are not to be painted.  
 To insure uniform grades for surface of roadway and side walks under dead load, corrections may be made in the thickness of wearing surface of roadway and side walk. The minimum thickness indicated is to be increased at the ends of the spans in case of excessive camber in the beams and increased at the center of the span in case of insufficient camber.  
 Identification plates in accordance with N.Y.S.D.P.W. Standard 59-41 will be furnished by New York State Department of Public Works and shall be installed by the Contractor at locations indicated on the plans.  
 The Contractor's attention is directed to the special notes for this structure which appear in the proposal. Particular attention should be given to the subcontracting notes which briefly outline the anticipated structure conditions at the site of the structure and which specify certain requirements relative to construction.  
 All welding shall comply with the current Specifications of the American Welding Society unless otherwise noted on the plans and with the exception noted below.

Bridge sidewalks shall not be scored.  
 Surface of bridge seats be poured 4" higher than elevation specified and bush hammered to exact elevation.  
 All cement used in the concrete items for the structure shall be Portland Cement, Type 2, with Dorex A.E.A. Air-Entraining Agent added.  
 Dorex A.E.A. in its concentrated form shall be added to the aggregate and cement batch with the water in the mixer at the beginning of the mixing period. The concrete mixer shall be equipped with an approved Dorex A.E.A. dispenser. The amount of Dorex A.E.A. to be added shall be of such a quantity as to insure a controlled air-entrainment within the range of 3% minimum and 6% maximum (with the desired average between 4.5% and 5%) to the satisfaction of the Engineer.  
 The cost of furnishing and adding the Dorex A.E.A. and all other equipment necessary to control the air-entrainment will be included in the unit price bid for the concrete items.  
 All superstructure concrete and all concrete in pier columns, caps and pedestals shall be Item 185. Pier concrete shall be Item 185. Concrete in Abutment Wingwalls including footings shall be Item 185.  
 All concrete in pier footings and pedestals underfootings shall be Item 205.  
 Maximum payment limits for excavation, Item 5, in rock shall be the real lines of the footings on rock. See note No. 23 sheet No. 132.

A retarding densifier shall be used in Item 85 and 20 5.  
 Size of pipe sleeves and size and type of hangers shall be verified with the Engineers Gas Corp. or Division of Water of the City of Buffalo before fabrication of diaphragms. See Sheet No. 118 for additional notes.

SIZE	A	B	C	D	E	F	G	H	J	K	L
10"	12"	7"	6"	3"	1"	3"	8"	6"	4"	3"	

NOTE: Anchor Chairs with U-Bolts and Pipe Hangers for Gas Line to be furnished and erected by others.  
 Holes in diaphragms to be provided by Contractor.



NO AS BUILT REVISIONS

**DODGE STREET OVER EXPRESSWAY DIAPHRAGM DETAILS AND SHOES**

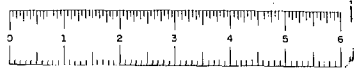
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS  
 CITY OF BUFFALO ARTERIAL  
 KENSINGTON EXPRESSWAY, SEC. 1

DE LEUW, CATHY & BRILL  
 ENGINEERS - ARCHITECTS

DRAWN: A.L.  
 CHECKED: C.C.  
 TRACED: C.B.

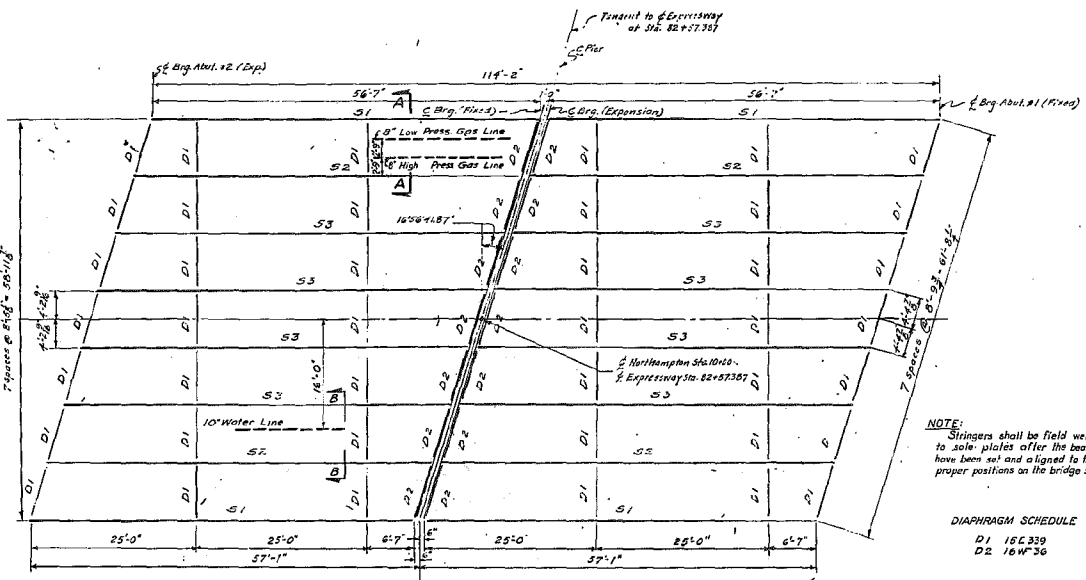
802 E. 44th ST., NEW YORK 17, N.Y.

Sheet No 12



FED. PROJ. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	BIBET NO.	TOTAL SHEETS
	N.Y.	U-37107	1966	186	178

CONTRACT II



\*\* Splices ordered are for either size of piles.

ITEM	DESCRIPTION	UNIT	TOTAL		FINALS
			NEAR	REVISED	
1	Trench, Curb and Bridge Excavation	CY	305	310	280
179A	Sewer Pipe (44" dia) 6' dia.	L.F.	75	75	0
110B1	Pipe Underdrain, 6" Dia.	L.F.	180	185	174
110C3	Drainage Channel, Type 2	EA	1465	1470	1413
183	Class A Concrete for Structures	CY	350	358	344
202	Class I Concrete	CY	998	720	843
214	Approved Gravel	CY	112	112	107
224A	Bar Reinforcement for Structures	LB	92,779	95,820	85,003
224	Spiral Bar Shear Connectors	EA	8,881	2,780	8,116
234	Structural Steel	LB	186,005	171,500	170,205
37A	Metal Rolling	L.F.	221	235	231
37B1	Structural Concrete, Type 2B	CU	107	115	100
37B	Structural Material	CU	125	140	11
381	Protective Coating for Concrete	SQ	113	120	14
451	Steel Bearing Piles (4" dia)	EA	205	220	203
452	Steel Bearing Piles (2" dia)	EA	480	500	480
45A	Splices for Steel Bearing Piles	EA	35	37	0
47	Fastening Equipment for Driving Piles	EA	166	190	0
410	6" Stone Curb, 1' dia	L.F.	243	243	244
112A	Gravel, Slope or Flap Fill	CY	368	370	371
134	Soft Iron Pipe (6" dia)	L.F.	1	1	1
201B	Fence and Install 2" Reinforced Steel Conduit	EA	360	380	355
304A	Finish Light Standoff, Type A (18" Mount, High)	EA	72	72	72
305	Miscellaneous Metals	LB	268	270	271
331	Joint Sealing Compound	EA	9	9	9
313	Surface Drilling with Pipe Boremate	S.Y.	654	690	625
2207	Temporary Steel Sheet Piling	S.Y.	1800	1572	0

NOTE: Stringers shall be field welded to sole plates after the bearings have been set and aligned to their proper positions on the bridge seats.

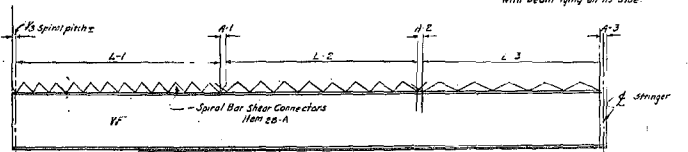
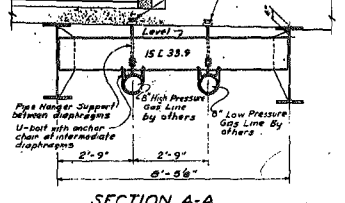
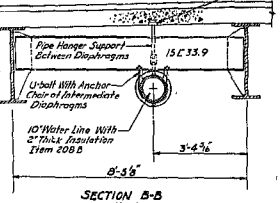
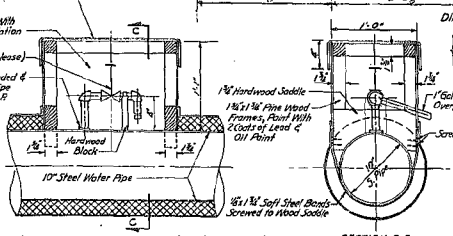
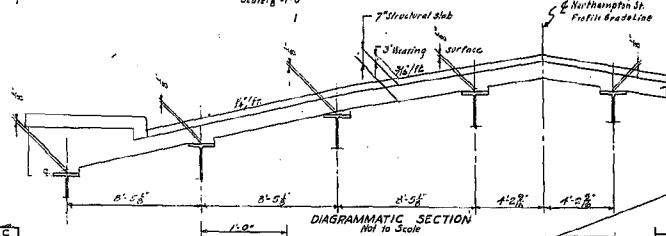
DIAPHRAGM SCHEDULE

- D1 15C339
- D2 16W36

STRINGER	Bot Cover #	SPIRAL SHEAR CONNECTORS			CAMBER
		Section L-1	Section L-2	Section L-3	
151	A	10'-0"	10'-0"	10'-0"	1/2"
152	A	10'-0"	10'-0"	10'-0"	1/2"
153	B	10'-0"	10'-0"	10'-0"	1/2"

FRAMING PLAN Scale: 1/4" = 1'-0"

Note: Insulation shall be glass fiber pipe insulation in one piece molded sections 2" thick, as req'd. by Gustin-Brown Mfg. Co. or equal. Pipe insulation to be furnished with vapor barrier jacket of tough Kraft roll laminate. Jacketed pipe insulation shall be covered with Aluminum weather-proof jacketing as req'd. by Childers Mfg. Co. or equal.



Bottom Cover Plate and Spirals symmetrical about 4 stringers.

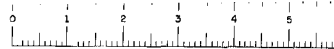
NOTE: Field welding of spiral reinforcement will not be permitted.

STRINGER DETAILS Not to scale

FINAL QUANTITY REVISION	
NORTHAMPTON STREET OVER EXPRESSWAY FRAMING PLAN	
STATE OF NEW YORK - DEPT. OF PUBLIC WORKS CITY OF BUFFALO ARTERIAL	
KENSINGTON EXPRESSWAY, SEC. 1	
DE LEUN, CATHY & BELL ENGINEERS - ARCHITECTS	DRAWN BY: R.C.G. CHECKED BY: R.C.G. DATE: 4/24/66

Sheet No. 2





FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		188	223

CITY OF BUFFALO  
KENSINGTON EXPRESSWAY ARTERIAL SECTION II  
NORTHAMPTON ST. TO NORTLAND AVE.  
ERIE COUNTY

### ESTIMATE OF QUANTITIES - WALL NO. 1

NO.	ITEM	UNIT	NEET	PROPOSAL
2UF	Underdrain Filter	C.Y.	184	190
2EF-B	Selected Granular Fill	C.Y.	380,890	380,890
5B	Structure Excavation	C.K.	224,810	224,810
11H-6	Perforated Corrugated Metal Pipe Underdrain	L.F.	3,019	3,020
1B	Class A Concrete for Structures	C.Y.	4,606	4,610
20	Class B Concrete for Structures	C.Y.	3,919	3,910
24A	Bagged Screened Aggregate	C.Y.	1,444	1,450
28	Bar Reinforcement for Structures	L.B.	40,029	40,100
29	Structural Steel	L.B.	8,786	8,790
37S(4)	Steel Bridge Railing - 4 Rail	L.F.	2,936	2,940
6I	Bituminous Material	GAU.	2,245	2,250
83ST	Temporary Steel Sheet Piling	S.F.	68,498	68,500
83TS	Temporary Sheet Piling	S.F.	3,602	3,610
30F	Reticulate Frame and Grate	S.F.	8.6	10
412B	2" Galvanized Steel Conduit	L.F.	560	570

### ESTIMATE OF QUANTITIES - WALL NO. 2

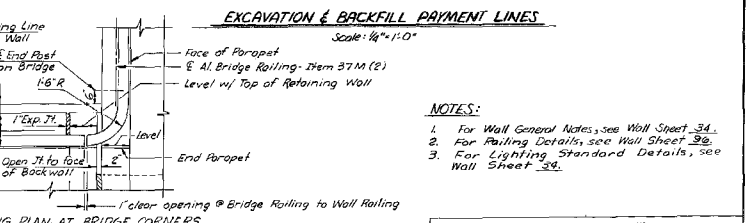
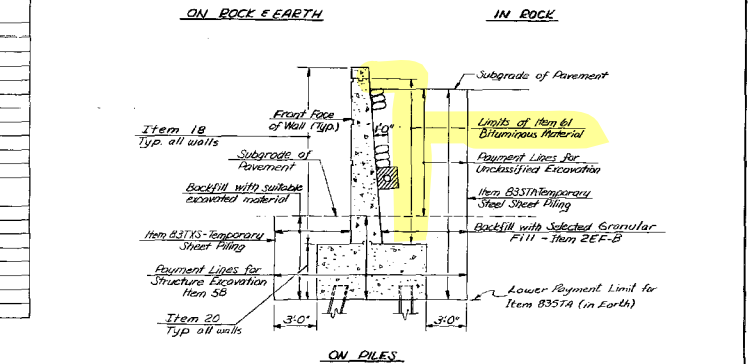
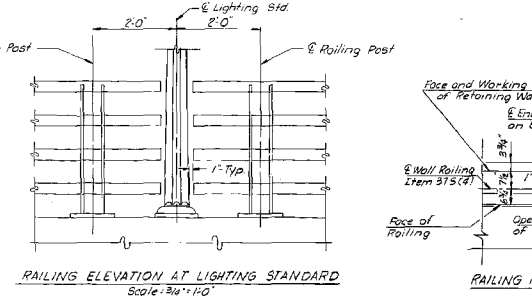
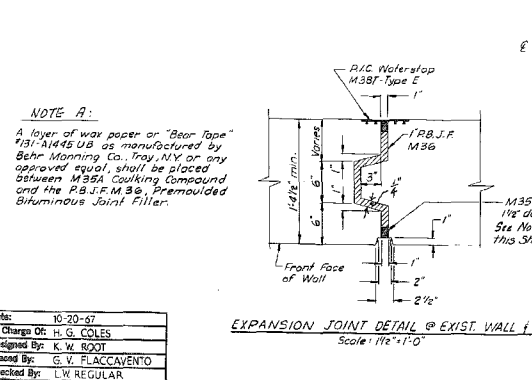
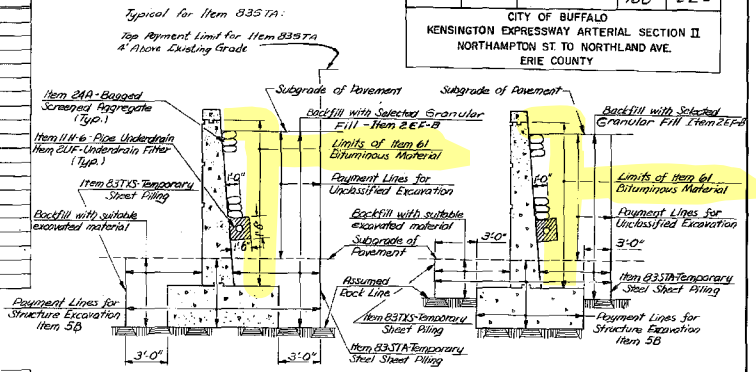
NO.	ITEM	UNIT	NEET	PROPOSAL
2UF	Underdrain Filter	C.Y.	170	170
2EF-B	Selected Granular Fill	C.Y.	348,605	348,610
5B	Structure Excavation	C.Y.	226,487	226,490
11H-6	Perforated Corrugated Metal Pipe Underdrain	L.F.	2,841	2,850
1B	Class A Concrete for Structures	C.Y.	4,322	4,330
20	Class B Concrete for Structures	C.Y.	2,901	2,910
24A	Bagged Screened Aggregate	C.Y.	1,409	1,410
28	Bar Reinforcement for Structures	L.B.	40,434	40,400
29	Structural Steel	L.B.	7,648	7,650
37S(4)	Steel Bridge Railing - 4 Rail	L.F.	2,553	2,560
6I	Bituminous Material	GAU.	2,071	2,080
83ST	Temporary Steel Sheet Piling	S.F.	64,959	64,960
83TS	Temporary Sheet Piling	S.F.	1,950	1,960
412B	2" Galvanized Steel Conduit	L.F.	429	430

### ESTIMATE OF QUANTITIES - WALL NO. 3

NO.	ITEM	UNIT	NEET	PROPOSAL
2UF	Underdrain Filter	C.Y.	37	40
2EF-B	Selected Granular Fill	C.Y.	40,696	40,100
5B	Structure Excavation	C.K.	36,009	36,020
11H-6	Perforated Corrugated Metal Pipe Underdrain	L.F.	574	580
1B	Class A Concrete for Structures	C.Y.	453	460
20	Class B Concrete for Structures	C.Y.	630	630
24A	Bagged Screened Aggregate	C.Y.	150	150
28	Bar Reinforcement for Structures	L.B.	42,773	42,800
29	Structural Steel	L.B.	1,681	1,700
37S(4)	Steel Bridge Railing - 4 Rail	L.F.	568	570
6I	Bituminous Material	GAU.	257	260
83ST	Temporary Steel Sheet Piling	S.F.	10,898	10,900
83TS	Temporary Sheet Piling	S.F.	1,217	1,220
84SB	Steel Bearing Test Piles	L.F.	195	170
85	Steel Bearing Piles - 10 BPA2	L.F.	3,920	3,900
85-A	Splices for Steel Bearing Piles	Ea.	44	44
87	Furnishing Equipment for Driving Piles	L.S.	Nec.	Nec.

### ESTIMATE OF QUANTITIES - WALL NO. 4

NO.	ITEM	UNIT	NEET	PROPOSAL
2UF	Underdrain Filter	C.Y.	35	40
2EF-B	Selected Granular Fill	C.Y.	48,993	49,000
5B	Structure Excavation	C.K.	34,005	34,010
11H-6	Perforated Corrugated Metal Pipe Underdrain	L.F.	533	540
1B	Class A Concrete for Structures	C.Y.	562	570
20	Class B Concrete for Structures	C.Y.	655	660
24A	Bagged Screened Aggregate	C.Y.	191	200
28	Bar Reinforcement for Structures	L.B.	54,422	55,200
29	Structural Steel	L.B.	1,546	1,550
37S(4)	Steel Bridge Railing - 4 Rail	L.F.	521	530
6I	Bituminous Material	GAU.	294	300
83ST	Temporary Steel Sheet Piling	S.F.	10,956	10,700
83TS	Temporary Sheet Piling	S.F.	912	850
84SB	Steel Bearing Test Piles	L.F.	105	110
85	Steel Bearing Piles - 10 BPA2	L.F.	2,220	2,220
85-A	Splices for Steel Bearing Piles	Ea.	49	49
87	Furnishing Equipment for Driving Piles	L.S.	Nec.	Nec.

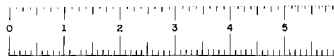


- NOTES:
1. For Wall General Notes, see Wall Sheet 34.
  2. For Railing Details, see Wall Sheet 30.
  3. For Lighting Standard Details, see Wall Sheet 34.

Date: 10-20-67  
In Charge Of: H. G. COLES  
Designed By: K. W. BOOT  
Traced By: E. V. FLACCAVENTO  
Checked By: L. W. REGULAR

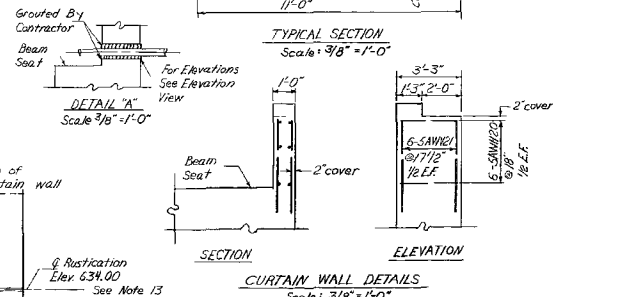
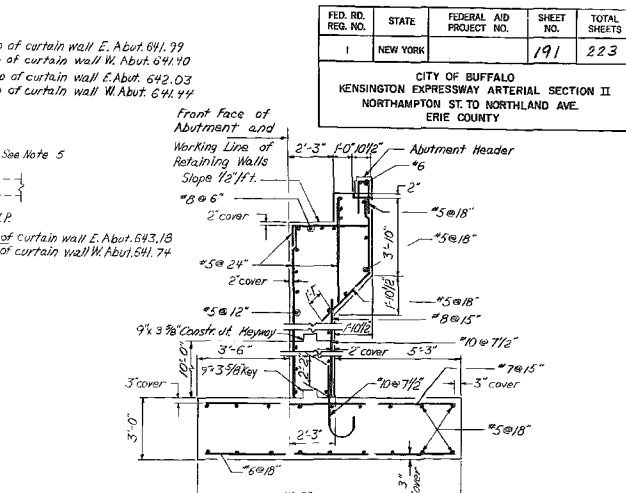
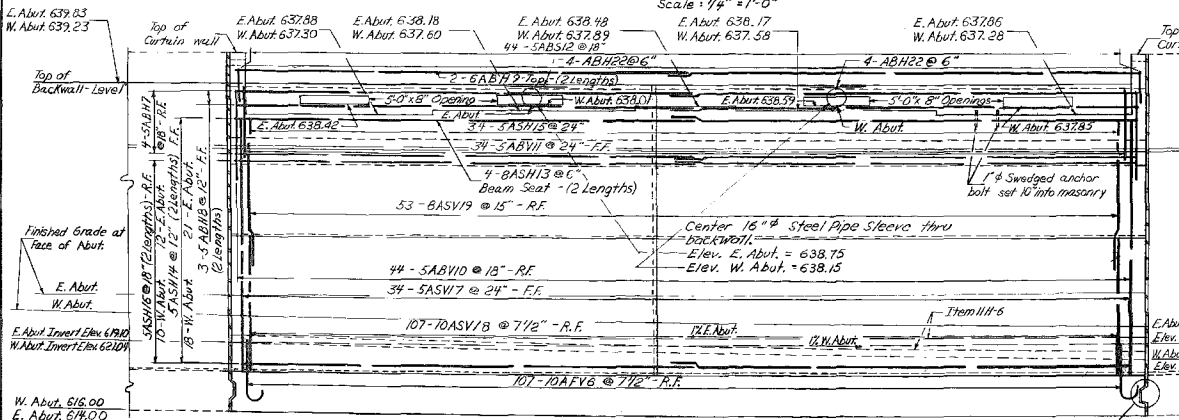
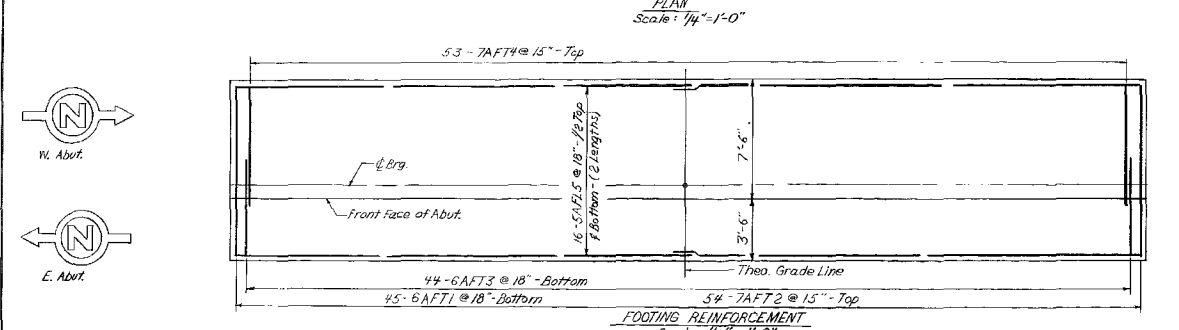
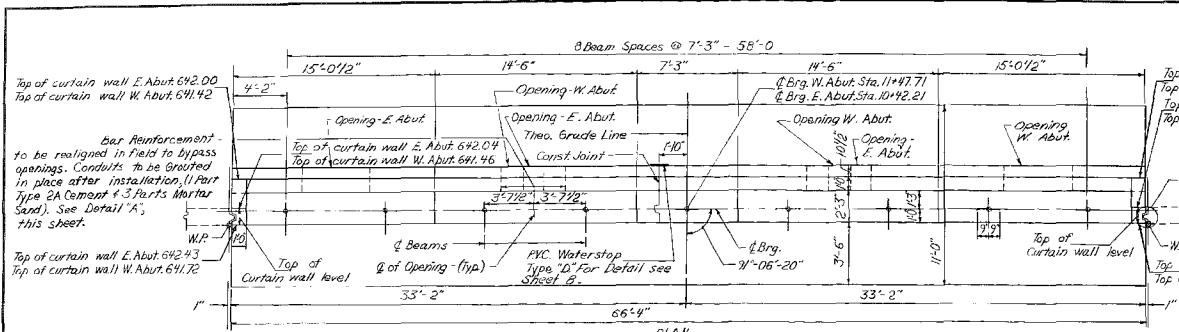
#### SUMMARY OF QUANTITIES TYPICAL SECTIONS RETAINING WALLS NO. 1, 2, 3, AND 4

PREPARED AND RECOMMENDED  
McFarland-Johnson  
N.Y.S.P.E. LIC. NO. 11650 DATE 10-21-67  
ENGINEERS



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		191	223

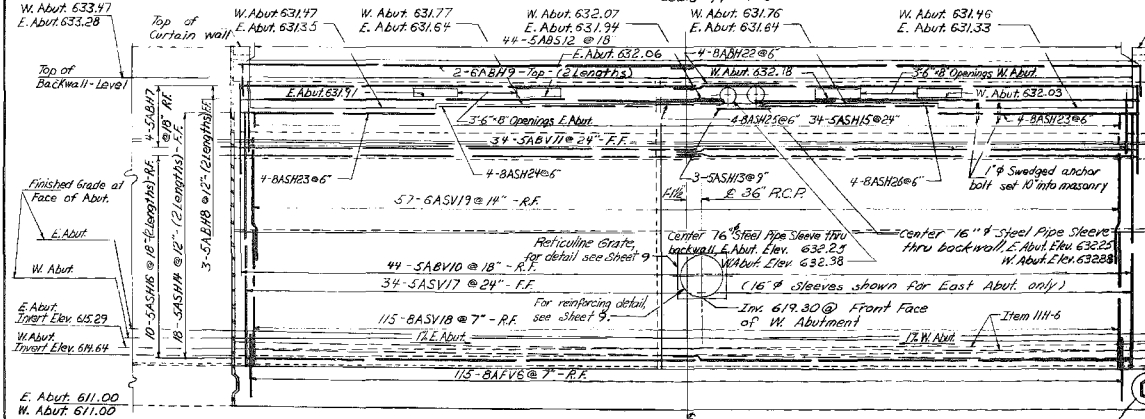
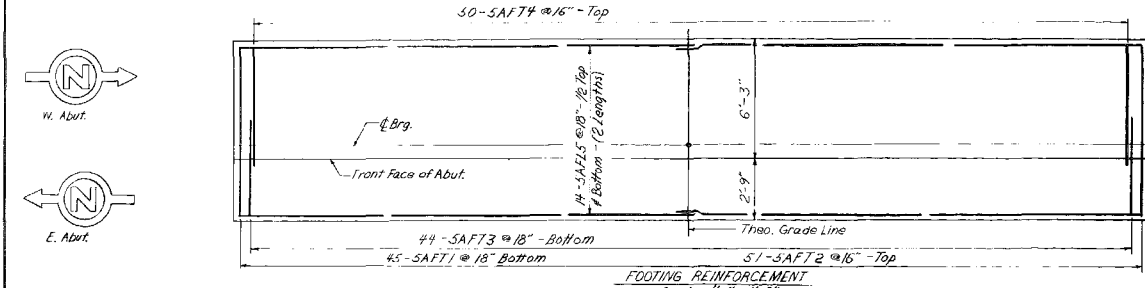
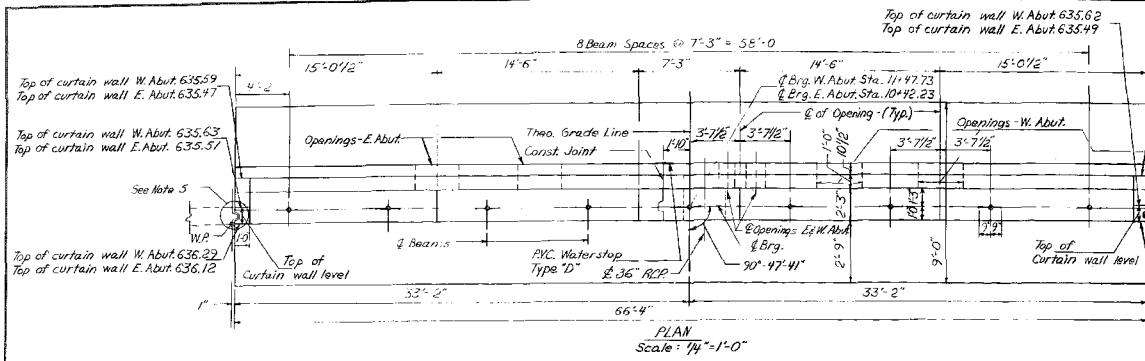
CITY OF BUFFALO  
KENSINGTON EXPRESSWAY ARTERIAL SECTION II  
NORTHAMPTON ST. TO NORTHLAND AVE.  
ERIE COUNTY



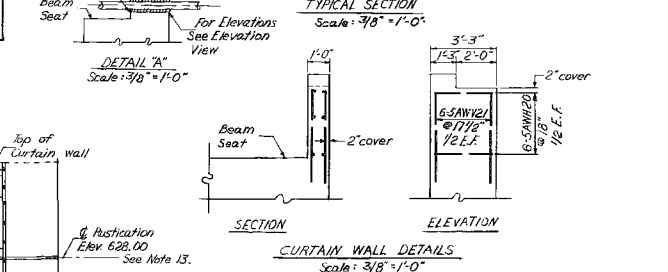
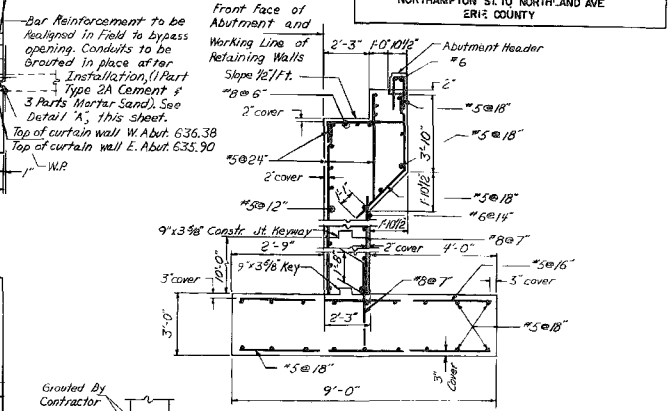
- NOTES:
- Concrete in Abutment shall be Item 20, Class B Concrete for Structures. Concrete in Abutment Header shall be Item 18, Class A Concrete for Structures.
  - Bituminous Material, Item 61, shall be applied to the back of Abutment above top of Footing, where fill is in contact with the Wall.
  - Epoxy Protective Coating for Concrete shall be applied to all Exposed Vertical Surfaces, Bridge Seats, including the area under the Bearings, Exposed Vertical Surfaces of Backwall and Curtain Walls facing the Superstructure.
  - Top of Backwalls on which Asbestos Sheet Packing is to be placed shall be Steel Trowel Finished.
  - For Detail of Expansion Joint at Wall and Footing, see sheet No. 8.
  - For Detail of Expansion Joint between Abutment and Abutment Header, see sheet No. 8.
  - For Railing and Sidewalk Plans at Bridge Corners, see sheet No. 8.
  - For Pier Lines at Abutment, see sheet No. 8.
  - For Bearing Details, see sheet No. 5.
  - For Railing Details, see sheet No. 7.
  - For Cantilet Alignment, see sheet No. 5.
  - For Rustication Details, see sheet No. 8.
  - For Bar Schedule, see sheet No. 9.
  - For design purposes, the foundation pressure does not exceed 10 tons per square foot.

Date: JULY 14, 1967  
In Charge Of: H. G. COLES  
Designed By: W. D. SWECKER  
Traced By: J. F. MEYER  
Checked By: W. D. SWECKER

BRIDGE NO. 1  
EAST UTICA STREET  
OVER KENSINGTON EXPRESSWAY  
ABUTMENT DETAILS  
PREPARED AND RECOMMENDED  
BY: [Signature]  
N.Y.S.P.E. LIC. NO. 20143 DATE 7-25-67  
McFARLAND-JOHNSON ENGINEERS



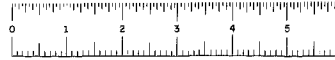
FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
	NEW YORK		201	223
CITY OF BUFFALO KENSINGTON EXPRESSWAY ARTERIAL SECTION II NORTHAMPTON ST. TO NORTH AND AVE ERIE COUNTY				



- NOTES:
- Concrete in Abutment shall be Item 20, Class B Concrete for Structures.
  - Concrete in Abutment Header shall be Item 18, Class A Concrete for Structures.
  - Bituminous Material, Item 61, shall be applied to the back of Abutment above top of Footing, where fill is in contact with the wall.
  - Epoxy Protective Coating for Concrete shall be applied to all Exposed Reinforcing Surfaces of Backwall and Curtain Walls facing the Superstructure.
  - Top of Backwalls on which Asbestos Sheet Packing is to be placed shall be Steel Travel Finished.
  - For Detail of Expansion Joint at Wall and Footing, see sheet No. 8.
  - For Detail of Expansion Joint between Abutment and Abutment Header, see sheet No. 8.
  - For Railing and Sidewalk Plans at Bridge Corners, see sheet No. 8.
  - For Ray Lines of Abutment see sheet No. 8.
  - For Bearing Details, see sheet No. 5.
  - For Railing Details, see sheet No. 7.
  - For Conduit Alignment, see sheet No. 5.
  - For Rustication Details, see sheet No. 8.
  - For Bar Schedule, see sheet No. 9.
  - For design purposes, the Foundation Pressure does not exceed 10 tons per square foot.

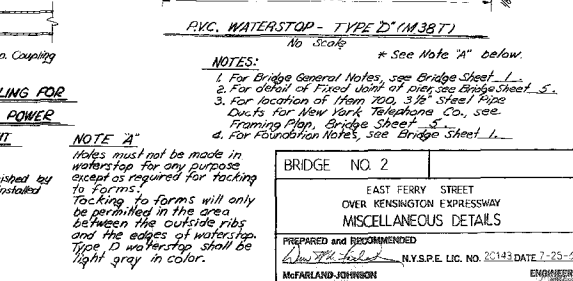
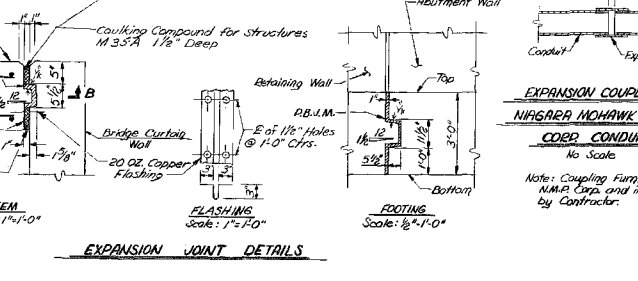
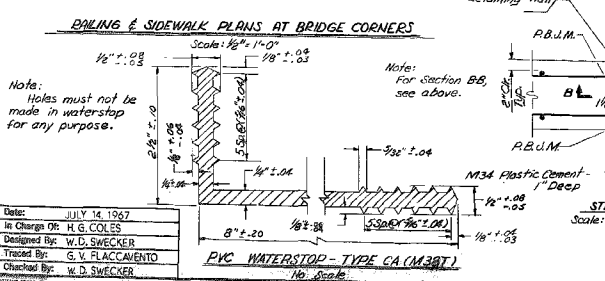
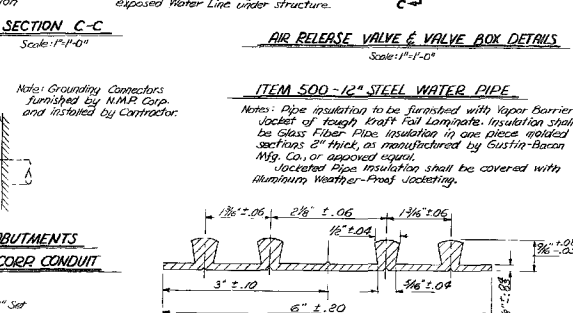
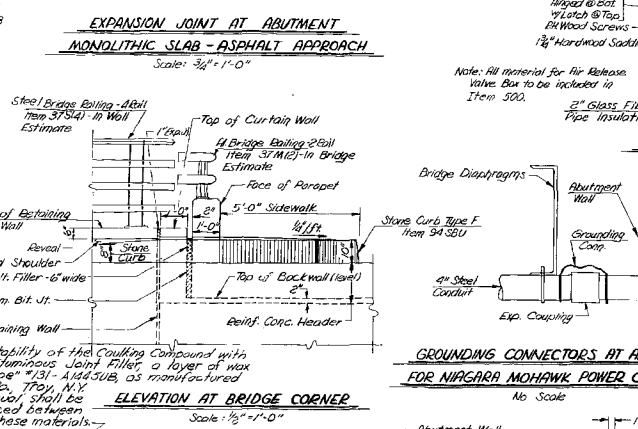
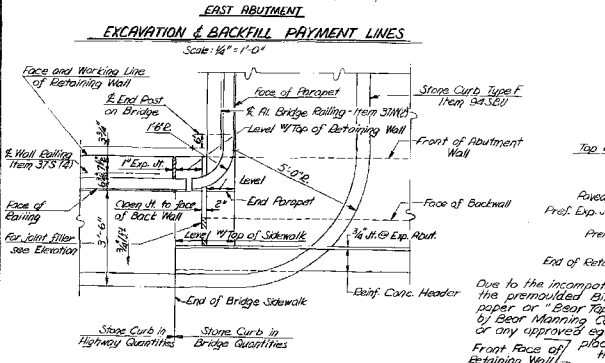
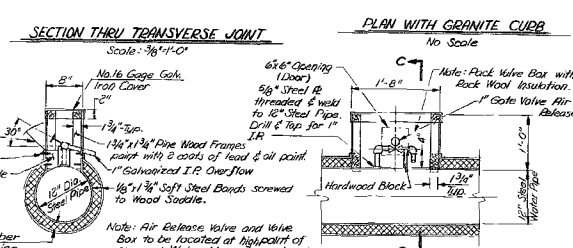
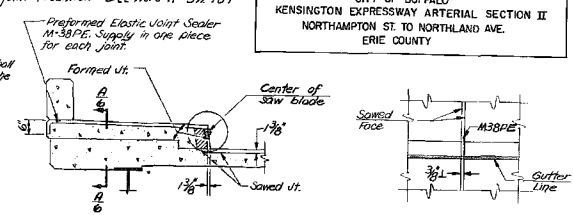
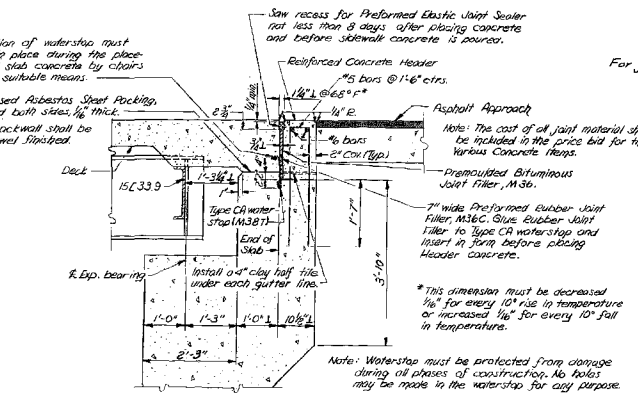
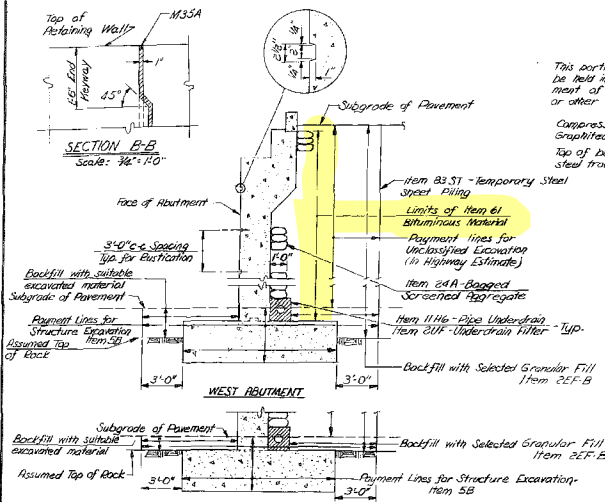
Date:	JULY 14, 1967
In Charge Of:	H. G. COLES
Designed By:	W. D. SWICKER
Traced By:	J. F. MEYER
Checked By:	W. D. SWICKER

BRIDGE NO. 2	
EAST FERRY STREET OVER KENSINGTON EXPRESSWAY ABUTMENT DETAILS	
PREPARED AND RECOMMENDED BY	N.Y.S.P.E. LIC. NO. 20182 DATE 7-23-67
MCFARLAND JOHNSON	ENGINEERS



FED. RD. REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	NEW YORK		206	

CITY OF BUFFALO  
KENSINGTON EXPRESSWAY ARTERIAL SECTION II  
NORTHAMPTON ST. TO NORTHLAND AVE.  
ERIE COUNTY



Date: JULY 14, 1967  
In Charge Of: W.G. COLLIER  
Designed By: W.D. SWECKER  
Traced By: G.V. PLACCAVENTO  
Checked By: W.D. SWECKER

Notes:  
1. For Bridge General Notes, see Bridge Sheet 1.  
2. For detail of Fixed Joint of Pier, see Bridge Sheet 5.  
3. For location of Item 500, 3/8" Steel Pipe Couets for New York Telephone Co., see Framing Plan, Bridge Sheet 5.  
4. For Foundation Notes, see Bridge Sheet 1.

Note: Coupling Furnished by N.M.P. Corp. and installed by Contractor.

**EXPANSION COUPLING FOR NIAGARA MOHAWK POWER CO. CONDUIT**  
No Scale  
Note: Coupling Furnished by N.M.P. Corp. and installed by Contractor.

**NOTE 2**  
Notes must not be made in waterstop for any purpose except as required for Tacking to Forms. Tacking to forms will only be permitted in the area between the outside ribs and the edges of waterstop. Type D waterstop shall be light gray in color.

BRIDGE NO. 2	EAST FERRY STREET OVER KENSINGTON EXPRESSWAY MISCELLANEOUS DETAILS
PREPARED AND RECOMMENDED BY: [Signature]	N.Y.S.P.E. LIC. NO. 20143 DATE: 7-25-67
MCFARLAND-JOHNSON ENGINEERS	

# ASBESTOS SURVEY REPORT

Location: BIN 1022640  
East Ferry Street Bridge over NY Route 33  
City of Buffalo, Erie County, New York  
PIN 5812.37.101

Prepared for:  
New York State Department of Transportation



Prepared By:



175 Sully's Trail, Suite 202  
Corporate Crossings Office Park  
Pittsford, New York 14534

January 2014

# ASBESTOS SURVEY REPORT

Location: BIN 1022640  
East Ferry Street Bridge over NY Route 33  
City of Buffalo, Erie County, New York  
PIN 5812.37.101

## TABLE OF CONTENTS

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2.0 Site Description.....	2
3.0 Inspection Procedures .....	2
4.0 Results.....	2
Certification .....	4

## **Figures and Tables**

Figure 1	Site Location Map
Figure 2	Asbestos Bulk Sample Location Plan
Table 1	Bulk Sample Results

## **Appendices**

Appendix A	Asbestos Survey Fact Sheet
Appendix B	Licenses and Certifications
Appendix C	Laboratory Analysis Report and Chain of Custody
Appendix D	Previous Survey Report

## 1.0 Project Summary

In accordance with conditions of Term Agreement D030924, Lu Engineers conducted an asbestos sampling survey on the East Ferry Street Bridge over NY Route 33 (BIN 1022640) located in the City of Buffalo, Erie County, New York. Based on information obtained using the procedures described in Section 3.0 Inspection Procedures, the following summarizes the results of this investigation.

### **BIN 1022640 – East Ferry Street Bridge over NY Route 33**

#### **Confirmed Asbestos-Containing Materials (ACMs)**

Based on laboratory analyses of bulk samples collected and records reviewed, the following materials were determined to contain asbestos:

Type of Material	Typical Location	Estimated Amount	Friability	Condition
Grey/Black Sheet Packing	Between Deck and Abutment at both ends of Bridge	128 SF	Non-Friable	Good
Black Bearing Pad	Between Bearing and Concrete Bearing Support	237 SF	Non-Friable	Good
Grey Caulking Compound	Beneath the Guiderail Base Plates	11 SF	Non-Friable	Good

SF – Square Foot

#### **Inaccessible/Assumed ACMs**

Record plan review identified steel conduits buried in the concrete sidewalk along the north and south sides of BIN 1022640. Suspect asbestos sealing compound is typically located around the conduit expansion sleeves. The steel conduits and associated expansion sleeves were not observed during Lu Engineers December 5, 2013 site visit.

Record plan review identified an 8-inch gas line set in a 12-inch casing along the south side of BIN 1022640. Suspect asbestos tar coating is typically located on the outside of the gas main. The 12-inch casing was observed during Lu Engineers December 5, 2013 site visit and did not contain any suspect asbestos containing materials.

No other inaccessible/assumed ACMs were identified.

## 2.0 Site Description

The site is located in the City of Buffalo, Erie County, New York. For the purpose of this report, the site consists of BIN 1022640 – East Ferry Street Bridge over NY Route 33. The site is indicated on the attached Figure 1 – Site Location Map.

## 3.0 Inspection Procedures

The following procedures were used to obtain the data for this Report:

- A. A review of record drawings supplied by Region 5 personnel and a visual inspection of the subject structure were conducted to identify potential visible/accessible sources of asbestos-containing materials. Observations and notes were made to provide a description of the structure, and an estimate of the approximate amount, length, or area of ACM present.
- B. Physical or operational constraints, which might affect the removal of the ACM, were identified and reported.
- C. Bulk samples of suspected ACMs were collected during the site inspection of the subject structure. Samples were taken from each homogeneous area that may contain ACM. The investigation was limited to areas of the bridge that could be accessed from the bridge itself or reached from the ground and/or by use of a ladder from below. The approximate location of bulk samples is indicated on Figure 2, Asbestos Bulk Sample Location Plan.
- D. Samples were submitted for analysis. Preliminary polarized light microscopy (PLM) analyses of non-friable, organically bound (NOB) materials were performed by Paradigm Environmental Services, Inc., a NYSDOH approved laboratory, to determine the presence and percentage of asbestos in each sample. Transmission electron microscopy (TEM) analyses of NOB materials, if necessary, were performed by Paradigm Environmental Services, Inc.
- E. Lab results were used to determine the approximate location, type, and amount of the verified ACM.
- F. An Asbestos Survey has been conducted on this bridge previously. The following Report was reviewed as part of this survey and pertinent results were incorporated:
  - *Asbestos Sampling Survey prepared by LaBella Associates, P.C., dated October 2002.*

Only accessible areas were inspected. Inaccessible areas, such as areas within the bridge or the approaches to the bridge were not included in this inspection. No investigation was conducted by Lu Engineers to determine the presence of underground utilities on or in the immediate vicinity of the Site.



## **4.0 Results**

### **BIN 1022640 – East Ferry Street Bridge over NY Route 33**

#### **Confirmed Asbestos-Containing Materials (ACMs)**

##### **Sheet Packing**

Asbestos-containing black sheet packing is located in the horizontal joint between the abutment and the bridge deck slab at both ends of the bridge. Most of this material is presently covered by the bridge deck, although the edges of this sheet packing are exposed and visible at various locations.

It is estimated that the total amount of this asbestos-containing sheet packing material on the bridge is approximately 128 square feet. The approximate locations of this asbestos-containing sheet packing are shown in Figure 2.

##### **Bearing Pad**

Asbestos-containing black bearing pads are located between the bearing and concrete bearing supports on both bridge abutments and the center pier supports.

It is estimated that the total amount of this asbestos-containing bearing pad material on the bridge is approximately 237 square feet. The approximate locations of the asbestos-containing bearing pads are shown in Figure 2.

##### **Caulking Compound**

Asbestos-containing grey caulking compound located between the guiderail base plate and the concrete parapets on both sides of the bridge. Most of this material is presently covered by the base plates, although the portions of this caulking compound are exposed and visible at various locations.

It is estimated that the total amount of this asbestos-containing caulking compound material on the bridge is approximately 11 square feet. The approximate locations of this asbestos-containing caulking compound are shown in Figure 2.

#### **Inaccessible/Assumed ACMs**

Record plan review identified steel conduits buried in the concrete sidewalk along the north and south sides of BIN 1022640. Suspect asbestos sealing compound is typically located around the conduit expansion sleeves. The steel conduits and associated expansion sleeves were not observed during Lu Engineers December 5, 2013 site visit.

It is estimated that the total amount of the sealing compound on the bridge is approximately 8 linear feet. The approximate locations of this sealing compound are shown in Figure 2.

Record plan review identified an 8-inch gas line set in a 12-inch casing along the south side of BIN 1022640. Suspect asbestos tar coating is typically located on the outside of the gas main. The 12-inch casing was observed during Lu Engineers December 5, 2013 site visit.

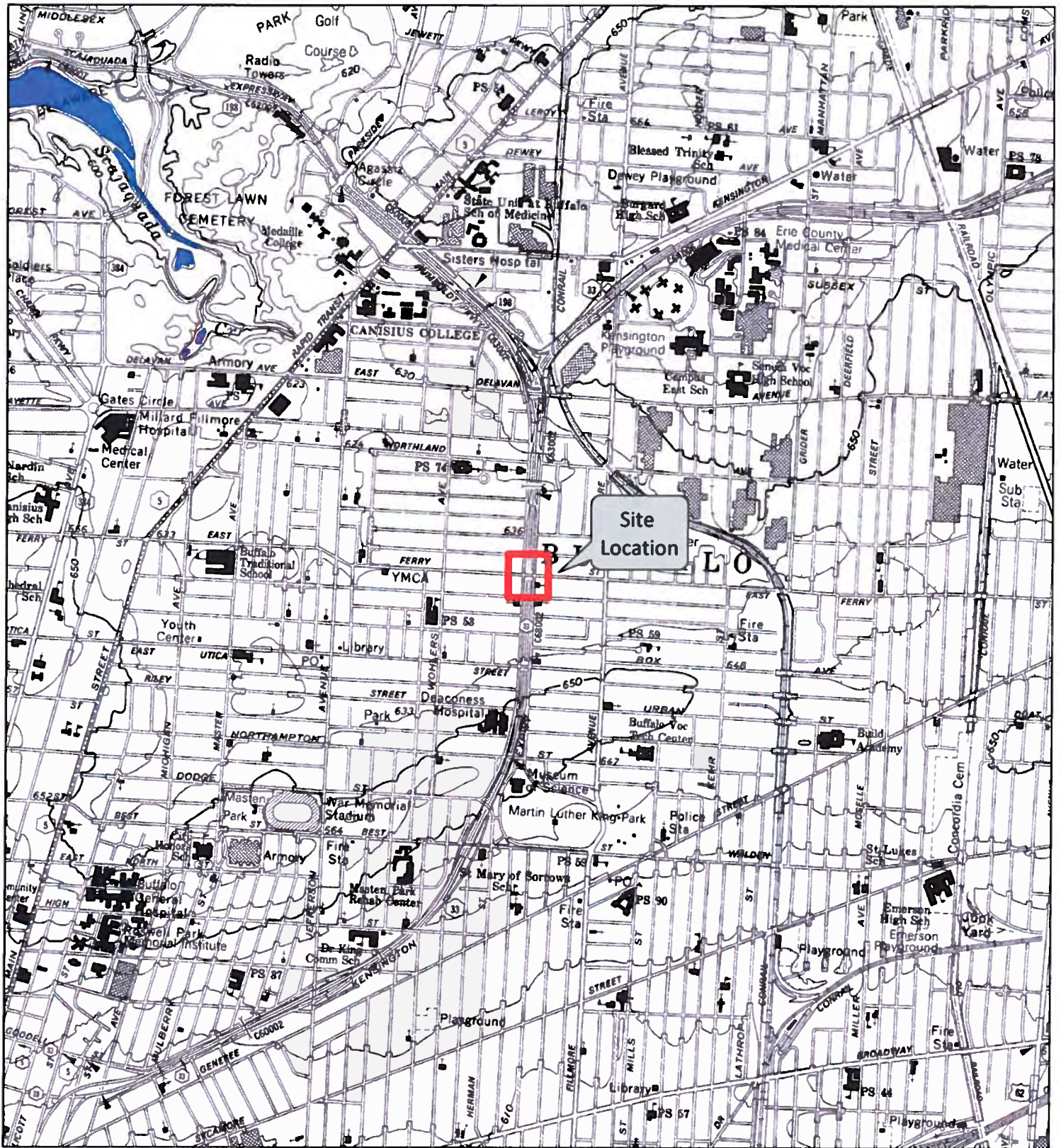
It is estimated that the total amount of the tar coating is approximately 106 linear feet. The approximate location of this gas line is shown in Figure 2.

No other inaccessible/assumed ACMs were identified.

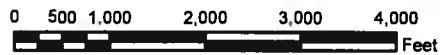
### **Certification**

Lu Engineers certifies the accuracy of this report, to the best of our knowledge, based on the information collected as described in the Inspection Procedures Section of this report.

*Figures and Table*



1 inch = 2,000 feet

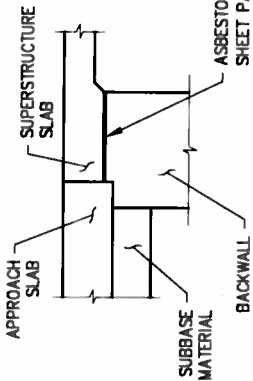


New York Quadrangle Location

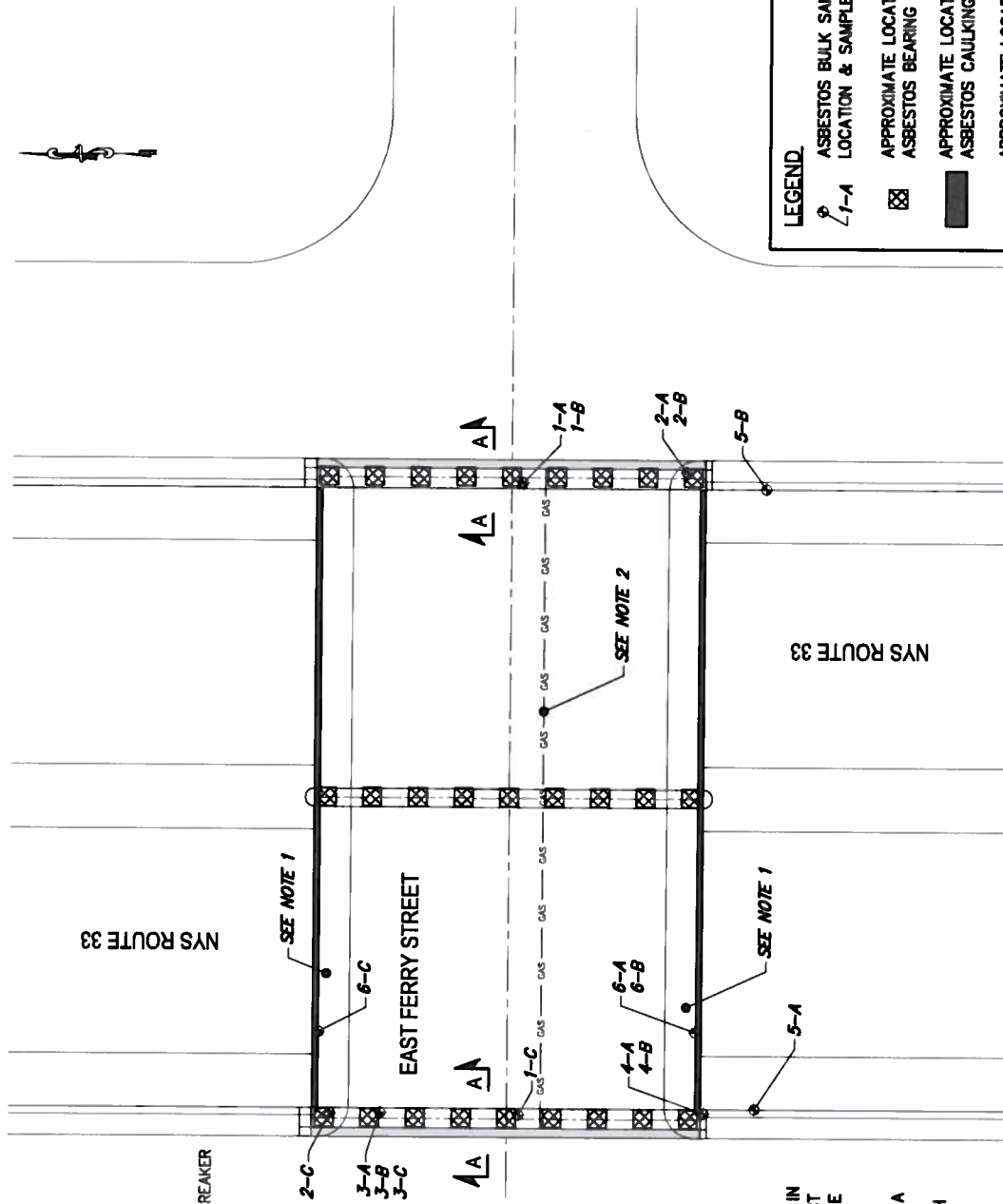


**FIGURE 1**  
**SITE LOCATION PLAN**  
 EAST FERRY STREET OVER NY ROUTE 33  
 CITY OF BUFFALO, ERIE COUNTY, NY  
 BIN: 1022640      PIN: 5812.37.101

DATE: DECEMBER 2013
SCALE: 1 INCH = 2000 FEET
DRAWN/CHECKED: SMK/MCS
DATA SOURCE: NYS DOT RASTER QUADRANGLES BUFFALO NE, ERIE CO., NY DOT EDITION DATE: 1978 USGS CONTOUR DATE: 1954



SECTION A-A



**LEGEND**

	ASBESTOS BULK SAMPLE LOCATION & SAMPLE NUMBER
	APPROXIMATE LOCATION OF ASBESTOS BEARING PADS
	APPROXIMATE LOCATION OF ASBESTOS CAULKING COMPOUND
	APPROXIMATE LOCATION OF ASBESTOS SHEET PACKING

**NOTE**

- RECORD PLANS INDICATE STEEL CONDUITS ARE BURIED IN THE NORTH AND SOUTH CONCRETE SIDEWALKS. SUSPECT ASBESTOS SEALING COMPOUND MAY BE LOCATED IN THE EXPANSION SLEEVES.
- RECORD PLANS INDICATE AN 8-INCH GAS LINE SET IN A 12-INCH CASING ALONG THE SOUTH SIDE OF BIN 1022640. THE 8-INCH GAS LINE MAY BE COATED WITH A SUSPECT ASBESTOS TAR COATING.

DATE:	JANUARY 2014
SCALE:	N.T.S.
DRAWN BY:	JRM
BIN:	1022640
PN:	5812.37.101
LU P.N.:	9920-145

**FIGURE 2.**  
**ASBESTOS BULK SAMPLE LOCATION PLAN**  
 NEW YORK STATE DEPARTMENT OF TRANSPORTATION  
 EAST FERRY STREET BRIDGE OVER NYS ROUTE 33  
 CITY OF BUFFALO | ERIE COUNTY | NEW YORK



## SAMPLE RESULTS

East Ferry Street Bridge over NY Route 33  
City of Buffalo, Erie County, New York

BIN 1022640

Sample #	Sample Location	Material Description	Results % Asbestos	Amount of Material	Specification Item
1-A	East Side of Bridge	Black Paper over Yellow Fiberglass Pipe Cover	None Detected	N/A	N/A
1-B	East Side of Bridge	Black Paper over Yellow Fiberglass Pipe Cover	None Detected	N/A	N/A
1-C	West Side of Bridge	Black Paper over Yellow Fiberglass Pipe Cover	None Detected	N/A	N/A
<b>2-A</b>	<b><i>Southeast Corner of Bridge between Deck and Abutment</i></b>	<b><i>Grey Sheet Packing</i></b>	<b><i>28% Chrysotile</i></b>	<b><i>128 SF</i></b>	<b><i>210.3312</i></b>
<b>2-B</b>	<b><i>Southeast Corner of Bridge between Deck and Abutment</i></b>	<b><i>Grey Sheet Packing</i></b>	<b><i>Refer to Sample 2-A</i></b>	<b><i>Refer to Sample 2-A</i></b>	<b><i>Refer to Sample 2-A</i></b>
<b>2-C</b>	<b><i>Northwest Corner of Bridge between Deck and Abutment</i></b>	<b><i>Black Sheet Packing</i></b>	<b><i>Refer to Sample 2-A</i></b>	<b><i>Refer to Sample 2-A</i></b>	<b><i>Refer to Sample 2-A</i></b>
<b>3-A</b>	<b><i>West Bearing Pad</i></b>	<b><i>Black Bearing Pad</i></b>	<b><i>36% Chrysotile</i></b>	<b><i>237 SF</i></b>	<b><i>210.4812XX</i></b>
<b>3-B</b>	<b><i>West Bearing Pad</i></b>	<b><i>Black Bearing Pad</i></b>	<b><i>Refer to Sample 3-A</i></b>	<b><i>Refer to Sample 3-A</i></b>	<b><i>Refer to Sample 3-A</i></b>
<b>3-C</b>	<b><i>West Bearing Pad</i></b>	<b><i>Black Bearing Pad</i></b>	<b><i>Refer to Sample 3-A</i></b>	<b><i>Refer to Sample 3-A</i></b>	<b><i>Refer to Sample 3-A</i></b>
4-A	Southwest Corner of Bridge	Grey Caulking	None Detected	N/A	N/A
4-B	Southwest Corner of Bridge	Grey Caulking	None Detected	N/A	N/A
5-A	Vertical Joint of Southwest Retaining Wall	Grey Caulk	None Detected	N/A	N/A
5-B	Vertical Joint of Southeast Retaining Wall	Grey Caulk	None Detected	N/A	N/A
6-A	South Side of Bridge in Parapet Joint	Grey Caulk	None Detected	N/A	N/A
6-B	South Side of Bridge in Parapet Joint	Grey Caulk	None Detected	N/A	N/A
6-C	North Side of Bridge in Parapet Joint	Grey Caulk	None Detected	N/A	N/A

N/A – Not Applicable

SF – Square Foot

*APPENDIX A*

*Asbestos Survey Fact Sheet*

# Asbestos Survey Fact Sheet

**Name and Address of Building/Structure:**

East Ferry Street Bridge over NY Route 33 – BIN 1022640  
City of Buffalo, Erie County, New York

**Name and Address of Building/Structure Owner:**

New York State Department of Transportation  
50 Wolf Road  
Albany, New York 12232

**Name and Address of Owner's Agent:**

Lu Engineers  
175 Sully's Trail, Suite 202  
Pittsford, New York 14534

**Name of the Firm & Persons Conducting the Survey:**

Lu Engineers  
Mitchell C. Smith (NYS DOL Cert. #97-15393)  
Steven R. Davis (NYS DOL Cert. # 11-13205)

**Dates Surveys Were Conducted:**

December 5, 2013  
January 9, 2014

**List of Homogeneous Areas**

**(Items in Bold Confirmed ACM, *Italics Sampled by Others*)**

Black Paper over Yellow Fiberglass Pipe Covering

**Grey Sheet Packing**

**Black Bearing Pad**

Grey Caulking (Bridge Joint)

Grey Caulk (Retaining Wall)

Grey Caulk (Parapet)

***Grey Caulking Compound (under Guide Rail Base Plates, sampled by LaBella)***



*APPENDIX B*

*License and Certifications*

**New York State – Department of Labor**

Division of Safety and Health  
License and Certificate Unit  
State Campus, Building 12  
Albany, NY 12240

**ASBESTOS HANDLING LICENSE**

Joseph C. Lu Engineering And Land Surveying, P.C.  
Suite 202  
175 Sully's Trail  
  
Pittsford, NY 14534

FILE NUMBER: 99-0907  
LICENSE NUMBER: 29286  
LICENSE CLASS: RESTRICTED  
DATE OF ISSUE: 01/17/2013  
EXPIRATION DATE: 01/31/2014

Duly Authorized Representative – Susan Hilton

This license has been issued in accordance with applicable provisions of Article 30 of the Labor Law of New York State and of the New York State Codes, Rules and Regulations (12 NYCRR Part 56). It is subject to suspension or revocation for a (1) serious violation of state, federal or local laws with regard to the conduct of an asbestos project, or (2) demonstrated lack of responsibility in the conduct of any job involving asbestos or asbestos material.

This license is valid only for the contractor named above and this license or a photocopy must be prominently displayed at the asbestos project worksite. This license verifies that all persons employed by the licensee on an asbestos project in New York State have been issued an Asbestos Certificate, appropriate for the type of work they perform, by the New York State Department of Labor.



Eileen M. Franko, Acting Director  
For the Commissioner of Labor

STATE OF NEW YORK - DEPARTMENT OF LABOR  
**ASBESTOS CERTIFICATE**



MITCHELL SMITH  
CLASS EXPIRES  
C/EG(03/14) D/NSP(03/14)  
H/PM(03/14) I/PD(03/14)



**CERT# 97-15393**  
**DMV# 992171375**

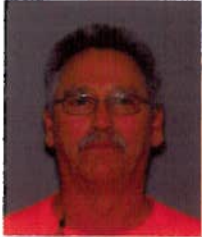
**MUST BE CARRIED ON ASBESTOS PROJECTS**



EYES GRN  
HAIR BRO  
HGT 5' 08"

IF FOUND RETURN TO:  
NYSOL - L&C UNIT  
ROOM 161A BUILDING 12  
STATE OFFICE CAMPUS  
ALBANY NY 12240

STATE OF NEW YORK - DEPARTMENT OF LABOR  
ASBESTOS CERTIFICATE



**STEVEN R DAVIS**  
CLASS(EXPIRES)  
C ATEC(07/14) D INSP(07/14)  
H PM (07/14)

CERT# 11-13205  
DMV# 190886895

MUST BE CARRIED ON ASBESTOS PROJECTS



IF FOUND RETURN TO:  
NYS DOL - L&C UNIT  
ROOM 161A BUILDING 12  
STATE OFFICE CAMPUS  
ALBANY NY 12240

01213 000001263 32

EYES GRN  
HAIR BRO  
HGT 6' 01"

NEW YORK STATE DEPARTMENT OF HEALTH  
WADSWORTH CENTER



Expires 12:01 AM April 01, 2014  
Issued April 01, 2013

**CERTIFICATE OF APPROVAL FOR LABORATORY SERVICE**

*Issued in accordance with and pursuant to section 502 Public Health Law of New York State*

MR. BRUCE HOOGESTEGER  
PARADIGM ENVIRONMENTAL SERVICES INC  
179 LAKE AVENUE  
ROCHESTER, NY 14608

NY Lab Id No: 10958

is hereby APPROVED as an Environmental Laboratory for the category  
**ENVIRONMENTAL ANALYSES SOLID AND HAZARDOUS WASTE**  
All approved subcategories and/or analytes are listed below:

**Miscellaneous**

Asbestos in Friable Material	EPA 600/M4/82/020 Item 198.1 of Manual
Asbestos in Non-Friable Material-PLM	Item 198.6 of Manual (NOB by PLM)
Asbestos in Non-Friable Material-TEM	Item 198.4 of Manual
Lead in Dust Wipes	EPA 6010B
Lead in Paint	EPA 6010B

**Sample Preparation Methods**

APP. 14.2, HUD JUNE 1995  
EPA 3050B

Serial No.: 48478

Property of the New York State Department of Health. Certificates are valid only at the address shown, must be conspicuously posted, and are printed on secure paper. Continued accreditation depends on successful ongoing participation in the Program. Consumers are urged to call (518) 485-5570 to verify the laboratory's accreditation status.

*APPENDIX C*

*Laboratory Analysis Report and  
Chain of Custody*



**PLM & TEM BULK ASBESTOS REPORT**

**Client:** Lu Engineers  
**Location:** NYS DOT, PIN 5812.37.101, BIN 1022640  
 E. Ferry Street Bridge over NY Route 33, Buffalo, New York  
**Sample Date:** 12/5/2013

**Job No:** 13991-13  
**Page:** 1 of 2

Client ID	Lab ID	Sampling Location	Description	PLM Asbestos Fibers Type & Percentage	PLM Total Asbestos	NOB	TEM Asbestos Fibers Type & Percentage	TEM Total Asbestos	PLM Non-Asbestos Fibers Type & Percentage	Non-Fibrous Matrix Material %
1-A	94941	East Side of Bridge	Black/Yellow Fibrous Pipe Covering	Inconclusive No Asbestos Detected	0%	✓	None Detected	<1.0%	Mineral Wool 40% Fiberglass 10%	50%
1-B	94942	East Side of Bridge	Black/Yellow Fibrous Pipe Covering	Inconclusive No Asbestos Detected	0%	✓	None Detected	<1.0%	Mineral Wool 40% Fiberglass 10%	50%
1-C	94943	West Side of Bridge	Black/Yellow Fibrous Pipe Covering	Inconclusive No Asbestos Detected	0%	✓	None Detected	<1.0%	Mineral Wool 40%	60%
2-A	94944	SE Corner of Bridge Between Deck & Abutment	Gray Fibrous Sheet Packing	Chrysotile 28%	28%		Not Required	N/A	None Detected	72%
2-B	94945	SE Corner of Bridge Between Deck & Abutment	Gray Sheet Packing	STOP	POSITIVE		SAMPLE	NOT	ANALYZED	N/A
2-C	94946	NW Corner of Bridge Between Deck & Abutment	Black Sheet Packing	STOP	POSITIVE	✓	SAMPLE	NOT	ANALYZED	N/A
3-A	94947	West Bearing	Black Fibrous Bearing Pad	Chrysotile 36%	36%	✓	Not Required	N/A	None Detected	64%
3-B	94948	West Bearing	Black Bearing Pad	STOP	POSITIVE	✓	SAMPLE	NOT	ANALYZED	N/A
3-C	94949	West Bearing	Black Bearing Pad	STOP	POSITIVE	✓	SAMPLE	NOT	ANALYZED	N/A
4-A	94950	SW Corner of Bridge	Gray Caulk	Inconclusive No Asbestos Detected	0%	✓	None Detected	<1.0%	None Detected	100%



Lab Code 200530-0  
for PLM Analysis

ELAP ID No.: 10958

⚠ This Method does not remove vermiculite and may underestimate the level of asbestos present in a sample containing greater than 10% vermiculite. PLM Bulk Asbestos Analysis by EPA 600/M4-82-020 per 40 CFR 763 (NVLAP Lab Code 2000530-0), New York State Department of Health, ELAP Method 198.1, 198.4 and 198.6 ("Polarized Light Microscopy and Transmission Electron Microscopy Methods for Identifying and Quantitating Asbestos in Bulk Samples and in Non-Friable Organically Bound Bulk Samples.").

✓ NOB (non-friable organically bound) Classified for Analytical Purposes Only.

# denotes material analyzed by ELAP Method 198.4 and 198.6 per NYSDOH.

\*\* Polarized-light microscopy is not consistently reliable in detecting asbestos in floor coverings and similar non-friable organically bound materials. Quantitative transmission electron microscopy is currently the only method that can be used to determine if this material can be considered or treated as non-asbestos containing.

PLM Date Analyzed: 12/9/2013

TEM Date Analyzed: 12/10/2013

Microscope: Olympus BH-2 #233173

TEM Analyst: J. Peter Donato

Analyst: F. Weinman

Laboratory Results Approved By:  
Asbestos Technical Director

Mary Doherty

Paradigm Environmental Services, Inc. is not responsible for the data supplied by an Independent Inspector. National Institute of Standards and Technology Accreditation requirements mandate that this report must not be reproduced except in full without the approval of the laboratory. This PLM report relates ONLY to the items tested. This report must not be used to claim product endorsement by NVLAP or any agency of the U.S. Government. Quality control data (including 95% confidence limits and laboratory and analysts' and precision) is available upon request.

13441-15



167206

# Bulk Sample Chain of Custody

**Project Name:** NYSDOT - PIN 5812.37.101  
**Lu Project #** 9920-145  
**Site Address:** BIN 1022640 - E. Ferry St. Bridge over NY Rte 33 Buffalo, New York  
**Laboratory Name:** Paradigm Environmental Services  
**Results to:**  
 Lu Engineers  
 175 Sullys Trail, Suite 202  
 Pittsford, NY 14534  
**Laboratory Address:** 179 Lake Avenue Rochester, New York  
**Sample Type:**  
 NYS ELAP PLM/TEM  
 PLM Only  
 TEM Only  
**Turn Around Time:**  
 Immediate  12 HR  
 24 HR  48 HR  
 72 HR  5 Day  
**Comments:**  
 STOP POSITIVE - EXCEPT FOR PAINT!!

Email: [sue-hilton@luengineers.com](mailto:sue-hilton@luengineers.com), [msmith@luengineers.com](mailto:msmith@luengineers.com)

FIELD ID	SAMPLE LOCATION	MATERIAL	NOTES
1-A	East Side of Bridge	Pipe Collet	94941 Painted Steel
1-B	" " "	" "	" " 942
1-C	West Side of Bridge	" "	943
2-A	SE CORNER of BRIDGE BEHIND DECK - ABUTMENT	SMALL PARTICLE	944
2-B	" " "	" "	945
2-C	ND CORNER of BRIDGE BEHIND DECK - ABUTMENT	" "	946
3-A	West BRIDGE	BRIDGE PAD	947
3-B	" " "	" "	948
3-C	" " "	" "	949
4-A	SD CORNER of BRIDGE	CUTTER GAUGE	980 Signature JODT

**Date Sampled:** 12/5/2013  
**Relinquished By:** *[Signature]* EM 12/10/13  
**Inspector:** *[Signature]* Date/Time 12/5/2013  
**Received By:** *[Signature]* Date/Time 12/5/13





13992-15



205200  
252

# Bulk Sample Chain of Custody

**Project Name:** NYSDOT - PIN 5812.37.101  
**Lu Project #** 9920-145  
**Site Address:** BIN 1022640 - E. Ferry St. Bridge over NY Rte 33 Buffalo, New York  
**Laboratory Name:** Paradigm Environmental Services  
**Results to:**  
 Lu Engineers  
 175 Sullys Trail, Suite 202  
 Pittsford, NY 14534  
**Laboratory Address:** 179 Lake Avenue Rochester, New York  
**Sample Type:**  
 NYS ELAP PLM/TEM  
 PLM Only  
 TEM Only  
**Turn Around Time:**  
 Immediate  12 HR  
 24 HR  48 HR  
 72 HR  5 Day  
**Comments:**  
 STOP POSITIVE - EXCEPT FOR PAINT!!  
 Email: [sue-hilton@luengineers.com](mailto:sue-hilton@luengineers.com), [msmith@luengineers.com](mailto:msmith@luengineers.com)

FIELD ID	SAMPLE LOCATION	MATERIAL	NOTES
4-B	SD Cor Dat F Bridge	Crack Sample	94951

Date Sampled: 12-5-12  
 Relinquished By: Date/Time: 12/5/12  
 Inspector: Received By: Date/Time: 12/5/12



**PLM & TEM BULK ASBESTOS REPORT**

**Client:** Lu Engineers  
**Location:** NYSDOT, PIN 5812.37.101, BIN 1022640  
E. Ferry Street Bridge over NY Route 33, Buffalo, New York

**Job No:** 0246-14  
**Page:** 1 of 2

**Sample Date:** 1/9/2014

Client ID	Lab ID	Sampling Location	Description	PLM Asbestos Fibers Type & Percentage	PLM Total Asbestos	NOB	TEM Asbestos Fibers Type & Percentage	TEM Total Asbestos	PLM Non-Asbestos Fibers Type & Percentage	Non-Fibrous Matrix Material %
5-A	1613	SW Retaining Wall	Gray Caulk	Inconclusive No Asbestos Detected	0%	✓	None Detected	<1.0%	None Detected	100%
5-B	1614	SE Retaining Wall	Gray Caulk	Inconclusive No Asbestos Detected	0%	✓	None Detected	<1.0%	None Detected	100%
6-A	1615	South Side of Bridge	Gray Caulk	Inconclusive No Asbestos Detected	0%	✓	None Detected	<1.0%	None Detected	100%
6-B	1616	South Side of Bridge	Gray Caulk	Inconclusive No Asbestos Detected	0%	✓	None Detected	<1.0%	None Detected	100%
6-C	1617	North Side of Bridge	Gray Caulk	Inconclusive No Asbestos Detected	0%	✓	None Detected	<1.0%	None Detected	100%

**NVLAP**  
Lab Code 200530-0  
for PLM Analysis

**ELAP ID No.: 10958**

✓ This Method does not remove vermiculite and may underestimate the level of asbestos present in a sample containing greater than 10% vermiculite. PLM Bulk Asbestos Analysis by EPA 600/M4-82-020 per 40 CFR 763 (NVLAP Lab Code 2000530-0), New York State Department of Health, ELAP Method 198.1, 198.4 and 198.6 ("Polarized Light Microscopy and Transmission Electron Microscopy Methods for Identifying and Quantitating Asbestos in Bulk Samples and in Non-Friable Organically Bound Bulk Samples.").

✓ NOB (non-friable organically bound) Classified for Analytical Purposes Only.

# denotes material analyzed by ELAP Method 198.4 and 198.6 per NYSDOH.

\*\* Polarized-light microscopy is not consistently reliable in detecting asbestos in floor coverings and similar non-friable organically bound materials. *Quantitative transmission electron microscopy* is currently the only method that can be used to determine if this material can be considered or treated as non-asbestos containing.

PLM Date Analyzed: 1/10/2014

TEM Date Analyzed: 1/10/2014

Microscope: Olympus BH-2 #232953

TEM Analyst: F. Welman

Analyst: J. Peter Donato

Laboratory Results Approved By:  
Asbestos Technical Director

Mary Doherty

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0216-14  
+3992-13



# Bulk Sample Chain of Custody

Project Name: **NYS DOT - PIN 5812.37.101**

Site Address: **BIN 1022640 - E. Ferry St. Bridge over NY Rte 33 Buffalo, New York**

Results to: **Lu Engineers 175 Sullys Trail, Suite 202 Pittsford, NY 14534**

Sample Type:  NYS ELAP PLM/TEM  PLM Only  TEM Only

Laboratory Name: **Paradigm Environmental Services**

Laboratory Address: **179 Lake Avenue Rochester, New York**

Turn Around Time:  Immediate  12 HR  24 HR  72 HR  5 Day

Comments: **STOP POSITIVE - EXCEPT FOR PAINT!!**

Email: [sue-hilton@luengineers.com](mailto:sue-hilton@luengineers.com), [msmith@luengineers.com](mailto:msmith@luengineers.com)

*Handwritten signatures and initials*

FIELD ID	SAMPLE LOCATION	MATERIAL	NOTES
<del>4-B</del>	<del>SD SLOPE OF BRIDGE</del>	<del>GREY CAULK</del>	<del>9/15/14</del>
5-A	SD RETAINING WALL	GREY CAULK	VERTICAL JOINT
5-B	SD RETAINING WALL	" "	" "
6-A	SOUTH SIDE OF BRIDGE	GREY CAULK	PAPER
6-B	" "	" "	" "
6-C	SOUTH SIDE OF BRIDGE	" "	" "

*Handwritten notes: Copy of Project 2-1-14*

1613  
614  
615  
616  
617

Date Sampled: 1-9-14 Relinquished By: [Signature] Date/Time: 12:51 PM

Inspector: SEE FILE Received By: [Signature] Date/Time: 2:51 PM

*APPENDIX D*

*Previous Survey Report*

## Asbestos Sampling Survey

**Location:**

**Selected Section of Retaining Walls and  
Associated Bridges Along Route 33  
City of Buffalo, New York.**

**Prepared for:**

**New York State  
Department of Transportation**

PIN 5512.41.102

LaBella Project No. 201001

October 2002

*CC: Mike Christner, SLA  
Dave Hill, Job Design Manager*

# Asbestos Sampling Survey

**Location:**

**Selected Section of Retaining Walls and  
Associated Bridges Along Route 33  
City of Buffalo, New York.**

**Prepared for:**

**New York State  
Department of Transportation**

**PIN 5512.41.102**

**LaBella Project No. 201001**

**October 2002**

**LaBella Associates, P.C.  
300 State Street  
Rochester, New York 14614-1098**

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<b>I. Project Summary</b>	<b>1</b>
<b>II. Site Description</b>	<b>1</b>
<b>III. Inspection Procedures</b>	<b>1</b>
<b>IV. Results</b>	<b>2</b>
<b>Certification</b>	<b>2</b>
<b>Figure and Table</b>	



## **I. Project Summary**

In accordance with conditions of Term Agreement D012606, LaBella Associates, P.C. conducted an asbestos sampling survey of a selected section of poured concrete retaining walls and selected areas of associated bridges along Route 33 (the Kensington Expressway) in the City of Buffalo, New York.

Based on laboratory analyses of bulk samples collected, the following materials were determined to contain asbestos:

<u>Type of Material</u>	<u>Estimated Amount</u>
Joint Sealer	612.3 Meters
Caulking Compound	772.4 Meters

## **II. Site Description**

The Site is located in Erie County, New York. For the purpose of this report, the Site consists of a selected section of poured concrete retaining walls along Route 33 (the Kensington Expressway) in the City of Buffalo, New York. Also included are selected areas of the following associated bridges:

- Northampton Street over Route 33 – BIN 1022620
- East Utica Street over Route 33 – BIN 1022630
- East Ferry Street over Route 33 – BIN 1022640

See FIGURE 1 for approximate site location limits.

## **III. Inspection Procedures**

The following procedures were used to obtain the data for this Report:

- A. A visual inspection of the above referenced structures was conducted to identify potential visible/accessible sources of asbestos-containing materials. Observations and notes were made to provide a description of the structures, and an estimate of the approximate amount, length, or area of ACM present. Record drawings were not reviewed as a part of this report.
- B. Physical or operational constraints, which might affect the removal of the ACM, were identified and reported.
- C. Bulk samples of suspected ACM were collected during the site inspection of the subject structures. Samples were taken from each homogeneous area that may contain ACM.
- D. Samples were submitted for analysis. Preliminary PLM analyses of NOB materials were performed by LaBella Laboratories, a NYSDOH approved laboratory, to determine the presence and percentage of asbestos in each sample. TEM analyses of NOB materials, if necessary, were performed by AMA Analytical, Inc.

E. Lab results were used to determine the approximate location, type, and amount of the verified ACM.

Only areas expected to be impacted by the upcoming renovation project were inspected. No investigation was conducted by LaBella Associates to determine the presence of underground utilities on or in the immediate vicinity of the Site. Results of bulk sample analyses are tabulated in the Bulk Sample Results Table.

#### **IV. Results**

Based on the analytical results, the following materials were determined to be asbestos-containing:

##### **Joint Sealer**

Asbestos-containing joint sealer is located in the vertical expansion joints of the retaining walls throughout the project corridor. Generally speaking, the joint sealer in the retaining walls to the north of the Utica Street bridge is intact and in good condition, while the joint sealer to the south of the bridge is weathered and in fair condition. The total amount of joint sealer within the project corridor is estimated to be approximately 612.3 meters. This estimate is based on visual observations made at the time of the site visit.

##### **Caulking Compound**

Asbestos-containing caulking compound is located in the following areas:

- Around the base plates of most of the guide railings and light poles along the retaining walls
- Around the base plates of the guide railings on the East Ferry Street Bridge

Generally speaking, most of this caulking compound is intact and in good condition. The total amount of caulking compound within the project corridor is estimated to be approximately 772.4 meters. This estimate is based on visual observations made at the time of the site visit.

#### **Certification**

LaBella Associates, P.C. certifies the accuracy of this report, to the best of our knowledge, based on the information collected as described in the Inspection Procedures Section of this investigation.

R2J29RR1

# Figure & Table



**FIGURE 1**

**Site Location Map  
 NYS Department of Transportation  
 Selected Area Along Route 33  
 City of Buffalo, New York**

**ABELLA**

PROJECT NO. 201001

## Bulk Sample Results Table

**Asbestos Sampling Survey**  
**Selected Area Along Route 33**  
**City of Buffalo, New York**  
**LaBella Project # 201001**  
**PIN 5512.41.102**

Sample #	Sample Location	Type of Material	Results % Asbestos	Specification Item No.
5512.41-1	Expansion Joint in Retaining Wall by Cherry Street	Black Joint Sealer	28% Chrysotile	210.9911 M (BV-12)
5512.41-2	Expansion Joint in Retaining Wall by Cherry Street	Brown Joint Filler	None Detected	N/A
5512.41-3	Expansion Joint in Retaining Wall by Cherry Street	Gray Joint Sealer	26% Chrysotile	Same as Sample No. 1
5512.41-4	Expansion Joint in Retaining Wall by Girard Place	Light Gray Joint Sealer	68% Chrysotile	Same as Sample No. 1
5512.41-5	Base of Guide Rail on Retaining Wall by Girard Place	Light Gray, Rubbery Caulking Compound	15% Chrysotile	210.5431 M (BV-12)
5512.41-6	Base of Guide Rail on Retaining Wall by Woepfel St.	Light Gray, Rubbery Caulking Compound	29% Chrysotile	Same as Sample No. 5
5512.41-7	Expansion Joint in Retaining Wall by Delavan Ave.	Black Joint Sealer	None Detected	N/A
5512.41-I	Base of Guide Rail on East Ferry Street Bridge	Gray, Hard Caulking Compound	14% Chrysotile	Same as Sample No. 5
5512.41-II	Expansion Joint in Retaining Wall on E. Ferry St. Bridge.	Gray, Rubbery Caulking Compound	None Detected	N/A