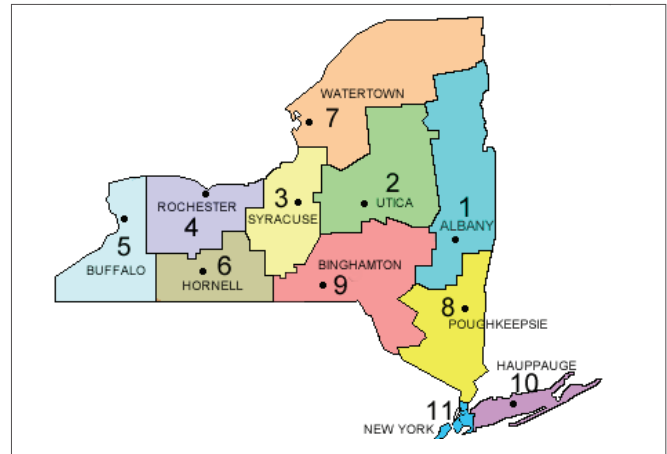


NYSDOT REGION 1 PREVENTATIVE MAINTENANCE BRIDGE BUNDLING PROGRAM

The NYSDOT (Region 1) uses a series of bridge bundling contracts to address preventative maintenance issues on their bridges. The contracts are assembled by the Bridge Design Section and are administered by the Construction Section. There are three types of bundled maintenance contracts: bridge preservation contracts, bridge painting contracts, and bridge washing contracts.

The bridge preservation contracts address repair type work, such as deck overlays, joint replacements, bearings, and patching spalls. These contracts include detailed plans by location. There is typically one contract per year at a value of \$5 million–\$6 million. On average, the bridge preservation contract includes 6-8 bridges, depending on the type of work. An effort is made to group bridges by location and by similar work types. Only critical work is performed.

The bridge painting and bridge washing contracts are true preventative maintenance contracts. The goal is to keep steel beams painted and bridges washed in order to prevent deterioration. A bridge painting contract is completed every year with an average value of \$3 million. Typically, 3-4 bridges are painted, depending on the size. The bridge washing contract is usually around \$2 million and it is done every other year. Up to 200 bridges are washed and up to 100 bridge decks are sealed with silane under this contract. The locations



New York State Department of Transportation Regions.

and quantities are determined in design. Plans are put together in a proposal format and awarded based on low bid.

In total, NYSDOT Region 1 spends \$9 million–\$10 million per year on preventative bridge maintenance activities, which is approximately 25% of their bridge budget. They spend such a large portion on preventative maintenance because they feel that this is some of the most important work that they do.

Name of Agency: New York State Department of Transportation (NYSDOT)

Location: Region 1

Project Delivery Method: Design–Bid–Build (D-B-B)

Procurement Method: Low Bid

Total Project Cost:

\$5 million–\$6 million per year (Bridge Preservation Contract)

\$3 million per year (Bridge Painting Contract)

\$2 million every other year (Bridge Washing and Deck Sealing)

Current funding is \$9 million–\$10 million per year

Funding Source:

Bridge Preservation Contract–Federal and State (80%/20%)

Bridge Painting–100% State-Funded or Federal and State (80%/20%)

Bridge Washing–100% State-Funded or Federal and State (80%/20%)

Construction Schedule: The maintenance contracts are assigned times based on the work.

Project Website: None

SUMMARY

Program Goals	Goal for preventative maintenance contracts is to extend the service life of bridges by addressing small maintenance items early through bundling. Bundling by location and similar work type also saves money through economy of scale.
Bridge Selection Criteria	Bridges are selected for work, and work is tracked on the master list, which is generated from inspections and communication with bridge maintenance personnel.
Delivery and Procurement Method	D-B-B, Low Bid
Funding Sources, Financing Strategy	<ul style="list-style-type: none"> • Bridge Preservation Contracts—Federal and State (80%/20%) • Bridge Painting—100% State-Funded or Federal and State (80%/20%) • Bridge Washing—100% State-Funded or Federal and State (80%/20%)
Environmental, Right-of-Way, and Utility Considerations	Bridge maintenance work. No third party involvement.
Risks	The maintenance work is generally low risk.
Owner Management/Quality Assurance	Contracts are put together by the Bridge Design Section and administered by the Construction Section. Construction inspection is performed by NYSDOT.
Stakeholder Communication	Communication is limited to notifications for road and lane closures to do the work.

