

APPENDIX J
Non Standard Feature
Justification Forms

**NON-STANDARD FEATURE JUSTIFICATION
(in accordance with HDM §2.8)**

a. - Description of Non-Standard Feature

Type of Feature (e.g., horizontal curve radius):	Horizontal Curve Radius		
Location:	Ashford Avenue at NYS Route 9A, west approach		
Standard Value:	533 feet	Design Speed:	40 MPH
Existing Value:	500 feet	Safe Operating Speed:	40 MPH
Proposed Value:	500 feet	Safe Operating Speed:	40 MPH

b. - Accident Analysis

Current Accident Rate:	3.15 acc/mev
Statewide Rate:	0.15 acc/mev
Is the non-standard feature a contributing factor?	The non-standard radius is not a contributing factor
Potential for Future Accidents and Accident Severity:	The non-standard feature does not pose a potential for future accidents

c. - Cost Estimates

Cost to Fully Meet Standards:	To be developed
Cost(s) For Incremental Improvements:	To be developed

d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius):

Mitigation would require re-alignment of Ashford Avenue through the intersection and on the east side of Route 9A. The intersection itself would be displaced from its current location, impacting property on the north side of Ashford Avenue.

e. - Compatibility with Adjacent Segments & Future Plans:

The existing radius is compatible with adjacent segments of Ashford Avenue.

f. - Other Factors (e.g., Social, Economic & Environmental):

Major improvements at Ashford Avenue and Route 9A are beyond the scope and intent of this bridge project.

g. - Proposed Treatment (i.e., Recommendation):

The 500 foot radius has no negative impact and is within the character of the roadway and has a safe operating speed in excess of the regulatory speed limit for the roadway (30 MPH).

**NON-STANDARD FEATURE JUSTIFICATION
(in accordance with HDM §2.8)**

a. - Description of Non-Standard Feature

Type of Feature (e.g., horizontal curve radius):	Stopping Sight Distance		
Location:	Crest of Ashford Avenue on Mainline Structure		
Standard Value:	305 feet	Design Speed:	40 MPH
Existing Value:	258 feet	Safe Operating Speed:	35 MPH
Proposed Value:	275 feet	Safe Operating Speed:	37 MPH

b. - Accident Analysis

Current Accident Rate:	1.16 acc/mvm
Statewide Rate:	4.27 acc/mvm
Is the non-standard feature a contributing factor?	The non-standard SSD is not a contributing factor
Potential for Future Accidents and Accident Severity:	The non-standard feature does not pose a potential for future accidents

c. - Cost Estimates

Cost to Fully Meet Standards:	To be developed
Cost(s) For Incremental Improvements:	To be developed

d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius):

Full mitigation would require re-profiling the entire Ashford Avenue Bridge with raising of the profile on both approaches, including Ashford/Route 9A intersection reconstruction. The structure cannot be lowered due to vertical clearance requirements over the NYS Thruway and Saw Mill River Parkway. The SSD is, however, being incrementally improved as a result of raising the profile to meet NYS Thruway required clearance of 16'-6".

e. - Compatibility with Adjacent Segments & Future Plans:

The existing SSD is compatible with adjacent segments of Ashford Avenue.

f. - Other Factors (e.g., Social, Economic & Environmental):

Major re-profiling of Ashford Avenue is beyond the scope and intent of this bridge project.

g. - Proposed Treatment (i.e., Recommendation):

The 275 foot SSD has no negative impact and is within the character of the roadway. The roadway has overhead lighting and is signal controlled in the vicinity of the crest.

**NON-STANDARD FEATURE JUSTIFICATION
(in accordance with HDM §2.8)**

a. - Description of Non-Standard Feature

Type of Feature (e.g., horizontal curve radius):	Grade		
Location:	East Abutment/West Approach of Ashford Avenue to 9A		
Standard Value:	7.0%	Design Speed:	40 MPH
Existing Value:	6.6%	Safe Operating Speed:	n/a
Proposed Value:	7.1%	Safe Operating Speed:	n/a

b. - Accident Analysis

Current Accident Rate:	1.16 acc/mvm
Statewide Rate:	4.27 acc/mvm
Is the non-standard feature a contributing factor?	The non-standard grade is not a contributing factor
Potential for Future Accidents and Accident Severity:	The non-standard feature does not pose a potential for future accidents

c. - Cost Estimates

Cost to Fully Meet Standards:	To be developed
Cost(s) For Incremental Improvements:	To be developed

d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius):

Mitigation would require lowering of the mainline NYS Thruway profile such that Ashford Avenue could also be lowered while maintaining a vertical clearance over the NYS Thruway of 16'-6". This well exceeds the scope of this project.

e. - Compatibility with Adjacent Segments & Future Plans:

The existing grade is compatible with adjacent segments of Ashford Avenue.

f. - Other Factors (e.g., Social, Economic & Environmental):

Major re-profiling of Ashford Avenue and the NYS Thruway is beyond the scope and intent of this bridge project.

g. - Proposed Treatment (i.e., Recommendation):

The 7.1% grade has no negative impact and is within the character of the roadway. The increase in grade is a negligible increase when compared to this existing rate of 6.6%. It also avoids impact to the Route 9A intersection.

**NON-STANDARD FEATURE JUSTIFICATION
(in accordance with HDM §2.8)**

a. - Description of Non-Standard Feature

Type of Feature (e.g., horizontal curve radius):	Superelevation		
Location:	Ashford Avenue Mainline		
Standard Value:	4%	Design Speed:	40 MPH
Existing Value:	NC (-2%)	Safe Operating Speed:	34 MPH
Proposed Value:	NC (-2%)	Safe Operating Speed:	34 MPH

b. - Accident Analysis

Current Accident Rate:	1.16 acc/mvm
Statewide Rate:	4.27 acc/mvm
Is the non-standard feature a contributing factor?	The non-standard radius is not a contributing factor
Potential for Future Accidents and Accident Severity:	The non-standard feature does not pose a potential for future accidents

c. - Cost Estimates

Cost to Fully Meet Standards:	To be developed
Cost(s) For Incremental Improvements:	To be developed

d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius):

Mitigation would require

e. - Compatibility with Adjacent Segments & Future Plans:

The existing superelevation is compatible with adjacent segments of Ashford Avenue.

f. - Other Factors (e.g., Social, Economic & Environmental):

This improvement would raise Ashford Avenue nearly 3 feet on the south side of the roadway at the east abutment. Extensive retaining wall would be required along Ashford Avenue, along with property impacts and extension into the Route 9A intersection. Changing the superelevation where it is not an accident contributor is determined to not be feasible in this instance.

g. - Proposed Treatment (i.e., Recommendation):

Retaining a normal crown section on Ashford Avenue has no negative impact, is within the character of the roadway and has a safe operating speed in excess of the regulatory speed limit for the roadway (30 MPH).
