

TRANSPORTATION STUDY

FOR

Copenhagen Wind Project

Lewis County, New York

Developer:

Copenhagen Wind Farm, LLC

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Prepared By:



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References

- 1) Turbine Layout Drawings and GIS Data prepared by Copenhagen Wind Farm, LLC.
- 2) New York State Department of Transportation (NYSDOT) Highway Design Manual.
- 3) NYSDOT Online Traffic Dataviewer.
- 4) NYSDOT Safety Information Management System

I. Introduction

Fisher Associates, P.E., L.S., P.C. (FA) has been contracted by Copenhagen Wind Farm, LLC to complete a Traffic and Transportation Study for the proposed Copenhagen Wind project. The project is located in the Town of Denmark, Lewis County, New York as shown on the location map included in *Appendix A, Exhibit 1*. This study is intended to support the ongoing development of the project. This report reviewed the existing local traffic and safety patterns and roadway conditions within the project area and along the two proposed hauling route options from Interstate 81 to the project site. The review revealed areas where modifications to the roadway system will be required to accommodate construction activities.

A. Copenhagen Wind Project Delivery Route

Two potential delivery routes to project area have been reviewed due to the limited maneuverability within the Village of Copenhagen. Option A is Interstate Route 81 (I-81) to NYS Route 12, via NYS Route 11 to Jefferson County Roads 232 and 165, while Option B uses NYS Route 177, Murrock Road, and County Road 194. Note that these are only two of many routes that could be used depending on the final turbine vendor selected for the project. Refer to *Appendix A, Exhibits 2A and 2B* for a map depicting these potential delivery routes.

Prior to construction, the hauling company retained to deliver the turbines will identify the final delivery route(s) and will be required to analyze the routes to obtain a Special Hauling Permit. A Special Hauling Permit is required for vehicles and/or loads that exceed the legal maximum dimensions or weights specified in Section 385 of the New York State Vehicle and Traffic Law. Those dimensions and weights include a maximum width of 8 feet 6 inches, maximum height of 13 feet 6 inches, maximum length of single trailer of 53 feet, and maximum weight of one axle of 22,400 pounds.

The delivery route will also be provided to Jefferson and Lewis Counties and the Towns of Watertown and Denmark for review pursuant to the Road Use Agreements that will be developed between Copenhagen Wind Farm, LLC and the local municipalities.

B. Construction Vehicles

Construction traffic will consist of standard construction equipment and specialized hauling trucks to deliver the turbine components. Standard construction traffic consists of gravel/dump trucks, concrete trucks, excavation equipment, conventional semi-trailers, transport/tool vehicles and employee vehicles. These standard construction vehicles should not require physical modifications to the roadways to accommodate their presence.

Delivery of the wind turbine components will utilize Over-Size/Over-Weight (OS/OW) trucks to bring the components from the manufacturer to the project area.

The OS/OW trucks are special hauling vehicles with unique lengths, widths, heights, and weights depending on the component being transported. These trucks require particular clearances due to their size and turning radii. The actual vehicles used to deliver the turbines varies dependent on

the transportation contractor. For the basis of this study a minimum inside radius of 150 feet has been used to model intersection modification scenarios. The nacelle for a turbine can weigh as much as 120 tons and is typically loaded on a multi-axle trailer to distribute the weight to achieve standard, road legal axle loads. The vertical clearance delivery requirement is typically determined by the tower sections which can require clearances of approximately 18-feet. This report determines potential impacts to the existing traffic capacity/patterns, safety concerns and roadway features due to the anticipated construction/delivery traffic. For each impact, proposed mitigation methods are identified to address specific deficiencies due to the additional traffic created during construction and due to the requirements of the OS/OW vehicles.

II. Traffic

This section summarizes the existing conditions and potential impacts to the traffic capacity and safety along the delivery routes. Refer to *Exhibit 1* for roadway locations.

A. Traffic Flow and Capacity

A review of the State routes in the immediate project area indicates that all appear to be operating below vehicle capacity. Detailed capacity analysis was not completed for this study, however, field observation of the transportation network did not reveal any locations where traffic flow and/or capacity appeared to create undue delay for the traveling public.

Turbine component deliveries during peak travel times may increase congestion. If possible based on the delivery schedule, it is recommended that peak morning and afternoon traffic hours are avoided.

The following table presents the existing available traffic data along the delivery routes and within the project area:

Roadway Name	Lanes	Travel Lane Widths	AADT
CR 67	2	12'	1,500 – 1,800
NYS Route 12	2	12'	2,800 – 4,000
CR 14	2	12'	1,000 – 1,200
CR 55	2	12'	1,000 – 1,400
NYS Route 177	2	12'	1,500 – 3,000
CR 194	2	12'	< 1,000

* AADT = Average Annual Daily Traffic (vehicles/day).

* Traffic volumes for State routes obtained from the NYSDOT Traffic Data Viewer on 12/14/12.

1. During Construction

There will be approximately 10 OS/OW trucks required for each turbine. As an example, a 60 turbine project will create a total 600 OS/OW loaded truck trips along with multiple standard construction equipment trips which could include the following:

- Gravel trucks with capacity of approximately 10 cubic yards (cy) per truck and an estimated gross weight of 75,000 pounds (lbs), for access road construction (given the estimate of total new access roads at approximately 20,000 feet and 20 feet wide with gravel 15 inches deep; total of approximately 1,900 loaded truck trips). The actual gravel source will be determined by the contractor selected to construct the project. This study did review the gravel sources near the project area on State routes. The gravel trucks would be able to leave the gravel source, immediately access a State road and travel to the project area. Adjacent local roads outside the immediate project area, should not be impacted by gravel trucks. The project may also use onsite gravel which would minimize or eliminate the movement of gravel trucks on State and local roadways. The

-
- contractor selected for the project will be required to secure the necessary permits to transport the gravel to the project area.
- Concrete trucks for construction of turbine foundations and transformer pads with capacity of approximately 10 cy per truck and an estimated gross weight of 96,000 lbs (total of approximately 40 loaded truck trips per foundation depending on final design).
 - Variety of conventional semi-trailers for delivery of reinforcing steel (two per turbine foundation) and small substation components and interconnection facility material (approximately 20 trucks).
 - Pickup trucks for equipment and tools.
 - Trucks and cars for transporting construction workers.

While OS/OW vehicles are traveling along project area and delivery route roadways, the existing traffic may experience minor delays as escort vehicles, flag persons, and/or temporary traffic signals slow or stop traffic to allow the safe passage of the OS/OW vehicles.

As the existing traffic volumes are low, the roadways should not be significantly impacted by standard construction traffic or during OS/OW load transport. The area that will likely receive the greatest impact due to the OS/OW vehicles is at the I-81 exits to US Route 11 (depending on the final haul route selected) as all OS/OW vehicles will likely travel through these segments.

2. Post Construction

Each turbine typically requires routine maintenance visits once every 3 months, but certain turbines or other project improvements may require periods of more frequent service visits should a problem arise. Such service visits typically involve 1 to 2 pick-up trucks.

Project personnel (or utility company personnel) may also need to service the project substation. Such servicing would likely be carried out on a similar quarterly basis (unless a problem arose) and would involve a similar number of maintenance vehicles.

Based on the preceding information, employee/maintenance traffic is not anticipated to have a significant impact on the local traffic patterns.

3. School Bus Routes

The project is located in the Copenhagen School District. Typical morning pickup times are from 6:30 am to 8:30 am and afternoon drop-offs occur between 2:30 pm and 4:00 pm. Due to the distance from the school buildings, most students are picked-up/dropped-off at their place of residence. The number of stops and busses within the project area is limited due to the low density of houses within and adjacent to the project area. OS/OW deliveries are not anticipated to travel directly by the school grounds.

In addition, the majority of the construction activities for the project will likely occur during the summer months and through the middle of the day, therefore, the impacts to the local school bus routes should be minimal.

B. Safety

Historic accident summaries were obtained from NYSDOT for the 5-year period from 2006 to 2011 for the delivery routes into the project area. Based on a review of the data, Route 177 from Route 11 to Murrock Road had an average accident rate of 3.19 accidents per million vehicle miles traveled (Acc/MVM). The Statewide average accident rate for similar roadways is 2.57 acc/MVM indicating Route 177 has an accident rate higher than the Statewide average for similar roadways.

In reviewing the data in greater detail, there was one fatality on Route 177 during the study period. The apparent factor was alcohol involvement.

All other accidents generally appeared to be spread along the full length of the study area with one exception. The Fuller Road intersection had 10 accidents in the five year study period. It is recommended this intersection be investigated by NYSDOT to determine if improvements can be made to reduce the number of accidents.

Last, it was determined that approximately 98 of the 197 accidents (50%) on Route 177 were deer hits. Delivery and construction personnel using Route 177 should be made aware of the potential for deer crossing the roadway.

Route 12 from US 11 to the project area had 130 accidents in the 5-year investigation period which equates to an accident rate of 2.45 accidents per million vehicle miles traveled (acc/MVM). There was one fatality in the 5 year investigation period and the accident summary indicated a head on collision during snow/ice conditions. Route 12 had an accident rate lower than the Statewide average for similar roads.

Note that the NYSDOT Special Hauling permit specifically prohibits operating in poor roadway / visibility conditions and / or overnight. This should minimize the potential for weather and deer related accidents (deer are typically moving around after 5 PM and before 7 AM). The one exception is a waiver for peak-hour restriction which may allow OS/OW transports between 7-9AM and 4-6PM which NYSDOT considers as "curfew hours". The NYSDOT Special Hauling/Superload permits require several full-time vehicle escorts, several police escorts, speed limit restrictions and hours of operation limited to daytime-only, preferably in the summer. In addition, standard construction traffic will also occur during the daytime of the normal construction season.

C. Projected Traffic Impacts & Proposed Mitigation

Traffic Flow and Capacity

Impact – During construction activities local traffic may experience minor delays due to slow moving vehicles and increased construction related traffic.

Mitigation – No areas appear to warrant immediate installation of measures to mitigate the minor delays that will be experienced by local traffic. The applicant should, in conjunction with the NYSDOT and local highway departments, establish a traffic/transportation notification protocol to respond to any locations that experience significant traffic flow or capacity issues. The following is a protocol that could be used for the project:

- Prior to construction the applicant will identify one or more construction managers as the primary traffic contact(s) for traffic/transportation concerns that may arise during the construction of the project.
- The Town, County, and State Highway departments will be notified of the primary traffic contact(s).
- All construction personnel will be instructed to watch for traffic/transportation concerns and to contact the primary traffic contact immediately following a traffic/transportation issue.
- The primary traffic contact will call the appropriate Town, County, or State Highway Department immediately following identification of a congestion problem.
- The applicant will consult with all town and county highway departments prior to construction to identify potential traffic congestion areas and to develop potential detours.
- If construction-related congestion occurs, the primary traffic contact will call the appropriate Town, County, or State Highway Department immediately and discuss the implementation of pre-determined detour routes.

III. Transportation Systems

The physical characteristics assessment completed as a part of the study included a review of the roadway widths, drainage structures, bridges, intersection geometry, overhead clearances, and roadway alignments. Each bridge or drainage structure found in the field was inventoried for approximate location, type, size, approximate depth of cover over the structure, and roadway width at the structure.

A. Existing Roadway Conditions

1. Surface Type

Appendix A, Exhibit 3, Road Width & Type, presents the roadway widths and surface type. As depicted, the majority of the roadways within the project area are considered asphalt (either asphalt or treated with oil & stone). The remaining few are gravel. All roads appear to be in fair to good condition. The State Routes had clear pavement markings and signage. The local roads did not have pavement markings. There did not appear to be significant deficiencies in the roadways.

2. Roadway Width

Appendix A, Exhibit 3, presents the width of the roadway, excluding shoulders. All asphalt roadways are between 18 feet and 24 feet wide, while the gravel roads are 12 feet to 20 feet in width. Note that the State Routes near the project area are 24 feet wide with asphalt shoulders. All bridges along the routes from I-81 to the project area have adequate width to accommodate component delivery traffic, however, the delivery vehicles will likely migrate over the centerline of the roadway to cross the center of the bridges. Escort vehicles should be prepared to control on-coming traffic if necessary to ensure safe crossing of the structures. The local onsite roads vary in width with gravel shoulders varying from 0 feet to 4 feet. A majority of the existing roadway widths will accommodate construction activities. Hayes Road, Boni Road Spur, and Mud Road will require widening to accommodate construction activities.

3. Intersections

As shown in the diagrams in *Appendix E*, twenty-nine (29) intersections along the delivery routes are being evaluated would require improvements to accommodate delivery vehicles. Most intersections would need widening improvements to accommodate the OS/OW vehicles. *Appendix A, Exhibit 2* depicts the anticipated OS/OW travel routes within the project area and the intersections that were evaluated.

Note that all intersections will need to be re-evaluated during final engineering once topographic mapping and final truck configurations are available to determine the optimal solution for each intersection.

4. Weight

None of the roads had posted weight limits.

5. Vertical Curvature

It appears that the vertical curvature of all existing roadways will accommodate component delivery traffic. If, during final design, it is determined that any locations require modifications to accommodate the low clearance trailers, these locations should be avoided if possible or evaluated during final design of the roadway improvements to add fill in sag vertical curves or reduce crest vertical curves. These measures should be analyzed further once detailed topographic information and final truck configurations are available.

6. Height

The delivery route for the project components does not include traveling under any bridges. There were minimal overhead wires in the project area outside of the Village limits. The applicant will need to coordinate and obtain permits from the utility companies in order to adjust the utility lines crossing the roadways. The signal heads along the delivery routes from I-81 may also need to be raised. The actual heights and proposed modifications will be included in the route survey required for the Special Hauling/Superload permits from the NYSDOT. These measurements and verifications should be performed at a later date by the company contracted to deliver WTG components.

B. Existing Drainage Structures

Drainage structures with a span length of greater than twenty feet are considered bridges and referenced as such in this summary. Information regarding bridge structure type and history was obtained from NYSDOT. Information regarding culverts was obtained through field inspection and evaluation.

1. Bridges

The delivery routes and local roads contain a total of 9 bridges:

- BIN 1009640 – Route 626 over Sandy Creek
- BIN 1009630 – Route 937 over Deer River
- BIN 3369170 – Vorce Road over Deer River
- BIN 3340100 – Old State Road over Deer River
- BIN 1039340 – CR 177 over Sandy Creek
- BIN 1039350 – CR 177 over Sandy Creek
- BIN 1077940 – Route 835 over Fish Creek
- BIN 1039360 – Route 835 over Fish Creek
- BIN 2267280 – Old State Road over Stony Brook

The locations of the bridges are shown in *Appendix A, Exhibit 1A & B*.

Bridge data dated April 5, 2012 was obtained from NYSDOT indicating most of the bridges are not load posted and therefore capable of carrying standard design loads. BIN 3340100 on Old State Road is a 100+ year old steel truss structure with less than 13-foot horizontal and 12-foot horizontal clearances. It is posted with a 3-ton limit, thus this bridge cannot be used for component delivery or regular construction traffic.

Each of the non-posted bridges should be analyzed during final design or in the Special Hauling Permit process to determine if additional measures are required to accommodate component delivery traffic. Note that typical delivery component vehicles do not exceed standard axle loads but rather distribute the load over a significant number of axles. Therefore, most bridges that are not load posted are capable of accommodating the component delivery vehicles.

Appendix D contains an aerial image and the NYSDOT Bridge Identification information for each of the bridges. Note that NYSDOT will review and approve all bridges proposed to be used during the Special Hauling Permit application process.

2. Culverts

The Culvert Minimum Cover & Condition & Culvert Type & Diameter maps, *Appendix A, Exhibits 4 & 5*, present the locations of the drainage structures apparent in the field. For the purposes of this study, it is assumed that any culvert over 3-feet in diameter with less than 2 feet of cover may be susceptible to damage during construction activities. There are multiple culverts with less than 2 feet of cover – some appear to be newer structurally sound pipes while others are in poor condition. Some areas of concern are the culverts along South Lake and Stoddard Roads that are shallow CMP culverts and multiple culverts along Roberts, Halifax and Wilson Roads. There is also a large culvert on Murrock Road that is posted with a 10 Ton Limit. These culverts should be evaluated during final design to determine if reinforcement or replacement may be required to accommodate construction activities.

C. Projected Physical Impacts & Proposed Mitigation

As part of the study, proposed OS/OW delivery routes and direction of loaded deliveries were mapped to depict probable paths from each delivery route option to each turbine site. The routes assumed not transporting components on State Route 12 through the Village, although this roadway could accommodate the deliveries once vertical clearances are confirmed. These routes are shown in *Appendix A, Exhibit 2*. The following impacts concern the existing features of these routes.

Roadway Type

Impact – The existing surface conditions appear adequate to accommodate construction activities. The amount, type, and weight of both general construction traffic (gravel/concrete trucks, semi-trailers, etc.) and OS/OW vehicles, however, will likely damage the surface condition of the roadways in the project area.

Mitigation – After completion of construction activities, the applicant will be required to repair the roadway surface to preconstruction conditions. A roadway condition video survey can be completed prior to construction to document the existing surface conditions. The applicant will need to repair the roadways using the appropriate treatment (oil & stone, hot or cold mix asphalt) to re-establish the preconstruction surface conditions.

Roadway Width

Impact – The majority of the existing roadway widths for the on-site traveled roads at the time of this report are adequate to accommodate the construction activities. Boni Road Spur and Hayes Road may need widening.

Mitigation – Widen roadways or construct pull-off areas to allow two-way traffic. Coordination with the municipality will be needed to confirm which improvements will be maintained after construction.

Intersections

Impact – Twenty-nine intersections that could be potentially used by OS/OW vehicles will need radius improvements to accommodate construction activities (*Appendix D*). The intersection impacts include:

- Clearing and grubbing of existing vegetation
- Relocating traffic signs, fences, and utility poles
- Grading of the terrain to accommodate the improvement
- Extension of existing drainage pipes and/or culverts
- Re-establishment of ditch line (if necessary)
- Construction of a suitable roadway surface to carry the construction traffic (based on the existing geotechnical conditions)

Points of concern for routing from both Delivery Route Options are the turning improvements needed at the intersection of State Route 12 with County Road 69/Switzer Road and the County Road 55-Vorce Road intersection. Both intersections have significant grades outside of the road surface and multiple buildings.

Mitigation – Each public roadway intersection will require a detailed engineering plan to quantify and provide a solution for the impacts listed above. The intersection radii will

generally need to be improved to 150-feet. This study provided a preliminary engineering solution that can be completed, based on observed field conditions, to accommodate the OS/OW vehicles. After construction of the project, the applicant should coordinate with the NYSDOT and local highway departments to determine if the radii improvements will need to be returned to preconstruction conditions or left for future use by the Towns and County.

Weight

Impact – Murrock Road is the only road along the proposed transportation routes that has a posted weight limit. It is posted for a 5 Ton Axle Weight Limit. All other roads are adequate for construction traffic.

Mitigation – Murrock Road will need to be further evaluated to determine the improvements needed if Delivery Route B is to be used.

Impact – Drainage structures will need final review during detailed design to determine if additional improvements will be necessary to accommodate construction traffic.

Mitigation –If it is determined in final design that pipes or culverts need improvements, the typical improvements may include:

- Additional cover over pipes,
- Reinforce pipes with bracing,
- Use bridge jumpers to clear pipes,
- Use bridge plates to distribute vehicle loading,
- Replace pipes prior to construction,
- Replace pipes during or after construction if damaged by construction activities.

Impact – The bridges on the proposed transportation routes outlined in *Appendix A, Exhibit 2* are safe for legal loads and do not have posted weight restrictions.

Mitigation – None required, although each bridge will be reviewed during final design and / or the Special Hauling Permit process to determine if additional measures may be required for component delivery.

Vertical Curvature

Impact – The vertical curvature in the project area appears to accommodate the component delivery vehicles.

Mitigation – Each vertical curve will be analyzed during final design of the roadway improvements (using topographic survey information) to determine if OS/OW vehicles will be able to traverse the existing roadways. If the vehicles cannot traverse the vertical curves

in question, the following mitigation measures may be used to accommodate construction traffic:

- Re-route OS/OW vehicles to roadway that can accommodate construction traffic,
- Modification of access road locations to avoid vertical curves,
- Reconstruct vertical curves to accommodate OS/OW vehicles which may involve additional grading and drainage improvements to reestablish the roadside features.

Height

Impact – Overhead wires that do not meet OS/OW vehicle clearances and the traffic signals along the delivery routes will need to be raised to accommodate OS/OW vehicles.

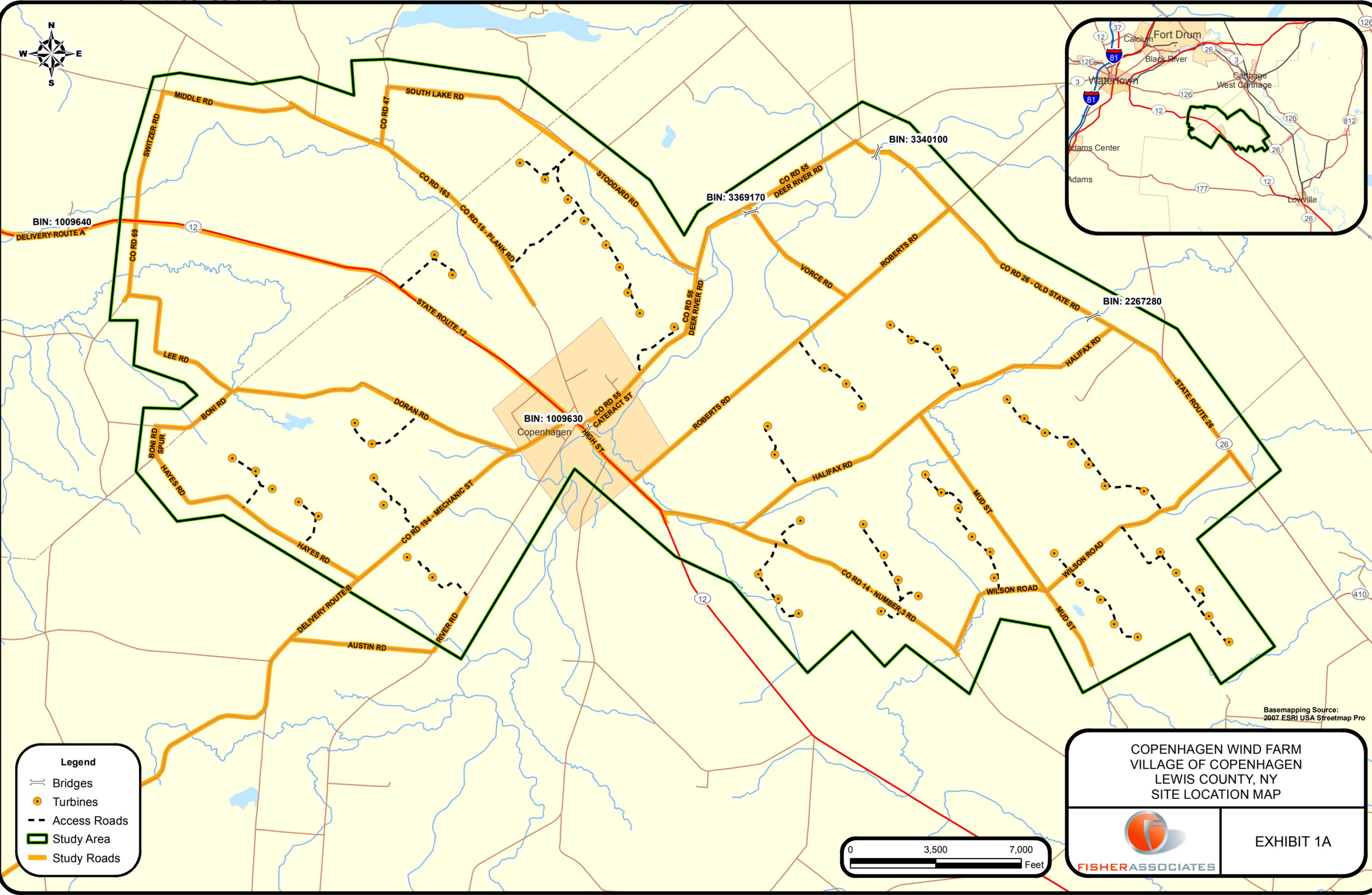
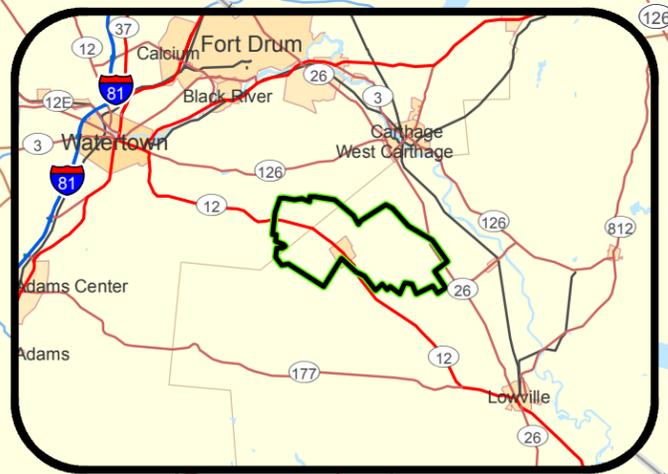
Mitigation – The applicant will be required to coordinate with the local utility company, telephone and cable companies, and NYSDOT to obtain the necessary permits to raise wires and the traffic signals. The utility companies and the NYSDOT will assist in the final solution at each location once final engineering plans and permit applications have been submitted. Solutions include permanently raising wires/signal, temporarily raising wires/signal for the duration of construction, or temporarily raising each wires/signal as a vehicle passes under. The transportation hauling company selected for the project will need to coordinate with NYSDOT for the Special Hauling Permit into the project area.

IV. Conclusion

This study has identified the transportation related impacts that may be experienced during construction of the Copenhagen Wind project. Mitigation measures have been provided to accommodate the construction traffic and minimize impacts to the traveling public. Final engineering design will be required prior to construction activities to ensure all transportation related impacts have been addressed to the satisfaction of the NYSDOT and the local highway departments.

APPENDIX A

Exhibit 1: Site Location Map



BIN: 1009640
DELIVERY ROUTE A

BIN: 3369170

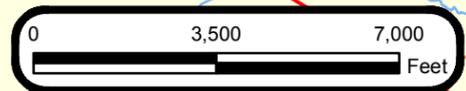
BIN: 3340100

BIN: 2267280

BIN: 1009630
Copenhagen

Legend

- Bridges
- Turbines
- Access Roads
- Study Area
- Study Roads



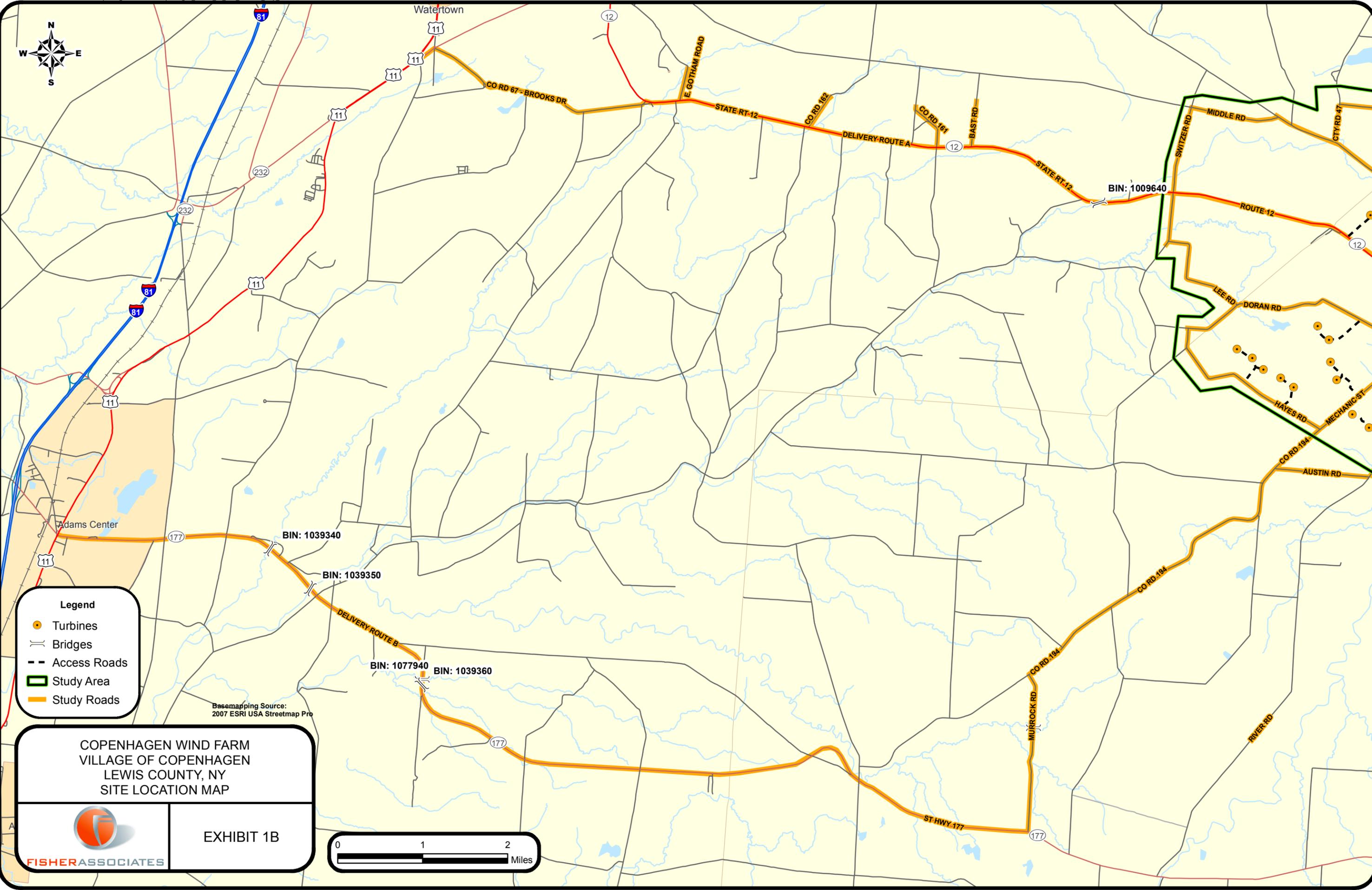
COPENHAGEN WIND FARM
VILLAGE OF COPENHAGEN
LEWIS COUNTY, NY
SITE LOCATION MAP



FISHER ASSOCIATES

EXHIBIT 1A

Basemapping Source:
2007 ESRI USA Streetmap Pro



Legend

- Turbines
- Bridges
- Access Roads
- Study Area
- Study Roads

Basemapping Source:
2007 ESRI USA Streetmap Pro

COPENHAGEN WIND FARM
VILLAGE OF COPENHAGEN
LEWIS COUNTY, NY
SITE LOCATION MAP

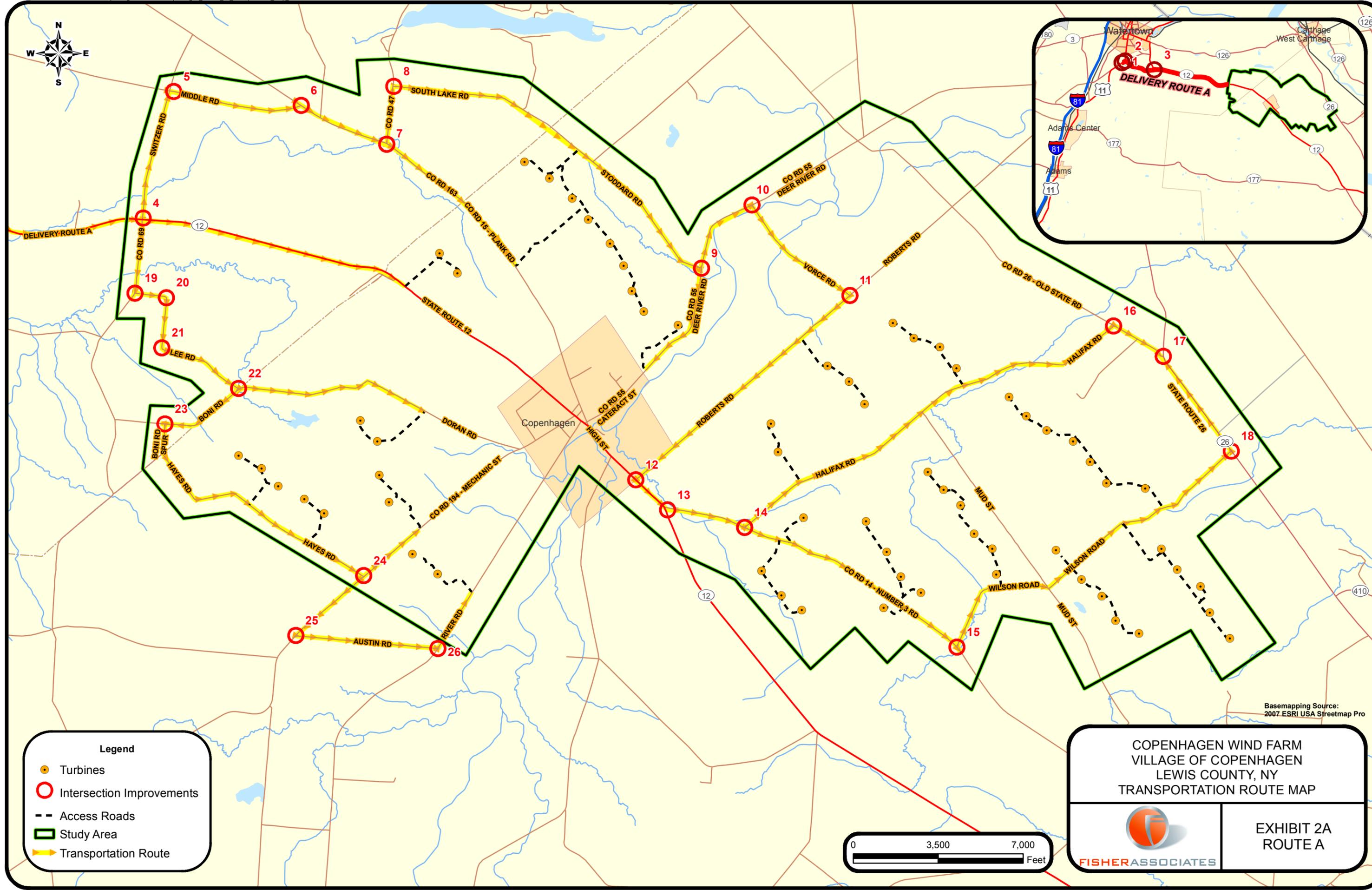
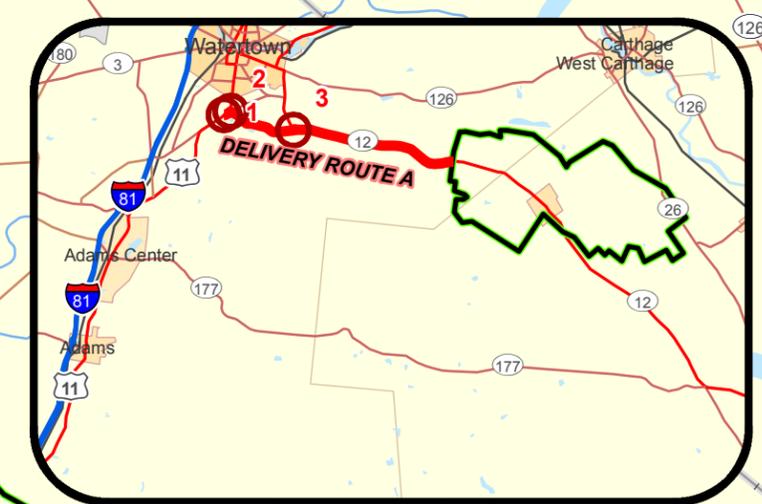


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EXHIBIT 1B

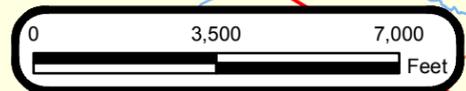


Exhibit 2: Transportation Route Map



Legend

- Turbines
- Intersection Improvements
- Access Roads
- Study Area
- Transportation Route

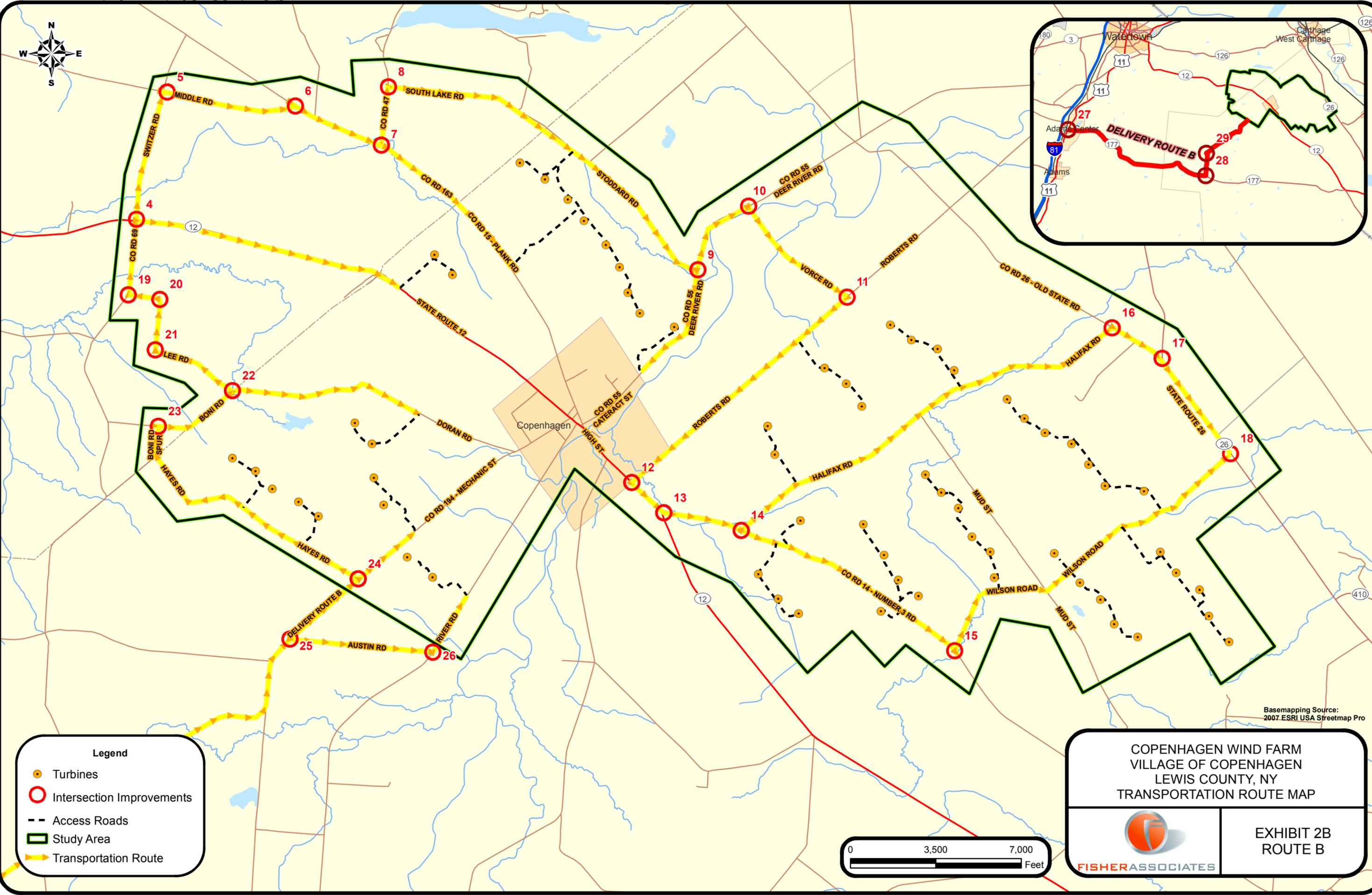
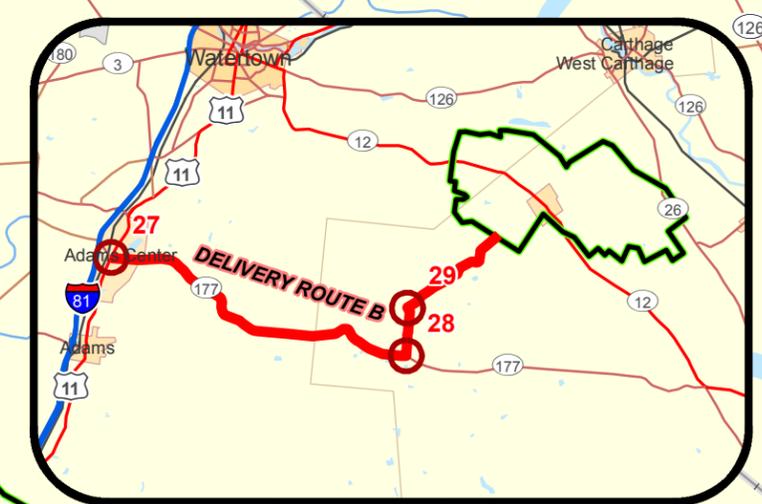


COPENHAGEN WIND FARM
VILLAGE OF COPENHAGEN
LEWIS COUNTY, NY
TRANSPORTATION ROUTE MAP



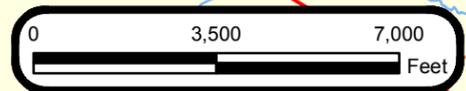
EXHIBIT 2A
ROUTE A

Basemapping Source:
2007 ESRI USA Streetmap Pro



Legend

- Turbines
- Intersection Improvements
- Access Roads
- Study Area
- Transportation Route



Basemapping Source:
2007 ESRI USA Streetmap Pro

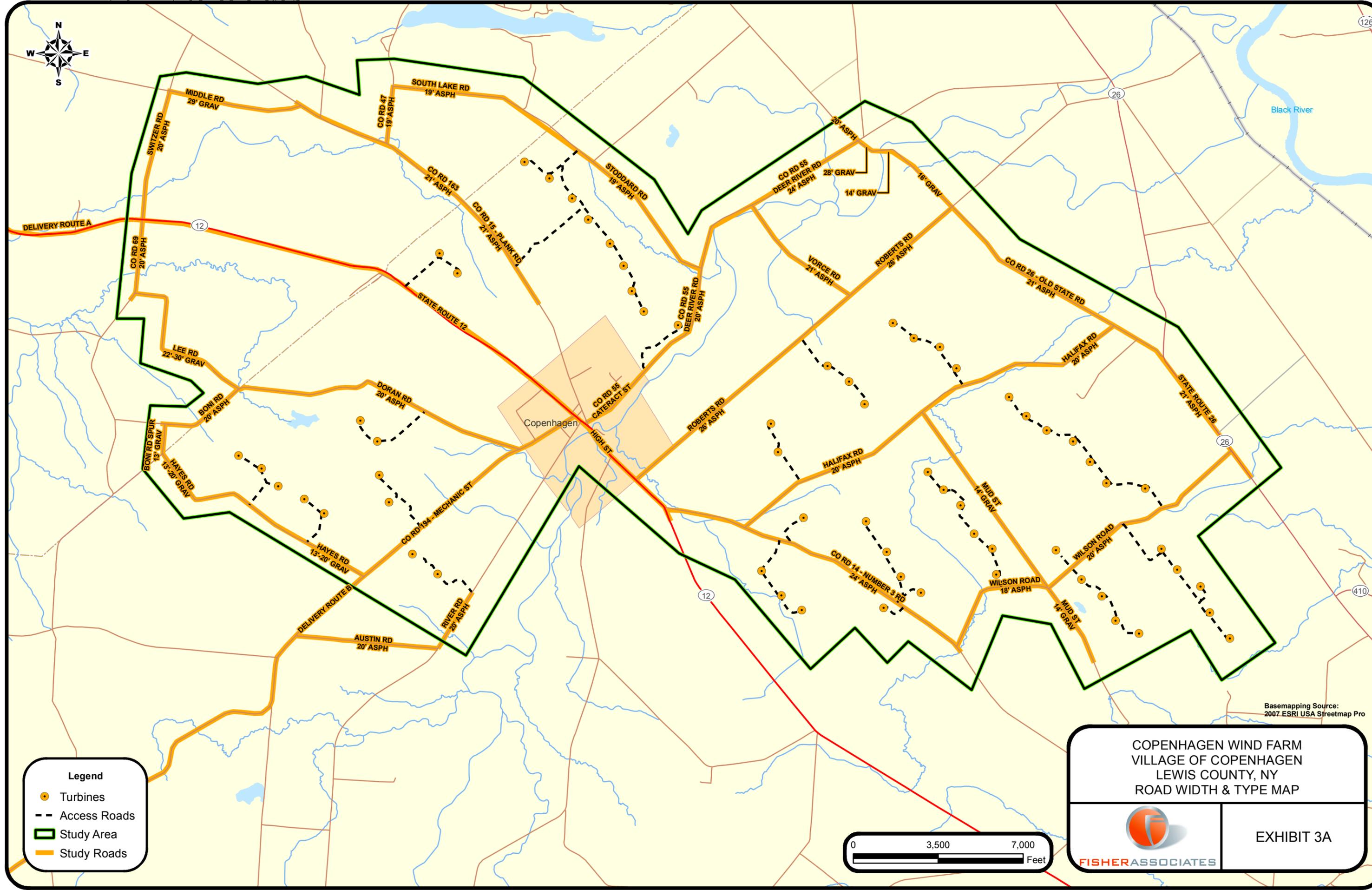
**COPENHAGEN WIND FARM
VILLAGE OF COPENHAGEN
LEWIS COUNTY, NY
TRANSPORTATION ROUTE MAP**



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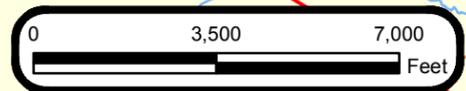
**EXHIBIT 2B
ROUTE B**

Exhibit 3: Road Width & Type Map



Legend

- Turbines
- Access Roads
- Study Area
- Study Roads



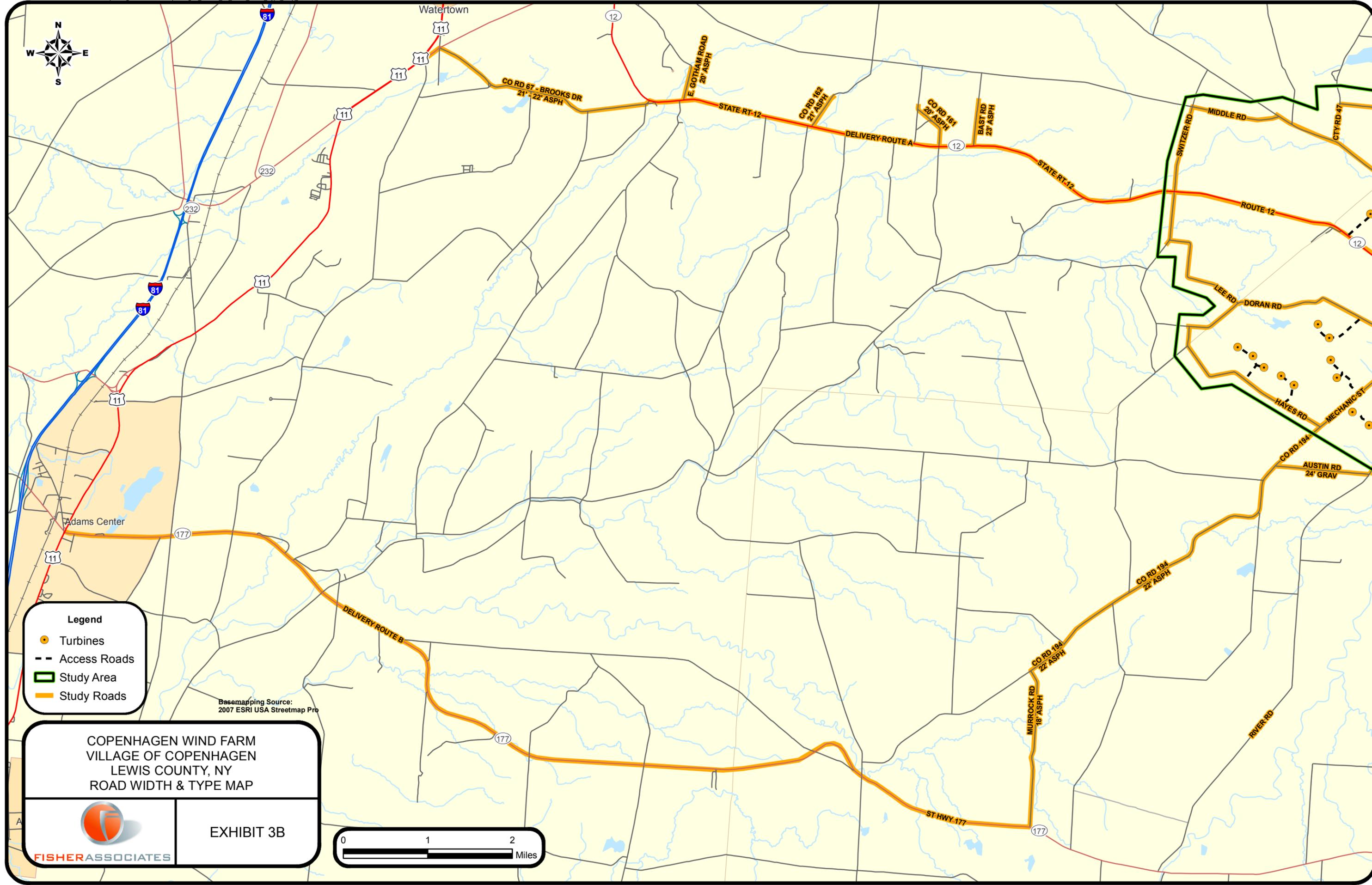
COPENHAGEN WIND FARM
VILLAGE OF COPENHAGEN
LEWIS COUNTY, NY
ROAD WIDTH & TYPE MAP



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EXHIBIT 3A

Basemapping Source:
2007 ESRI USA Streetmap Pro



Legend

- Turbines
- Access Roads
- Study Area
- Study Roads

Basemapping Source:
2007 ESRI USA Streetmap Pro

COPENHAGEN WIND FARM
VILLAGE OF COPENHAGEN
LEWIS COUNTY, NY
ROAD WIDTH & TYPE MAP

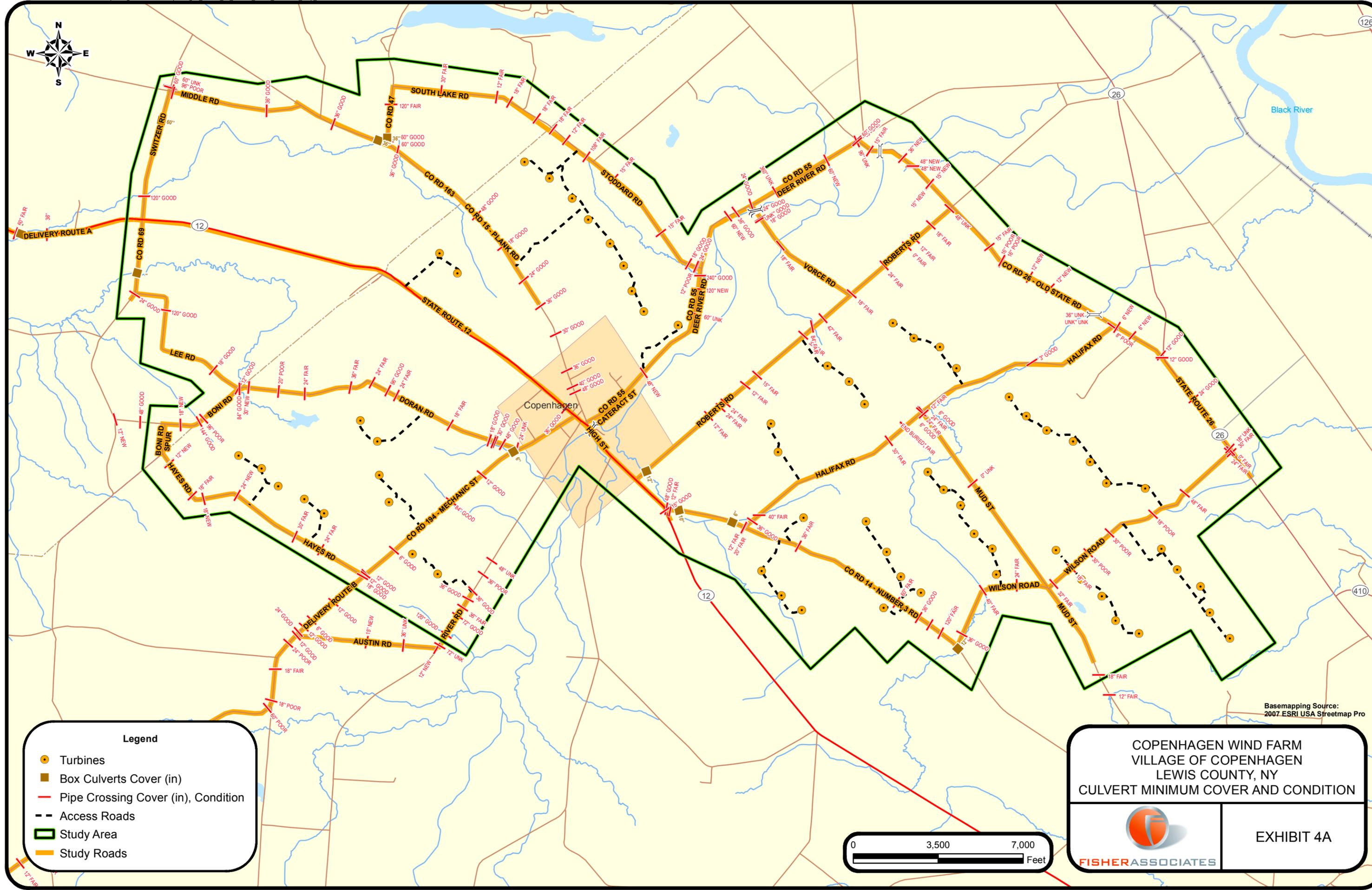


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EXHIBIT 3B

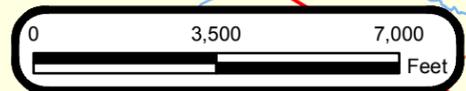


Exhibit 4: Minimum Culvert Cover & Condition Map



Legend

- Turbines
- Box Culverts Cover (in)
- Pipe Crossing Cover (in), Condition
- Access Roads
- Study Area
- Study Roads

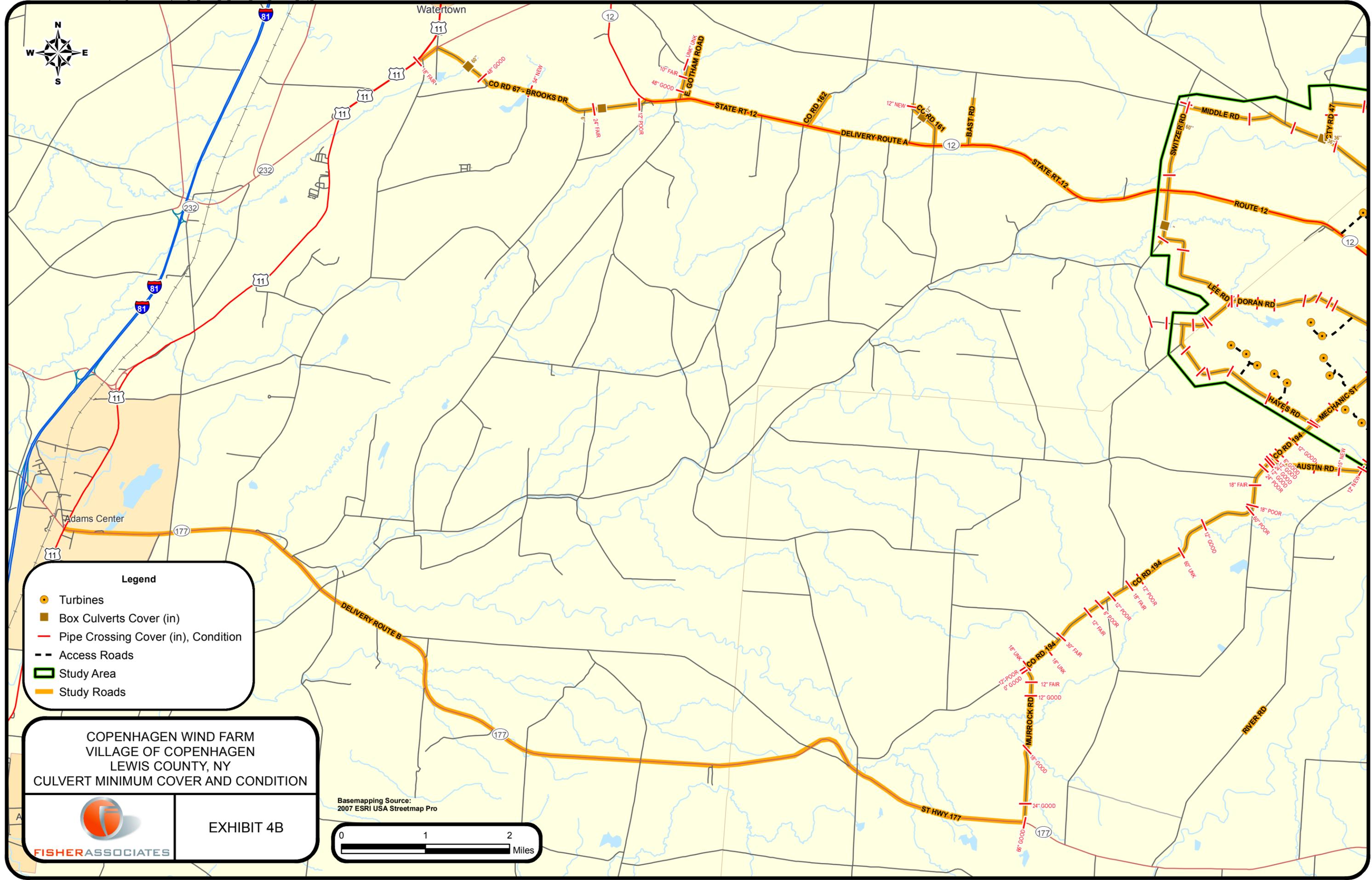


**COPENHAGEN WIND FARM
VILLAGE OF COPENHAGEN
LEWIS COUNTY, NY
CULVERT MINIMUM COVER AND CONDITION**



EXHIBIT 4A

Basemapping Source:
2007 ESRI USA Streetmap Pro



Legend

- Turbines
- Box Culverts Cover (in)
- Pipe Crossing Cover (in), Condition
- Access Roads
- Study Area
- Study Roads

**COPENHAGEN WIND FARM
VILLAGE OF COPENHAGEN
LEWIS COUNTY, NY
CULVERT MINIMUM COVER AND CONDITION**



EXHIBIT 4B

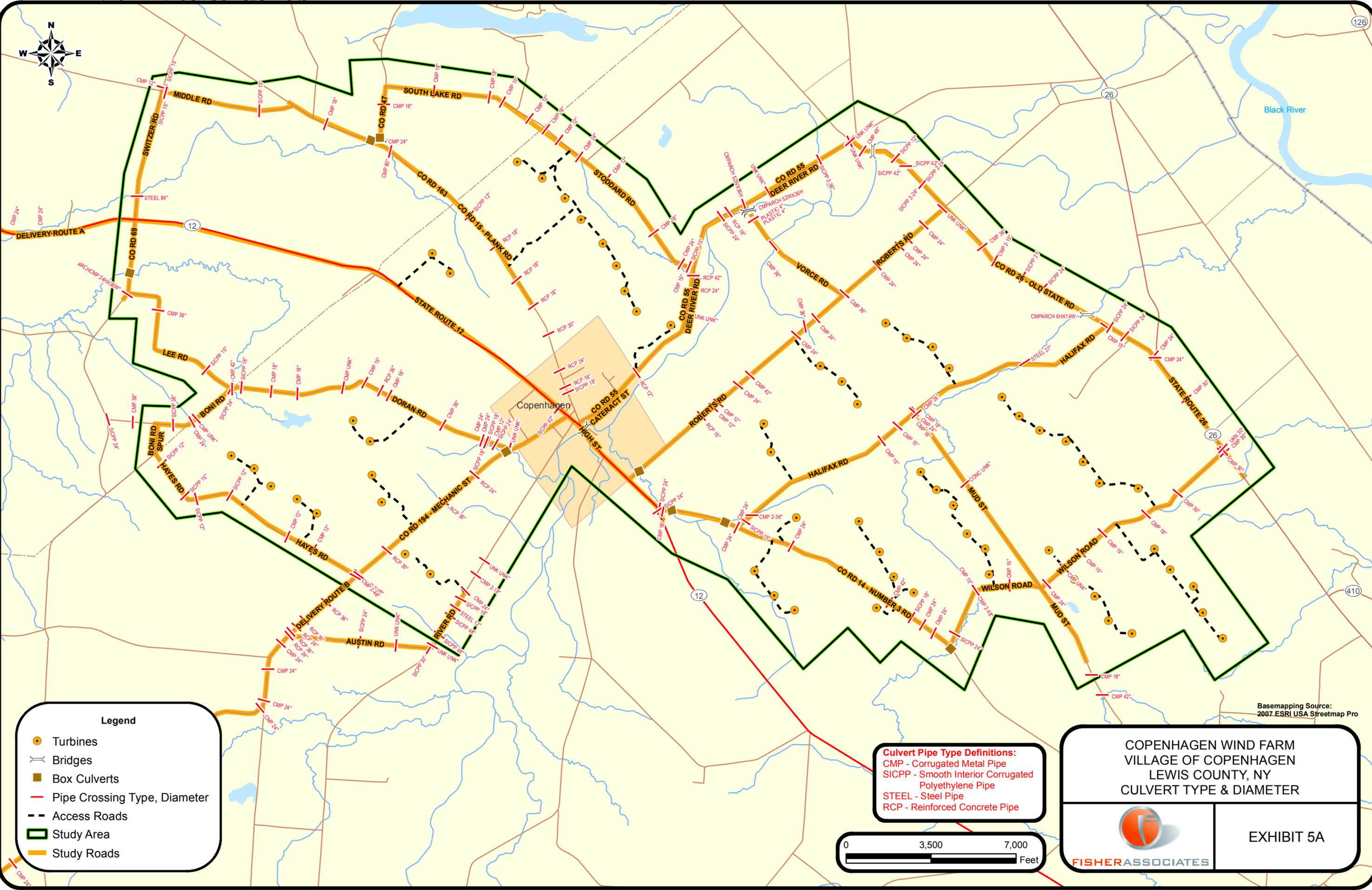
Basemapping Source:
2007 ESRI USA Streetmap Pro



Exhibit 5: Culvert Type & Diameter Map



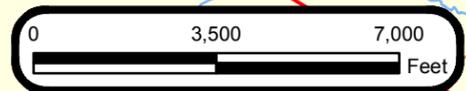
126



Legend

- Turbines
- Bridges
- Box Culverts
- Pipe Crossing Type, Diameter
- Access Roads
- Study Area
- Study Roads

Culvert Pipe Type Definitions:
 CMP - Corrugated Metal Pipe
 SICPP - Smooth Interior Corrugated Polyethylene Pipe
 STEEL - Steel Pipe
 RCP - Reinforced Concrete Pipe

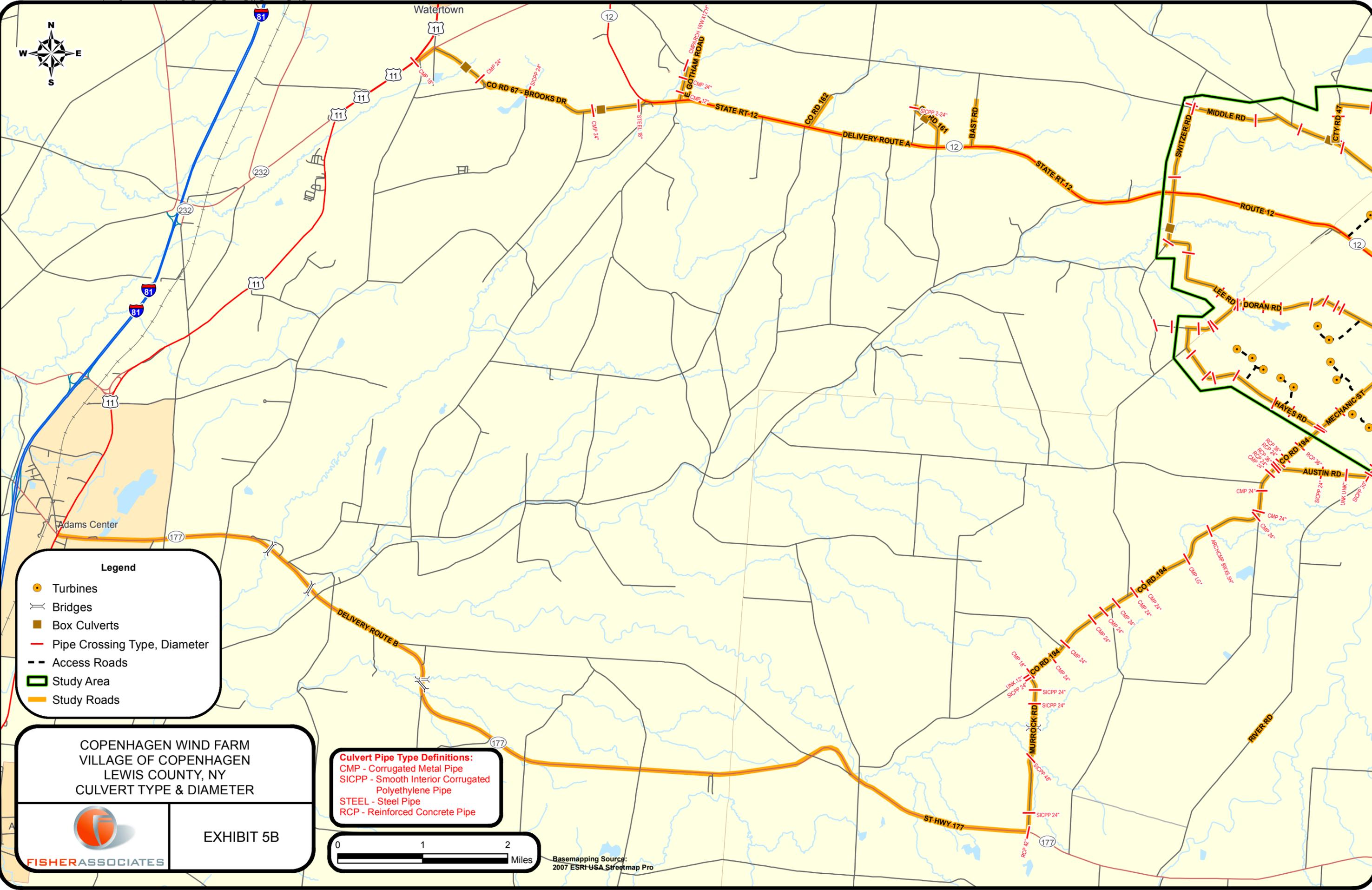


Basemapping Source: 2007 ESRI USA Streetmap Pro

**COPENHAGEN WIND FARM
 VILLAGE OF COPENHAGEN
 LEWIS COUNTY, NY
 CULVERT TYPE & DIAMETER**



EXHIBIT 5A



Legend

- Turbines
- Bridges
- Box Culverts
- Pipe Crossing Type, Diameter
- Access Roads
- Study Area
- Study Roads

COPENHAGEN WIND FARM
VILLAGE OF COPENHAGEN
LEWIS COUNTY, NY
CULVERT TYPE & DIAMETER



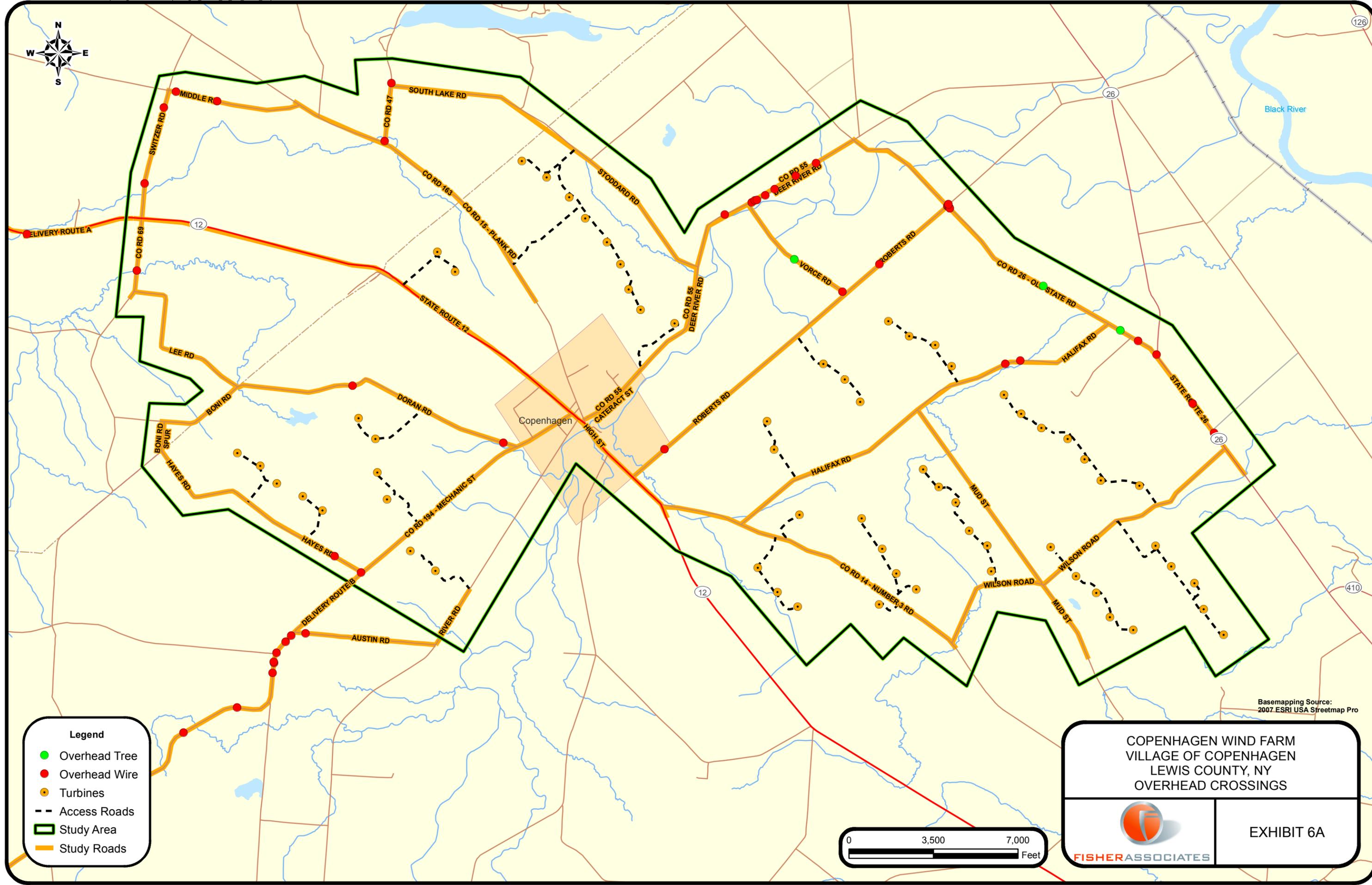
EXHIBIT 5B

Culvert Pipe Type Definitions:
 CMP - Corrugated Metal Pipe
 SICPP - Smooth Interior Corrugated Polyethylene Pipe
 STEEL - Steel Pipe
 RCP - Reinforced Concrete Pipe



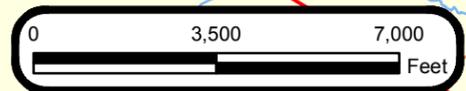
Basemapping Source:
2007 ESRI USA Streetmap Pro

Exhibit 6: *Overhead Wire Map*



Legend

- Overhead Tree
- Overhead Wire
- Turbines
- - - Access Roads
- Study Area
- Study Roads

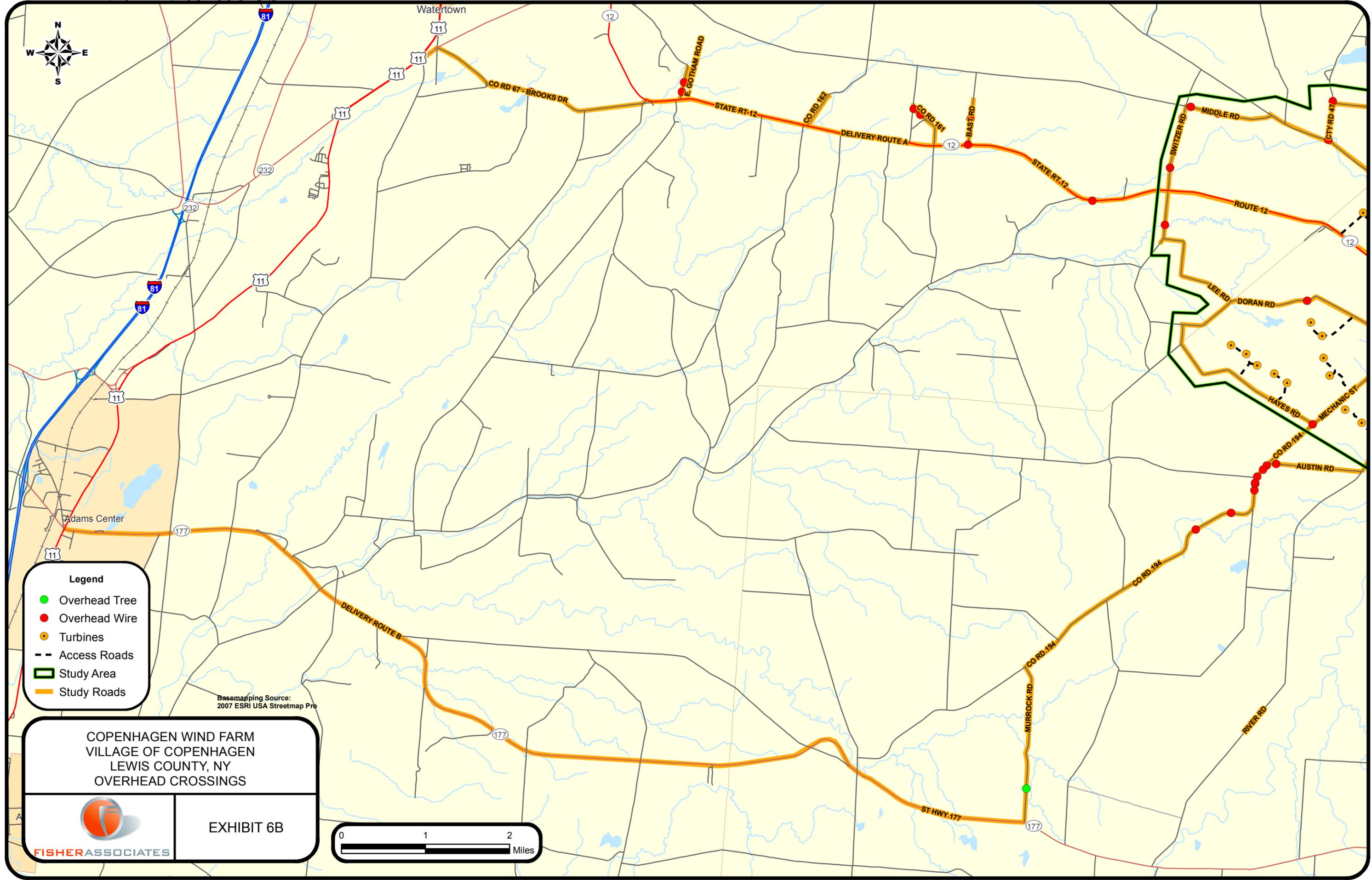


COPENHAGEN WIND FARM
VILLAGE OF COPENHAGEN
LEWIS COUNTY, NY
OVERHEAD CROSSINGS



EXHIBIT 6A

Basemapping Source:
2007 ESRI USA Streetmap Pro



Legend

- Overhead Tree
- Overhead Wire
- Turbines
- - - Access Roads
- Study Area
- Study Roads

Basemapping Source:
2007 ESRI USA Streetmap Pro

**COPENHAGEN WIND FARM
VILLAGE OF COPENHAGEN
LEWIS COUNTY, NY
OVERHEAD CROSSINGS**



EXHIBIT 6B



APPENDIX B

US Rte 11 at C.R. 165 (Watertown Center Loop)

US Rte 11 at C.R. 165 (Watertown Center Loop)



Photo #1 – SE of Intersection, Facing NE



Photo #2 – Intersection, Facing NE

C.R. 165 at Brookside Cemetery

C.R. 165 at C.R. 67



Photo #5 – Cemetery Driveway, Facing SW



Photo #6 – SW of Intersection, Facing NE

C.R. 165 at C.R. 67

C.R. 67 at Watertown Town Offices



Photo #7 – NW of Intersection, Facing SE



Photo #8 – SE of Town Offices, Facing NW

C.R. 67 at Watertown Town Offices



Photo #9 – SE of Town Offices, Facing SE

C.R. 67 at Box Culvert #1



Photo #12 – SE of Box Culvert #1, Facing NW

C.R. 67 at Box Culvert #1



Photo #14 – NW of Box Culvert #1, Facing SE

C.R. 67 NW of sharp horizontal curve



Photo #17 – 35 MPH curve, Facing SE

C.R. 67 East of sharp horizontal curve



Photo #20 – 35 MPH curve, Facing W

C.R. 67 East of sharp horizontal curve



Photo #21 – 45 MPH curve, Facing E

C.R. 67 East of Swan Rd.



Photo #25 – 45 MPH Curve, Facing W

C.R. 67 East of Swan Road



Photo #26 – 30 MPH Curves, Facing E

C.R. 67 at Curves before Sandy Creek Valley Rd.



Photo #28 – 30 MPH Curve, Facing SE

C.R. 67 at Curves before Sandy Creek Valley Rd.



Photo #29 – 30 MPH Curve, Facing NW

C.R. 67 at Sandy Creek Valley Rd.



Photo #30 – Facing W

C.R. 67 at Sandy Creek Valley Rd.



Photo #31 – Facing E

C.R. 67 at Curves before Van Allen Rd N.



Photo #41 – 20 MPH Curve, Facing E

C.R. 67 at 20 MPH Curve Sign



Photo #45 – Facing W

S.R. 12 at Intersection with C.R. 67



Photo #46 – On S.R. 12 looking at C.R. 67, Facing SE

S.R. 12 at Intersection with C.R. 67



Photo #47 – On S.R. 12 looking at C.R. 67, Facing E

S.R. 12 at Intersection with C.R. 67



Photo #48 – Facing NE

S.R. 12 at Intersection with C.R. 67



Photo #50 – Upstream Culvert End by sign in Ph #48

S.R. 12 West of Box Culvert #3



Photo #52 – 40 MPH Speed Limit, Facing E

S.R. 12 East of Box Culvert #3



Photo #54 – Facing W

E. Gotham Rd at S.R. 12 Intersection



Photo #64 – Facing N

E. Gotham Rd at First House



Photo #69 – Facing S

E. Gotham Rd at First House



Photo #68 – Facing N

E. Gotham Rd 15 MPH Sign



Photo #70 – Facing N

E. Gotham Rd at Nat. Grid Driveway



Photo #71 – Facing NE

E. Gotham Rd at Nat. Grid Driveway



Photo #72 – Facing S

S.R. 12 at S. Community Dr.



Photo #86 – Facing N

S.R. 12 at S. Community Dr.



Photo #87 – Facing S

S.R. 12 at S. Community Dr.



Photo #88 – Facing SW

S.R. 12 at S. Community Dr.



Photo #89 – Facing SE

S.R. 12 at Eams Corners Rd



Photo #103 – Facing SE

S.R. 12 at Eams Corners Rd



Photo #104 – Facing S

S.R. 12 at Eams Corners Rd



Photo #105 – Facing SW

S.R. 12 at Eams Corners Rd



Photo #106 – Facing N

Eams Corners Rd @ First Curve



Photo #108 – Facing S

Eams Corners Rd @ First Curve



Photo #109 – Facing NW

Eams Corners Rd @ First Curve



Photo #108 – Facing S

Eams Corners Rd @ First Curve



Photo #109 – Facing NW

Eams Corners Rd @ Cross Rd



Photo #111 – Facing NW

Eams Corners Rd @ Todd Rd



Photo #115 – Facing NW

Todd Rd @ Eams Corners Rd



Photo #116 – Facing E

Todd Rd @ Eams Corners Rd



Photo #117 – Facing NE

Todd Rd @ Eams Corners Rd



Photo #118 – Facing N

Eams Corners Rd @ Todd Rd



Photo #122 – Facing S

Bast Rd @ S.R. 12



Photo #129 – Facing SE

Bast Rd @ S.R. 12



Photo #130 – Facing S

Bast Rd @ S.R. 12



Photo #131 – Facing SW

Bast Rd @ S.R. 12



Photo #132 – Facing N

C.R. 69 @ S.R. 12



Photo #149 – Facing NW

C.R. 69 @ S.R. 12



Photo #150 – Facing N

C.R. 69 @ S.R. 12



Photo #151 – Facing NE

C.R. 69 @ S.R. 12



Photo #152 – Facing S

Switzer Rd @ S.R. 12



Photo #288 – Facing SE

Switzer Rd @ S.R. 12

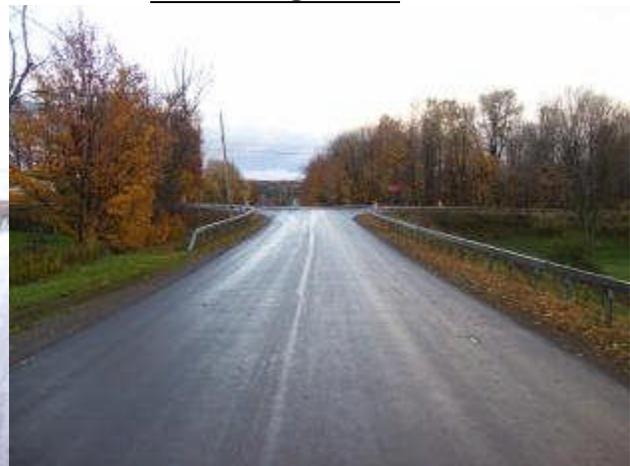


Photo #287 – Facing S

Switzer Rd @ S.R. 12



Photo #286 – Facing SW

Switzer Rd @ S.R. 12



Photo #289 – Facing N

S.R. 12 @ C.R. 69/Switzer Rd



Photo #290 – Facing E
C.R. 69 @ Lee Rd

S.R. 12 @ C.R. 69/Switzer Rd



Photo #291 – Facing NE
C.R. 69 @ Lee Rd



Photo #159 – Facing SE



Photo #158 – Facing S

C.R. 69 @ Lee Rd



Photo #161 – Facing N

C.R. 69 @ Lee Rd



Photo #162 – Facing NE

C.R. 69 @ Lee Rd



Photo #165 – Facing E

Lee Rd @ First Corner



Photo #166 – Facing W

Lee Rd @ First Corner



Photo #168 – Facing S

Lee Rd after First Corner

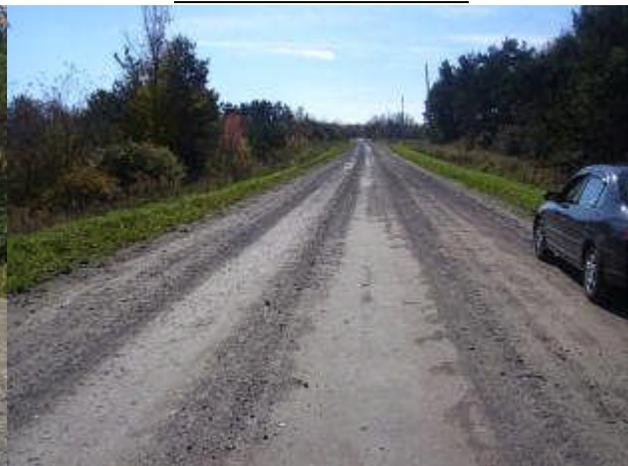


Photo #170 – Facing S

Lee Rd @ Second Corner



Photo #173 – Facing SE

Lee Rd @ Second Corner



Photo #172 – Facing S

Lee Rd @ Second Corner



Photo #174 – Facing W

Lee Rd @ Second Corner



Photo #175 – Facing NW

Lee Rd Approaching Boni/Doran



Photo #180 – Facing SE

Lee Rd Approaching Boni/Doran



Photo #182 – Facing NW

Lee Rd @ Boni/Doran



Photo #183 – Facing E

Lee Rd @ Boni/Doran



Photo #184 – Facing SE

Boni/Doran @ Lee Rd



Photo #185 – Facing SW

Boni/Doran @ Lee Rd



Photo #186 – Facing NW

Boni Rd @ Lee Rd



Photo #188 – Facing SW

Boni/Doran @ Lee Rd



Photo #191 – Facing NW

Boni Rd @ Lee Rd



Photo #192 – Facing NE

Doran Rd @ Lee Rd



Photo #211 – Facing W

Doran Rd @ Mechanic St(C.R. 194)



Photo #225 – Facing SE

Doran Rd @ Mechanic St(C.R. 194)



Photo #226 – Facing SE

Doran Rd @ Mechanic St(C.R. 194)



Photo #227 – Facing SW

Doran Rd @ Mechanic St(C.R. 194)



Photo #228 – Facing NE

Mechanic St(C.R. 194) @ Doran Rd



Photo #229 – Facing NW

Mechanic St(C.R. 194) @ Doran Rd



Photo #230 – Facing N

Mechanic St(C.R. 194) @ Hayes Rd



Photo #234 – Facing N

Hayes Rd @ Mechanic St(C.R. 194)



Photo #235 – Facing SE

Hayes Rd @ Mechanic St(C.R. 194)



Photo #236 – Facing SE

Hayes Rd @ Mechanic St(C.R. 194)



Photo #237 – Facing S

Mechanic St(C.R. 194) @ Hayes Rd



Photo #238 – Facing NE

Mechanic St(C.R. 194) @ Hayes Rd



Photo #240 – Facing N

Mechanic St(C.R. 194) @ Hayes Rd



Photo #241 – Facing NW

Hayes Rd @ Seasonal Use



Photo #244 – Facing NW

Boni Rd @ Boni Rd Spur



Photo #256 – Facing E

Boni Rd @ Boni Rd Spur



Photo #257 – Facing SE

Boni Rd Spur @ Boni Rd



Photo #258 – Facing S

Boni Rd @ Boni Rd Spur



Photo #259 – Facing SW

Mechanic St(C.R. 194) @ Austin Rd



Photo #264 – Facing SW

Mechanic St(C.R. 194) @ Austin Rd



Photo #265 – Facing S

Mechanic St(C.R. 194) @ Austin Rd



Photo #267 – Facing NW

Mechanic St(C.R. 194) @ Austin Rd



Photo #268 – Facing E

Austin Rd @ River Rd



Photo #274 – Facing NE

Austin Rd @ River Rd



Photo #275 – Facing E

Austin Rd @ River Rd



Photo #276 – Facing SE

Austin Rd @ River Rd



Photo #277 – Facing SE

River Rd @ Austin Rd



Photo #280 – Facing SW

River Rd @ Austin Rd



Photo #281 – Facing W

River Rd @ Austin Rd



Photo #280 – Facing SW

River Rd @ Austin Rd



Photo #281 – Facing W

Switzer Rd @ Middle Rd



Photo #296 – Facing N

Switzer Rd @ Middle Rd



Photo #295 – Facing NE

Switzer Rd @ Middle Rd



Photo #298 – Facing E

Switzer Rd @ Middle Rd



Photo #300 – Facing SE

Switzer Rd @ Middle Rd



Photo #301 – Facing S

Middle Rd @ Switzer Rd



Photo #305 – Facing W

Middle Rd @ C.R. 163



Photo #314 – Facing E

Middle Rd @ C.R. 163



Photo #315 – Facing E

C.R. 163 @ Middle Rd



Photo #319 – Facing SE

C.R. 163 @ Middle Rd



Photo #318 – Facing SE

C.R. 163 @ C.R. 47



Photo #327 – Facing NW

C.R. 163 @ C.R. 47



Photo #328 – Facing N

C.R. 163 @ C.R. 47



Photo #329 – Facing NE

C.R. 163 @ C.R. 47



Photo #330 – Facing SE

C.R. 163 @ C.R. 47



Photo #331 – Facing E

C.R. 47 @ C.R. 163



Photo #333 – Facing SE

C.R. 47 @ C.R. 163



Photo #335 – Facing S

C.R. 47 @ C.R. 163



Photo #337 – Facing NW

C.R. 47 @ S. Lake Rd



Photo #339 – Facing N

C.R. 47 @ S. Lake Rd



Photo #340 – Facing NE

C.R. 47 @ S. Lake Rd



Photo #344 – Facing E

C.R. 47 @ S. Lake Rd



Photo #345 – Facing E

Stoddard Rd @ Deer River Rd



Photo #364 – Facing E

Stoddard Rd @ Deer River Rd



Photo #365 – Facing E

Deer River Rd @ Stoddard Rd



Photo #367 – Facing S

Deer River Rd @ Stoddard Rd



Photo #368 – Facing SW

Deer River Rd @ Stoddard Rd



Photo #369 – Facing NW

Deer River Rd @ Stoddard Rd



Photo #370 – Facing NW

Deer River Rd @ Vorce Rd



Photo #398 – Facing S

Deer River Rd @ Vorce Rd



Photo #399 – Facing SW

Deer River Rd @ Vorce Rd



Photo #400 – Facing NE

Deer River Rd @ Vorce Rd



Photo #401 – Facing E

Deer River Rd @ Vorce Rd



Photo #402 – Facing SE

Deer River Rd @ Vorce Rd



Photo #403 – Facing S

Deer River Rd @ Vorce Rd



Photo #405 – Facing NE

Deer River Rd @ Vorce Rd



Photo #406 – Facing NE

Vorce Rd @ Deer River Rd



Photo #409 – Facing NW

Vorce Rd @ Deer River Rd



Photo #408 – Facing NW

Roberts Rd @ Vorce Rd



Photo #415 – Facing SW

Roberts Rd @ Vorce Rd



Photo #416 – Facing SW

Roberts Rd @ Vorce Rd



Photo #417 – Facing W

Roberts Rd @ Vorce Rd



Photo #418 – Facing NW

Roberts Rd @ Vorce Rd



Photo #421 – Facing N

Roberts Rd @ Vorce Rd



Photo #422 – Facing N

Roberts Rd @ Vorce Rd



Photo #423 – Facing NE

Roberts Rd @ Vorce Rd



Photo #420 – Facing NW

Deer River Rd @ Old State Rd



Photo #425 – Facing NE

Deer River Rd @ Old State Rd



Photo #426 – Facing NW

Deer River Rd @ Old State Rd



Photo #428 – Facing SE

Deer River Rd @ Old State Rd



Photo #429 – Facing S

Deer River Rd @ Old State Rd



Photo #430 – Facing SW

Old State Rd @ Deer River Rd



Photo #431 – Facing NW

Old State Rd @ Deer River Rd



Photo #432 – Facing SE

Old State Rd @ Private Driveway



Photo #433 – Facing NW

Old State Rd @ 3 Ton Bridge



Photo #436 – Facing SE

Old State Rd @ 3 Ton Bridge



Photo #437 – Facing NW

Roberts Rd @ Old State Road



Photo #441 – Facing NE

Roberts Rd @ Old State Road



Photo #442 – Facing NE

Old State Road @ Roberts Rd



Photo #443 – Facing NW

Old State Road @ Roberts Rd



Photo #444 – Facing NW

Old State Road @ Roberts Rd



Photo #445 – Facing N

Roberts Rd @ Old State Road



Photo #446 – Facing SE

Roberts Rd @ Old State Road



Photo #447 – Facing NW

Roberts Rd @ Old State Road



Photo #448 – Facing SW

Old State Road @ Halifax Road



Photo #533 – Facing SE

Old State Road @ Halifax Road



Photo #532 – Facing S

Old State Road @ Halifax Road



Photo #536 – Facing SW

Old State Road @ Halifax Road



Photo #535 – Facing SW

Old State Road @ S.R. 26



Photo #521 – Facing E

Old State Road @ S.R. 26



Photo #520 – Facing SE

Old State Road @ S.R. 26



Photo #519 – Facing NW

Old State Road @ S.R. 26



Photo #524 – Facing NW

S.R. 26 @ Old State Road



Photo #525 – Facing SE

Old State Road @ S.R. 26



Photo #526 – Facing NW

S.R. 26 @ Wilson Road



Photo #513 – Facing SE

S.R. 26 @ Wilson Road



Photo #514 – Facing S

S.R. 26 @ Wilson Road



Photo #515 – Facing SW

S.R. 26 @ Wilson Road



Photo #516 – Facing SW

S.R. 26 @ Wilson Road



Photo #517 – Facing W

S.R. 26 @ Wilson Road



Photo #518 – Facing NW

Wilson Road @ Mud St



Photo #502 – Facing N

Wilson Road @ Mud St



Photo #503 – Facing NE

Mud St @ Wilson Road



Photo #504 – Facing NW

Mud St @ Wilson Road



Photo #505 – Facing SE

Mud St @ Seasonal Use (just before County line)



Photo #506 – Facing NW

Mud St @ Seasonal Use (just before County line)



Photo #507 – Facing SE

Mud St @ Bridge



Photo #561 – Facing NW

Mud St @ Bridge



Photo #562 – Facing SE

Halifax Road @ Mud St



Photo #544 – Facing NE

Halifax Road @ Mud St



Photo #545 – Facing E

Halifax Road @ Mud St



Photo #547 – Facing SE

Wilson Road @ C.R. 14



Photo #485 – Facing SW

Wilson Road @ C.R. 14



Photo #486 – Facing SW

Wilson Road @ C.R. 14



Photo #487 – Facing W

Wilson Road @ C.R. 14



Photo #486 – Facing SW

Wilson Road @ C.R. 14



Photo #487 – Facing W

C.R. 14 @ Wilson Road



Photo #489 – Facing NW

C.R. 14 @ Wilson Road



Photo #490 – Facing N

Halifax Road @ C.R. 14



Photo #553 – Facing SW

Halifax Road @ C.R. 14



Photo #554 – Facing SW

Halifax Road @ C.R. 14



Photo #558 – Facing NE

Halifax Road @ C.R. 14



Photo #559 – Facing SE

C.R. 14 @ S. R. 12



Photo #471 – Facing S

C.R. 14 @ S. R. 12



Photo #472 – Facing SW

C.R. 14 @ S. R. 12



Photo #473 – Facing W

C.R. 14 @ S. R. 12



Photo #474 – Facing NW

S. R. 12 @ C.R. 14



Photo #476 – Facing SE

S. R. 12 @ C. R. 14



Photo #477 – Facing NW

Roberts Rd @ S. R. 12



Photo #458 – Facing SW

Roberts Rd @ S. R. 12



Photo #459 – Facing SW

Roberts Rd @ S. R. 12



Photo #460 – Facing W

Roberts Rd @ S. R. 12



Photo #466 – Facing E

S. R. 12 in Copenhagen



Photo #468 – Facing SE

S. R. 12 in Copenhagen



Photo #469 – Facing NW

S. R. 12 @ Cataract (Deer River) St



Photo #384 – Facing NW

S. R. 12 @ Cataract (Deer River) St



Photo #385 – Facing SE

S. R. 12 @ Cataract (Deer River) St



Photo #387 – Facing NE

Cataract (Deer River) St @ Washington St



Photo #390 – Facing SW

S. R. 12 @ Center St



Photo #379 – Facing NW

S.R. 12 opposite Mechanic St



Photo #380 – Facing SW

S. R. 12 @ Stewarts Gas Station



Photo #381 – Facing SE

Mechanic St @ S.R. 12



Photo #382 – Facing NE

Mechanic St @ S.R. 12



Photo #383 – Facing SW

Murrock Rd @ S.R. 177



Photo #567 – Facing S

S.R. 177 @ Murrock Rd



Photo #568 – Facing W

S.R. 177 @ Murrock Rd



Photo #569 – Facing NW

S.R. 177 @ Murrock Rd



Photo #572 – Facing NE

S.R. 177 @ Murrock Rd



Photo #573 – Facing E

Murrock Rd @ 10 Ton Culvert



Photo #579 – Facing N

Murrock Rd @ 10 Ton Culvert



Photo #580 – Facing S

Murrock Rd @ C.R. 194



Photo #584 – Facing N

Murrock Rd @ C.R. 194



Photo #585 – Facing N

C.R. 194@ Murrock Rd



Photo #588 – Facing SW

C.R. 194@ Murrock Rd



Photo #588 – Facing SW

C.R. 194@ Murrock Rd



Photo #589 – Facing NE

C.R. 194@ Murrock Rd



Photo #590 – Facing NE

C.R. 194@ Murrock Rd



Photo #592 – Facing SE

APPENDIX C

APPENDIX C



PERM 39 (08/07)

**STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
APPLICATION FOR A SPECIAL HAULING PERMIT**
50 Wolf Road
Central Permits Office, 1st Floor
Albany, New York 12232
Visit our website @ www.nypermits.org for more information

**THIS DOCUMENT IS VALID AS A PERMIT ONLY
WITH NYS VALIDATION STAMP**

NYS DOT PERMIT #

SERVICE COMPANY INFORMATION			
COMPANY NAME :	Co.#	LOG#	RESUBMISSION FOR :

CARRIER INFORMATION			
CARRIER'S NAME :	CUSTOMER No:	NEW ACCOUNT	
STREET :		CURRENT INSURANCE COVERAGE LIMITS (Must check one)	
CITY :		\$750,000.00 / \$250,000.00 (See instructions for details)	
STATE :	ZIP CODE :	\$1,000,000.00 combined (See instructions for details)	
USDOT # :	FEIN # :	UNDERTAKING (Municipalities and Government Agencies Only)	

VEHICLE INFORMATION							
VEHICLE	N.Y. DMV / IRP REG. WGT (LBS)	YEAR	MAKE	PLATE #	STATE	# OF AXLES	VIN # Annual permit only
POWER UNIT							
TRAILER							

VEHICLE AND LOAD INFORMATION											
LOAD DESCRIPTION : (MAKE, MODEL, S/N OR UNIT #)				OVERALL	FEET	INCHES	OVERHANG	FEET	INCHES		
				WIDTH			FRONT				
				HEIGHT			REAR				
				LENGTH			GROSS WEIGHT :				
AXLE NUMBER	STEER	2	3	4	5	6	7	8	9	10	
AXLE WEIGHTS (lbs)											
SUM OF MANUF. TIRE RATING (lbs)											
AXLE SPACINGS (FT)-(IN)	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10		

TRIP INFORMATION	
REQUESTED START DATE :	PERMIT TYPE :
SPECIFIC ADDRESS OF TRIP ORIGIN / RADIUS:	SPECIFIC ADDRESS OF TRIP DESTINATION:
ROUTING:	

AFFIRMATION	
FALSE STATEMENTS MADE ON THIS APPLICATION ARE PUNISHABLE AS A CRIME UNDER PENAL LAW 210.45	
Authorized Representative Signature:	Telephone No.:

OFFICIAL USE ONLY		PERMIT EFFECTIVE DATES - FROM :		TO :
APPLICATION ID #		REVIEWED BY INITIALS :		
		TIME REVIEW COMPLETED :		
BASE PERMIT FEE	\$	DATE:	# OF ADD. TRAILERS	<input type="checkbox"/> D <input type="checkbox"/> C <input type="checkbox"/> W
TRAILER FEE	\$	TIME:	OPTION I :	PAGE OF
TOTAL PERMIT FEE	\$	CK #	OPTION II :	

INSTRUCTIONS

GENERAL

The form PERM 39 is used in connection with Special Hauling Trip and Monthly/Annual permit applications for the movement on State Highways of vehicles and / or loads which exceed the limitations set forth in section 385 of the New York State Vehicle and Traffic Law.

This permit is only valid for highways under Department of Transportation jurisdiction. Permission must be obtained from appropriate authority when traveling over Thruway, Parkway, County Roads, Town Highways, and City or Village roads by the Carrier as identified on the face of the Permit. Routes not under the jurisdiction of the Department of Transportation are shown on the permit for continuity purposes only and do not imply that authorization has been granted for their use.

Permissible Hauling Days: Any normal working day, Monday through Friday, from one half-hour before sunrise to one half-hour after sunset, when weather conditions are favorable. No movements are allowed at night (between the hours of one half-hour after sunset to one half-hour before sunrise), on Saturdays, Sundays, or the following holidays (unless otherwise noted on the permit): New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day, or from 12 Noon the day preceding; Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day. The day preceding means any normal working day, Monday through Friday.

This Permit Application may be mailed or hand delivered to: New York State Department of Transportation, 50 Wolf Road, Albany, New York 12232 or any Regional Office with the exceptions of Region 1, Schenectady and Region 11, New York City.

Please refer to the Perm 30 – Information Concerning Special Hauling Permits, for a listing of valid permit types and general Special Hauling permit information.

SERVICE COMPANY INFORMATION – (If applicable) This section is ONLY required when a NYSDOT Licensed Permit Service Company (PSC) or Transmission Service Company (TSC) applies for a carrier on their behalf.

Company Name: Name of the Service Company submitting the application.

Company Number (Co #): This is the number assigned to the PSC / TSC by the NYSDOT Permit Office once a License Agreement is signed.

Telephone Number: Phone number of the PSC / TSC, include area code.

Resubmission For : (TSC Only) Enter the initials of the NYSDOT Technician that disapproved the original application.

CARRIER INFORMATION

Motor Carrier's Name and Address: The individual / company that the permit will be issued to.

USDOT#: This is the Number assigned by NYSDOT for Intrastate carriers, or the Federal Motor Carrier Safety Administration (FMCSA) for Interstate carriers.

FEIN #: This is the Federal Identification Number for your business. Not required for private (not for hire) carriers.

Customer No. : (NYSDOT Permit Account number) this number will be assigned by DOT upon issuance of the first permit. If this number has been established by a prior permit, place that number in the space provided. If you do not have a Customer Number please leave the space blank and place an "x" in the New Account box.

Application #: Only required if application is submitted by a Transmission Service Company.

Current Insurance Coverage Limits: The Carrier as identified on the face of the permit application must have one of the following coverage limits checked and in effect for the duration of the issued permit:

1. \$750,000.00 bodily injury or death / \$250,000.00 injury to or destruction of property.
2. \$1,000,000.00 combined single liability coverage for any one accident.
3. Undertaking on file with the Permits Office (Government and Municipal agencies ONLY)

VEHICLE INFORMATION

DMV/IRP Reg. Wgt: List the power unit's registered weight as shown on the NYS DMV registration or IRP Cab Card as marked for New York State. If the power unit is registered as a TRUCK, a registration weight for the TRAILER must be shown in the space provided for the trailer.

Year: List the year of manufacture of the power unit and trailer.

Make: List the make of the power unit and trailer.

Plate #: List the license plate number of the power unit and trailer.

State: List the state or jurisdiction where the power unit and trailer is based.

of Axles: List the number of axles on the power unit and the trailer. The steering axle counts as an axle.

VIN #: List the power unit vehicle identification number. ONLY required for monthly / annual permits.

VEHICLE AND LOAD INFORMATION

Load Description: Describe what you are transporting. Make, model, and serial/unit/piece number must be included.

Overall Dimensions: List the overall length, width, and height of the power unit and / or trailer inclusive of load.

Overhang: List both rear and front overhangs. If no overhang, state 0.

Axle Weights: List the actual axle weights for each axle. Do not list the axle weight ratings. For configurations of 10 or more axles, list all axle information on a PERM 39-1VC form and attach to permit. Axle weights cannot exceed the sum of the tire ratings for that axle.

Sum of Manuf. Tire Ratings: List the total tire rating for the axle in question. Tire ratings are listed on the side of the tire in both single and dual capacity. For any axle with one tire on each side of the axle use the single rating and multiply by 2 (total of 2 tires on the axle). For any axle with 2 tires on each side of the axle use the dual rating and multiply by 4 (total of 4 tires on the axle). List the total TIRE RATING which you have calculated for each axle.

Axle Spacings: List the distance between each axle, starting with the steer axle, as measured from the centers of each axle.

Gross Weight: List the combined gross weight of the power unit, load and trailer (if applicable). If using the electronic form, the Gross Weight will be populated as you enter your axle weights.

TRIP INFORMATION

Requested Start Date: List the date for the first requested day of travel.

Permit Type: List the trip or monthly/annual permit type number. See Perm 30 for individual permit types.

Specific Address of Trip Origin/Radius and Destination: List the road and address / state line where the trip will begin and end. If applying for a monthly/annual radius permit, list the municipality from which the radius will be drawn.

Requested Routing: List the routes you would like to travel in New York State. List any county, town, village or city routes, including any routes under the jurisdiction of the NYS Thruway Authority within brackets [CR 102]. Direction of travel for each route is required (N, S, E, W).

SIGNATURE AND PHONE NUMBER OF APPLICANT

The applicant or representative of the applicant must sign the application and list a phone number (including area code) where the applicant can be reached. If a Permit Service Company is submitting this application they must provide their company name and company number as assigned by the NYSDOT Permit Office.

State of New York
Department of Transportation

Form PERM 33 (8/01)

Highway Work Permit Application for Non-Utility Work

Instructions and Form

Submit three copies (photocopies acceptable)

INSTRUCTIONS FOR COMPLETING THE APPLICATION FOR HIGHWAY WORK PERMIT – NON-UTILITY

FRONT OF APPLICATION

An Applicant may not have all pertinent information at the time of completing the application form since certain information relative to fees, insurance and guarantee deposits may be contingent upon determinations to be made by the Department. In such cases, the information may be left blank and remittance withheld until the information is determined by the Department.

Please complete the following:

- Permittee's name and address. For more than one applicant, also fill in the joint applicant's name and address.
- Federal Identification Number of the company or individual Social Security Number.
- Applicant's telephone number. A telephone number where applicant can be contacted concerning the application. Please include area code.
- Project Identification No. and Highway Work Permit No. will be completed by the issuing office.
- Name of Contact person and their telephone number in case of emergency.
- If Highway Work Permit is to be returned to someone other than the applicant, complete this section.
- Estimate the cost of work being performed in the State highway right-of-way and place this figure on the blank line.
- Indicate anticipated duration of work to be performed with starting date and ending date on this line.
- You may provide your own insurance, purchase insurance through the Department, if available, or provide an Undertaking (for Utilities and Municipalities only). If you choose to provide your own insurance, a PERM 17 will be necessary. The PERM 17 may be obtained at the office you obtained this form from. It must be completed by your insurance company and accompany the permit application upon submission. The Policy number and expiration date of the PERM 17 should be shown on this line.
- Give a brief description of the proposed work that is to be done under this permit
- Plans and specifications should accompany this application for any work that involves construction within the State highway right-of-way. Place a check mark on the lines for plans and specifications if they are attached.
- Location of the project should be identified by: State Route; State Highway Number, if known; State Highway reference markers and Town and County in which work area is located.
- SEQR requirements: This may be required for larger projects – Contact the Regional Office of the Department of Transportation to determine if these requirements are necessary.
- Signature of applicant (permittee) and date.
- Signature of second applicant, if any, and date.

BACK OF APPLICATION

- Check type of work that will be performed.
- In the appropriate column indicate:
 - Manner in which insurance coverage is furnished the Department, i.e., PERM 17 (P17) or Under-Taking (UT) or Insurance Fee (IF), if available (N/A means the Department's insurance is not available).
- Indicate total amount of permit fee and insurance fee, if applicable.
- Indicate check number of Guarantee Deposit or Bond Number, if required. This will be determined by the Department upon submission of application.

Shaded areas will be completed by the Department of Transportation.

Remove the application form from the back of this packet and submit 3 copies to the Department for approval.

**RESPONSIBILITIES OF PERMITTEE
PURSUANT TO NON-UTILITY HIGHWAY WORK PERMITS**

FAILURE TO OBTAIN A PERMIT OR FAILURE TO COMPLY WITH THE TERMS OF A PERMIT MAY RESULT IN THE DEPARTMENT HALTING THE ACTIVITY FOR WHICH A PERMIT IS REQUIRED UNTIL ADEQUATE CORRECTIONS HAVE BEEN MADE.

PROTECTIVE LIABILITY INSURANCE COVERAGE

Permittee must have protective liability insurance coverage in accordance with Department requirements. See "Certificate of Insurance for Highway Permits" (Form PERM 17, NYSDOT).

Expiration of, or lack of, liability insurance automatically terminates the permit. Insurance coverage may be provided by furnishing the Department with one of the following:

1. A completed Certificate of Insurance for Highway Permits (Form PERM 17, NYSDOT).
2. Purchase the Department Blanket Policy for Highway Work Permits from the Department, if available. N/A shown on the Application in the insurance column means Department insurance coverage is not available for that type of project.
3. Provide an Undertaking. Undertakings are limited to Public Service Corporations and government units.

COMPENSATION INSURANCE AND DISABILITY COVERAGE

The permittee is required to have compensation insurance and disability coverage as noted in the provisions of the Worker's Compensation Law and Acts amendatory thereof for the entire period of the permit, or the permit is invalid.

NOTIFICATION

The following should be notified at the appropriate time as shown below:

1. Commissioner of Transportation, through Regional Office, one week prior to commencing work.
2. Area gas distributors 72 hours prior to any blasting.
3. Utility companies with facilities in work areas before starting work, in accordance with Industrial Code 53 (permission from utility company must be obtained before commencing work affecting utilities' facilities).
4. New York State Department of Transportation, Regional Signal Maintenance Shop, 3 days prior to starting work.
5. New York State Department of Transportation Regional Office at conclusion of work and return original copy of permit to Resident Engineer.

Permit Notification for Annual Permits: Notify by telephone, the Regional or Resident Engineer's Office in advance, when work is to be performed.

SITE CARE AND RESTORATION

An Undertaking, a bond or a certified check in an amount designated by the Department of Transportation may be required by the Regional Office, before a permit is issued, to guarantee restoration of the site to its original condition. If the Department is obliged to restore the site to its original condition, the costs to the Department will be deducted from the amount of the permittee's guarantee deposit at the conclusion of the work. Costs in excess of the Bond/guarantee deposit on file will be billed directly to the permittee.

The permittee is responsible for traffic protection and maintenance including adequate use of signs and barriers during work and evening hours. Anyone working within the State highway right-of-way will wear high visibility apparel (orange/yellow) and hard hat.

No unnecessary obstruction is to be left on the pavement or the State highway right-of-way or in such a position as to block warning signs during non-working hours.

No work shall be done to obstruct drainage or divert creeks, water courses or sluices onto the State highway right-of-way.

All false work must be removed and all excavations must be filled in and restored to the satisfaction of the Regional Maintenance Engineer.

COSTS INCURRED BY ISSUANCE OF THIS PERMIT

All costs beyond the limits of the protective liability insurance, surety deposits, etc. are the responsibility of the permittee. The State shall be held free of any costs incurred by the issuance of this permit, direct or indirect.

SUBMITTING WORK PLANS

The applicant will submit work plans and/or a map as required by the Department. This shall include such details as measurements of driveways with relation to nearest property corner, positions of guys supporting poles and a schedule of the number of poles and feet of excavation necessary for completion of the work on the State right-of-way. A description of the proposed method of construction will be included.

Plan work with future adjustments in mind, as any relocation, replacement or removal of the installation authorized by this permit and made necessary by future highway maintenance, reconstruction or new construction, will be the responsibility of the permittee.

Driveway plans should be prepared in accordance with the POLICY AND STANDARDS FOR ENTRANCES TO STATE HIGHWAYS.

The permittee must coordinate the work with any state construction being conducted.

TRAFFIC MAINTENANCE

A plan detailing how the permittee intends to maintain and protect traffic shall be submitted with work plans. Traffic shall be maintained on the highway in a safe manner during working and non-working hours until construction is completed. The permittee is responsible for traffic protection and maintenance, including adequate use of signs, barriers, and flag persons during working and non-working hours until construction is completed.

All sketches will be stamped with "MAINTENANCE OF TRAFFIC SHALL BE IN CONFORMANCE WITH THE NEW YORK STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES."

COST OF INSPECTION AND SUPERVISION

Prior to issuance of the Highway Work Permit, the permittee may be required to sign an INSPECTION PAYMENT AGREEMENT FOR HIGHWAY WORK PERMITS (FORM PERM 50) agreeing to the payment of inspection charges and/or PAYMENT OF AGREEMENT FOR HIGHWAY WORK PERMITS DESIGN REVIEW (FORM PERM 51) for Department employees. Inspection charges will be based on number of work days. Design Review charges will be based on number of work hours.

SCOPE

Areas Covered: Permits issued are for highways, bridges and culverts over which the New York State Department of Transportation has jurisdiction. (Local governments issue permits for highways under their jurisdiction.)

Legal: The privilege granted by the permit does not authorize any infringement of federal, state or local laws or regulations, is limited to the extent of the authority of this Department in the promises and is transferable and assignable only with the written consent of the Commissioner of Transportation.

Commissioner's Reservation: The Commissioner of Transportation reserves the right to modify fees and to revoke or annul the permit at any time, at his discretion without a hearing or the necessity of showing cause.

Locations: Work locations must be approved by the Department.

Maintenance: Property owners having access to a state highway shall be fully responsible for the maintenance of their driveway in accordance with POLICY AND STANDARDS FOR ENTRANCES TO STATE HIGHWAYS.

Work Commencement: The Permittee shall have a copy of the permit available at the site during the construction period. Work should start within 30 days from validation date of permit or said permit may be revoked.

COMPLETION OF PROJECT

Upon completion of the work within the state highway right-of-way authorized by the work permit, the person and his or its successors in interest, shall be responsible for the maintenance and repair of such work or portion of such work as set forth within the Terms and Conditions of the Highway Work Permit.

STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION
HIGHWAY WORK PERMIT APPLICATION FOR NON-UTILITY WORK

Application is hereby made for a highway work permit:

For Joint application, name and address of Second Applicant below:

Name _____

Name _____

Address _____

Address _____

City _____ State _____ Zip _____

City _____ State _____ Zip _____

Federal I.D. No. or Social Security No. _____

Applicant Telephone No. _____

Contact person in case of emergency _____

Telephone No. of contact person _____

Project Identification No. _____

Highway Work Permit No. _____

RETURN PERMIT TO (If different from above):

RETURN OF DEPOSIT/BOND TO (Complete only if different from permittee):

Name _____

Name _____

Address _____

Address _____

City _____ State _____ Zip _____

City _____ State _____ Zip _____

1. Estimated cost of work being performed in state highway right-of-way \$ _____

2. Anticipated duration of work: From _____ 20, _____ thru _____, 20 _____, to apply to the operation(s) checked on the reverse side.

3. Protective Liability Insurance covered by Policy No. _____ ; expires on _____ 20 _____

4. A \$20.00 fee will be charged for checks returned by the bank.

PROPOSED WORK (Brief description): _____

ATTACHED: Plans _____ Specifications _____ LOCATION: State Route _____ State Highway _____

between Reference Marker _____ and Reference Marker _____

Town of: _____ County of: _____

SEQR REQUIREMENTS (Check appropriate item):

_____ Exempt _____ Ministerial _____ Type 11 _____ EIS or DEIS Lead Agency _____

If project is identified to be ministerial, exempt, or TYPE 11, no further action is required.

If project is determined to be other than ministerial, exempt, or TYPE 11, refer to M.A.P.7.12-2, Appendix A SEQR REQUIREMENTS FOR HIGHWAY WORK PERMITS.

Acceptance of the requested permit subjects the permittee to the restrictions, regulations and obligations stated on this application and on the permit.

Applicant Signature _____ Date _____ 20 _____ .

Second Applicant Signature _____ Date _____ 20 _____ .

Approval recommended _____ 20 _____, By Resident Engineer _____ Residency No. _____

Approved _____ 20 _____, By Regional Traffic Engineer _____ Region No. _____

PERMIT IS ISSUED CONTINGENT UPON LOCAL REQUIREMENTS BEING SATISFIED.

CHECK TYPE OF OPERATION	Permit Fee	Insurance Fee	Perm 17 or Under Taking	Total Amount of Fee and/or Insurance	Guarantee Deposit and/or Bond Amount
5. <input type="checkbox"/> Single job – Permit issued for each job					
a. <input type="checkbox"/> Driveway or roadway					
1. <input type="checkbox"/> Residential	\$ 15	\$ 25			
2. <input type="checkbox"/> Commercial – Minor	550	175			
a. <input type="checkbox"/> Home Business	100	75			
3. <input type="checkbox"/> Commercial – Major – (Less than 100,000 square feet Gross Building Area)	1400	N/A			
4. <input type="checkbox"/> Commercial – Major – (100,000 square feet Gross Building Area and Greater)	Actual cost with Minimum of \$2000 upon permit app.	N/A			
5. <input type="checkbox"/> Subdivision Street	900	N/A			
6. <input type="checkbox"/> Temporary access road or street	200	150			
b. <input type="checkbox"/> Improvement					
1. <input type="checkbox"/> Residential	15	25			
2. <input type="checkbox"/> Commercial					
Check additional description below:					
a. <input type="checkbox"/> Install sidewalk, curb paving, stabilized shoulder, drainage, etc.	200	150			
b. <input type="checkbox"/> Grade, seed, improve land contour, clear land of brush, etc.	100	75			
c. <input type="checkbox"/> Resurface existing roadway or driveway	50	50			
d. <input type="checkbox"/> Annual resurfacing of residential and commercial roadways or driveways.					
1. <input type="checkbox"/> Per County	150	N/A			
2. <input type="checkbox"/> Per Region	400	N/A			
c. <input type="checkbox"/> Tree Work					
1. <input type="checkbox"/> Residential	15	25			
2. <input type="checkbox"/> Commercial (not required for pruning if utility has annual maintenance permit)	25	50			
Check additional description below:					
a. <input type="checkbox"/> Removal or planting					
b. <input type="checkbox"/> Pruning, applying chemicals to stumps, etc.					
3. <input type="checkbox"/> Vegetation control for advertising signs	150/sign	75			
d. <input type="checkbox"/> Miscellaneous Construction					
1. <input type="checkbox"/> Beautifying ROW – (for Civic Groups only)	NC	25			
2. <input type="checkbox"/> Temporary signs, banners, holiday decorations					
a. <input type="checkbox"/> Not-for-profit organizations	NC	25			
b. <input type="checkbox"/> Organizations other than not-for-profit	25	25			
3. <input type="checkbox"/> Traffic control signals	500	175			
4. <input type="checkbox"/> Warning and entrance signs	25	50			
5. <input type="checkbox"/> Miscellaneous – Requiring substantial review	400	175			
6. <input type="checkbox"/> Miscellaneous	25	50			
6. <input type="checkbox"/> Encroachment caused by D.O.T. acquisition of property	25	50			
7. <input type="checkbox"/> Compulsory permit required for work performed at the request of D.O.T.					
a. <input type="checkbox"/> Building demolition or moving requested by D.O.T.	NC	25			
1. <input type="checkbox"/> Demolition 2. <input type="checkbox"/> Moving					
b. <input type="checkbox"/> Improvement to meet Department standards	NC	25			
8. <input type="checkbox"/> Miscellaneous	25	25			
9. <input type="checkbox"/> Adopt a Highway	NC	N/A			

Guarantee Deposit Check Number or Bond Number _____



STATE OF NEW YORK
 DEPARTMENT OF TRANSPORTATION
 50 Wolf Road
 Central Permits Office, 1st Floor
 Albany, New York 12232
 Visit us on-line at www.nypermits.org
 Or e-mail us; permits@dot.state.ny.us

OFFICIAL USE ONLY	
LOG#	
Reviewed by:	Date:
Approved Permit #	Rejected

PERM 61 (04/11)

APPLICATION for a NEW DIVISIBLE LOAD OVERWEIGHT PERMIT
PLEASE SEE DETAILED INSTRUCTIONS ON PAGE 2

CARRIER ACCOUNT INFORMATION										
Customer No.:			Customer Name:				USDOT#			
SEE COMPLETED AND ATTACHED ACCOUNT MAINTENANCE FORM-Only required for first time applications or for changes to existing account information										
CURRENT INSURANCE COVERAGE LIMITS (Must Check the One that is currently in effect and will be for the duration of the permit period)										
\$750,000.00 bodily injury or death and \$250,000.00 injury to or destruction of property.					\$1,000,000.00 combined single liability coverage for any one accident.					
UNDERTAKING (Municipalities and Government Agencies Only)										
PERMIT CLASS:		STANDARD			SANI-VAN (Single Unit Garbage Truck with rear compaction)			AGRICULTURAL		
REQUESTED PERMIT TYPES STATEWIDE:		Type 1		Type 1A		Type 7		Type 9		
REQUESTED PERMIT TYPES DOWNSTATE*:		Type 2		Type 2A		Type 4		Type 6A Type 6B		
<i>*Only available to current holders of Downstate Grandfather Certificates. You must attach a completed Excess Banked Weight Credit or Withdrawal Request form (Perm 88).</i>										
PERMIT TRANSFERS / POWER UNIT REPLACEMENTS REQUIRING A NEW PERMIT										
Grandfather Rights Certificate / Permit Transfer as part of the Sale of a business to a new owner.						ORIGINAL CUSTOMER #				
Replacing a Power Unit on a Downstate Permit within the same account.						EXPIRED PERMIT #				
Replacing a Power Unit on a Statewide Permit, less than four (4) years within the same account.						EXPIRED PERMIT #				
TOTAL NUMBER OF AXLES ON POWER UNIT:				HIGHEST NUMBER OF AXLES ON ANY ONE TRAILER:						
POWER UNIT REGISTERED AS:		TRUCK		TRACTOR		TRAILER UNIT VIN:				
POWER UNIT VIN:				YEAR:		MAKE:				
YEAR:		MAKE:		REGISTERED STATE / PROV:			PLATE #			
BASE STATE / PROV:		PLATE#		MANF. GROSS VEHICLE WEIGHT RATING (GVWR):						
MANF. GROSS VEHICLE WEIGHT RATING (GVWR):		TRAILER LENGTH (INCHES):								
REQUESTED MAXIMUM PERMIT WEIGHT:				Lift axle air pressure controls are on trailer? YES NO N/A						
Lift axle air pressure controls are outside cab? YES NO N/A				If adding more than one trailer, enter the total number of trailers below						
ATTACHED COPY OF CURRENT NEW YORK DMV OR NEW YORK APPORTIONED (IRP) REGISTRATION? YES				TOTAL NUMBER OF TRAILERS PERMITTING OPTION I						
				TOTAL NUMBER OF TRAILERS PERMITTING OPTION II						
Above Power Unit Meets IFV Requirements <input type="checkbox"/> YES				Above Trailer Unit Meets IFV Requirements <input type="checkbox"/> YES						
* Indicate with an "X"										
AXLE DATA										
A x l e	*Lift Axle	*Steerable or Trackable	Manf. Gross Axle Weight Rating (GAWR)	# of Tires on Axle	Sum of Manf. Tire Rating 2 Tires use Single Rating x 2 4 Tires use Dual Rating x 4	Official Use Only Gross Axle Rating # Tires		Axle spacing (Inches)		
1								(1-2)		
2								(2-3)		
3								(3-4)		
4								(4-5)		
5								(5-6)		
6								(6-7)		
7								(7-8)		
8								(8-9)		
9								Wheelbase:		
BASE PERMIT FEE:			ADDITIONAL PERMIT TYPE FEE:			ADDITIONAL TRAILER(S) FEE:				
TOTAL AMOUNT ENCLOSED / PRE-FUNDED:					CHECK / M. O # / PRE-FUND CONFIRMATION #:					
PLEASE E-MAIL THE APPROVED PERMIT TO:										
AFFIRMATION										
FALSE STATEMENTS MADE ON THIS APPLICATION ARE PUNISHABLE AS A CRIME UNDER PENAL LAW 210.45										
Authorized Representative Signature:						Date :		TELEPHONE #		
PERMIT SERVICE COMPANY INFORMATION										
Permit Service Name:						Co.#		TELEPHONE #		

APPLICATION FOR DIVISIBLE LOAD OVERWEIGHT PERMIT - Use this form to apply for a New Permit for a vehicle that has never been permitted by the applicant or has been previously permitted, but has expired more than four (4) years ago. All supporting documentation, including a copy of the Power Units current registration and payment of permit fee(s), must be submitted this application. If you are applying using your e-mail, you must Pre-fund your customer account for the full permit fee. A scanned copy of the power unit's current registration must be sent with the e-mailed application. Please e-mail the completed application and registration to: **permits@dot.state.ny.us**

PERMIT CONDITIONS

STATE HIGHWAYS - A NYSDOT Divisible Load Overweight Permit is not valid over local roads ie: Town, Village, City, County or roadways under the jurisdiction of MTA Bridges, Tunnels, NYS Bridge Authority and any other Bridge or Tunnel Authority or any roadway within the boundaries of New York City. The permittee is responsible for checking with these jurisdictions regarding the acceptability of this permit for use on their highways.

ISSUED PERMIT is only valid for a single unit vehicle or a power unit combined with one (1) trailer at any one time. Permitted trailers must be listed by VIN and plate on issued permit.

REGISTERED WEIGHT MUST MEET or EXCEED PERMIT WEIGHT - The permitted vehicle registration must meet/exceed or be changed to meet/exceed the permitted weight.

INFRASTRUCTURE FRIENDLY VEHICLE (IFV) REQUIREMENTS - Beginning with model year 2006, all vehicles are required to meet IFV requirements to qualify for Divisible Load Overweight permits. Type 9 permits require that all of these guidelines are met, regardless of model year.

CARRIER ACCOUNT INFORMATION

CUSTOMER No.: This is your permit account number as assigned by the Permit Office upon issuance of first permit.

USDOT #: This is the number assigned to your company that identifies you as an Interstate OR Intrastate carrier. This is not your customer number as assigned by the Central Permit Office.

MOTOR CARRIER'S LEGAL NAME: The legal name of the business entity (i.e., corporation, partnership or individual) that owns/controls the motor carrier operation. Legal name must match the name on the vehicle's registration (except for lessees of leased vehicles with exclusive leasing arrangement exceeding 30 days).

SEE COMPLETED AND ATTACHED ACCOUNT MAINTENANCE FORM: Check Only if you are a New Customer and have not set up your account prior to applying for the permit or to reflect any change(s) to your existing account information; change of address, phone number etc..

CURRENT INSURANCE COVERAGE LIMITS: The Carrier as identified on the face of the permit application must have one of the following coverage limits checked and in effect for the duration of the issued permit: 1.) \$750,000.00 bodily injury or death and \$250,000.00 injury to or destruction of property; 2.) \$1,000,000.00 combined single liability coverage for any one accident; 3.) Undertaking on file with the Permits Office (Government and Municipal agencies ONLY)

PERMIT INFORMATION

PERMIT CLASS: Divisible Load Overweight Permits are classified into 3 groups: 1.) Standard authorizes travel on all STATE highways; 2.) Sani-Van (rear compaction refuse trucks), authorizes travel on ALL highways; 3.) Agricultural (seasonal permit), authorizes travel on all STATE highways for 4 consecutive months. * State highways shall mean all highways under the jurisdiction of the N.Y.S. Department of Transportation.

REQUESTED PERMIT TYPES: For specific Fee & Permit type information, refer to the Divisible Load Permit Type form (Perm 69).

Check which requested type(s) of Divisible Load Weight Permits you are applying for.. Downstate permit types are only available to current holders of Downstate Grandfather Certificates or those with Excess (Banked) Weight. When applying for Downstate permits you must attach a completed Excess Banked Weight Credit or Withdrawal Request form (Perm88).

PERMIT TRANSFERS/POWER UNIT REPLACEMENTS REQUIRING A NEW PERMIT

GRANDFATHER RIGHTS CERTIFICATE/PERMIT TRANSFER AS PART OF THE SALE OF A BUSINESS TO A NEW OWNER: Enter the original customer number. This will be the customer number of the previous holder of the Grandfather Rights Certificate/Permit.

REPLACING A POWER UNIT ON AN EXPIRED DOWNSTATE PERMIT WITHIN THE SAME ACCOUNT: Enter the expired permit number.

REPLACING A POWER UNIT ON A STATEWIDE PERMIT EXPIRED LESS THAN FOUR (4) YEARS, WITHIN THE SAME ACCOUNT: Enter the expired permit number.

VEHICLE INFORMATION

TOTAL NUMBER OF AXLES ON POWER UNIT: Enter the total number of axles on the power unit including the steering axle.

POWER UNIT REGISTERED AS: Check appropriate box for power unit as shown on current registration.

POWER UNIT (VIN): Enter the power units Vehicle Identification Number (VIN)

MANF. GROSS VEHICLE WEIGHT RATING (GVWR): Enter the Manufacturer's Gross Vehicle Weight Rating (GVWR) for the power unit.

REQUESTED MAXIMUM PERMIT WEIGHT: Enter maximum weight desired not to exceed highest permit type applying for. Your maximum permitted weight may be less than requested due to axle ratings, tire ratings, gross vehicle weight rating and/or gross permit weight based on axle spacing's, whichever is less.

LIFT AXLE AIR PRESSURE CONTROLS ARE OUTSIDE CAB: Must check one of the boxes provided. The air pressure regulation control is located outside the cab. This is not the control that lowers / raises the lift axle.

ATTACHED COPY OF CURRENT NEW YORK DMV OR NEW YORK APPORTIONED (IRP) REGISTRATION: Check YES to remind yourself that a copy of the power units current registration / IRP cab card, must be submitted with the application. If you are submitting your application via e-mail, you must send a scanned copy of the registration / IRB cab card along with the application.

HIGHEST NUMBER OF AXLES ON ANY ONE TRAILER: Enter the total number of axles on the trailer that has the most axles.

TRAILER UNIT (VIN): Enter the trailer units Vehicle Identification Number (VIN)

MANF. GROSS VEHICLE WEIGHT RATING (GVWR): Enter the manufacturer's Gross Vehicle Weight Rating (GVWR) for the trailer.

IF ADDING MORE THAN ONE TRAILER, enter the total number of trailers being permitted as indicated below for either Option I or Option II.

- Option I allows attaching to an unlimited number of trailers with differing Axle Data. Use Additional Trailer Attachment form-Perm 63
- Option II allows attaching to an unlimited number of trailers when Axle Data is IDENTICAL for all combinations. Use Additional Trailer Attachment form-Perm 93

AXLE DATA

LIFT AXLE: Only check this box if the axle is a lift or pusher axle. The steer axle (1) is marked N/A (Not Applicable).

STEERABLE or TRACKABLE: If the axle is a Lift or Pusher and it is Steerable (mechanically turns) or Trackable (turns by friction with road) then place an "X" in the box.

MANF. GROSS AXLE WEIGHT RATING (GAWR): List the manufacturers/retrofitter's Gross Axle Weight Rating (GVWR) for each axle.

SUM OF MANUFACTURERS TIRE RATINGS: List the sum of the manufacturers tire ratings for each axle as the maximum load in pounds. The tires rating are found on the sidewall of the tire as both Single and Dual.

- If there are only 2 tires on an axle, use the Single tire rating and multiply by two (x2).
- If there are 4 tires on an axle, use the Dual rating and multiply by four (x4).

AXLE SPACING: List the spacing in INCHES from center of axle to center of the next axle, starting with the Steering axle as number one (1) and working towards the center of the rear most axle.

PAYMENT and AFFIRMATION

Base Permit Fee: Enter the highest fee of the permit types requested. **Additional Permit Type Fee(s):** Add \$65 for each additional Permit Type.

Additional Trailer Fee: If Option I the fee is \$20.00 per trailer, excluding the first. If Option II the fee is \$10.00 for all trailers including the first.

Total Amount Enclosed/Pre-funded: (All Fees to be in U.S. Dollars) This is the sum of all applicable permit and trailer fees (Above). If you used the website to Pre-fund your customer account, enter the full amount of the transaction.

Check / M.O. #/Pre-Fund Confirmation #: List the check / money order number or Pre-funded Transaction ID number, in the space provided. Checks must be made payable to "N.Y.S. Department of Transportation". In the memo area of the check / money order, write your Customer Number.

PLEASE E-MAIL THE APPROVED PERMIT TO: If you would like the approved permit e-mailed to you, check the box and enter a return e-mail address. The Grandfather Certificate will be sent to you via regular mail, when received, keep it for your records.

AFFIRMATION: An authorized representative of your company should sign/type their name on the application

PERMIT SERVICE COMPANY INFORMATION - For use by an NYSDOT licensed Permit Service Company (PSC), when applying for a carrier.

COMPANY NUMBER (Co #): This is the number assigned to the Permit Service by the NYSDOT Permit Office once a License Agreement is signed.

State of New York
Department of Transportation
Central Permit Office

Types of Divisible Load Overweight Permits

Statewide Permit Types

Type 1 (F1)		Max. Axle and Grouping Weights in Lbs.	
Fee	\$360.00	Steering axle	22,400
Min. Axles	3	Any other Single axle	25,000
Max. Axles	4	Tandem Group	47,000
Min. Wheelbase	16 Feet	Tridem Group	57,000
Max. Gross Vehicle Weight	97,400 Lbs.		
Max. Trailer Length	48 Feet		
Permitted Gross weight is based on the F1 formula : (1,250 x Wheelbase*) + 42,500			
* Overall Wheelbase in inches is rounded to the nearest whole foot.			

Type 1A (F1) - This permit type is Large Through Truck Restricted.		Max. Axle and Grouping Weights in Lbs.	
Fee	\$750.00 (5 or 6 axles)	Steering axle	22,400
	\$900.00 (7 or more axles)	Any other Single axle	25,000
Min. Axles	5	Tandem Group	47,000
Min. Wheelbase	16 Feet	Tridem Group	57,000
Max. Gross Vehicle Weight	102,000 Lbs.	Quad	62,000
Max. Trailer Length	48 Feet		
Permitted Gross weight is based on the F1 formula : (1,250 x Wheelbase*) + 42,500			
* Overall Wheelbase in inches is rounded to the nearest whole foot.			

Type 7 (F2) - This permit type is Large Through Truck Restricted.		Max. Axle and Grouping Weights in Lbs.	
Fee	\$750.00 (6 axles)	Steering axle	22,400
	\$900.00 (7 or more axles)	Any other Single axle	25,000
Min. Axles	6	Tandem Group	48,000
Min. Wheelbase	36 ½ feet	Tridem Group	58,000
Max. Gross Vehicle Weight	107,000 Lbs.	Quad	63,000
Max. Trailer Length	53 Feet		
<i>Use of 53 foot trailers is limited to Designated Qualifying and Access highways only.</i>			

Type 9 (F2) - This permit type is Large Through Truck Restricted.		Max. Axle and Grouping Weights in Lbs.	
Fee	\$900.00	Tractor steering axle	13,000
Min. Axles	7	Truck steering axle	17,000
Min. Wheelbase	43 feet	Any other Single axle	18,000
Max. Gross Vehicle Weight	117,000	Tandem Group	42,000
Max. Trailer Length	53 feet	Tridem Group	54,000
		Quad	63,000
<i>Power Unit and trailer(s) must meet all IFV requirements regardless of model year. (See reverse side for details)</i>			
<i>Use of 53 foot trailers is limited to Designated Qualifying and Access highways only.</i>			

Type 8 (F3) - Renewals only, No vehicle replacements.		Max. Axle and Grouping Weights in Lbs.	
Fee	\$360.00	Steering Axle	22,400
No. of Axles	2	Rear Axle	27,000
Min. Wheelbase	10 Feet		
Max. Gross Vehicle Weight	49,400 Lbs.		

Downstate Permit Types

Applicants must have Downstate Grandfather Rights in order to apply for any of the permit types listed below.

All Permit types listed below are only valid for operation within the following Counties;

Westchester, Rockland, Putnam, Orange, Dutchess, Nassau and Suffolk.

Type 2 (F4)		Max. Axle and Grouping Weights in Lbs.	
Fee	\$480.00	Steering axle	22,400
Min. Axles	3; 4 (After 1/01/15 and model year 2006 or newer)	Any other Single axle	29,500
Min. Wheelbase	17 feet	Tandem Group	59,000
Max. Wheelbase	34 feet	Tridem Group	64,000
Max. Gross Vehicle Weight	79,000 Lbs.	Quad	66,000
Max. Trailer Length	40 feet		

Type 2A (F4)		Max. Axle and Grouping Weights in Lbs.	
Fee	\$1,000.00	Steering axle	22,400
Min. Axles	5	Any other Single axle	29,500
Min. Wheelbase	17 feet	Tandem Group	59,000
Max. Wheelbase	34 feet	Tridem Group	64,000
Max. Gross Vehicle Weight	79,000 Lbs.	Quad	66,000
Max. Wheelbase (Combination vehicle)	44 feet		
Max. Trailer Length	40 feet		

Downstate Permit Types Continued on Reverse Side

Downstate Permit Types Continued

Type 4 (F5)

		Max. Axle and Grouping Weights in Lbs.	
Fee	\$1,000.00	Steering axle	22,400
Min. Axles	5	Any other Single axle	22,500
Min. Wheelbase	30 feet	Tandem Group	45,000
Max. Gross Vehicle Weight	93,000 Lbs.	Tridem Group	57,000
Max. Trailer Length	53 Feet	Quad	62,000

Use of 53 foot trailers is limited to Designated Qualifying and Access highways only.

Type 6A (F5) - Effective 1/01/1995, Permit type expires 12/31/2014

		Max. Axle and Grouping Weights in Lbs.	
Fee	\$1,000.00	Steering axle	22,400
Min. Axles	6	Any other Single axle	25,750
Min. Wheelbase	36 ½ Feet	Tandem Group	50,000
Max. Gross Vehicle Weight	120,000 Lbs.	Tridem Group	67,000
Max. Trailer Length	53 Feet	Quad	69,000

Use of 53 foot trailers is limited to Designated Qualifying and Access highways only.

Not available for new vehicle or Replacement vehicle permits issued after 12/31/2006, unless applicant can demonstrate vehicle was acquired (titled) prior to 12/31/2006, and further, if vehicle was acquired between 4/01/2004 and 12/31/2006, the vehicle must be less than 15 years old at time of application.

Type 6B (F5) - Effective 4/01/2004

		Max. Axle and Grouping Weights in Lbs.	
Fee	\$1,000.00	Steering axle	22,400
Min. Axles	7	Any other Single axle	25,750
Min. Wheelbase	43 Feet	Tandem Group	48,000
Max. Gross Vehicle Weight	120,000 Lbs.	Tridem Group	63,000
Max. Trailer Length	53 Feet	Quad	65,000

Use of 53 foot trailers is limited to Designated Qualifying and Access highways only.

General Divisible Load Overweight Permit Information**Structural Restrictions Apply:**

All Divisible Load Overweight Permit types are "R" (Restricted) permits. All vehicles operating under Divisible Load Overweight permits are prohibited from crossing "R" posted bridges (signed as: No Trucks with "R" Permits) unless the bridge has been officially rated as "Waivered" by the Department. Waivered bridges allow permitted vehicles to cross while operating under Divisible Load Overweight permits, Types; 1, 1A, 2, 2A, 4 or 8 at permitted weights up to 102,000 pounds. No permitted vehicles may cross a Load Posted bridge if the permitted weight exceeds the Posted weight limit of the bridge.

Infrastructure Friendly Vehicle Requirements (IFV):

The following requirements must be met for any vehicle or combination of vehicles that are model year 2006 or newer or regardless of model year are applying for or operating under a Type 9 permit.

1. All lift axles must be steerable or trackable.
2. All axles, other than steerable or trackable axles must have two tires on each side of the axle.
3. The weight on any grouping of two or more axles shall be distributed such that no one axle in the group carries less than eighty percent (80%) of any other axle in the group.
4. Any air pressure controls for a lift axle must be located outside the cab of the power unit beyond the reach of the occupants while the power unit is in motion.

Seasonal Agricultural Permit:

Issuance of a Seasonal Agricultural permit is limited to Types 1, 1A, 7 and existing Type 8 permits. The applicable fee is ½ the annual fee listed. The permit is valid for four (4) consecutive months. An Agricultural vehicle is defined as: Any motor used and owned by a person engaged in food production (for consumption by humans) by means of the planting, cultivation and harvesting of agricultural, vegetable and food products of the soil, for the sole purpose of transporting such product.

Trailer Information:

Use of two trailers simultaneously married to one power unit (double bottom or twin trailers) cannot be permitted.

Trailer Option I:

This option allows one power unit to be married to an unlimited number of trailers or semi-trailers. Each different combination will be shown on a separate permit certificate. The cost of each trailer or semi-trailer excluding the first one is \$20.00. For any trailers or semi-trailers added after the permit is issued the fee is \$20.00 each.

Trailer Option II:

This option allows one power unit to be married to an unlimited number of trailers or semi-trailers that have the same configuration information. The axle spacing, number of axles, Manufacturers Axle Ratings, Sum of Manf. Tire ratings, Gross Vehicle Weight ratings and trailer lengths must all be the same. The cost of each trailer or semi-trailer is \$10.00 including the first and any trailers added after the permit is issued.

For additional information regarding Divisible Load Overweight Permits, please visit our website @ www.nypermits.org or call us locally @ 518-485-2999 or Toll Free @ 1-888-783-1685

State of New York Department of Transportation
50 Wolf Road
Central Permits Office, 1st Floor
Albany, New York 12232

Submitting Divisible Load Overweight Application Forms

The Central Permit Office now allows customers to submit application forms via one of the following methods and if requested, will send you via e-mail, your issued permit.

Customers with permit requests that involve Power Unit replacements must still submit the required application form(s), grandfather rights certificate(s) and any other supporting document(s) via regular mail.

By E-mail:

1. Save the completed application to your computer.
2. Pre-Fund your customer account for the correct amount using a *credit card from our website www.nypermits.org – by selecting "Pre-Fund Account" and then choosing "Pre-Fund Div Load".
3. Open your e-mail; attach the completed application, a scanned copy of the vehicles current registration and any additional trailer forms.
4. Send the e-mail to: permits@dot.state.ny.us

* Acceptable forms of credit cards are: Visa, MasterCard and Discover card

By Fax:

1. Pre-Fund your customer account for the correct amount using a *credit card from our website www.nypermits.org – by selecting "Pre-Fund Account" and then choosing "Pre-Fund Div Load".
2. Address a cover page to: Divisible Load Overweight Permits
 - a. The cover page should include a contact person, phone number and the name of the Divisible Load Technician you are working with. Do not send application forms or supporting documents without a cover page.
 - b. If you would like the approved permit sent to you via e-mail, please check the box on the form and provide the return e-mail address in the space provided.
 - c. Fax the completed application form, power unit registration if applicable and all additional trailer attachment forms to: 518-457-1036.

* Acceptable forms of credit cards are: Visa, MasterCard and Discover card

By Mail:

1. Mail all completed forms and any other required documents and a check made payable to: New York State Department of Transportation to:

State of New York Department of Transportation
50 Wolf Road
Central Permits Office, 1st Floor
Albany, New York 12232

Questions concerning the application process can be directed to 1-888-783-1685, Option 1, or by sending an e-mail to: permits@dot.state.ny.us.



NYS DOT ACCOUNT NUMBER

**CERTIFICATE OF INSURANCE FOR HIGHWAY WORK PERMIT
TO BE PREPARED BY INSURANCE AGENCY OR INSURANCE COMPANY**

THIS CERTIFICATE OF INSURANCE WILL SUPERSEDE ALL OTHER CERTIFICATES OF INSURANCE NOW ON FILE WITH THE NYSDOT AND MUST BE IN EFFECT FOR THE FULL TERM OF THE PERMIT. EXPIRATION OF, OR LACK OF, LIABILITY INSURANCE AUTOMATICALLY INVALIDATES THE PERMIT.

Highway Work Permits: Used for installing and/or maintaining facilities on State right-of-way – coverage in such case shall be written as a protective liability insurance policy and shall also include completed operations liability insurance with respect to liability imposed by laws arising between the date and final cessation of the work pursuant to the Highway Work Permit and the date of final acceptance of such work by the State. Questions 1-6 are to be filled in by permit applicant. The rest of the form is for insurance agent or broker to fill in and agree to.

1. NAME OF PERMIT APPLICANT

(The Legal Name of the Business Entity, i.e., Corporation, Partnership or individuals. **NOTE:** If DBA, also provide Name of Legal Entity and Copy of “Certificate of Conducting Business under an Assumed Name” that was filed in County Clerk’s Office.)

2. FEIN Number _____

(Federal Employee Identification Number, also known as the IRS Tax Identification Number.)

3. PHYSICAL ADDRESS OF PERMIT APPLICANT

(Provide street address of principal place of business; may attach additional PERM 17 ATTACHMENT sheet listing physical addresses of branch offices (page (4)), *if application for permits will be for those locations.*)

PLEASE CHECK HERE IF THIS IS A CHANGE OF ADDRESS

4. MAILING ADDRESS OF PERMIT APPLICANT

(If different than above) **PLEASE CHECK HERE IF THIS IS A CHANGE OF ADDRESS**

5. TELEPHONE NUMBER OF PERMIT APPLICANT

6. NAME OF PERMIT APPLICANT CONTACT PERSON

7. 7a. PROTECTIVE LIABILITY POLICY NUMBER

(See Policy requirements in A or B on reverse) **Binders, and unassigned policy numbers are only valid for 30 days.**

7b. EFFECTIVE DATE _____ EXPIRATION DATE _____

PLEASE CHECK HERE AND SIGN BELOW IF COVERAGE IS CONTINUOUS UNTIL CANCELLED
Insurer agrees to notify NYSDOT at least 30 days prior to the expiration or cancellation of said policy.

(Authorized Signature of Insurance Agent or Broker is Required to indicate agreement to notify NYSDOT)

8. Submit to the New York State Department of Transportation Regional Office where the permit work will occur. If the permit work occurs in multiple Regions submit this form to one Region and the New York State Department of Transportation will coordinate its acceptance. See Page 3 for a Regional listing with addresses.

REVERSE SIDE MUST BE COMPLETED

In accordance with NYS Department of Transportation requirements, the subscriber hereby certifies that a **PROTECTIVE LIABILITY** insurance policy has been issued on behalf of the Permit Applicant:

- A. HIGHWAY WORK PERMIT; for the protection of the people of the State of New York, all municipal subdivisions thereof, and the Commissioner and NYS Department of Transportation, the NYS Thruway Authority, the State Bridge Authority and their officials, officers, and employees as named insureds, **(and no other co-insureds)**, covering bodily injury (including death) with minimum limits of \$500,000 each occurrence and covering property damage with minimum limits of \$100,000 each accident and minimum aggregate annual limits of \$500,000, against actions resulting from use of a Highway Permit by the Permittee or by an person acting by, through or for the Permittee, including omissions and supervisory acts of any of the named insureds; or
- B. MAJOR COMMERCIAL HIGHWAY WORK PERMIT; for the protection of the people of the State of New York, all municipal subdivisions thereof, and the Commissioner and NYS Department of Transportation, the NYS Thruway Authority, the State Bridge Authority and their officials, officers, and employees as named insureds, **(and no other co-insureds)**, for Major Commercial Highway Work Permits – covering bodily injury (including death) with minimum limits of \$1,000,000 each occurrence and covering property damage with minimum limits of \$200,000 each accident and minimum aggregate annual limits of \$1,000,000, against actions resulting from use of a Highway Permit by the Permittee or by an person acting by, through or for the Permittee, including omissions and supervisory acts of any of the named insureds.

The subscriber certifies and agrees that such insurance policy contains an endorsement that said policy shall not be cancelled until thirty (30) days written cancellation notice has been given the NYS Department of Transportation. Any cancellation notice shall indicate the permit applicant’s name, permit account number (obtain from permit applicant), address, and policy number. Notice of reinstatement must be made by a reinstatement notice or a completed Certificate of Insurance (PERM 17) and sent to the NYS Department of Transportation. In addition, the subscriber further certifies and agrees that the insurance policy referred to herein shall not be changed or cancelled unless all work authorized has been completed and accepted by the NYS Department of Transportation.

This certificate is furnished in accordance with the rules and regulations of the NYS Department of Transportation pertaining to Highway Permits.

A Certificate of Insurance (PERM 17) is the only acceptable proof of insurance. PLEASE DO NOT SEND ACCORD FORMS, INSURANCE CARDS. Altered certificates will NOT be accepted. Updates and changes may be made by submitting a new Certificate of Insurance (PERM 17); the most recent form will supersede all previous Certificates of Insurance (PERM 17) on file with the NYS Department of Transportation.

Name of Insurance Company (please print)

Authorized Signature of Insurance Agent or Broker

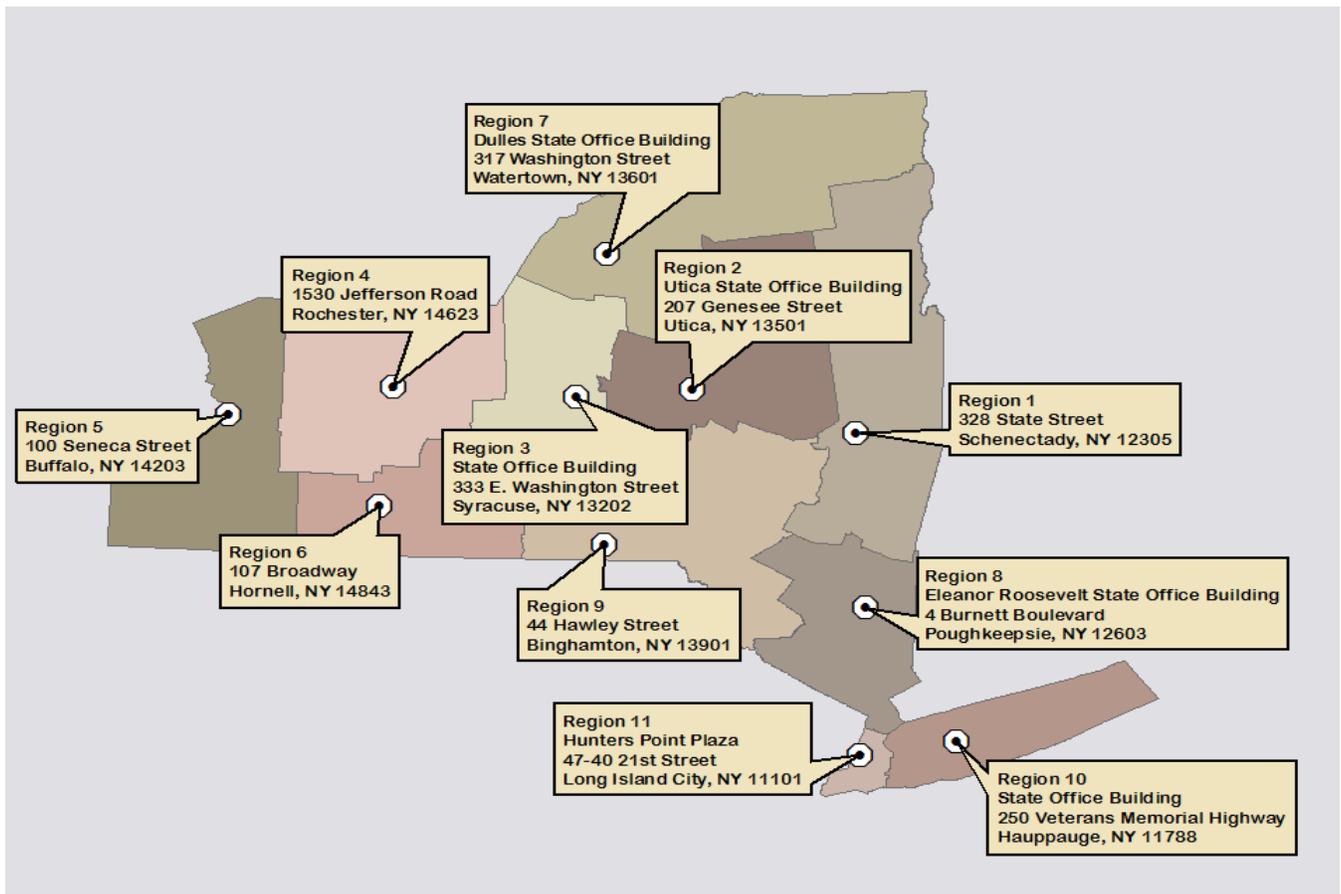
Address of Insurance Company (please print)

Authorized Name of Insurance Agent or Broker (please print)

Telephone No. of Insurance Company

Address of Insurance Agent (please print)

Telephone No. of Insurance Agent



Region	Address	Fax	Counties
1	NYSDOT Region 1, Highway Work Permits 328 State Street Schenectady, NY 12305	518-388-0379	Albany, Essex, Greene, Rensselaer, Saratoga, Schenectady, Warren, Washington
2	NYSDOT Region 2, Highway Work Permits 207 Genesee Street Utica, NY 13501	315-793-2522	Fulton, Hamilton, Herkimer, Madison, Montgomery, Oneida
3	NYSDOT Region 3 Private Development and Mitigation Section System Operations 333 E. Washington Street Syracuse, NY 13202	315-428-4311	Cayuga, Cortland, Onondaga, Oswego, Seneca, Tompkins
4	NYSDOT Region 4, Highway Work Permits 1530 Jefferson Road Rochester, NY 14623	585-272-3474	Genesee, Livingston, Monroe, Ontario, Orleans, Wyoming, Wayne
5	NYSDOT Region 5, Highway Work Permits 100 Seneca Street Buffalo, NY 14203	716-847-3815	Cattaraugus, Chautauqua, Erie, Niagara
6	NYSDOT Region 6, Highway Work Permits 107 Broadway Hornell, NY 14843	607-324-2663	Allegany, Chemung, Schuyler, Steuben, Tioga, Yates
7	NYSDOT Region 7, Highway Work Permits 317 Washington Street Watertown, NY 13601	315-785-2438	Clinton, Franklin, Jefferson, Lewis, St. Lawrence
8	NYSDOT Region 8, Highway Work Permits 4 Burnett Boulevard Poughkeepsie, NY 12603	845-437-3379	Columbia, Dutchess, Orange, Putnam, Rockland, Ulster, Westchester
9	NYSDOT Region 9, Highway Work Permits 44 Hawley Street Binghamton, NY 13901	607-721-8057	Broome, Chenango, Delaware, Otsego, Schoharie, Sullivan
10	NYSDOT Region 10, Highway Work Permits 250 Veteran's Memorial Highway Hauppauge, NY 11788	631-952-4967	Nassau, Suffolk

ATTACHMENT TO
CERTIFICATE OF INSURANCE FOR HIGHWAY WORK PERMIT
THIS FORM MUST BE SUBMITTED WITH THE APPROPRIATE CERTIFICATE OF INSURANCE (PERM 17)
TO BE PREPARED BY INSURANCE AGENCY OR INSURANCE COMPANY

1. NAME OF PERMIT APPLICANT _____

2. FEIN Number _____

3. Consider the Certificate of Insurance (PERM 17) as PAGE 1, this ATTACHMENT is PAGE _____ of _____ TOTAL PAGES

4. BRANCH OFFICES - Additional locations also listed and covered by the same insurance policy indicated on page one of the Certificate of Insurance (PERM 17), in which the insured has a physical place of business and the vehicles are dispatched from while operating under a NYS Department of Transportation permit.

NAME OR DESIGNATION OF BRANCH OFFICE: _____

DOES THIS BRANCH HAVE A NYSDOT ACCOUNT NO.? YES NO. IF YES, PLEASE PROVIDE _____

BRANCH OFFICE PHYSICAL ADDRESS: _____

BRANCH OFFICE MAILING ADDRESS: _____

TELEPHONE NUMBER OF BRANCH OFFICE: _____

CONTACT PERSON: _____

NAME OR DESIGNATION OF BRANCH OFFICE: _____

DOES THIS BRANCH HAVE A NYSDOT ACCOUNT NO.? YES NO. IF YES, PLEASE PROVIDE _____

BRANCH OFFICE PHYSICAL ADDRESS: _____

BRANCH OFFICE MAILING ADDRESS: _____

TELEPHONE NUMBER OF BRANCH OFFICE: _____

CONTACT PERSON: _____

NAME OR DESIGNATION OF BRANCH OFFICE: _____

DOES THIS BRANCH HAVE A NYSDOT ACCOUNT NO.? YES NO. IF YES, PLEASE PROVIDE _____

BRANCH OFFICE PHYSICAL ADDRESS: _____

BRANCH OFFICE MAILING ADDRESS: _____

TELEPHONE NUMBER OF BRANCH OFFICE: _____

CONTACT PERSON: _____

(Additional sheets may be attached if necessary)

SPECIAL HAULING ROUTE SURVEY FOR OVER DIMENSIONAL VEHICLES

DATE SURVEY WAS PHYSICALLY PERFORMED AND DRIVEN: (SURVEY VALID FOR 30 DAYS FROM GIVEN DATE)			
ROUTE SURVEY WAS PERFORMED FOR : (permittee name)			
ROUTE SURVEY WAS PERFORMED WITH HEIGHT POLE SET AT	FT	IN	NOT REQUIRED
<ul style="list-style-type: none"> FOR LOADS LESS THAN OR EQUAL TO 12' 0" IN WIDTH THE POLE MUST BE SET THREE (3) INCHES HIGHER THAN THE OVERALL HEIGHT OF THE ABOVE LOAD. FOR LOADS GREATER THAN 12'0" IN WIDTH THE HEIGHT POLE MUST BE SET SIX (6) INCHES HIGHER THAN THE OVERALL HEIGHT OF THE ABOVE LOAD. IF THE PERMITTED VEHICLE IS REQUIRED TO MOVE INTO ONCOMING TRAVEL LANES TO AVOID AN OVERHEAD OBJECT, OR IF AN OVERHEAD OBJECT MUST BE MOVED, A "ROUTE SURVEY ADDENDUM – OVERHEAD OBSTRUCTIONS" MUST BE ATTACHED. IF INCLUDED, THIS MUST BE NOTED IN THE ROUTES SECTION. 			

LOAD INFORMATION

LOAD DESCRIPTION:	OVERALL WIDTH	FT	IN
	OVERALL HEIGHT	FT	IN
	OVERALL LENGTH	FT	IN
	OVERALL GROSS VEHICLE WEIGHT	LBS	

ROUTE INFORMATION

ORIGIN:	DESTINATION:
ROUTES:	

SURVEY PERFORMED BY

NAME OF CERTIFIED ESCORT PERFORMING PHYSICAL ROUTE SURVEY:		
COMPANY NAME (IF APPLICABLE):		
PHONE:	NYS ESCORT #:	
DRIVER'S LICENSE #:	JURISDICTION:	
SIGNATURE OF CERTIFIED ESCORT PERFORMING ROUTE SURVEY:		

ROUTE SURVEY REQUIREMENTS

THIS SURVEY MUST BE PERFORMED AND CERTIFIED BY A NEW YORK STATE CERTIFIED ESCORT.

THIS SURVEY ASSURES THAT SUFFICIENT CLEARANCE OF ALL PHYSICAL OBJECTS ALONG THE ROUTE(S) AS SHOWN ABOVE EXIST FOR THE MOVEMENT TO BE MADE AND THAT NO ROADWAY OR BRIDGE WEIGHT LIMITS WILL BE EXCEEDED.

FOR HEIGHT CLEARANCE, THE SURVEY SHALL GUARANTEE THAT NO PORTION OF THE MOVEMENT SHALL BE WITHIN THREE OR SIX INCHES, DEPENDENT ON OVERALL WIDTH, OF ANY OVERHEAD OBJECT. IF THE PERMITTED VEHICLE IS FORCED TO MOVE INTO ONCOMING LANES OF TRAVEL TO AVOID AN OVERHEIGHT OBSTRUCTION, OR ARRANGMENTS NEED TO BE MADE TO MOVE ANY OVERHEAD OBJECT, A ROUTE SURVEY ADDENDUM FOR OVERHEAD OBSTRUCTIONS MUST BE ATTACHED TO THIS ROUTE SURVEY.

OVERHEAD WIRES, CABLES, SIGNAL OR TRAFFIC LIGHTS, LIMBS OF TREES OR OVERHEAD STRUCTURES SHALL NOT BE DISTURBED WITHOUT FIRST OBTAINING PERMISSION FROM THE OWNERS THEREOF AND MOVEMENTS SHALL NOT BE COMMENCED UNTIL AFTER SUCH CONSENTS ARE OBTAINED. PERMITTEE MUST NOTIFY AND MAKE ARRANGEMENTS WITH ALL UTILITY COMPANIES AND OWNERS.

PERMITTEE MUST PROVIDE A SIGNAL CONTRACTOR THAT IS ACCEPTABLE TO NYS DOT TO ACCOMPANY THE MOVE WITH A BUCKET TRUCK TO MOVE THE SIGNALS WHEN NECESSARY. SKIDDING OF TRAFFIC SIGNAL EQUIPMENT IS NOT PERMITTED.

SUBMISSION OF OR OPERATION ON A ROUTE SURVEY FOUND NOT TO BE LEGITIMATE BY ANY LAW ENFORCEMENT OFFICER OR DEPARTMENT OF TRANSPORTATION EMPLOYEE OR A SURVEY NOT ACTUALLY PERFORMED ON THE DATE SHOWN ABOVE, MAY RESULT IN REVOCATION OF THE EXISTING SPECIAL HAULING PERMIT AND MAY RESULT IN SANCTIONS AGAINST THE COMPANY / PERSON THAT HAS CERTIFIED THE ROUTE SURVEY AS SIGNED ABOVE.

INSTRUCTIONS

The form Perm 85 is used to document a physical route survey performed by a New York State Certified Escort of a route or routes to be taken by overdimensional/overweight vehicles. The surveyor shall assure that sufficient clearance of all physical objects along the route or routes exists for the movement or movements to be made, and that the roadway or bridge weight limits are not exceeded.

The purpose of physically performing a route survey is to provide for the following that will promote the safe movement of the vehicle/load:

1. Ensure that the unique characteristics of the vehicle/load are considered when selecting a safe route.
2. Provide the Department with an opportunity to review the route for any potential restrictions that may affect its use as proposed.
3. Provide a detailed description of the route and actions necessary to safely perform the move to those involved in the move such as the driver and escorts (police and certified)

It is assumed that the permitted vehicle is driven in the right-most lane of travel. If the permitted vehicle must move into oncoming travel lanes, it must be noted on the route survey. If the deviation is due to the presence of an overhead obstruction, an "Addendum for Overhead Obstruction" form must be attached to this survey. **Note that this addendum has been included in the routing section of the survey.** No overhead wires, cables, signals, or structures may be disturbed without obtaining permission from the owners thereof.

If while in the right-most lane of travel the permitted vehicle will be in oncoming travel lanes, this must be noted on the route survey.

All abnormal maneuvers, such as backing up or taking the wrong direction on a one-way street, must be noted on the route survey.

Date Survey Was Physically Performed and Driven: This is the date the route survey was driven. If completed over multiple days use the date the route survey was started. A route survey is valid for 30 days after the surveyed date. After this time the route must be physically re-surveyed.

Route Survey Performed For: The name of the hauler that will be applying for the permit using the route survey.

Height Pole Setting: If a height pole was required, the height the pole was set at while the survey was performed. If a height pole was not needed, check "Not Required". If the load to be moved is 12' wide or less, the height pole must be set at least 3" higher than the overall height of the load. If the load to be moved is greater than 12' wide, the height pole must be set at least 6" higher than the overall height of the load.

Load Description: Describe what is to be transported. This should be similar to the load description the permit applicant will use.

Overall Dimensions/Weight: List the overall length, width, height, and weight of the permitted vehicle.

Origin/Destination: List the road and address / state line where the trip will begin and end. Distance from an intersection is acceptable is a specific address is not available.

Routes: List the route the permit vehicle is using. This includes routes not under NYSDOT jurisdiction (excluding New York City), which must be listed in brackets (ex. [CR22]). Routes under NYSDOT jurisdiction should be noted as "SR" or "US" (if applicable) (ex. SR7). Direction of travel for each route is required. Exit numbers must be listed when using limited-access highways unless traveling from one Interstate route to another.

Name of Certified Escort Performing Physical Route Survey: This must be the certified escort that actually performed the route survey.

Company Name: If the certified escort that performed the route survey is employed by company, this can be noted here.

Phone: A phone number for the certified escort that actually performed the route survey.

Driver's License #: The license number and license jurisdiction of the certified escort that performed the route survey.

Signature: The survey must be signed by the certified escort that actually performed the route survey.

(03/12)

New York State Department of Transportation
Central Permit Office
50 Wolf Rd, 1st Floor
Albany, New York 12232

ROUTE SURVEY ADDENDUM – OVERHEAD OBSTRUCTIONS

This addendum should be used if the presence of an overhead obstruction affects the normal procedure of the move. This includes all wires (conductor or guy), trees and signals which may need to be moved, or any maneuver which results in the permitted vehicle moving into oncoming travel lanes. Please attach additional pages if necessary.

Location of Obstruction (Use Mile marker or closest intersection)	Type of Obstruction	Action Required (see below)	Notes

Action Required:

1. Vehicle must move into oncoming traffic lanes to avoid obstruction. Police support to control traffic is required if the permitted vehicle crosses into incoming travel lanes.
2. Obstruction must be moved. Only a NYSDOT approved signal contractor may move a traffic signal. Permission must be obtained from owners of any overhead wires or trees and arrangements made that are satisfactory to the Department.

SURVEY PERFORMED BY

SURVEY PERFORMED FOR:	
NAME OF CERTIFIED ESCORT PERFORMING ROUTE SURVEY:	
COMPANY NAME (IF APPLICABLE):	
PHONE:	NYS ESCORT #:
SIGNATURE OF CERTIFIED ESCORT CERTIFYING ROUTE SURVEY:	

APPENDIX D

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE



Bridge Identification

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

NEW BRIDGE
Region 7 *Watertown*
County 3 *Jefferson*
Local Bridge Number 1
Location 2.5 MI E JCT SH177 & US11
Political Unit 0719 *Town of RODMAN*
Map Number 89C
Latitude (Degrees) 43
Latitude (Minutes) 51.453
Longitude (Degrees) 75
Longitude (Minutes) 57.334
Direction of Orientation 4 *Southeast*
Primary Owner 10 *State Department of Transportation*
Secondary Owner 99 *One Agency - Listed in first subfield*
Primary Maintenance 10 *State - Highway Maintenance*
Secondary Maintenance 99 *One Agency - Listed in first subfield*
Federal-Aid Status 3 *Bridge built with Federal funds, but does not carry a Fed-Aid route.*
Type of Service ON 1 *Highway*
Type of Service UNDER 5 *Waterway*
Contract Plans Available 2 *State - Reg. Office*
Hydro Report Available * *Unknown*
Original Contract Number FARC58-129
Year Built 1959
Year of Last Major Rehab NNNN
Acquisition Method 2 *Construction*
Acquisition Order Number
Year Acquired
Parent BIN for this Ramp
Span Number of Parent BIN
Historical Significance 5 *Bridge is not eligible for the National Register. (Post - 1936.)*
Critical Facility
State Priority Rank 9427

Structural Detail

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

GTMS - Material 3 *Steel*
GTMS - Type 02 *Stringer/Multi-Beam or Girder*
GTAS - Material N *Not Applicable*
GTAS - Type NN *Not Applicable*
Number of Main Spans 3

Number of Approach Spans 0
 Number of Ramps 0
 Bridge Length (ft) 259
 Bridge Length (m) 78.9 (converted value)
 Maximum Span Length (m) 26.5 (converted value)
 Maximum Span Length (ft) 87
 Out to Out Width (ft) 35
 Out to Out Width (m) 10.6 (converted value)
 Out to Out Varies 0 Out-to-out width does Not Vary
 Curb to Curb Width (m) 9.1 (converted value)
 Curb to Curb Width (ft) 30
 Curb to Curb Varies 1 Curb-to-curb width does Not Vary
 Approach Road Width (m) 10 (converted value)
 Approach Road Width (ft) 33
 Deck Area (sq ft) 9100
 Deck Area (sq m) 845 (converted value)
 Radius (m) 0
 Radius (ft) 0
 Curb Type LEFT 5 Steel Plate
 Curb Type RIGHT 5 Steel Plate
 Sidewalk Width LEFT (ft) 1.2
 Sidewalk Width LEFT (m) 0.3 (converted value)
 Sidewalk Width RIGHT (ft) 1.2
 Sidewalk Width RIGHT (m) 0.3 (converted value)
 Sidewalk Type LEFT 3 Steel Plate
 Sidewalk Type RIGHT 3 Steel Plate
 Median Width (m)
 Median Width (ft)
 Median Type 0 None
 Design Load 50 HS 20
 Temporary Structure
 BA Abutment Type 2 Stub, Cantilever
 EA Abutment Type 2 Stub, Cantilever
 BA Wingwall Type 2 "U" Type
 EA Wingwall Type 2 "U" Type
 BA Footing Type 9 Continuous Pile
 EA Footing Type 9 Continuous Pile
 BA Pile Type 4 Concrete, Cast-in-Place
 EA Pile Type 4 Concrete, Cast-in-Place
 BA Height (m) 2.7 (converted value)
 BA Height (ft) 9
 EA Height (m) 2.7 (converted value)
 EA Height (ft) 9
 BA Skew Angle 0
 EA Skew Angle 0
 BA Joint Type 13 Exp., Compression Seal
 EA Joint Type 01 None
 BA Slope Protection 3 Concrete Block Paving
 EA Slope Protection 3 Concrete Block Paving

Safety and Utility

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

Approach Guide Rail Type 02 Box Beam, Weak Steel Post (W3x5.7 section or equiv.).

Guide Rail Transition 07 *Guide Rail (box beam, W-Section not stiffened*
 Guide Rail Termination 01 *Approach guide rail is made continuous with the guide rail along*
the
 Curb Transition 10 *Curb and/or sidewalk end in a vertical face (perpendicular to*
traffic)
 Appr Roadway Alignment 8 *No reduction of vehicle operating speed required*
 Median Barrier Type 01 *No barrier*
 Bridge Railing Type LEFT 52
 Bridge Railing Type RIGHT 52
 Gore Area 1 *No gore areas on bridge*
 Impact Attenuator Type 1 *No impact attenuators on bridge*
 Utility Carried 1 01 *No utilities on this bridge*
 Utility Carried 5
 Utility Carried 2
 Utility Carried 6
 Utility Carried 3
 Utility Carried 7
 Utility Carried 4
 Utility Carried 8
 Light Standards ON 1 *None on bridge*
 Light Fixtures ON 1 *None*
 Light Fixtures UNDER 1 *None*

Inspection Responsibility

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

Responsible Agency 1 10 *State Department of Transportation*
 Agency 1 Spans ALL SPANS
 Responsible Agency 2 99 *Only 1 Agency Responsible*
 Agency 2 Spans

Posted Loads and Clearances

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

Recording Date
 Posted VC ON (Ft)
 Posted VC ON (m)
 Posted VC ON (In)
 Posted VC UNDER (Ft)
 Posted VC UNDER (In)
 Posted VC UNDER (m)
 Posted Load (Metric Tons) 0
 Posted Load (Tons) 0
 Month Posted
 Year Posted

Feature Carried

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

DELETE FEATURE
NEW FEATURE
Feature Number 1
Over-Under-On Code 1 *Feature is Carried on the bridge*
Feature Code 09 *State Highway*
National Highway System F *False*
Description Type
Description 177 177 73011034
Secondary Description RTE 177
Milepoint 3.34
Overlap Routes
State Highway Number 835
Type of Highway 3 *State*
Route Description 1 *Mainline*
Federal Aid System 00 *None - Not a Highway*
Functional Classification 07 *Rural - Major (Collector)*
Toll 3 *On Free Road. The bridge is toll-free and carries a toll-free highway*
Defense Highway Desig 0 *The inventory route is not a STRAHNET route.*
National Truck Network 0 *The highway carried is not part of the National Network for Trucks.*
Total Number of Lanes 2
Number of Lanes LEFT 1
Number of Lanes RIGHT 1
Lanes Vary 2 *Number of lanes or tracks does NOT vary*
Minimum Lane Width (ft) 12
Minimum Lane Width (m) 3.6 *(converted value)*
AADT 3050
Year of AADT 2009
Future AADT 4270
Year of Future AADT 2029
Daily Truck Traffic (%) 10
Maximum VC ON (m) 99.99 *(converted value)*
Maximum VC ON (Ft) 99
Maximum VC ON (In) 99
Minimum VC ON (m) 99.99 *(converted value)*
Minimum VC ON (Ft) 99
Minimum VC ON (In) 99
Total Horiz Clear (ft) 30
Total Horiz Clear (m) 9.1 *(converted value)*
Detour Length (mi) 3
Detour Length (km) 4.8 *(converted value)*

Feature Intersected

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

NEW FEATURE
DELETE FEATURE
Feature Number 2 *First Intersecting Feature*
Over-Under-On Code 2 *Feature passes under the bridge.*
Feature Code 31 *Non-Navigable Waterway*
Description Type D *Entering a written description of the feature intersected by*
bridge.
Description N BRN SANDY CREE
Milepoint 0
State Highway Number 000000
Type of Highway 8 *Other*
Secondary Description
Route Description 0 *No Description Applies*
Federal Aid System 00 *None - Not a Highway*
Functional Classification 00 *None - Not a Highway*
Toll 3 *On Free Road (or Non-Highway). Both highway and bridge are toll*
free.
Defense Highway Desig N *The inventory route is not a highway.*
National Truck Network 0 *The feature being inventoried is a highway but is*
Number of Lanes 0
Minimum VC LIFT (ft)
Minimum VC LIFT (m)
Maximum VC UNDER (m)
Maximum VC UNDER (Ft)
Maximum VC UNDER (In)
Minimum VC UNDER (Ft)
Minimum VC UNDER (m)
Minimum VC UNDER (In)
Total Horiz Clear (ft)
Total Horiz Clear (m)
Min Clearance LEFT (m)
Min Clearance LEFT (ft)
Min Clearance RIGHT (ft) 99.9
Min Clearance RIGHT (m) 99.9 *(converted value)*
AADT
Year of AADT
Future AADT
Year of Future AADT
Substructure Protection N *Navigation Control item is coded "0", or feature is not a*
waterway.
Navigation Control 0 *Navigation not controlled by an Agency.*
Max VC Navigation (m)
Max VC Navigation (ft)
Min Navig Clearance (m)
Min Navig Clearance (ft)
Stream Bed Material 3 *Large Stone*
Bank Protection 01 *No Bank Protection*
Velocity of Current (fps) **
Velocity of Current (mps) *.*
Features Affecting Flow 1 *Not Applicable*
Detour Length (mi)
Detour Length (km)

Span Inventory

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

DELETE SPAN
NEW SPAN
Span Number 1 of 3
Span Length (ft) 87
Span Length (m) 26.5 (converted value)
Material 1 Steel
Fracture Critical 2 No
Coating 1 Painted, Lead-Based
Fatigue Resistance 3 D, E and E' Details
Composite Action 2 Composite
Out of Plane Bending 1 Yes
Continuity and Curvature 1 Simple Span
Load Path Redundancy A Multi-Member
Design Type 13 Plate Girder, Multi-Girder
Internal Redundancy 2 Rolled
Continuity Redundancy S Span is simply supported or an end span of a continuous structure
Structural Deck Type 02 C-I-P Portland Cement Concrete-Uncoated Rebars
Stay-in-place Forms 1 Not used
Original Wearing Surface 04 Asphalt Concrete
OWS Still in Place 2 Still in-place (overlaid)
Present Wearing Surface 04 Asphalt Concrete
Surface Sealant 1 None
Ballast 1 Bridge does not carry railroad traffic
Median Width (ft) 0
Median Width (m) 0
Deck Drain 4 Intermittent Grating
Type of Railing LEFT 03 Steel, not conforming to current AASHTO specs.
Type of Railing RIGHT 03 Steel, not conforming to current AASHTO specs.
Begin Bearing Fixity 3 Expansion
Begin Bearing Type 19 EXPANSION Elastomeric, Steel Lam. w/Ext. Load Plate (See BDD
84-40)
End Bearing Fixity 2 Fixed
End Bearing Type 58 FIXED Elastomeric, Steel Lam. w/Ext. Load Plate (See BDD 84-40)
Pier Type 08 Concrete Columns with Concrete Cap Beam
Pier Height (ft) 51
Pier Height (m) 15.5 (converted value)
Pier Footing 9 Continuous Pile
Pier Piles 4 Concrete, Cast-in-Place
Pier Skew Angle 0
Pier Joint Type 04 Exp., Filled - Elastic Material
Feature_Num1
Feature_Num2
Feature_Num3
Feature_Num4

Span Inventory

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

```

DELETE SPAN
NEW SPAN
Span Number 2 of 3
Span Length (ft) 85
Span Length (m) 25.9 (converted value)
Material 1 Steel
Fracture Critical 2 No
Coating 1 Painted, Lead-Based
Fatigue Resistance 3 D, E and E' Details
Composite Action 2 Composite
Out of Plane Bending 1 Yes
Continuity and Curvature 1 Simple Span
Load Path Redundancy A Multi-Member
Design Type 13 Plate Girder, Multi-Girder
Internal Redundancy 2 Rolled
Continuity Redundancy S Span is simply supported or an end span of a continuous structure
Structural Deck Type 02 C-I-P Portland Cement Concrete-Uncoated Rebars
Stay-in-place Forms 1 Not used
Original Wearing Surface 04 Asphalt Concrete
OWS Still in Place 2 Still in-place (overlaid)
Present Wearing Surface 04 Asphalt Concrete
Surface Sealant 1 None
Ballast 1 Bridge does not carry railroad traffic
Median Width (ft) 0
Median Width (m) 0
Deck Drain 4 Intermittent Grating
Type of Railing LEFT 03 Steel, not conforming to current AASHTO specs.
Type of Railing RIGHT 03 Steel, not conforming to current AASHTO specs.
Begin Bearing Fixity 3 Expansion
Begin Bearing Type 19 EXPANSION Elastomeric, Steel Lam. w/Ext. Load Plate (See BDD
84-40)
End Bearing Fixity 2 Fixed
End Bearing Type 58 FIXED Elastomeric, Steel Lam. w/Ext. Load Plate (See BDD 84-40)
Pier Type 08 Concrete Columns with Concrete Cap Beam
Pier Height (ft) 50
Pier Height (m) 15.2 (converted value)
Pier Footing 9 Continuous Pile
Pier Piles 4 Concrete, Cast-in-Place
Pier Skew Angle 0
Pier Joint Type 04 Exp., Filled - Elastic Material
Feature_Num1
Feature_Num2
Feature_Num3
Feature_Num4

```

Span Inventory

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

```

DELETE SPAN
NEW SPAN
Span Number 3 of 3
Span Length (ft) 87
Span Length (m) 26.5 (converted value)

```

Material 1 *Steel*
 Fracture Critical 2 *No*
 Coating 1 *Painted, Lead-Based*
 Fatigue Resistance 3 *D, E and E' Details*
 Composite Action 2 *Composite*
 Out of Plane Bending 1 *Yes*
 Continuity and Curvature 1 *Simple Span*
 Load Path Redundancy A *Multi-Member*
 Design Type 13 *Plate Girder, Multi-Girder*
 Internal Redundancy 2 *Rolled*
 Continuity Redundancy S *Span is simply supported or an end span of a continuous structure*
 Structural Deck Type 02 *C-I-P Portland Cement Concrete-Uncoated Rebars*
 Stay-in-place Forms 1 *Not used*
 Original Wearing Surface 04 *Asphalt Concrete*
 OWS Still in Place 2 *Still in-place (overlaid)*
 Present Wearing Surface 04 *Asphalt Concrete*
 Surface Sealant 1 *None*
 Ballast 1 *Bridge does not carry railroad traffic*
 Median Width (ft) 0
 Median Width (m) 0
 Deck Drain 4 *Intermittent Grating*
 Type of Railing LEFT 03 *Steel, not conforming to current AASHTO specs.*
 Type of Railing RIGHT 03 *Steel, not conforming to current AASHTO specs.*
 Begin Bearing Fixity 3 *Expansion*
 Begin Bearing Type 19 *EXPANSION Elastomeric, Steel Lam. w/Ext. Load Plate (See BDD*
 84-40)
 End Bearing Fixity 2 *Fixed*
 End Bearing Type 58 *FIXED Elastomeric, Steel Lam. w/Ext. Load Plate (See BDD 84-40)*
 Pier Type 01 *No Pier*
 Pier Height (ft) 0
 Pier Height (m) 0
 Pier Footing
 Pier Piles 1 *No Piles*
 Pier Skew Angle 0
 Pier Joint Type 01 *None*
 Feature_Num1
 Feature_Num2
 Feature_Num3
 Feature_Num4

Work History

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

NEW WORK
 DELETE WORK
 Type of Work 000 *Other*
 Month 12
 Year 1977
 Contract Number D95303
 Type of Contract 1 *Bid Contract*
 Money Value 0
 Comments ASPHALT CONC & BR REHAB
 Designer Name
 Designer Organization

PIN

NEW WORK
DELETE WORK
Type of Work **H75** *Maintenance of Scuppers & Drains*
Month **10**
Year **1989**
Contract Number **D252843**
Type of Contract **1** *Bid Contract*
Money Value **0**
Comments **CLEAN DRAIN.SYST.**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **H81** *Clean and Paint Metal Surfaces*
Month **12**
Year **1990**
Contract Number **D253425**
Type of Contract **1** *Bid Contract*
Money Value **0**
Comments **CLEAN & PAINT**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **H11** *Clean Pier Caps and Abutments*
Month **10**
Year **1991**
Contract Number **D253783**
Type of Contract **1** *Bid Contract*
Money Value **81000**
Comments
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **H38** *Clean Superstructure*
Month **10**
Year **1991**
Contract Number **D253783**
Type of Contract **1** *Bid Contract*
Money Value **81000**
Comments **MONEY VALUE REPRESENTS 97 BRIDGES**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work 000 *Other*
Month 10
Year 1992
Contract Number D254148
Type of Contract 1 *Bid Contract*
Money Value 80023
Comments MONEY VALUE REPRESENTS 112 BRIDGES
Designer Name
Designer Organization
PIN

Work History

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

NEW WORK
DELETE WORK
Type of Work H38 *Clean Superstructure*
Month 10
Year 1992
Contract Number D254148
Type of Contract 1 *Bid Contract*
Money Value 80023
Comments BRIDGE WASHING
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work H38 *Clean Superstructure*
Month 11
Year 1993
Contract Number D254652
Type of Contract 1 *Bid Contract*
Money Value 709500
Comments MONEY VALUE REPRESENTS 116 SITES
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work 312 *Bridge Painting*
Month 10
Year 2002
Contract Number D259072
Type of Contract

Money Value
Comments
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **322** *Bridge General Repairs*
Month **12**
Year **2006**
Contract Number **D260176**
Type of Contract
Money Value
Comments **Repair Concrete, Joints and Embankment**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **H51** *Maintain and Repair Structural Bridge Deck*
Month **12**
Year **2006**
Contract Number **D260176**
Type of Contract **5** *Capital Project*
Money Value
Comments
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **311** *Bridge Cleaning*
Month **10**
Year **2007**
Contract Number
Type of Contract **3** *Maintenance Forces of the Responsible Agency.*
Money Value
Comments **CLEAN SUPER & DECK**
Designer Name
Designer Organization
PIN

Work History

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

NEW WORK
DELETE WORK
Type of Work **312** *Bridge Painting*
Month **10**
Year **2007**
Contract Number **D260234**
Type of Contract
Money Value
Comments **Paint Bridge**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **H38** *Clean Superstructure*
Month **7**
Year **2008**
Contract Number
Type of Contract **3** *Maintenance Forces of the Responsible Agency.*
Money Value
Comments
Designer Name
Designer Organization
PIN

Bridge Inspection

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

Agency **10** *State*
Inspection Date **10/13/2010**
Inspection Type **1** *Biennial*
Flags **NYN** *Yellow Flag(s)*
Condition Rating **4.922**
General Recommendation **5**
BA Joint Rating **8**
EA Joint Rating **8**
BA Bearing Rating **6**
EA Bearing Rating **6**
BA Seats/Pedestals Rating **6**
EA Seats/Pedestals Rating **6**
BA Backwall Rating **6**
EA Backwall Rating **6**
BA Stem Rating **8**
EA Stem Rating **8**
BA Erosion Rating **6**
EA Erosion Rating **6**
BA Footing Rating **9**
EA Footing Rating **9**
BA Piles Rating **9**
EA Piles Rating **9**
BA Recommendation **6**

EA Recommendation 6
 BWW Wall Rating 6
 EWW Wall Rating 6
 BWW Footing Rating 9
 EWW Footing Rating 9
 BWW Erosion Rating 6
 EWW Erosion Rating 6
 BWW Piles Rating 9
 EWW Piles Rating 9
 Appr Drainage Rating 5
 Stream Alignment Rating 7
 Appr Embankment Rating 6
 Channel Erosion Rating 7
 Appr Settlement Rating 6
 Waterway Opening Rating 7
 Appr Erosion Rating 6
 Bank Protection Rating 8
 Appr Pavement Rating 5
 Sufficiency Rating Prefix
 Appr Guiderail Rating 5
 Sufficiency Rating 69

Span Inspection

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

Span Number	001	002	003
Inspection Date	10/13/2010		
Wearing Surface Rating	4	4	4
Pier Bearing Rating	7	7	8
Curbs Rating	6	4	6
Pier Pedestal Rating	5	5	8
Sidewalk/Fascia Rating	6	4	6
Pier Top of Cap Rating	5	5	8
Rail/Parapets Rating	5	5	4
Pier Stem Rating	8	8	8
Scupper Rating	4	3	5
Pier Cap Beam Rating	6	6	8
Grate Rating	8	8	8
Pier Column Rating	5	5	8
Median Rating	8	8	8
Pier Footing Rating	9	9	8
Monolithic Surface Rating	8	8	8
Pier Erosion Rating	6	6	8
Pier Pile Rating	9	9	8
Pier Recommendation	5	5	8
Structural Deck Rating	4	4	4
Lighting Rating	8	8	8
Primary Member Rating	6	4	6
Sign Rating	6	8	6
Secondary Member Rating	5	5	6
Utility Rating	8	8	8
Superstr Paint Rating	7	7	7
Superstr Joint Rating	6	6	8
Superstr Recommendation	5	4	5

Access Categories

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

Span Number	BRI	001	002	003
Walking	A	A	A	A
Other Access Needs				
Step Ladder				
Extension Ladder	C	C		C
40 Ft UBIU (12 m)	D	D	D	D
Small Lift				
60 Ft UBIU (18 m)				
Medium Lift				
Lightweight UBIU				
Large Lift				
Rowboat				
Barge				
Diving				
Railroad Flagman				
Lane Closure	P	P	P	P
Railroad Electrical				
Shadow Vehicle				
Scaffolding				

Further Investigation

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

Inspection Date 10/13/2010
Investigation Needed **False**
Remarks

Load Ratings

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

Sufficiency Rating Prefix
Sufficiency Rating 69

Scour Critical	5	Bridge foundations determined to be stable for calculated scour
NBI Deck Condition	5	Generally fair condition, potential for minor rehab
NBI Superstruct Condition	5	Generally fair condition, potential for minor rehab
NBI Substruct Condition	5	Generally fair condition, potential for minor rehab
NBI Channel Condition	8	Good condition, no repairs needed
NBI Culvert Condition	N	Not Applicable
NBI Structural Condition	5	Condition somewhat better than minimum adequacy
NBI Deck Geometry	4	Condition meeting minimum tolerable limits
NBI Under Clearance	N	Not Applicable
NBI Safe Load	5	Condition somewhat better than minimum adequacy
L1 Rating Method		
L2 Rating Method	1	Load Factor (LFD)
L1 Rating Source		
L2 Rating Source	V	Virtis
L1 Rating Date		
L2 Rating Date	12/06/2010	
L1 H Inventory Rating		
L1 M H Inventory Rating		
L2 M H Inventory Rating	23.6	
L2 H Inventory Rating	26	
L1 H Operating Rating		
L1 M H Operating Rating		
L2 M H Operating Rating	39	
L2 H Operating Rating	43	
L1 M HS Inventory Rating		
L1 HS Inventory Rating		
L2 HS Inventory Rating	35	
L2 M HS Inventory Rating	31.8	
L1 HS Operating Rating		
L1 M HS Operating Rating		
L2 HS Operating Rating	60	
L2 M HS Operating Rating	54.4	
L1 LRFR Rating Date		
L2 LRFR Rating Date		
L1 LRFR Rating Source		
L2 LRFR Rating Source		
L1 LRFR Inventory Rating		
L2 LRFR Inventory Rating		
L1 LRFR Operating Rating		
L2 LRFR Operating Rating		
L1 LRFR Submit Date		
L2 LRFR Submit Date		

Standard Photos

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

Photo Date
Roll ID
Photo Number
Photo Filename

Bridge Safety Assurance

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

Hydraulic Classification L *Low Likelihood of Failure*
Collision Classification M *Medium Likelihood of Failure*
Hydraulic Failure Type 3 *Partial Collapse*
Collision Failure Type *
Hydraulic Rating 5 *No Action*
Collision Rating 4 *Inspection Program Action*
Hydraulic Rating Date 07/06/2006
Collision Rating Date 11/09/2001
Hydraulic - Insp Rec 2 *No review recommended*
Collision - Insp Rec 3 *Not applicable*
Hydraulic BIIS Inspection
Collision BIIS Inspection
Overload Classification L *Low Likelihood of Failure*
Concrete Classification
Overload Failure Type 1 *Structural Damage*
Concrete Failure Type
Overload Rating 4 *Inspection Program Action*
Concrete Rating
Overload Rating Date 11/11/2001
Concrete Rating Date
Overload - Insp Rec X *Not used this inspection cycle*
Concrete - Insp Rec X *Not used this inspection cycle*
Overload BIIS Inspection
Concrete BIIS Inspection
Seismic Classification
Steel Classification L *Low Likelihood of Failure*
Seismic Failure Type
Steel Failure Type 1 *Structural Damage*
Seismic Rating
Steel Rating 4 *Inspection Program Action*
Seismic Rating Date
Steel Rating Date 11/08/2001
Seismic - Insp Rec X *Not used this inspection cycle*
Steel - Insp Rec 1 *Yes, Review is recommended*
Seismic BIIS Inspection
Steel BIIS Inspection

Subsets

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

Region 7 *Watertown*
County 3 *Jefferson*
State T
NHS On F
Local F

Interstate ON **F**
 Other **F**
 Interstate UNDER **F**
 Thruway Bridge
 Load Posted **F**
 Highway ON **T**
 R Posted **F**
 Highway UNDER **F**
 95 Posted **F**
 Railroad ON **F**
 97 Posted **F**
 Railroad UNDER **F**
 Political Unit **0719** *Town of RODMAN*
 Pedestrian ON **F**
 Water UNDER **T**
 Number of Spans **3**
 Closed **F**
 Deck Area (sq m) **845** *(converted value)*
 Deck Area (sq ft) **9100**
 Abandoned **F**
 Under Construction **F**
 Primary Owner **10** *State Department of Transportation*
 Secondary Owner **99** *One Agency - Listed in first subfield*
 GTMS - Material **3** *Steel*
 GTMS - Type **02** *Stringer/Multi-Beam or Girder*
 Condition Rating **4.922**
 Flags **010** *Yellow Flag(s)*
 Year Built **1959**
 Last Major Work **NNNN**
 Capital Project On File **F**
 Carried **177 177 73011034**
 Crossed **N BRN SANDY CREE**

Historic

BIN: 1039340 Carried: 177 177 73011034 Crossed: N BRN SANDY CREE

Date this data Downloaded from mainframe: 04/05/2012

Historic Determination **2** *Not Eligible*
 Historic Reason 1 **NA** *Not Applicable*
 Excluded From Inventory **20** *Beam/Girder - no possible significance identified*
 Historic Reason 2 **NA** *Not Applicable*
 Historic Reason 3 **NA** *Not Applicable*
 GTMS: Material Code **3** *Steel*
 GTMS: Structural Code **02** *Stringer/Multi-Beam or Girder*
 Main Span Design Type **13** *Plate Girder, Multi-Girder*
 Bridge Type Details 1 **12** *Welded (girder construction)*
 Bridge Type Details 2 **NA** *Not Applicable*
 Bridge Type Details 3 **NA** *Not Applicable*
 Truss Type Details 1 **NA** *Not Applicable*
 Truss Type Details 2 **NA** *Not Applicable*
 Arrangement **N** *Not Applicable*
 Construction Date Update **1959**
 Circa Date **2** *NOT a Circa Date*
 Movable Type Detail **N** *Not Applicable*
 Integrity Problems 1 **NA** *Not Applicable*

Integrity Problems 2	NA	Not Applicable
Integrity Problems 3	NA	Not Applicable
Engineer or Designer	1	State
Name of Engineer		
Name of Builder		
Special Recognition 1	N	Not Applicable
Special Recognition 2	N	Not Applicable
Special Recognition 3	N	Not Applicable
Aesthetic Treatment 1	NA	Not Applicable
Aesthetic Treatment 2	NA	Not Applicable
Aesthetic Treatment 3	NA	Not Applicable
Aesthetic Treatment 4	NA	Not Applicable
Historic Assoc Detail	N	Not Applicable
Plans Available Update	U	
Possible Historic Dist	N	NOT In Or Adjacent to a Possible Historic District
Historical Marker	N	NO Historical Marker Present
Land Use	N	Not Applicable
Development	N	Not Applicable

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK



Bridge Identification

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

NEW BRIDGE
Region 7 *Watertown*
County 3 *Jefferson*
Local Bridge Number
Location 3.2 MI E JCT 177 + 11
Political Unit 0719 *Town of RODMAN*
Map Number 89C
Latitude (Degrees) 43
Latitude (Minutes) 51.04
Longitude (Degrees) 75
Longitude (Minutes) 56.782
Direction of Orientation 4 *Southeast*
Primary Owner 10 *State Department of Transportation*
Secondary Owner 99 *One Agency - Listed in first subfield*
Primary Maintenance 10 *State - Highway Maintenance*
Secondary Maintenance 99 *One Agency - Listed in first subfield*
Federal-Aid Status 3 *Bridge built with Federal funds, but does not carry a Fed-Aid*
route.
Type of Service ON 1 *Highway*
Type of Service UNDER 5 *Waterway*
Contract Plans Available 2 *State - Reg. Office*
Hydro Report Available * *Unknown*
Original Contract Number RC 3673
Year Built 1935
Year of Last Major Rehab 1990
Acquisition Method 2 *Construction*
Acquisition Order Number
Year Acquired
Parent BIN for this Ramp
Span Number of Parent BIN
Historical Significance 5 *Bridge is not eligible for the National Register. (Post - 1936.)*
Critical Facility
State Priority Rank 15790

Structural Detail

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

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GTMS - Material A *Unpainted Steel*
GTMS - Type 02 *Stringer/Multi-Beam or Girder*
GTAS - Material N *Not Applicable*
GTAS - Type NN *Not Applicable*
Number of Main Spans 1

Number of Approach Spans 0
 Number of Ramps 0
 Bridge Length (ft) 106
 Bridge Length (m) 32.3 (converted value)
 Maximum Span Length (m) 30.7 (converted value)
 Maximum Span Length (ft) 101
 Out to Out Width (ft) 36
 Out to Out Width (m) 10.9 (converted value)
 Out to Out Varies 0 Out-to-out width does Not Vary
 Curb to Curb Width (m) 10.3 (converted value)
 Curb to Curb Width (ft) 34
 Curb to Curb Varies 1 Curb-to-curb width does Not Vary
 Approach Road Width (m) 10.3 (converted value)
 Approach Road Width (ft) 34
 Deck Area (sq ft) 3816
 Deck Area (sq m) 355 (converted value)
 Radius (m) 0
 Radius (ft) 0
 Curb Type LEFT 5 Steel Plate
 Curb Type RIGHT 5 Steel Plate
 Sidewalk Width LEFT (ft)
 Sidewalk Width LEFT (m)
 Sidewalk Width RIGHT (ft)
 Sidewalk Width RIGHT (m)
 Sidewalk Type LEFT 1 No Sidewalk
 Sidewalk Type RIGHT 1 No Sidewalk
 Median Width (m)
 Median Width (ft)
 Median Type 0 None
 Design Load 50 HS 20
 Temporary Structure
 BA Abutment Type 6 Solid, Gravity
 EA Abutment Type 6 Solid, Gravity
 BA Wingwall Type 3 "Splayed"
 EA Wingwall Type 3 "Splayed"
 BA Footing Type 3 Continuous, Spread-on Rock
 EA Footing Type 3 Continuous, Spread-on Rock
 BA Pile Type 1 No Piles
 EA Pile Type 1 No Piles
 BA Height (m) 6.7 (converted value)
 BA Height (ft) 22
 EA Height (m) 5.4 (converted value)
 EA Height (ft) 18
 BA Skew Angle 0
 EA Skew Angle 0
 BA Joint Type 01 None
 EA Joint Type 01 None
 BA Slope Protection 1 None Used
 EA Slope Protection 1 None Used

Safety and Utility

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Approach Guide Rail Type 02 Box Beam, Weak Steel Post (W3x5.7 section or equiv.).

Guide Rail Transition 18 *Two-Rail Steel bridge railing to box beam guide*
 Guide Rail Termination 01 *Approach guide rail is made continuous with the guide rail along*
the
 Curb Transition 00 *No curb on the bridge and none on the approaches.*
 Appr Roadway Alignment 8 *No reduction of vehicle operating speed requited*
 Median Barrier Type 01 *No barrier*
 Bridge Railing Type LEFT 38 *(Curbless bridges) See BDD 89-51.*
 Bridge Railing Type RIGHT 38 *(Curbless bridges) See BDD 89-51.*
 Gore Area 1 *No gore areas on bridge*
 Impact Attenuator Type 1 *No impact attenuators on bridge*
 Utility Carried 1 01 *No utilities on this bridge*
 Utility Carried 5
 Utility Carried 2
 Utility Carried 6
 Utility Carried 3
 Utility Carried 7
 Utility Carried 4
 Utility Carried 8
 Light Standards ON 1 *None on bridge*
 Light Fixtures ON 1 *None*
 Light Fixtures UNDER 1 *None*

Inspection Responsibility

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Responsible Agency 1 10 *State Department of Transportation*
 Agency 1 Spans ALL SPANS
 Responsible Agency 2 99 *Only 1 Agency Responsible*
 Agency 2 Spans

Posted Loads and Clearances

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

 Recording Date 01/01/1990
 Posted VC ON (Ft)
 Posted VC ON (m)
 Posted VC ON (In)
 Posted VC UNDER (Ft)
 Posted VC UNDER (In)
 Posted VC UNDER (m)
 Posted Load (Metric Tons) 0
 Posted Load (Tons) 0
 Month Posted 1
 Year Posted 1990

Feature Carried

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

DELETE FEATURE
NEW FEATURE
Feature Number 1
Over-Under-On Code 1 *Feature is Carried on the bridge*
Feature Code 09 *State Highway*
National Highway System F *False*
Description Type
Description 177 177 73011041
Secondary Description RTE 177
Milepoint 4.02
Overlap Routes
State Highway Number 835
Type of Highway 3 *State*
Route Description 1 *Mainline*
Federal Aid System 00 *None - Not a Highway*
Functional Classification 07 *Rural - Major (Collector)*
Toll 3 *On Free Road. The bridge is toll-free and carries a toll-free highway*
Defense Highway Desig 0 *The inventory route is not a STRAHNET route.*
National Truck Network 0 *The highway carried is not part of the National Network for Trucks.*
Total Number of Lanes 2
Number of Lanes LEFT 1
Number of Lanes RIGHT 1
Lanes Vary 2 *Number of lanes or tracks does NOT vary*
Minimum Lane Width (ft) 11
Minimum Lane Width (m) 3.3 *(converted value)*
AADT 3050
Year of AADT 2009
Future AADT 4270
Year of Future AADT 2029
Daily Truck Traffic (%) 10
Maximum VC ON (m) 99.99 *(converted value)*
Maximum VC ON (Ft) 99
Maximum VC ON (In) 99
Minimum VC ON (m) 99.99 *(converted value)*
Minimum VC ON (Ft) 99
Minimum VC ON (In) 99
Total Horiz Clear (ft) 34
Total Horiz Clear (m) 10.3 *(converted value)*
Detour Length (mi) 3
Detour Length (km) 4.8 *(converted value)*

Feature Intersected

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

NEW FEATURE
DELETE FEATURE
Feature Number 2 *First Intersecting Feature*
Over-Under-On Code 2 *Feature passes under the bridge.*
Feature Code 31 *Non-Navigable Waterway*
Description Type D *Entering a written description of the feature intersected by*
bridge.
Description SANDY CREEK
Milepoint 0
State Highway Number 000000
Type of Highway 8 *Other*
Secondary Description
Route Description 0 *No Description Applies*
Federal Aid System 00 *None - Not a Highway*
Functional Classification 00 *None - Not a Highway*
Toll 3 *On Free Road (or Non-Highway). Both highway and bridge are toll*
free.
Defense Highway Desig N *The inventory route is not a highway.*
National Truck Network 0 *The feature being inventoried is a highway but is*
Number of Lanes 0
Minimum VC LIFT (ft)
Minimum VC LIFT (m)
Maximum VC UNDER (m)
Maximum VC UNDER (Ft)
Maximum VC UNDER (In)
Minimum VC UNDER (Ft)
Minimum VC UNDER (m)
Minimum VC UNDER (In)
Total Horiz Clear (ft)
Total Horiz Clear (m)
Min Clearance LEFT (m)
Min Clearance LEFT (ft)
Min Clearance RIGHT (ft) 99.9
Min Clearance RIGHT (m) 99.9 *(converted value)*
AADT
Year of AADT
Future AADT
Year of Future AADT
Substructure Protection N *Navigation Control item is coded "0", or feature is not a*
waterway.
Navigation Control 0 *Navigation not controlled by an Agency.*
Max VC Navigation (m)
Max VC Navigation (ft)
Min Navig Clearance (m)
Min Navig Clearance (ft)
Stream Bed Material 3 *Large Stone*
Bank Protection 01 *No Bank Protection*
Velocity of Current (fps) **
Velocity of Current (mps) *.*
Features Affecting Flow 1 *Not Applicable*
Detour Length (mi)
Detour Length (km)

Span Inventory

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

DELETE SPAN
NEW SPAN
Span Number 1 of 1
Span Length (ft) 101
Span Length (m) 30.7 (converted value)
Material 2 Weathering Steel
Fracture Critical 2 No
Coating 4 Unpainted
Fatigue Resistance 2 C Details
Composite Action 2 Composite
Out of Plane Bending 3 No
Continuity and Curvature 1 Simple Span
Load Path Redundancy A Multi-Member
Design Type 13 Plate Girder, Multi-Girder
Internal Redundancy 1 Welded
Continuity Redundancy S Span is simply supported or an end span of a continuous structure
Structural Deck Type 12 C-I-P Portland Cement Concrete, Epoxy Coated Rebars
Stay-in-place Forms 1 Not used
Original Wearing Surface 06 Integral or Monolithic Portland Cement Concrete
OWS Still in Place 1 Original wearing surface still in use
Present Wearing Surface 06 Integral or Monolithic Portland Cement Concrete
Surface Sealant 1 None
Ballast 1 Bridge does not carry railroad traffic
Median Width (ft) 0
Median Width (m) 0
Deck Drain 2 Scuppers, with downspout to ground or sewer
Type of Railing LEFT 02 Steel, conforming to current AASHTO specs.
Type of Railing RIGHT 02 Steel, conforming to current AASHTO specs.
Begin Bearing Fixity 2 Fixed
Begin Bearing Type 58 FIXED Elastomeric, Steel Lam. w/Ext. Load Plate (See BDD 84-40)
End Bearing Fixity 3 Expansion
End Bearing Type 19 EXPANSION Elastomeric, Steel Lam. w/Ext. Load Plate (See BDD
84-40)
Pier Type 01 No Pier
Pier Height (ft) 0
Pier Height (m) 0
Pier Footing
Pier Piles 1 No Piles
Pier Skew Angle 0
Pier Joint Type 01 None
Feature_Num1 002
Feature_Num2
Feature_Num3
Feature_Num4

Work History

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

NEW WORK
DELETE WORK
Type of Work 000 *Other*
Month 12
Year 1977
Contract Number D95303
Type of Contract 1 *Bid Contract*
Money Value 0
Comments ASPHALT CONC & BR REHAB
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work 000 *Other*
Month 9
Year 1990
Contract Number D252698
Type of Contract 1 *Bid Contract*
Money Value 714314
Comments NEW ELASTOMERIC STEEL LAM W/EXT LOAD PLATE
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work 062 *Replace Deck*
Month 9
Year 1990
Contract Number D252698
Type of Contract 1 *Bid Contract*
Money Value 714314
Comments 8 1/2" MONOLITHIC SLAB
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work 063 *Replace Superstructure*
Month 9
Year 1990
Contract Number D252698
Type of Contract 1 *Bid Contract*
Money Value 714314
Comments COMPOSITE WELDED PLATE MULTIGIRDER
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work 076 *Replace and/or Repair Wingwalls*

Month 9
Year 1990
Contract Number D252698
Type of Contract 1 *Bid Contract*
Money Value 714314
Comments
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work 077 *Replace and/or Repair Backwalls*
Month 9
Year 1990
Contract Number D252698
Type of Contract 1 *Bid Contract*
Money Value 714314
Comments
Designer Name
Designer Organization
PIN

Work History

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

NEW WORK
DELETE WORK
Type of Work 083 *Replace Railing*
Month 9
Year 1990
Contract Number D252698
Type of Contract 1 *Bid Contract*
Money Value 714314
Comments TWO RAIL STEEL BRIDGE RAIL
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work F61 *Install and/or Repair Guide Rail and Median Barrier*
Month 9
Year 1990
Contract Number D252698
Type of Contract 1 *Bid Contract*
Money Value 714314
Comments REPAIRED BOX GUIDE RAIL
Designer Name
Designer Organization

PIN

NEW WORK
DELETE WORK
Type of Work **G81** *Maintain Bank Protection and Walls (Scour)*
Month **9**
Year **1990**
Contract Number **D252698**
Type of Contract **1** *Bid Contract*
Money Value **714314**
Comments **PLACED HEAVY STONE AT NE WW TO CORRET SCOUR**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **H11** *Clean Pier Caps and Abutments*
Month **10**
Year **1991**
Contract Number **D253783**
Type of Contract **1** *Bid Contract*
Money Value **81000**
Comments
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **H38** *Clean Superstructure*
Month **10**
Year **1991**
Contract Number **D253783**
Type of Contract **1** *Bid Contract*
Money Value **81000**
Comments **MONEY VALUE REPRESENTS 97 BRIDGES**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **000** *Other*
Month **10**
Year **1992**
Contract Number **D254148**
Type of Contract **1** *Bid Contract*
Money Value **80023**
Comments **MONEY VALUE REPRESENTS 112 BRIDGES**
Designer Name
Designer Organization
PIN

Work History

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

NEW WORK
DELETE WORK
Type of Work **H38** *Clean Superstructure*
Month **10**
Year **1992**
Contract Number **D254148**
Type of Contract **1** *Bid Contract*
Money Value **80023**
Comments **BRIDGE WASHING**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **H13** *Waterproof Bridge Seats and Pier Caps*
Month **8**
Year **1993**
Contract Number
Type of Contract **3** *Maintenance Forces of the Responsible Agency.*
Money Value **0**
Comments **ABUTS & WINGWALLS SEALED**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **H38** *Clean Superstructure*
Month **11**
Year **1993**
Contract Number **D254652**
Type of Contract **1** *Bid Contract*
Money Value **709500**
Comments **MONEY VALUE REPRESENTS 116 SITES**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **H11** *Clean Pier Caps and Abutments*
Month **8**
Year **2003**
Contract Number
Type of Contract **3** *Maintenance Forces of the Responsible Agency.*

Money Value
Comments **Clean Substructure**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **H13** *Waterproof Bridge Seats and Pier Caps*
Month **8**
Year **2003**
Contract Number
Type of Contract **3** *Maintenance Forces of the Responsible Agency.*
Money Value
Comments **Seal Substructure**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **H38** *Clean Superstructure*
Month **8**
Year **2003**
Contract Number
Type of Contract **3** *Maintenance Forces of the Responsible Agency.*
Money Value
Comments **Clean Superstructure and Deck**
Designer Name
Designer Organization
PIN

Work History

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

NEW WORK
DELETE WORK
Type of Work **H43** *Repair Abutments and Wingwalls*
Month **8**
Year **2003**
Contract Number
Type of Contract **3** *Maintenance Forces of the Responsible Agency.*
Money Value
Comments **Repair Abutments and Wingwalls**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **H73** *Clean and Seal Deck Joints & Cracks*
Month **8**
Year **2003**
Contract Number
Type of Contract **3** *Maintenance Forces of the Responsible Agency.*
Money Value
Comments **Fill Cracks and Joints**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **311** *Bridge Cleaning*
Month **10**
Year **2007**
Contract Number
Type of Contract **3** *Maintenance Forces of the Responsible Agency.*
Money Value
Comments **CLEAN SUPER & DECK**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **H13** *Waterproof Bridge Seats and Pier Caps*
Month **10**
Year **2007**
Contract Number
Type of Contract **3** *Maintenance Forces of the Responsible Agency.*
Money Value
Comments **SEAL SUBSTRUCTURE**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **H69** *Waterproof Bridge Deck*
Month **10**
Year **2007**
Contract Number
Type of Contract **3** *Maintenance Forces of the Responsible Agency.*
Money Value
Comments **SEAL DECK**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **H73** *Clean and Seal Deck Joints & Cracks*

Month 10
Year 2007
Contract Number
Type of Contract 3 *Maintenance Forces of the Responsible Agency.*
Money Value
Comments **FILL CRACKS & JOINTS**
Designer Name
Designer Organization
PIN

Bridge Inspection

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Agency 10 *State*
Inspection Date 05/13/2010
Inspection Type 1 *Biennial*
Flags **NNN** *No Flags*
Condition Rating 6
General Recommendation 6
BA Joint Rating 8
EA Joint Rating 8
BA Bearing Rating 7
EA Bearing Rating 7
BA Seats/Pedestals Rating 7
EA Seats/Pedestals Rating 7
BA Backwall Rating 7
EA Backwall Rating 7
BA Stem Rating 6
EA Stem Rating 6
BA Erosion Rating 6
EA Erosion Rating 6
BA Footing Rating 5
EA Footing Rating 9
BA Piles Rating 8
EA Piles Rating 8
BA Recommendation 6
EA Recommendation 6
BWW Wall Rating 5
EWW Wall Rating 5
BWW Footing Rating 5
EWW Footing Rating 9
BWW Erosion Rating 5
EWW Erosion Rating 6
BWW Piles Rating 8
EWW Piles Rating 8
Appr Drainage Rating 5
Stream Alignment Rating 5
Appr Embankment Rating 6
Channel Erosion Rating 7
Appr Settlement Rating 6
Waterway Opening Rating 7
Appr Erosion Rating 5
Bank Protection Rating 6
Appr Pavement Rating 6

Sufficiency Rating Prefix
Appr Guiderail Rating 5
Sufficiency Rating 97.4

Span Inspection

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Span Number	001
Inspection Date	05/13/2010
Wearing Surface Rating	5
Pier Bearing Rating	8
Curbs Rating	8
Pier Pedestal Rating	8
Sidewalk/Fascia Rating	6
Pier Top of Cap Rating	8
Rail/Parapets Rating	6
Pier Stem Rating	8
Scupper Rating	8
Pier Cap Beam Rating	8
Grate Rating	8
Pier Column Rating	8
Median Rating	8
Pier Footing Rating	8
Monolithic Surface Rating	5
Pier Erosion Rating	8
Pier Pile Rating	8
Pier Recommendation	8
Structural Deck Rating	5
Lighting Rating	8
Primary Member Rating	6
Sign Rating	8
Secondary Member Rating	6
Utility Rating	8
Superstr Paint Rating	6
Superstr Joint Rating	8
Superstr Recommendation	5

Access Categories

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

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Span Number	BRI	001
Walking	A	A
Other Access Needs		
Step Ladder		
Extension Ladder	C	C

40 Ft UBIU (12 m)
 Small Lift
60 Ft UBIU (18 m)
 Medium Lift
Lightweight UBIU
 Large Lift
 Rowboat
 Barge
 Diving
Railroad Flagman
 Lane Closure
Railroad Electrical
 Shadow Vehicle
 Scaffolding

Further Investigation

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

 Inspection Date **05/13/2010**
 Investigation Needed **False**
 Remarks

Load Ratings

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Sufficiency Rating Prefix
 Sufficiency Rating **97.4**
 Scour Critical **5** *Bridge foundations determined to be stable for calculated scour*
 NBI Deck Condition **7** *Generally good condition, potential exists for minor maintenance*
NBI Superstruct Condition **7** *Generally good condition, potential exists for minor maintenance*
 NBI Substruct Condition **7** *Generally good condition, potential exists for minor maintenance*
 NBI Channel Condition **8** *Good condition, no repairs needed*
 NBI Culvert Condition **N** *Not Applicable*
NBI Structural Condition **7** *Condition better than present minimum criteria*
 NBI Deck Geometry **4** *Condition meeting minimum tolerable limits*
 NBI Under Clearance **N** *Not Applicable*
 NBI Safe Load **5** *Condition somewhat better than minimum adequacy*
 L1 Rating Method
 L2 Rating Method **1** *Load Factor (LFD)*
 L1 Rating Source
 L2 Rating Source **V** *Virtis*
 L1 Rating Date
 L2 Rating Date **08/03/2010**
L1 H Inventory Rating
L1 M H Inventory Rating

L2 M H Inventory Rating **29.9**
L2 H Inventory Rating **33**
L1 H Operating Rating
L1 M H Operating Rating
L2 M H Operating Rating **56.2**
L2 H Operating Rating **62**
L1 M HS Inventory Rating
L1 HS Inventory Rating
L2 HS Inventory Rating **56**
L2 M HS Inventory Rating **50.8**
L1 HS Operating Rating
L1 M HS Operating Rating
L2 HS Operating Rating **93**
L2 M HS Operating Rating **84.4**
L1 LRFR Rating Date
L2 LRFR Rating Date
L1 LRFR Rating Source
L2 LRFR Rating Source
L1 LRFR Inventory Rating
L2 LRFR Inventory Rating
L1 LRFR Operating Rating
L2 LRFR Operating Rating
L1 LRFR Submit Date
L2 LRFR Submit Date

Standard Photos

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Photo Date
Roll ID
Photo Number
Photo Filename

Bridge Safety Assurance

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Hydraulic Classification **L** *Low Likelihood of Failure*
Collision Classification
Hydraulic Failure Type **1** *Structural Damage*
Collision Failure Type
Hydraulic Rating **5** *No Action*
Collision Rating
Hydraulic Rating Date **07/06/2006**
Collision Rating Date
Hydraulic - Insp Rec **2** *No review recommended*

Collision - Insp Rec 3 *Not applicable*
 Hydraulic BIIS Inspection
 Collision BIIS Inspection
 Overload Classification L *Low Likelihood of Failure*
 Concrete Classification
 Overload Failure Type 1 *Structural Damage*
 Concrete Failure Type
 Overload Rating 4 *Inspection Program Action*
 Concrete Rating
 Overload Rating Date 11/04/1997
 Concrete Rating Date
 Overload - Insp Rec X *Not used this inspection cycle*
 Concrete - Insp Rec X *Not used this inspection cycle*
 Overload BIIS Inspection
 Concrete BIIS Inspection
 Seismic Classification
 Steel Classification L *Low Likelihood of Failure*
 Seismic Failure Type
 Steel Failure Type 3 *Partial Collapse*
 Seismic Rating
 Steel Rating 5 *No Action*
 Seismic Rating Date
 Steel Rating Date 06/15/1995
 Seismic - Insp Rec X *Not used this inspection cycle*
 Steel - Insp Rec 2 *No review recommended*
 Seismic BIIS Inspection
 Steel BIIS Inspection

Subsets

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Region 7 *Watertown*
 County 3 *Jefferson*
 State T
 NHS On F
 Local F
 Interstate ON F
 Other F
 Interstate UNDER F
 Thruway Bridge
 Load Posted F
 Highway ON T
 R Posted F
 Highway UNDER F
 95 Posted F
 Railroad ON F
 97 Posted F
 Railroad UNDER F
 Political Unit 0719 *Town of RODMAN*
 Pedestrian ON F
 Water UNDER T
 Number of Spans 1
 Closed F
 Deck Area (sq m) 355 *(converted value)*

Deck Area (sq ft) **3816**
 Abandoned **F**
 Under Construction **F**
 Primary Owner **10** *State Department of Transportation*
 Secondary Owner **99** *One Agency - Listed in first subfield*
 GTMS - Material **A** *Unpainted Steel*
 GTMS - Type **02** *Stringer/Multi-Beam or Girder*
 Condition Rating **6**
 Flags **000** *No Flags*
 Year Built **1935**
 Last Major Work **1990**
 Capital Project On File **F**
 Carried **177 177 73011041**
 Crossed **SANDY CREEK**

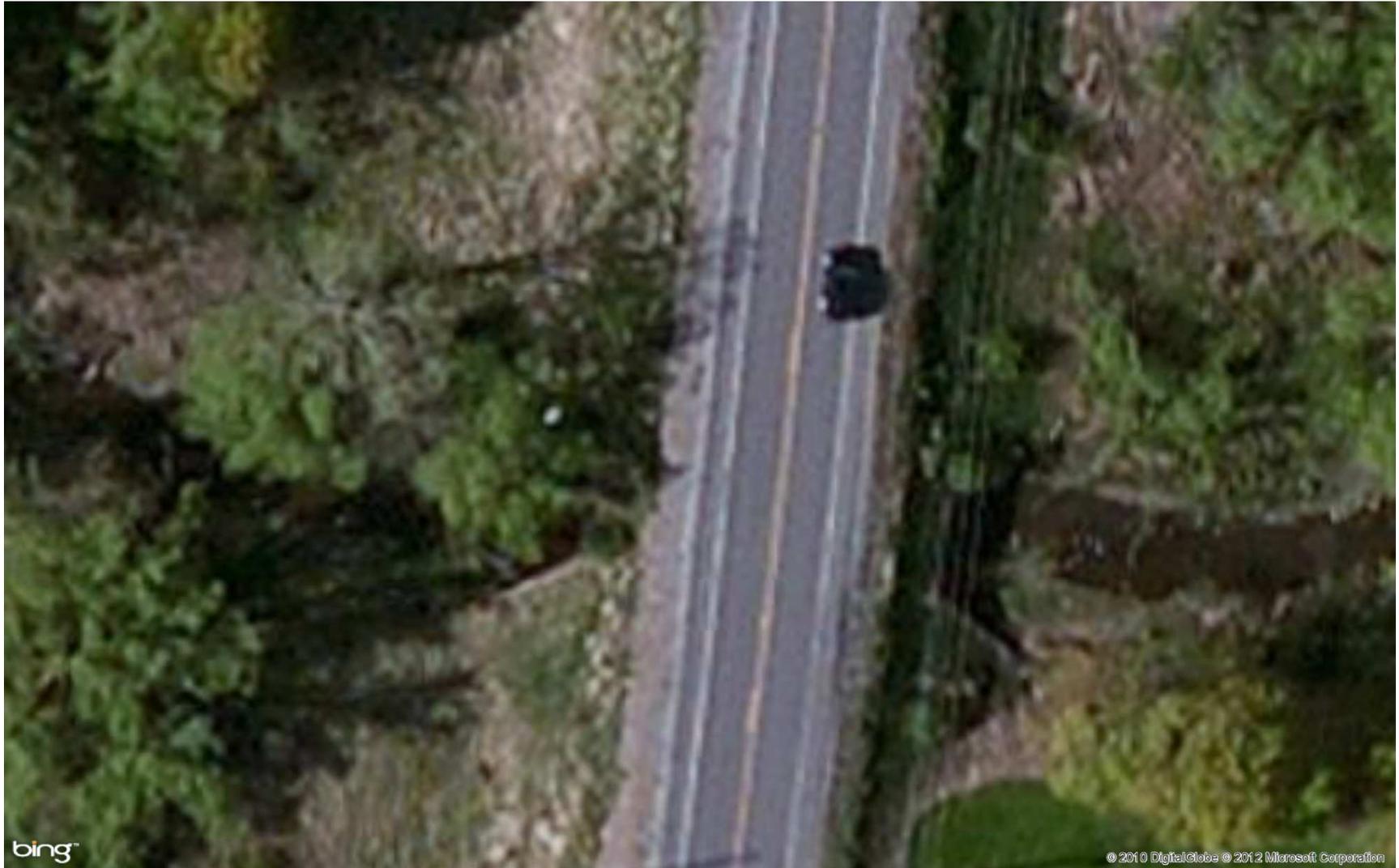
Historic

BIN: 1039350 Carried: 177 177 73011041 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Historic Determination **2** *Not Eligible*
 Historic Reason 1 **NA** *Not Applicable*
 Excluded From Inventory **09** *Superstructure replaced after 1960*
 Historic Reason 2 **NA** *Not Applicable*
 Historic Reason 3 **NA** *Not Applicable*
 GTMS: Material Code **A** *Unpainted Steel*
 GTMS: Structural Code **02** *Stringer/Multi-Beam or Girder*
 Main Span Design Type **13** *Plate Girder, Multi-Girder*
 Bridge Type Details 1 **NA** *Not Applicable*
 Bridge Type Details 2 **NA** *Not Applicable*
 Bridge Type Details 3 **NA** *Not Applicable*
 Truss Type Details 1 **NA** *Not Applicable*
 Truss Type Details 2 **NA** *Not Applicable*
 Arrangement **N** *Not Applicable*
 Construction Date Update
 Circa Date **2** *NOT a Circa Date*
 Movable Type Detail **N** *Not Applicable*
 Integrity Problems 1 **NA** *Not Applicable*
 Integrity Problems 2 **NA** *Not Applicable*
 Integrity Problems 3 **NA** *Not Applicable*
 Engineer or Designer **U** *Unknown*
 Name of Engineer
 Name of Builder
 Special Recognition 1 **N** *Not Applicable*
 Special Recognition 2 **N** *Not Applicable*
 Special Recognition 3 **N** *Not Applicable*
 Aesthetic Treatment 1 **NA** *Not Applicable*
 Aesthetic Treatment 2 **NA** *Not Applicable*
 Aesthetic Treatment 3 **NA** *Not Applicable*
 Aesthetic Treatment 4 **NA** *Not Applicable*
 Historic Assoc Detail **N** *Not Applicable*
 Plans Available Update **U**
 Possible Historic Dist **N** *NOT In Or Adjacent to a Possible Historic District*
 Historical Marker **N** *NO Historical Marker Present*
 Land Use **N** *Not Applicable*
 Development **N** *Not Applicable*

BIN: 1077940 Carried: 177 177 73011058 Crossed: FISH CREEK



Bridge Identification

BIN: 1077940 Carried: 177 177 73011058 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

NEW BRIDGE
Region 7 *Watertown*
County 3 *Jefferson*
Local Bridge Number
Location 3.1 MI W JCT RT177 &CR189
Political Unit 0719 *Town of RODMAN*
Map Number 89C
Latitude (Degrees) 43
Latitude (Minutes) 50.105
Longitude (Degrees) 75
Longitude (Minutes) 55.196
Direction of Orientation 5 *South*
Primary Owner 10 *State Department of Transportation*
Secondary Owner 99 *One Agency - Listed in first subfield*
Primary Maintenance 10 *State - Highway Maintenance*
Secondary Maintenance 99 *One Agency - Listed in first subfield*
Federal-Aid Status 3 *Bridge built with Federal funds, but does not carry a Fed-Aid route.*
Type of Service ON 1 *Highway*
Type of Service UNDER 5 *Waterway*
Contract Plans Available 2 *State - Reg. Office*
Hydro Report Available * *Unknown*
Original Contract Number FARC58-129
Year Built 1959
Year of Last Major Rehab NNNN
Acquisition Method 2 *Construction*
Acquisition Order Number
Year Acquired
Parent BIN for this Ramp
Span Number of Parent BIN
Historical Significance 4 *Historical significance is not determinable at this time. (Pre - 1936)*
Critical Facility
State Priority Rank 14170

Structural Detail

BIN: 1077940 Carried: 177 177 73011058 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

GTMS - Material 1 *Concrete*
GTMS - Type 07 *Frame*
GTAS - Material N *Not Applicable*
GTAS - Type NN *Not Applicable*

Number of Main Spans	1	
Number of Approach Spans	0	
Number of Ramps	0	
Bridge Length (ft)	20	
Bridge Length (m)	6	(converted value)
Maximum Span Length (m)	6	(converted value)
Maximum Span Length (ft)	20	
Out to Out Width (ft)	77	
Out to Out Width (m)	23.4	(converted value)
Out to Out Varies	0	Out-to-out width does Not Vary
Curb to Curb Width (m)	10	(converted value)
Curb to Curb Width (ft)	33	
Curb to Curb Varies	1	Curb-to-curb width does Not Vary
Approach Road Width (m)	10	(converted value)
Approach Road Width (ft)	33	
Deck Area (sq ft)	1540	
Deck Area (sq m)	143	(converted value)
Radius (m)	0	
Radius (ft)	0	
Curb Type LEFT	1	No Curb
Curb Type RIGHT	1	No Curb
Sidewalk Width LEFT (ft)		
Sidewalk Width LEFT (m)		
Sidewalk Width RIGHT (ft)		
Sidewalk Width RIGHT (m)		
Sidewalk Type LEFT	1	No Sidewalk
Sidewalk Type RIGHT	1	No Sidewalk
Median Width (m)		
Median Width (ft)		
Median Type	0	None
Design Load	40	H 20
Temporary Structure		
BA Abutment Type	0	Other
EA Abutment Type	0	Other
BA Wingwall Type	3	"Splayed"
EA Wingwall Type	3	"Splayed"
BA Footing Type	3	Continuous, Spread-on Rock
EA Footing Type	3	Continuous, Spread-on Rock
BA Pile Type	1	No Piles
EA Pile Type	1	No Piles
BA Height (m)	6	(converted value)
BA Height (ft)	20	
EA Height (m)	6.4	(converted value)
EA Height (ft)	21	
BA Skew Angle	0	
EA Skew Angle	0	
BA Joint Type	01	None
EA Joint Type	01	None
BA Slope Protection	1	None Used
EA Slope Protection	1	None Used

Safety and Utility

BIN: 1077940 Carried: 177 177 73011058 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Approach Guide Rail Type 10 *Cable with Weak Steel Post (W3x5.7 section or equivalent.)*
 Guide Rail Transition 98 *Other type of guide rail transition which does*
 Guide Rail Termination 05 *Approach guide rail is horizontally transitioned and terminates*
 at a
 Curb Transition 00 *No curb on the bridge and none on the approaches.*
 Appr Roadway Alignment 8 *No reduction of vehicle operating speed required*
 Median Barrier Type 01 *No barrier*
 Bridge Railing Type LEFT 06 *Highway guide rail continued over the structure*
 Bridge Railing Type RIGHT 06 *Highway guide rail continued over the structure*
 Gore Area 1 *No gore areas on bridge*
 Impact Attenuator Type 1 *No impact attenuators on bridge*
 Utility Carried 1 01 *No utilities on this bridge*
 Utility Carried 5
 Utility Carried 2
 Utility Carried 6
 Utility Carried 3
 Utility Carried 7
 Utility Carried 4
 Utility Carried 8
 Light Standards ON 1 *None on bridge*
 Light Fixtures ON 1 *None*
 Light Fixtures UNDER 1 *None*

Inspection Responsibility

BIN: 1077940 Carried: 177 177 73011058 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Responsible Agency 1 10 *State Department of Transportation*
 Agency 1 Spans ALL SPANS
 Responsible Agency 2 99 *Only 1 Agency Responsible*
 Agency 2 Spans

Posted Loads and Clearances

BIN: 1077940 Carried: 177 177 73011058 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Recording Date
 Posted VC ON (Ft)
 Posted VC ON (m)
 Posted VC ON (In)
 Posted VC UNDER (Ft)
 Posted VC UNDER (In)
 Posted VC UNDER (m)
 Posted Load (Metric Tons) 0
 Posted Load (Tons) 0
 Month Posted
 Year Posted

Feature Carried

BIN: 1077940 Carried: 177 177 73011058 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

DELETE FEATURE
NEW FEATURE
Feature Number 1
Over-Under-On Code 1 *Feature is Carried on the bridge*
Feature Code 09 *State Highway*
National Highway System F *False*
Description Type
Description 177 177 73011058
Secondary Description
Milepoint 5.81
Overlap Routes
State Highway Number 835
Type of Highway 3 *State*
Route Description 1 *Mainline*
Federal Aid System 00 *None - Not a Highway*
Functional Classification 07 *Rural - Major (Collector)*
Toll 3 *On Free Road. The bridge is toll-free and carries a toll-free*
highway
Defense Highway Desig 0 *The inventory route is not a STRAHNET route.*
National Truck Network 0 *The highway carried is not part of the National Network for*
Trucks.
Total Number of Lanes 2
Number of Lanes LEFT 1
Number of Lanes RIGHT 1
Lanes Vary 2 *Number of lanes or tracks does NOT vary*
Minimum Lane Width (ft) 12
Minimum Lane Width (m) 3.6 *(converted value)*
AADT 2750
Year of AADT 2007
Future AADT 3850
Year of Future AADT 2027
Daily Truck Traffic (%) 10
Maximum VC ON (m) 99.99 *(converted value)*
Maximum VC ON (Ft) 99
Maximum VC ON (In) 99
Minimum VC ON (m) 99.99 *(converted value)*
Minimum VC ON (Ft) 99
Minimum VC ON (In) 99
Total Horiz Clear (ft) 33
Total Horiz Clear (m) 10 *(converted value)*
Detour Length (mi) 15
Detour Length (km) 24.1 *(converted value)*

Feature Intersected

BIN: 1077940 Carried: 177 177 73011058 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

NEW FEATURE
DELETE FEATURE
Feature Number 2 First Intersecting Feature
Over-Under-On Code 2 Feature passes under the bridge.
Feature Code 31 Non-Navigable Waterway
Description Type D Entering a written description of the feature intersected by
bridge.
Description FISH CREEK
Milepoint 0
State Highway Number 000000
Type of Highway 8 Other
Secondary Description
Route Description 0 No Description Applies
Federal Aid System 00 None - Not a Highway
Functional Classification 00 None - Not a Highway
Toll 3 On Free Road (or Non-Highway). Both highway and bridge are toll
free.
Defense Highway Desig N The inventory route is not a highway.
National Truck Network 0 The feature being inventoried is a highway but is
Number of Lanes 0
Minimum VC LIFT (ft)
Minimum VC LIFT (m)
Maximum VC UNDER (m)
Maximum VC UNDER (Ft)
Maximum VC UNDER (In)
Minimum VC UNDER (Ft)
Minimum VC UNDER (m)
Minimum VC UNDER (In)
Total Horiz Clear (ft)
Total Horiz Clear (m)
Min Clearance LEFT (m)
Min Clearance LEFT (ft)
Min Clearance RIGHT (ft) 99.9
Min Clearance RIGHT (m) 99.9 (converted value)
AADT
Year of AADT
Future AADT
Year of Future AADT
Substructure Protection N Navigation Control item is coded "0", or feature is not a
waterway.
Navigation Control 0 Navigation not controlled by an Agency.
Max VC Navigation (m)
Max VC Navigation (ft)
Min Navig Clearance (m)
Min Navig Clearance (ft)
Stream Bed Material 2 Bed Rock
Bank Protection 01 No Bank Protection
Velocity of Current (fps) **
Velocity of Current (mps) *.*
Features Affecting Flow 1 Not Applicable
Detour Length (mi)
Detour Length (km)

Span Inventory

BIN: 1077940 Carried: 177 177 73011058 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

DELETE SPAN
NEW SPAN
Span Number 1 of 1
Span Length (ft) 20
Span Length (m) 6 (converted value)
Material B Concrete, Reinforced
Fracture Critical 2 No
Coating 4 Unpainted
Fatigue Resistance N Not Applicable
Composite Action N Not Applicable
Out of Plane Bending 3 No
Continuity and Curvature N Not Applicable
Load Path Redundancy N Not Applicable
Design Type 40 Single Box Culvert
Internal Redundancy 6 Internally Redundant - Not Specified Above
Continuity Redundancy N Not Applicable
Structural Deck Type 01 None
Stay-in-place Forms 1 Not used
Original Wearing Surface 14 Asphalt Concrete without Membrane
OWS Still in Place 2 Still in-place (overlaid)
Present Wearing Surface 14 Asphalt Concrete without Membrane
Surface Sealant 0 Other
Ballast 1 Bridge does not carry railroad traffic
Median Width (ft) 0
Median Width (m) 0
Deck Drain 1 None
Type of Railing LEFT 06 Cable
Type of Railing RIGHT 06 Cable
Begin Bearing Fixity 1 No Bearing
Begin Bearing Type 01 None
End Bearing Fixity 1 No Bearing
End Bearing Type 01 None
Pier Type 01 No Pier
Pier Height (ft) 0
Pier Height (m) 0
Pier Footing
Pier Piles 1 No Piles
Pier Skew Angle 0
Pier Joint Type 01 None
Feature_Num1 002
Feature_Num2
Feature_Num3
Feature_Num4

Work History

BIN: 1077940 Carried: 177 177 73011058 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

NEW WORK
DELETE WORK
Type of Work **H13** *Waterproof Bridge Seats and Pier Caps*
Month **8**
Year **2003**
Contract Number
Type of Contract **3** *Maintenance Forces of the Responsible Agency.*
Money Value
Comments **Seal Substructure**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **H45** *Maintain Erosion and Scour protection*
Month **8**
Year **2003**
Contract Number
Type of Contract **3** *Maintenance Forces of the Responsible Agency.*
Money Value
Comments **Maintain Erosion and Scour Protection**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **H73** *Clean and Seal Deck Joints & Cracks*
Month **8**
Year **2003**
Contract Number
Type of Contract **3** *Maintenance Forces of the Responsible Agency.*
Money Value
Comments **Fill Cracks and Joints**
Designer Name
Designer Organization
PIN

Bridge Inspection

BIN: 1077940 Carried: 177 177 73011058 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Agency **10** *State*
Inspection Date **06/02/2010**
Inspection Type **1** *Biennial*
Flags **NNN** *No Flags*
Condition Rating **5.629**
General Recommendation **5**
BA Joint Rating **8**
EA Joint Rating **8**

BA Bearing Rating	8
EA Bearing Rating	8
BA Seats/Pedestals Rating	6
EA Seats/Pedestals Rating	6
BA Backwall Rating	8
EA Backwall Rating	8
BA Stem Rating	6
EA Stem Rating	6
BA Erosion Rating	5
EA Erosion Rating	6
BA Footing Rating	6
EA Footing Rating	9
BA Piles Rating	8
EA Piles Rating	8
BA Recommendation	6
EA Recommendation	6
BWW Wall Rating	5
EWV Wall Rating	5
BWW Footing Rating	6
EWV Footing Rating	6
BWW Erosion Rating	5
EWV Erosion Rating	6
BWW Piles Rating	8
EWV Piles Rating	8
Appr Drainage Rating	6
Stream Alignment Rating	4
Appr Embankment Rating	6
Channel Erosion Rating	5
Appr Settlement Rating	7
Waterway Opening Rating	4
Appr Erosion Rating	6
Bank Protection Rating	8
Appr Pavement Rating	7
Sufficiency Rating Prefix	
Appr Guiderail Rating	5
Sufficiency Rating	91.8

Span Inspection

BIN: 1077940 Carried: 177 177 73011058 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Span Number	001
Inspection Date	06/02/2010
Wearing Surface Rating	7
Pier Bearing Rating	8
Curbs Rating	8
Pier Pedestal Rating	8
Sidewalk/Fascia Rating	5
Pier Top of Cap Rating	8
Rail/Parapets Rating	5
Pier Stem Rating	8
Scupper Rating	8
Pier Cap Beam Rating	8
Grate Rating	8
Pier Column Rating	8

Median Rating	8
Pier Footing Rating	8
Monolithic Surface Rating	8
Pier Erosion Rating	8
Pier Pile Rating	8
Pier Recommendation	8
Structural Deck Rating	8
Lighting Rating	8
Primary Member Rating	5
Sign Rating	8
Secondary Member Rating	8
Utility Rating	8
Superstr Paint Rating	8
Superstr Joint Rating	8
Superstr Recommendation	5

Access Categories

BIN: 1077940 Carried: 177 177 73011058 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Span Number	BRI	001
Walking	A	A
Other Access Needs		
Step Ladder	B	B
Extension Ladder		
40 Ft UBIU (12 m)		
Small Lift		
60 Ft UBIU (18 m)		
Medium Lift		
Lightweight UBIU		
Large Lift		
Rowboat		
Barge		
Diving		
Railroad Flagman		
Lane Closure		
Railroad Electrical		
Shadow Vehicle		
Scaffolding		

Further Investigation

BIN: 1077940 Carried: 177 177 73011058 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Inspection Date **06/02/2010**
Investigation Needed **False**
Remarks

Load Ratings

BIN: 1077940 Carried: 177 177 73011058 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Sufficiency Rating Prefix
Sufficiency Rating 91.8
Scour Critical 5 *Bridge foundations determined to be stable for calculated scour*
NBI Deck Condition N *Not Applicable*
NBI Superstruct Condition 6 *Fair condition, potential for major maintenance*
NBI Substruct Condition 7 *Generally good condition, potential exists for minor maintenance*
NBI Channel Condition 6 *Fair condition, potential for major maintenance*
NBI Culvert Condition N *Not Applicable*
NBI Structural Condition 6 *Condition equal to present minimum criteria*
NBI Deck Geometry 4 *Condition meeting minimum tolerable limits*
NBI Under Clearance N *Not Applicable*
NBI Safe Load 5 *Condition somewhat better than minimum adequacy*
L1 Rating Method
L2 Rating Method 1 *Load Factor (LFD)*
L1 Rating Source
L2 Rating Source V *Virtis*
L1 Rating Date
L2 Rating Date 08/06/2010
L1 H Inventory Rating
L1 M H Inventory Rating
L2 M H Inventory Rating 45.4
L2 H Inventory Rating 50
L1 H Operating Rating
L1 M H Operating Rating
L2 M H Operating Rating 76.2
L2 H Operating Rating 84
L1 M HS Inventory Rating
L1 HS Inventory Rating
L2 HS Inventory Rating 90
L2 M HS Inventory Rating 81.6
L1 HS Operating Rating
L1 M HS Operating Rating
L2 HS Operating Rating 151
L2 M HS Operating Rating 137
L1 LRFR Rating Date
L2 LRFR Rating Date
L1 LRFR Rating Source
L2 LRFR Rating Source
L1 LRFR Inventory Rating
L2 LRFR Inventory Rating
L1 LRFR Operating Rating
L2 LRFR Operating Rating
L1 LRFR Submit Date
L2 LRFR Submit Date

Standard Photos

BIN: 1077940 Carried: 177 177 73011058 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Photo Date
Roll ID
Photo Number
Photo Filename

Bridge Safety Assurance

BIN: 1077940 Carried: 177 177 73011058 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Hydraulic Classification L *Low Likelihood of Failure*
Collision Classification
Hydraulic Failure Type 5 *Catastrophic*
Collision Failure Type
Hydraulic Rating 5 *No Action*
Collision Rating
Hydraulic Rating Date 07/31/2006
Collision Rating Date
Hydraulic - Insp Rec 2 *No review recommended*
Collision - Insp Rec 3 *Not applicable*
Hydraulic BIIS Inspection
Collision BIIS Inspection
Overload Classification
Concrete Classification
Overload Failure Type
Concrete Failure Type
Overload Rating
Concrete Rating
Overload Rating Date
Concrete Rating Date
Overload - Insp Rec X *Not used this inspection cycle*
Concrete - Insp Rec X *Not used this inspection cycle*
Overload BIIS Inspection
Concrete BIIS Inspection
Seismic Classification
Steel Classification
Seismic Failure Type
Steel Failure Type
Seismic Rating
Steel Rating
Seismic Rating Date
Steel Rating Date
Seismic - Insp Rec X *Not used this inspection cycle*
Steel - Insp Rec 3 *Not applicable*
Seismic BIIS Inspection
Steel BIIS Inspection

Subsets

BIN: 1077940 Carried: 177 177 73011058 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Region 7 *Watertown*
County 3 *Jefferson*
State T
NHS On F
Local F
Interstate ON F
Other F
Interstate UNDER F
Thruway Bridge
Load Posted F
Highway ON T
R Posted F
Highway UNDER F
95 Posted F
Railroad ON F
97 Posted F
Railroad UNDER F
Political Unit 0719 *Town of RODMAN*
Pedestrian ON F
Water UNDER T
Number of Spans 1
Closed F
Deck Area (sq m) 143 *(converted value)*
Deck Area (sq ft) 1540
Abandoned F
Under Construction F
Primary Owner 10 *State Department of Transportation*
Secondary Owner 99 *One Agency - Listed in first subfield*
GTMS - Material 1 *Concrete*
GTMS - Type 07 *Frame*
Condition Rating 5.629
Flags 000 *No Flags*
Year Built 1959
Last Major Work NNNN
Capital Project On File F
Carried 177 177 73011058
Crossed FISH CREEK

Historic

BIN: 1077940 Carried: 177 177 73011058 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Historic Determination
Historic Reason 1
Excluded From Inventory

Historic Reason 2
Historic Reason 3
GTMS: Material Code
GTMS: Structural Code
Main Span Design Type
Bridge Type Details 1
Bridge Type Details 2
Bridge Type Details 3
Truss Type Details 1
Truss Type Details 2
Arrangement
Construction Date Update
Circa Date
Movable Type Detail
Integrity Problems 1
Integrity Problems 2
Integrity Problems 3
Engineer or Designer
Name of Engineer
Name of Builder
Special Recognition 1
Special Recognition 2
Special Recognition 3
Aesthetic Treatment 1
Aesthetic Treatment 2
Aesthetic Treatment 3
Aesthetic Treatment 4
Historic Assoc Detail
Plans Available Update
Possible Historic Dist
Historical Marker
Land Use
Development

BIN: 1039360 Carried: 177 177 73011059 Crossed: FISH CREEK



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Bridge Identification

BIN: 1039360 Carried: 177 177 73011059 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

NEW BRIDGE
Region 7 Watertown
County 3 Jefferson
Local Bridge Number 1
Location 3 MI W JCT S H 177 & CR69
Political Unit 0719 Town of RODMAN
Map Number 89C
Latitude (Degrees) 43
Latitude (Minutes) 50.105
Longitude (Degrees) 75
Longitude (Minutes) 55.195
Direction of Orientation 5 South
Primary Owner 10 State Department of Transportation
Secondary Owner 99 One Agency - Listed in first subfield
Primary Maintenance 10 State - Highway Maintenance
Secondary Maintenance 99 One Agency - Listed in first subfield
Federal-Aid Status 3 Bridge built with Federal funds, but does not carry a Fed-Aid
route.
Type of Service ON 1 Highway
Type of Service UNDER 5 Waterway
Contract Plans Available 2 State - Reg. Office
Hydro Report Available * Unknown
Original Contract Number FARC58-129
Year Built 1959
Year of Last Major Rehab NNNN
Acquisition Method 2 Construction
Acquisition Order Number
Year Acquired
Parent BIN for this Ramp
Span Number of Parent BIN
Historical Significance 5 Bridge is not eligible for the National Register. (Post - 1936.)
Critical Facility
State Priority Rank 13255

Structural Detail

BIN: 1039360 Carried: 177 177 73011059 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

GTMS - Material 1 Concrete
GTMS - Type 19 Culvert
GTAS - Material N Not Applicable
GTAS - Type NN Not Applicable
Number of Main Spans 1

Number of Approach Spans 0
 Number of Ramps 0
 Bridge Length (ft) 28
 Bridge Length (m) 8.5 (converted value)
 Maximum Span Length (m) 8.5 (converted value)
 Maximum Span Length (ft) 28
 Out to Out Width (ft) 0
 Out to Out Width (m) 0
 Out to Out Varies 0 Out-to-out width does Not Vary
 Curb to Curb Width (m) 0
 Curb to Curb Width (ft) 0
 Curb to Curb Varies 1 Curb-to-curb width does Not Vary
 Approach Road Width (m) 10 (converted value)
 Approach Road Width (ft) 33
 Deck Area (sq ft) 1800
 Deck Area (sq m) 167 (converted value)
 Radius (m) 0
 Radius (ft) 0
 Curb Type LEFT 1 No Curb
 Curb Type RIGHT 1 No Curb
 Sidewalk Width LEFT (ft)
 Sidewalk Width LEFT (m)
 Sidewalk Width RIGHT (ft)
 Sidewalk Width RIGHT (m)
 Sidewalk Type LEFT 1 No Sidewalk
 Sidewalk Type RIGHT 1 No Sidewalk
 Median Width (m)
 Median Width (ft)
 Median Type 0 None
 Design Load 50 HS 20
 Temporary Structure
 BA Abutment Type 0 Other
 EA Abutment Type 0 Other
 BA Wingwall Type 3 "Splayed"
 EA Wingwall Type 3 "Splayed"
 BA Footing Type 0 Other
 EA Footing Type 0 Other
 BA Pile Type 1 No Piles
 EA Pile Type 1 No Piles
 BA Height (m) 4.5 (converted value)
 BA Height (ft) 15
 EA Height (m) 4.5 (converted value)
 EA Height (ft) 15
 BA Skew Angle 45
 EA Skew Angle 45
 BA Joint Type 01 None
 EA Joint Type 01 None
 BA Slope Protection 1 None Used
 EA Slope Protection 1 None Used

Safety and Utility

BIN: 1039360 Carried: 177 177 73011059 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Approach Guide Rail Type 10 Cable with Weak Steel Post (W3x5.7 section or equivalent..)

Guide Rail Transition 97 *Other type guide rail transition which meets*
 Guide Rail Termination 01 *Approach guide rail is made continuous with the guide rail along*
the
 Curb Transition 00 *No curb on the bridge and none on the approaches.*
 Appr Roadway Alignment 4 *Shaded*
 Median Barrier Type 01 *No barrier*
 Bridge Railing Type LEFT 06 *Highway guide rail continued over the structure*
 Bridge Railing Type RIGHT 06 *Highway guide rail continued over the structure*
 Gore Area 1 *No gore areas on bridge*
 Impact Attenuator Type 1 *No impact attenuators on bridge*
 Utility Carried 1 01 *No utilities on this bridge*
 Utility Carried 5
 Utility Carried 2
 Utility Carried 6
 Utility Carried 3
 Utility Carried 7
 Utility Carried 4
 Utility Carried 8
 Light Standards ON 1 *None on bridge*
 Light Fixtures ON 1 *None*
 Light Fixtures UNDER 1 *None*

Inspection Responsibility

BIN: 1039360 Carried: 177 177 73011059 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Responsible Agency 1 10 *State Department of Transportation*
 Agency 1 Spans ALL SPANS
 Responsible Agency 2 99 *Only 1 Agency Responsible*
 Agency 2 Spans

Posted Loads and Clearances

BIN: 1039360 Carried: 177 177 73011059 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Recording Date
 Posted VC ON (Ft)
 Posted VC ON (m)
 Posted VC ON (In)
 Posted VC UNDER (Ft)
 Posted VC UNDER (In)
 Posted VC UNDER (m)
 Posted Load (Metric Tons) 0
 Posted Load (Tons) 0
 Month Posted
 Year Posted

Feature Carried

BIN: 1039360 Carried: 177 177 73011059 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

DELETE FEATURE
NEW FEATURE
Feature Number 1
Over-Under-On Code 1 *Feature is Carried on the bridge*
Feature Code 09 *State Highway*
National Highway System F *False*
Description Type
Description 177 177 73011059
Secondary Description
Milepoint 5.88
Overlap Routes
State Highway Number 835
Type of Highway 3 *State*
Route Description 1 *Mainline*
Federal Aid System 00 *None - Not a Highway*
Functional Classification 07 *Rural - Major (Collector)*
Toll 3 *On Free Road. The bridge is toll-free and carries a toll-free highway*
Defense Highway Desig 0 *The inventory route is not a STRAHNET route.*
National Truck Network 0 *The highway carried is not part of the National Network for Trucks.*
Total Number of Lanes 2
Number of Lanes LEFT 1
Number of Lanes RIGHT 1
Lanes Vary 2 *Number of lanes or tracks does NOT vary*
Minimum Lane Width (ft) 12
Minimum Lane Width (m) 3.6 *(converted value)*
AADT 2750
Year of AADT 2007
Future AADT 3850
Year of Future AADT 2027
Daily Truck Traffic (%) 10
Maximum VC ON (m) 99.99 *(converted value)*
Maximum VC ON (Ft) 99
Maximum VC ON (In) 99
Minimum VC ON (m) 99.99 *(converted value)*
Minimum VC ON (Ft) 99
Minimum VC ON (In) 99
Total Horiz Clear (ft) 33
Total Horiz Clear (m) 10 *(converted value)*
Detour Length (mi) 15
Detour Length (km) 24.1 *(converted value)*

Feature Intersected

BIN: 1039360 Carried: 177 177 73011059 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

NEW FEATURE
DELETE FEATURE
Feature Number 2 *First Intersecting Feature*
Over-Under-On Code 2 *Feature passes under the bridge.*
Feature Code 31 *Non-Navigable Waterway*
Description Type D *Entering a written description of the feature intersected by*
bridge.
Description FISH CREEK
Milepoint 0
State Highway Number 000000
Type of Highway 8 *Other*
Secondary Description
Route Description 0 *No Description Applies*
Federal Aid System 00 *None - Not a Highway*
Functional Classification 00 *None - Not a Highway*
Toll 3 *On Free Road (or Non-Highway). Both highway and bridge are toll*
free.
Defense Highway Desig N *The inventory route is not a highway.*
National Truck Network 0 *The feature being inventoried is a highway but is*
Number of Lanes 0
Minimum VC LIFT (ft)
Minimum VC LIFT (m)
Maximum VC UNDER (m)
Maximum VC UNDER (Ft)
Maximum VC UNDER (In)
Minimum VC UNDER (Ft)
Minimum VC UNDER (m)
Minimum VC UNDER (In)
Total Horiz Clear (ft)
Total Horiz Clear (m)
Min Clearance LEFT (m)
Min Clearance LEFT (ft)
Min Clearance RIGHT (ft) 99.9
Min Clearance RIGHT (m) 99.9 *(converted value)*
AADT
Year of AADT
Future AADT
Year of Future AADT
Substructure Protection N *Navigation Control item is coded "0", or feature is not a*
waterway.
Navigation Control 0 *Navigation not controlled by an Agency.*
Max VC Navigation (m)
Max VC Navigation (ft)
Min Navig Clearance (m)
Min Navig Clearance (ft)
Stream Bed Material 2 *Bed Rock*
Bank Protection 01 *No Bank Protection*
Velocity of Current (fps) **
Velocity of Current (mps) *.*
Features Affecting Flow 1 *Not Applicable*
Detour Length (mi)
Detour Length (km)

Span Inventory

BIN: 1039360 Carried: 177 177 73011059 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

DELETE SPAN
NEW SPAN
Span Number 1 of 1
Span Length (ft) 28
Span Length (m) 8.5 (converted value)
Material B Concrete, Reinforced
Fracture Critical 2 No
Coating 4 Unpainted
Fatigue Resistance N Not Applicable
Composite Action N Not Applicable
Out of Plane Bending 3 No
Continuity and Curvature 1 Simple Span
Load Path Redundancy N Not Applicable
Design Type 27 Frame
Internal Redundancy 6 Internally Redundant - Not Specified Above
Continuity Redundancy N Not Applicable
Structural Deck Type 01 None
Stay-in-place Forms 1 Not used
Original Wearing Surface 02 Portland Cement Concrete Overlay
OWS Still in Place 2 Still in-place (overlaid)
Present Wearing Surface 04 Asphalt Concrete
Surface Sealant 1 None
Ballast 1 Bridge does not carry railroad traffic
Median Width (ft) 0
Median Width (m) 0
Deck Drain 1 None
Type of Railing LEFT 06 Cable
Type of Railing RIGHT 06 Cable
Begin Bearing Fixity 1 No Bearing
Begin Bearing Type 01 None
End Bearing Fixity 1 No Bearing
End Bearing Type 01 None
Pier Type 01 No Pier
Pier Height (ft) 0
Pier Height (m) 0
Pier Footing
Pier Piles 1 No Piles
Pier Skew Angle 0
Pier Joint Type 01 None
Feature_Num1 002
Feature_Num2
Feature_Num3
Feature_Num4

Work History

BIN: 1039360 Carried: 177 177 73011059 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

NEW WORK

DELETE WORK
Type of Work **H13** *Waterproof Bridge Seats and Pier Caps*
Month **8**
Year **2003**
Contract Number
Type of Contract **3** *Maintenance Forces of the Responsible Agency.*
Money Value
Comments **Seal Substructure**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work **H53** *Clean, Free and Repair Joint Mechanism*
Month **10**
Year **2006**
Contract Number
Type of Contract **3** *Maintenance Forces of the Responsible Agency.*
Money Value
Comments **REPAIR JOINTS**
Designer Name
Designer Organization
PIN

Bridge Inspection

BIN: 1039360 Carried: 177 177 73011059 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Agency **10** *State*
Inspection Date **05/13/2010**
Inspection Type **1** *Biennial*
Flags **NNN** *No Flags*
Condition Rating **5.457**
General Recommendation **5**
BA Joint Rating **8**
EA Joint Rating **8**
BA Bearing Rating **8**
EA Bearing Rating **8**
BA Seats/Pedestals Rating **6**
EA Seats/Pedestals Rating **6**
BA Backwall Rating **8**
EA Backwall Rating **8**
BA Stem Rating **5**
EA Stem Rating **5**
BA Erosion Rating **6**
EA Erosion Rating **6**
BA Footing Rating **6**
EA Footing Rating **5**
BA Piles Rating **8**
EA Piles Rating **8**
BA Recommendation **6**
EA Recommendation **5**

BWW Wall Rating	5
EWV Wall Rating	5
BWW Footing Rating	5
EWV Footing Rating	9
BWW Erosion Rating	5
EWV Erosion Rating	6
BWW Piles Rating	8
EWV Piles Rating	8
Appr Drainage Rating	6
Stream Alignment Rating	4
Appr Embankment Rating	5
Channel Erosion Rating	5
Appr Settlement Rating	7
Waterway Opening Rating	4
Appr Erosion Rating	5
Bank Protection Rating	8
Appr Pavement Rating	7
Sufficiency Rating Prefix	*
Appr Guiderail Rating	5
Sufficiency Rating	92.8

Span Inspection

BIN: 1039360 Carried: 177 177 73011059 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Span Number	001
Inspection Date	05/13/2010
Wearing Surface Rating	7
Pier Bearing Rating	8
Curbs Rating	8
Pier Pedestal Rating	8
Sidewalk/Fascia Rating	6
Pier Top of Cap Rating	8
Rail/Parapets Rating	5
Pier Stem Rating	8
Scupper Rating	8
Pier Cap Beam Rating	8
Grate Rating	8
Pier Column Rating	8
Median Rating	8
Pier Footing Rating	8
Monolithic Surface Rating	8
Pier Erosion Rating	8
Pier Pile Rating	8
Pier Recommendation	8
Structural Deck Rating	8
Lighting Rating	8
Primary Member Rating	5
Sign Rating	8
Secondary Member Rating	8
Utility Rating	8
Superstr Paint Rating	8
Superstr Joint Rating	8
Superstr Recommendation	5

Access Categories

BIN: 1039360 Carried: 177 177 73011059 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Span Number BRI 001
Walking A A
Other Access Needs
Step Ladder
Extension Ladder
40 Ft UBIU (12 m)
Small Lift
60 Ft UBIU (18 m)
Medium Lift
Lightweight UBIU
Large Lift
Rowboat
Barge
Diving
Railroad Flagman
Lane Closure
Railroad Electrical
Shadow Vehicle
Scaffolding

Further Investigation

BIN: 1039360 Carried: 177 177 73011059 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Inspection Date 05/13/2010
Investigation Needed **False**
Remarks

Load Ratings

BIN: 1039360 Carried: 177 177 73011059 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Sufficiency Rating Prefix *
Sufficiency Rating **92.8**
Scour Critical **5** *Bridge foundations determined to be stable for calculated scour*

NBI Deck Condition	N	Not Applicable
NBI Superstruct Condition	6	Fair condition, potential for major maintenance
NBI Substruct Condition	6	Fair condition, potential for major maintenance
NBI Channel Condition	6	Fair condition, potential for major maintenance
NBI Culvert Condition	N	Not Applicable
NBI Structural Condition	9	Condition superior to present desirable criteria
NBI Deck Geometry	N	Not Applicable
NBI Under Clearance	N	Not Applicable
NBI Safe Load	5	Condition somewhat better than minimum adequacy
L1 Rating Method		
L2 Rating Method	1	Load Factor (LFD)
L1 Rating Source		
L2 Rating Source	V	Virtis
L1 Rating Date		
L2 Rating Date		01/12/2011
L1 H Inventory Rating		
L1 M H Inventory Rating		
L2 M H Inventory Rating		64.4
L2 H Inventory Rating		71
L1 H Operating Rating		
L1 M H Operating Rating		
L2 M H Operating Rating		108
L2 H Operating Rating		119
L1 M HS Inventory Rating		
L1 HS Inventory Rating		
L2 HS Inventory Rating		127
L2 M HS Inventory Rating		115.2
L1 HS Operating Rating		
L1 M HS Operating Rating		
L2 HS Operating Rating		213
L2 M HS Operating Rating		193.2
L1 LRFR Rating Date		
L2 LRFR Rating Date		
L1 LRFR Rating Source		
L2 LRFR Rating Source		
L1 LRFR Inventory Rating		
L2 LRFR Inventory Rating		
L1 LRFR Operating Rating		
L2 LRFR Operating Rating		
L1 LRFR Submit Date		
L2 LRFR Submit Date		

Standard Photos

BIN: 1039360 Carried: 177 177 73011059 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Photo Date
 Roll ID
 Photo Number
 Photo Filename

Bridge Safety Assurance

BIN: 1039360 Carried: 177 177 73011059 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Hydraulic Classification L Low Likelihood of Failure
Collision Classification
Hydraulic Failure Type 1 Structural Damage
Collision Failure Type
Hydraulic Rating 5 No Action
Collision Rating
Hydraulic Rating Date 07/06/2006
Collision Rating Date
Hydraulic - Insp Rec 2 No review recommended
Collision - Insp Rec 3 Not applicable
Hydraulic BIIS Inspection
Collision BIIS Inspection
Overload Classification L Low Likelihood of Failure
Concrete Classification
Overload Failure Type 0
Concrete Failure Type
Overload Rating 4 Inspection Program Action
Concrete Rating
Overload Rating Date 11/04/1997
Concrete Rating Date
Overload - Insp Rec X Not used this inspection cycle
Concrete - Insp Rec X Not used this inspection cycle
Overload BIIS Inspection
Concrete BIIS Inspection
Seismic Classification
Steel Classification
Seismic Failure Type
Steel Failure Type
Seismic Rating
Steel Rating
Seismic Rating Date
Steel Rating Date
Seismic - Insp Rec X Not used this inspection cycle
Steel - Insp Rec 3 Not applicable
Seismic BIIS Inspection
Steel BIIS Inspection

Subsets

BIN: 1039360 Carried: 177 177 73011059 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Region 7 Watertown
County 3 Jefferson
State T
NHS On F
Local F
Interstate ON F

Other F
 Interstate UNDER F
 Thruway Bridge
 Load Posted F
 Highway ON T
 R Posted F
 Highway UNDER F
 95 Posted F
 Railroad ON F
 97 Posted F
 Railroad UNDER F
 Political Unit 0719 *Town of RODMAN*
 Pedestrian ON F
 Water UNDER T
 Number of Spans 1
 Closed F
 Deck Area (sq m) 167 (*converted value*)
 Deck Area (sq ft) 1800
 Abandoned F
 Under Construction F
 Primary Owner 10 *State Department of Transportation*
 Secondary Owner 99 *One Agency - Listed in first subfield*
 GTMS - Material 1 *Concrete*
 GTMS - Type 19 *Culvert*
 Condition Rating 5.457
 Flags 000 *No Flags*
 Year Built 1959
 Last Major Work NNNN
 Capital Project On File F
 Carried 177 177 73011059
 Crossed FISH CREEK

Historic

BIN: 1039360 Carried: 177 177 73011059 Crossed: FISH CREEK

Date this data Downloaded from mainframe: 04/05/2012

Historic Determination 2 *Not Eligible*
 Historic Reason 1 NA *Not Applicable*
 Excluded From Inventory 20 *Beam/Girder - no possible significance identified*
 Historic Reason 2 NA *Not Applicable*
 Historic Reason 3 NA *Not Applicable*
 GTMS: Material Code 1 *Concrete*
 GTMS: Structural Code 19 *Culvert*
 Main Span Design Type 27 *Frame*
 Bridge Type Details 1 NA *Not Applicable*
 Bridge Type Details 2 NA *Not Applicable*
 Bridge Type Details 3 NA *Not Applicable*
 Truss Type Details 1 NA *Not Applicable*
 Truss Type Details 2 NA *Not Applicable*
 Arrangement N *Not Applicable*
 Construction Date Update 1959
 Circa Date 2 *NOT a Circa Date*
 Movable Type Detail N *Not Applicable*
 Integrity Problems 1 NA *Not Applicable*
 Integrity Problems 2 NA *Not Applicable*

Integrity Problems 3	NA	Not Applicable
Engineer or Designer 1	1	State
Name of Engineer		
Name of Builder		
Special Recognition 1	N	Not Applicable
Special Recognition 2	N	Not Applicable
Special Recognition 3	N	Not Applicable
Aesthetic Treatment 1	NA	Not Applicable
Aesthetic Treatment 2	NA	Not Applicable
Aesthetic Treatment 3	NA	Not Applicable
Aesthetic Treatment 4	NA	Not Applicable
Historic Assoc Detail	N	Not Applicable
Plans Available Update	U	
Possible Historic Dist	N	NOT In Or Adjacent to a Possible Historic District
Historical Marker	N	NO Historical Marker Present
Land Use	N	Not Applicable
Development	N	Not Applicable

BIN: 1009640 Carried: 12 12 73061029 Crossed: SANDY CREEK



Bridge Identification

BIN: 1009640 Carried: 12 12 73061029 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

NEW BRIDGE
Region 7 *Watertown*
County 3 *Jefferson*
Local Bridge Number 1
Location 4.0 MI.E.JCT.RTES 3+12
Political Unit 0733 *Town of RUTLAND*
Map Number 89B
Latitude (Degrees) 43
Latitude (Minutes) 54.909
Longitude (Degrees) 75
Longitude (Minutes) 45.649
Direction of Orientation 7 *West*
Primary Owner 10 *State Department of Transportation*
Secondary Owner 99 *One Agency - Listed in first subfield*
Primary Maintenance 10 *State - Highway Maintenance*
Secondary Maintenance 99 *One Agency - Listed in first subfield*
Federal-Aid Status 1 *Bridge built with Federal funds and carries a Federal-Aid route.*
Type of Service ON 1 *Highway*
Type of Service UNDER 5 *Waterway*
Contract Plans Available 2 *State - Reg. Office*
Hydro Report Available 2 *State - Reg. Office*
Original Contract Number D250942
Year Built 1984
Year of Last Major Rehab NNNN
Acquisition Method 2 *Construction*
Acquisition Order Number
Year Acquired
Parent BIN for this Ramp
Span Number of Parent BIN
Historical Significance 5 *Bridge is not eligible for the National Register. (Post - 1936.)*
Critical Facility
State Priority Rank 15160

Structural Detail

BIN: 1009640 Carried: 12 12 73061029 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

GTMS - Material 5 *Prestress Concrete*
GTMS - Type 01 *Slab*
GTAS - Material N *Not Applicable*
GTAS - Type NN *Not Applicable*
Number of Main Spans 1
Number of Approach Spans 0

Number of Ramps 0
 Bridge Length (ft) 38
 Bridge Length (m) 11.5 (converted value)
 Maximum Span Length (m) 10.3 (converted value)
 Maximum Span Length (ft) 34
 Out to Out Width (ft) 43.1
 Out to Out Width (m) 13.1 (converted value)
 Out to Out Varies 0 Out-to-out width does Not Vary
 Curb to Curb Width (m) 12.1 (converted value)
 Curb to Curb Width (ft) 40
 Curb to Curb Varies 1 Curb-to-curb width does Not Vary
 Approach Road Width (m) 12.4 (converted value)
 Approach Road Width (ft) 41
 Deck Area (sq ft) 1637
 Deck Area (sq m) 152 (converted value)
 Radius (m) 0
 Radius (ft) 0
 Curb Type LEFT 1 No Curb
 Curb Type RIGHT 1 No Curb
 Sidewalk Width LEFT (ft)
 Sidewalk Width LEFT (m)
 Sidewalk Width RIGHT (ft)
 Sidewalk Width RIGHT (m)
 Sidewalk Type LEFT 1 No Sidewalk
 Sidewalk Type RIGHT 1 No Sidewalk
 Median Width (m)
 Median Width (ft)
 Median Type 0 None
 Design Load 50 HS 20
 Temporary Structure
 BA Abutment Type 4 Solid, Cantilever
 EA Abutment Type 4 Solid, Cantilever
 BA Wingwall Type 3 "Splayed"
 EA Wingwall Type 3 "Splayed"
 BA Footing Type 3 Continuous, Spread-on Rock
 EA Footing Type 3 Continuous, Spread-on Rock
 BA Pile Type 1 No Piles
 EA Pile Type 1 No Piles
 BA Height (m) 3.3 (converted value)
 BA Height (ft) 11
 EA Height (m) 3.3 (converted value)
 EA Height (ft) 11
 BA Skew Angle 9
 EA Skew Angle 9
 BA Joint Type 01 None
 EA Joint Type 01 None
 BA Slope Protection 1 None Used
 EA Slope Protection 1 None Used

Safety and Utility

BIN: 1009640 Carried: 12 12 73061029 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Approach Guide Rail Type 02 Box Beam, Weak Steel Post (W3x5.7 section or equiv.).
 Guide Rail Transition 01 No pylon present. (Sketches 1 through 4)

but

Guide Rail Termination	04	Approach guide rail has a sloped end (see Standard Sheet 606-3R4)
Curb Transition	00	No curb on the bridge and none on the approaches.
Appr Roadway Alignment	8	No reduction of vehicle operating speed required
Median Barrier Type	01	No barrier
Bridge Railing Type LEFT	38	(Curbless bridges) See BDD 89-51.
Bridge Railing Type RIGHT	38	(Curbless bridges) See BDD 89-51.
Gore Area	1	No gore areas on bridge
Impact Attenuator Type	1	No impact attenuators on bridge
Utility Carried 1	01	No utilities on this bridge
Utility Carried 5		
Utility Carried 2		
Utility Carried 6		
Utility Carried 3		
Utility Carried 7		
Utility Carried 4		
Utility Carried 8		
Light Standards ON	1	None on bridge
Light Fixtures ON	1	None
Light Fixtures UNDER	1	None

Inspection Responsibility

BIN: 1009640 Carried: 12 12 73061029 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Responsible Agency 1	10	State Department of Transportation
Agency 1 Spans	ALL	SPANS
Responsible Agency 2	99	Only 1 Agency Responsible
Agency 2 Spans		

Posted Loads and Clearances

BIN: 1009640 Carried: 12 12 73061029 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Recording Date	
Posted VC ON (Ft)	
Posted VC ON (m)	
Posted VC ON (In)	
Posted VC UNDER (Ft)	
Posted VC UNDER (In)	
Posted VC UNDER (m)	
Posted Load (Metric Tons)	0
Posted Load (Tons)	0
Month Posted	
Year Posted	

Feature Carried

BIN: 1009640 Carried: 12 12 73061029 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

DELETE FEATURE
NEW FEATURE
Feature Number 1
Over-Under-On Code 1 *Feature is Carried on the bridge*
Feature Code 09 *State Highway*
National Highway System T *True*
Description Type
Description 12 12 73061029
Secondary Description
Milepoint 2.9
Overlap Routes
State Highway Number 626
Type of Highway 3 *State*
Route Description 1 *Mainline*
Federal Aid System 00 *None - Not a Highway*
Functional Classification 02 *Rural - Other Principal Arterial*
Toll 3 *On Free Road. The bridge is toll-free and carries a toll-free highway*
Defense Highway Desig 0 *The inventory route is not a STRAHNET route.*
National Truck Network 0 *The highway carried is not part of the National Network for Trucks.*
Total Number of Lanes 2
Number of Lanes LEFT 1
Number of Lanes RIGHT 1
Lanes Vary 2 *Number of lanes or tracks does NOT vary*
Minimum Lane Width (ft) 12
Minimum Lane Width (m) 3.6 *(converted value)*
AADT 2950
Year of AADT 2008
Future AADT 4130
Year of Future AADT 2028
Daily Truck Traffic (%) 14
Maximum VC ON (m) 99.99 *(converted value)*
Maximum VC ON (Ft) 99
Maximum VC ON (In) 99
Minimum VC ON (m) 99.99 *(converted value)*
Minimum VC ON (Ft) 99
Minimum VC ON (In) 99
Total Horiz Clear (ft) 40
Total Horiz Clear (m) 12.1 *(converted value)*
Detour Length (mi) 5
Detour Length (km) 8 *(converted value)*

Feature Intersected

BIN: 1009640 Carried: 12 12 73061029 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

```
NEW FEATURE
DELETE FEATURE
Feature Number 2 First Intersecting Feature
Over-Under-On Code 2 Feature passes under the bridge.
Feature Code 31 Non-Navigable Waterway
Description Type D Entering a written description of the feature intersected by
bridge.
Description SANDY CREEK
Milepoint 0
State Highway Number 000000
Type of Highway 8 Other
Secondary Description
Route Description 0 No Description Applies
Federal Aid System 00 None - Not a Highway
Functional Classification 00 None - Not a Highway
Toll 3 On Free Road (or Non-Highway). Both highway and bridge are toll
free.
Defense Highway Desig N The inventory route is not a highway.
National Truck Network 0 The feature being inventoried is a highway but is
Number of Lanes 0
Minimum VC LIFT (ft)
Minimum VC LIFT (m)
Maximum VC UNDER (m)
Maximum VC UNDER (Ft)
Maximum VC UNDER (In)
Minimum VC UNDER (Ft)
Minimum VC UNDER (m)
Minimum VC UNDER (In)
Total Horiz Clear (ft)
Total Horiz Clear (m)
Min Clearance LEFT (m)
Min Clearance LEFT (ft)
Min Clearance RIGHT (ft) 99.9
Min Clearance RIGHT (m) 99.9 (converted value)
AADT
Year of AADT
Future AADT
Year of Future AADT
Substructure Protection N Navigation Control item is coded "0", or feature is not a
waterway.
Navigation Control 0 Navigation not controlled by an Agency.
Max VC Navigation (m)
Max VC Navigation (ft)
Min Navig Clearance (m)
Min Navig Clearance (ft)
Stream Bed Material 6 Silt
Bank Protection 12 Stone Filling
Velocity of Current (fps) 07 (converted value)
Velocity of Current (mps) 2.1 (converted value)
Features Affecting Flow 1 Not Applicable
Detour Length (mi)
Detour Length (km)
```

Span Inventory

BIN: 1009640 Carried: 12 12 73061029 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

DELETE SPAN
NEW SPAN
Span Number 1 of 1
Span Length (ft) 34
Span Length (m) 10.3 (converted value)
Material E Prestressed Concrete, Pretensioned
Fracture Critical 2 No
Coating 4 Unpainted
Fatigue Resistance N Not Applicable
Composite Action 2 Composite
Out of Plane Bending 3 No
Continuity and Curvature 1 Simple Span
Load Path Redundancy A Multi-Member
Design Type 01 Slab
Internal Redundancy 6 Internally Redundant - Not Specified Above
Continuity Redundancy S Span is simply supported or an end span of a continuous structure
Structural Deck Type 01 None
Stay-in-place Forms 1 Not used
Original Wearing Surface 02 Portland Cement Concrete Overlay
OWS Still in Place 2 Still in-place (overlaid)
Present Wearing Surface 04 Asphalt Concrete
Surface Sealant 1 None
Ballast 1 Bridge does not carry railroad traffic
Median Width (ft) 0
Median Width (m) 0
Deck Drain 1 None
Type of Railing LEFT 02 Steel, conforming to current AASHTO specs.
Type of Railing RIGHT 02 Steel, conforming to current AASHTO specs.
Begin Bearing Fixity 2 Fixed
Begin Bearing Type 55 FIXED Elastomeric, Plain (See BDD 84-38)
End Bearing Fixity 2 Fixed
End Bearing Type 55 FIXED Elastomeric, Plain (See BDD 84-38)
Pier Type 01 No Pier
Pier Height (ft) 0
Pier Height (m) 0
Pier Footing
Pier Piles 1 No Piles
Pier Skew Angle 0
Pier Joint Type 01 None
Feature_Num1 002
Feature_Num2
Feature_Num3
Feature_Num4

Work History

BIN: 1009640 Carried: 12 12 73061029 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

NEW WORK
DELETE WORK

Type of Work 311 *Bridge Cleaning*
Month 10
Year 2007
Contract Number
Type of Contract 3 *Maintenance Forces of the Responsible Agency.*
Money Value
Comments **CLEAN SUPER & DECK**
Designer Name
Designer Organization
PIN

NEW WORK
DELETE WORK
Type of Work H38 *Clean Superstructure*
Month 7
Year 2008
Contract Number
Type of Contract 3 *Maintenance Forces of the Responsible Agency.*
Money Value
Comments
Designer Name
Designer Organization
PIN

Bridge Inspection

BIN: 1009640 Carried: 12 12 73061029 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Agency 10 *State*
Inspection Date 04/18/2011
Inspection Type 1 *Biennial*
Flags NNN *No Flags*
Condition Rating 5.87
General Recommendation 6
BA Joint Rating 8
EA Joint Rating 8
BA Bearing Rating 6
EA Bearing Rating 6
BA Seats/Pedestals Rating 5
EA Seats/Pedestals Rating 5
BA Backwall Rating 7
EA Backwall Rating 7
BA Stem Rating 5
EA Stem Rating 5
BA Erosion Rating 7
EA Erosion Rating 7
BA Footing Rating 6
EA Footing Rating 6
BA Piles Rating 8
EA Piles Rating 8
BA Recommendation 5
EA Recommendation 5
BWW Wall Rating 5

EWW Wall Rating	5
BWW Footing Rating	9
EWW Footing Rating	9
BWW Erosion Rating	6
EWW Erosion Rating	6
BWW Piles Rating	8
EWW Piles Rating	8
Appr Drainage Rating	6
Stream Alignment Rating	6
Appr Embankment Rating	6
Channel Erosion Rating	6
Appr Settlement Rating	6
Waterway Opening Rating	4
Appr Erosion Rating	6
Bank Protection Rating	5
Appr Pavement Rating	6
Sufficiency Rating Prefix	
Appr Guiderail Rating	6
Sufficiency Rating	96.9

Span Inspection

BIN: 1009640 Carried: 12 12 73061029 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Span Number	001
Inspection Date	04/18/2011
Wearing Surface Rating	6
Pier Bearing Rating	8
Curbs Rating	8
Pier Pedestal Rating	8
Sidewalk/Fascia Rating	5
Pier Top of Cap Rating	8
Rail/Parapets Rating	6
Pier Stem Rating	8
Scupper Rating	8
Pier Cap Beam Rating	8
Grate Rating	8
Pier Column Rating	8
Median Rating	8
Pier Footing Rating	8
Monolithic Surface Rating	8
Pier Erosion Rating	8
Pier Pile Rating	8
Pier Recommendation	8
Structural Deck Rating	8
Lighting Rating	8
Primary Member Rating	7
Sign Rating	8
Secondary Member Rating	8
Utility Rating	8
Superstr Paint Rating	8
Superstr Joint Rating	8
Superstr Recommendation	7

Access Categories

BIN: 1009640 Carried: 12 12 73061029 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Span Number BRI 001
Walking A A
Other Access Needs
Step Ladder
Extension Ladder
40 Ft UBIU (12 m)
Small Lift
60 Ft UBIU (18 m)
Medium Lift
Lightweight UBIU
Large Lift
Rowboat
Barge
Diving
Railroad Flagman
Lane Closure
Railroad Electrical
Shadow Vehicle
Scaffolding

Further Investigation

BIN: 1009640 Carried: 12 12 73061029 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Inspection Date 04/18/2011
Investigation Needed False
Remarks

Load Ratings

BIN: 1009640 Carried: 12 12 73061029 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Sufficiency Rating Prefix
Sufficiency Rating 96.9
Scour Critical 8 *Bridge foundations determined to be stable for calculated scour*
NBI Deck Condition 6 *Fair condition, potential for major maintenance*

NBI Superstruct Condition **8** *Good condition, no repairs needed*
 NBI Substruct Condition **6** *Fair condition, potential for major maintenance*
 NBI Channel Condition **6** *Fair condition, potential for major maintenance*
 NBI Culvert Condition **N** *Not Applicable*
 NBI Structural Condition **6** *Condition equal to present minimum criteria*
 NBI Deck Geometry **5** *Condition somewhat better than minimum adequacy*
 NBI Under Clearance **N** *Not Applicable*
 NBI Safe Load **5** *Condition somewhat better than minimum adequacy*
 L1 Rating Method
 L2 Rating Method **1** *Load Factor (LFD)*
 L1 Rating Source
 L2 Rating Source **V** *Virtis*
 L1 Rating Date
 L2 Rating Date **04/25/2011**
 L1 H Inventory Rating
 L1 M H Inventory Rating
 L2 M H Inventory Rating **24.5**
 L2 H Inventory Rating **27**
 L1 H Operating Rating
 L1 M H Operating Rating
 L2 M H Operating Rating **57.2**
 L2 H Operating Rating **63**
 L1 M HS Inventory Rating
 L1 HS Inventory Rating
 L2 HS Inventory Rating **42**
 L2 M HS Inventory Rating **38.1**
 L1 HS Operating Rating
 L1 M HS Operating Rating
 L2 HS Operating Rating **96**
 L2 M HS Operating Rating **87.1**
 L1 LRFR Rating Date
 L2 LRFR Rating Date
 L1 LRFR Rating Source
 L2 LRFR Rating Source
 L1 LRFR Inventory Rating
 L2 LRFR Inventory Rating
 L1 LRFR Operating Rating
 L2 LRFR Operating Rating
 L1 LRFR Submit Date
 L2 LRFR Submit Date

Standard Photos

BIN: 1009640 Carried: 12 12 73061029 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Photo Date
 Roll ID
 Photo Number
 Photo Filename

Bridge Safety Assurance

BIN: 1009640 Carried: 12 12 73061029 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Hydraulic Classification L *Low Likelihood of Failure*
Collision Classification
Hydraulic Failure Type 1 *Structural Damage*
Collision Failure Type
Hydraulic Rating 5 *No Action*
Collision Rating
Hydraulic Rating Date 07/05/2006
Collision Rating Date
Hydraulic - Insp Rec 2 *No review recommended*
Collision - Insp Rec 3 *Not applicable*
Hydraulic BIIS Inspection
Collision BIIS Inspection
Overload Classification L *Low Likelihood of Failure*
Concrete Classification
Overload Failure Type 1 *Structural Damage*
Concrete Failure Type
Overload Rating 4 *Inspection Program Action*
Concrete Rating
Overload Rating Date 10/31/1997
Concrete Rating Date
Overload - Insp Rec X *Not used this inspection cycle*
Concrete - Insp Rec X *Not used this inspection cycle*
Overload BIIS Inspection
Concrete BIIS Inspection
Seismic Classification
Steel Classification
Seismic Failure Type
Steel Failure Type
Seismic Rating
Steel Rating
Seismic Rating Date
Steel Rating Date
Seismic - Insp Rec X *Not used this inspection cycle*
Steel - Insp Rec 3 *Not applicable*
Seismic BIIS Inspection
Steel BIIS Inspection

Subsets

BIN: 1009640 Carried: 12 12 73061029 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Region 7 *Watertown*
County 3 *Jefferson*
State T
NHS On T
Local F
Interstate ON F
Other F

Interstate UNDER **F**
 Thruway Bridge
 Load Posted **F**
 Highway ON **T**
 R Posted **F**
 Highway UNDER **F**
 95 Posted **F**
 Railroad ON **F**
 97 Posted **F**
 Railroad UNDER **F**
 Political Unit **0733** *Town of RUTLAND*
 Pedestrian ON **F**
 Water UNDER **T**
 Number of Spans **1**
 Closed **F**
 Deck Area (sq m) **152** *(converted value)*
 Deck Area (sq ft) **1637**
 Abandoned **F**
 Under Construction **F**
 Primary Owner **10** *State Department of Transportation*
 Secondary Owner **99** *One Agency - Listed in first subfield*
 GTMS - Material **5** *Prestress Concrete*
 GTMS - Type **01** *Slab*
 Condition Rating **5.87**
 Flags **000** *No Flags*
 Year Built **1984**
 Last Major Work **NNNN**
 Capital Project On File **F**
 Carried **12 12 73061029**
 Crossed **SANDY CREEK**

Historic

BIN: 1009640 Carried: 12 12 73061029 Crossed: SANDY CREEK

Date this data Downloaded from mainframe: 04/05/2012

Historic Determination
 Historic Reason 1
 Excluded From Inventory
 Historic Reason 2
 Historic Reason 3
 GTMS: Material Code
 GTMS: Structural Code
 Main Span Design Type
 Bridge Type Details 1
 Bridge Type Details 2
 Bridge Type Details 3
 Truss Type Details 1
 Truss Type Details 2
 Arrangement
 Construction Date Update
 Circa Date
 Movable Type Detail
 Integrity Problems 1
 Integrity Problems 2
 Integrity Problems 3

Engineer or Designer
Name of Engineer
Name of Builder
Special Recognition 1
Special Recognition 2
Special Recognition 3
Aesthetic Treatment 1
Aesthetic Treatment 2
Aesthetic Treatment 3
Aesthetic Treatment 4
Historic Assoc Detail
Plans Available Update
Possible Historic Dist
Historical Marker
Land Use
Development

BIN: 3369170 Carried: VORCE ROAD Crossed: DEER RIVER



Bridge Identification

BIN: 3369170 Carried: VORCE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

NEW BRIDGE
Region 7 Watertown
County 4 Lewis
Local Bridge Number 452
Location 2.3 MI NE OF COPENHAGEN
Political Unit 0228 Town of DENMARK
Map Number 100A Copenhagen
Latitude (Degrees) 43
Latitude (Minutes) 55.016
Longitude (Degrees) 75
Longitude (Minutes) 38.764
Direction of Orientation 1 North
Primary Owner 30 County
Secondary Owner 99 One Agency - Listed in first subfield
Primary Maintenance 30 County
Secondary Maintenance 99 One Agency - Listed in first subfield
Federal-Aid Status 3 Bridge built with Federal funds, but does not carry a Fed-Aid
route.
Type of Service ON 1 Highway
Type of Service UNDER 5 Waterway
Contract Plans Available 2 State - Reg. Office
Hydro Report Available 2 State - Reg. Office
Original Contract Number D257184
Year Built 1997
Year of Last Major Rehab NNNN
Acquisition Method 2 Construction
Acquisition Order Number
Year Acquired
Parent BIN for this Ramp
Span Number of Parent BIN
Historical Significance 5 Bridge is not eligible for the National Register. (Post - 1936.)
Critical Facility
State Priority Rank 19226

Structural Detail

BIN: 3369170 Carried: VORCE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

GTMS - Material A Unpainted Steel
GTMS - Type 02 Stringer/Multi-Beam or Girder
GTAS - Material N Not Applicable
GTAS - Type NN Not Applicable
Number of Main Spans 1

Number of Approach Spans 0
 Number of Ramps 0
 Bridge Length (ft) 150
 Bridge Length (m) 45.7 (converted value)
 Maximum Span Length (m) 43.8 (converted value)
 Maximum Span Length (ft) 144
 Out to Out Width (ft) 24
 Out to Out Width (m) 7.3 (converted value)
 Out to Out Varies 0 Out-to-out width does Not Vary
 Curb to Curb Width (m) 6.6 (converted value)
 Curb to Curb Width (ft) 21.8
 Curb to Curb Varies 1 Curb-to-curb width does Not Vary
 Approach Road Width (m) 6.7 (converted value)
 Approach Road Width (ft) 22
 Deck Area (sq ft) 3600
 Deck Area (sq m) 334 (converted value)
 Radius (m) 0
 Radius (ft) 0
 Curb Type LEFT 1 No Curb
 Curb Type RIGHT 1 No Curb
 Sidewalk Width LEFT (ft)
 Sidewalk Width LEFT (m)
 Sidewalk Width RIGHT (ft)
 Sidewalk Width RIGHT (m)
 Sidewalk Type LEFT 1 No Sidewalk
 Sidewalk Type RIGHT 1 No Sidewalk
 Median Width (m)
 Median Width (ft)
 Median Type 0 None
 Design Load 90 HS 25
 Temporary Structure
 BA Abutment Type 4 Solid, Cantilever
 EA Abutment Type 4 Solid, Cantilever
 BA Wingwall Type 5 One Wall "U" Type, other "Splayed"
 EA Wingwall Type 5 One Wall "U" Type, other "Splayed"
 BA Footing Type 3 Continuous, Spread-on Rock
 EA Footing Type 3 Continuous, Spread-on Rock
 BA Pile Type 1 No Piles
 EA Pile Type 1 No Piles
 BA Height (m) 3.9 (converted value)
 BA Height (ft) 13
 EA Height (m) 5.4 (converted value)
 EA Height (ft) 18
 BA Skew Angle 15
 EA Skew Angle 15
 BA Joint Type 12 Exp., Armored Compression Seal (See BDD 80-61, BDD 80-63)
 EA Joint Type 29 Fixed, Armored Compression Seal (See BDD 80-61, BDD 80-63)
 BA Slope Protection 2 Rip-Rap
 EA Slope Protection 2 Rip-Rap

Safety and Utility

BIN: 3369170 Carried: VORCE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Approach Guide Rail Type 02 Box Beam, Weak Steel Post (W3x5.7 section or equiv.).

Guide Rail Transition 18 *Two-Rail Steel bridge railing to box beam guide*
 Guide Rail Termination 03 *Approach guide rail is transitioned horizontally and sloped*
to the
 Curb Transition 00 *No curb on the bridge and none on the approaches.*
 Appr Roadway Alignment 8 *No reduction of vehicle operating speed requited*
 Median Barrier Type 01 *No barrier*
 Bridge Railing Type LEFT 38 *(Curbless bridges) See BDD 89-51.*
 Bridge Railing Type RIGHT 38 *(Curbless bridges) See BDD 89-51.*
 Gore Area 1 *No gore areas on bridge*
 Impact Attenuator Type 1 *No impact attenuators on bridge*
 Utility Carried 1 01 *No utilities on this bridge*
 Utility Carried 5
 Utility Carried 2
 Utility Carried 6
 Utility Carried 3
 Utility Carried 7
 Utility Carried 4
 Utility Carried 8
 Light Standards ON 1 *None on bridge*
 Light Fixtures ON 1 *None*
 Light Fixtures UNDER 1 *None*

Inspection Responsibility

BIN: 3369170 Carried: VORCE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Responsible Agency 1 30 *County*
 Agency 1 Spans ALL SPANS
 Responsible Agency 2 99 *Only 1 Agency Responsible*
 Agency 2 Spans

Posted Loads and Clearances

BIN: 3369170 Carried: VORCE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Recording Date
 Posted VC ON (Ft)
 Posted VC ON (m)
 Posted VC ON (In)
 Posted VC UNDER (Ft)
 Posted VC UNDER (In)
 Posted VC UNDER (m)
 Posted Load (Metric Tons) 0
 Posted Load (Tons) 0
 Month Posted
 Year Posted

Feature Carried

BIN: 3369170 Carried: VORCE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

DELETE FEATURE
NEW FEATURE
Feature Number 1
Over-Under-On Code 1 *Feature is Carried on the bridge*
Feature Code 15 *Town Road*
National Highway System F *False*
Description Type D *Entering a written description of the feature carried by the bridge.*
Description VORCE ROAD
Secondary Description
Milepoint 0.9
Overlap Routes
State Highway Number 000000
Type of Highway 8 *Other*
Route Description 0 *No Description Applies*
Federal Aid System 00 *None - Not a Highway*
Functional Classification 09 *Rural - Local (Including Unclassified)*
Toll 3 *On Free Road. The bridge is toll-free and carries a toll-free highway*
Defense Highway Desig 0 *The inventory route is not a STRAHNET route.*
National Truck Network 0 *The highway carried is not part of the National Network for Trucks.*
Total Number of Lanes 2
Number of Lanes LEFT 1
Number of Lanes RIGHT 1
Lanes Vary 2 *Number of lanes or tracks does NOT vary*
Minimum Lane Width (ft) 8.9
Minimum Lane Width (m) 2.7 *(converted value)*
AADT 120
Year of AADT 2003
Future AADT 116
Year of Future AADT 2031
Daily Truck Traffic (%) 8
Maximum VC ON (m) 99.99 *(converted value)*
Maximum VC ON (Ft) 99
Maximum VC ON (In) 99
Minimum VC ON (m) 99.99 *(converted value)*
Minimum VC ON (Ft) 99
Minimum VC ON (In) 99
Total Horiz Clear (ft) 21.8
Total Horiz Clear (m) 6.6 *(converted value)*
Detour Length (mi) 7
Detour Length (km) 11.2 *(converted value)*

Feature Intersected

BIN: 3369170 Carried: VORCE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

NEW FEATURE
DELETE FEATURE
Feature Number 2 First Intersecting Feature
Over-Under-On Code 2 Feature passes under the bridge.
Feature Code 31 Non-Navigable Waterway
Description Type D Entering a written description of the feature intersected by
bridge.
Description DEER RIVER
Milepoint 0
State Highway Number 000000
Type of Highway 8 Other
Secondary Description
Route Description 0 No Description Applies
Federal Aid System 00 None - Not a Highway
Functional Classification 00 None - Not a Highway
Toll 3 On Free Road (or Non-Highway). Both highway and bridge are toll
free.
Defense Highway Desig N The inventory route is not a highway.
National Truck Network 0 The feature being inventoried is a highway but is
Number of Lanes 0
Minimum VC LIFT (ft)
Minimum VC LIFT (m)
Maximum VC UNDER (m)
Maximum VC UNDER (Ft)
Maximum VC UNDER (In)
Minimum VC UNDER (Ft)
Minimum VC UNDER (m)
Minimum VC UNDER (In)
Total Horiz Clear (ft)
Total Horiz Clear (m)
Min Clearance LEFT (m)
Min Clearance LEFT (ft)
Min Clearance RIGHT (ft) 99.9
Min Clearance RIGHT (m) 99.9 (converted value)
AADT
Year of AADT
Future AADT
Year of Future AADT
Substructure Protection N Navigation Control item is coded "0", or feature is not a
waterway.
Navigation Control 0 Navigation not controlled by an Agency.
Max VC Navigation (m)
Max VC Navigation (ft)
Min Navig Clearance (m)
Min Navig Clearance (ft)
Stream Bed Material 2 Bed Rock
Bank Protection 02 Rip-Rap, Dry
Velocity of Current (fps) 10 (converted value)
Velocity of Current (mps) 3.0 (converted value)
Features Affecting Flow 1 Not Applicable
Detour Length (mi)
Detour Length (km)

Span Inventory

BIN: 3369170 Carried: VORCE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

DELETE SPAN
NEW SPAN
Span Number 1 of 1
Span Length (ft) 144
Span Length (m) 43.8 (converted value)
Material 2 Weathering Steel
Fracture Critical 2 No
Coating 4 Unpainted
Fatigue Resistance 2 C Details
Composite Action 2 Composite
Out of Plane Bending 3 No
Continuity and Curvature 1 Simple Span
Load Path Redundancy A Multi-Member
Design Type 13 Plate Girder, Multi-Girder
Internal Redundancy 1 Welded
Continuity Redundancy S Span is simply supported or an end span of a continuous structure
Structural Deck Type 12 C-I-P Portland Cement Concrete, Epoxy Coated Rebars
Stay-in-place Forms 2 Used
Original Wearing Surface 06 Integral or Monolithic Portland Cement Concrete
OWS Still in Place 1 Original wearing surface still in use
Present Wearing Surface 06 Integral or Monolithic Portland Cement Concrete
Surface Sealant 0 Other
Ballast 1 Bridge does not carry railroad traffic
Median Width (ft) 0
Median Width (m) 0
Deck Drain 1 None
Type of Railing LEFT 02 Steel, conforming to current AASHTO specs.
Type of Railing RIGHT 02 Steel, conforming to current AASHTO specs.
Begin Bearing Fixity 3 Expansion
Begin Bearing Type 19 EXPANSION Elastomeric, Steel Lam. w/Ext. Load Plate (See BDD
84-40)
End Bearing Fixity 2 Fixed
End Bearing Type 58 FIXED Elastomeric, Steel Lam. w/Ext. Load Plate (See BDD 84-40)
Pier Type 01 No Pier
Pier Height (ft) 0
Pier Height (m) 0
Pier Footing
Pier Piles 1 No Piles
Pier Skew Angle 0
Pier Joint Type 01 None
Feature_Num1 002
Feature_Num2
Feature_Num3
Feature_Num4

Work History

BIN: 3369170 Carried: VORCE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

NEW WORK
DELETE WORK
Type of Work
Month
Year
Contract Number
Type of Contract
Money Value
Comments
Designer Name
Designer Organization
PIN

Bridge Inspection

BIN: 3369170 Carried: VORCE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Agency 10 *State*
Inspection Date 06/14/2011
Inspection Type 1 *Biennial*
Flags **NNN** *No Flags*
Condition Rating 6.873
General Recommendation 7
BA Joint Rating 6
EA Joint Rating 6
BA Bearing Rating 7
EA Bearing Rating 7
BA Seats/Pedestals Rating 7
EA Seats/Pedestals Rating 7
BA Backwall Rating 7
EA Backwall Rating 7
BA Stem Rating 7
EA Stem Rating 7
BA Erosion Rating 7
EA Erosion Rating 7
BA Footing Rating 7
EA Footing Rating 9
BA Piles Rating 8
EA Piles Rating 8
BA Recommendation 7
EA Recommendation 7
BWW Wall Rating 7
EWW Wall Rating 7
BWW Footing Rating 9
EWW Footing Rating 9
BWW Erosion Rating 7
EWW Erosion Rating 7
BWW Piles Rating 8
EWW Piles Rating 8
Appr Drainage Rating 6
Stream Alignment Rating 6
Appr Embankment Rating 7
Channel Erosion Rating 6
Appr Settlement Rating 7

Waterway Opening Rating 6
Appr Erosion Rating 7
Bank Protection Rating 8
Appr Pavement Rating 6
Sufficiency Rating Prefix
Appr Guiderail Rating 7
Sufficiency Rating 87.4

Span Inspection

BIN: 3369170 Carried: VORCE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Span Number 001
Inspection Date 06/14/2011
Wearing Surface Rating 6
Pier Bearing Rating 8
Curbs Rating 8
Pier Pedestal Rating 8
Sidewalk/Fascia Rating 7
Pier Top of Cap Rating 8
Rail/Parapets Rating 7
Pier Stem Rating 8
Scupper Rating 8
Pier Cap Beam Rating 8
Grate Rating 8
Pier Column Rating 8
Median Rating 8
Pier Footing Rating 8
Monolithic Surface Rating 6
Pier Erosion Rating 8
Pier Pile Rating 8
Pier Recommendation 8
Structural Deck Rating 7
Lighting Rating 8
Primary Member Rating 7
Sign Rating 8
Secondary Member Rating 7
Utility Rating 8
Superstr Paint Rating 7
Superstr Joint Rating 8
Superstr Recommendation 7

Access Categories

BIN: 3369170 Carried: VORCE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Span Number BRI 001

Walking	A	A
Other Access Needs		
Step Ladder		
Extension Ladder	C	C
40 Ft UBIU (12 m)		
Small Lift		
60 Ft UBIU (18 m)		
Medium Lift		
Lightweight UBIU		
Large Lift		
Rowboat		
Barge		
Diving		
Railroad Flagman		
Lane Closure		
Railroad Electrical		
Shadow Vehicle		
Scaffolding		

Further Investigation

BIN: 3369170 Carried: VORCE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Inspection Date 06/14/2011
Investigation Needed False
Remarks

Load Ratings

BIN: 3369170 Carried: VORCE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Sufficiency Rating Prefix
Sufficiency Rating 87.4
Scour Critical 8 *Bridge foundations determined to be stable for calculated scour*
NBI Deck Condition 7 *Generally good condition, potential exists for minor maintenance*
NBI Superstruct Condition 9 *New condition*
NBI Substruct Condition 9 *New condition*
NBI Channel Condition 8 *Good condition, no repairs needed*
NBI Culvert Condition N *Not Applicable*
NBI Structural Condition 9 *Condition superior to present desirabile criteria*
NBI Deck Geometry 4 *Condition meeting minimum tolerable limits*
NBI Under Clearance N *Not Applicable*
NBI Safe Load 5 *Condition somewhat better than minimum adequacy*
L1 Rating Method 1 *Load Factor (LFD)*
L2 Rating Method 1 *Load Factor (LFD)*
L1 Rating Source 1 *P.E. Certified Load Rating*
L2 Rating Source V *Virtis*

L1 Rating Date 02/09/1998
 L2 Rating Date 07/05/2011
 L1 H Inventory Rating
 L1 M H Inventory Rating
 L2 M H Inventory Rating 32.7
 L2 H Inventory Rating 36
 L1 H Operating Rating
 L1 M H Operating Rating
 L2 M H Operating Rating 54.4
 L2 H Operating Rating 60
 L1 M HS Inventory Rating 61.7
 L1 HS Inventory Rating 68
 L2 HS Inventory Rating 64
 L2 M HS Inventory Rating 58.1
 L1 HS Operating Rating 99
 L1 M HS Operating Rating 89.8
 L2 HS Operating Rating 108
 L2 M HS Operating Rating 98
 L1 LRFR Rating Date
 L2 LRFR Rating Date
 L1 LRFR Rating Source
 L2 LRFR Rating Source
 L1 LRFR Inventory Rating
 L2 LRFR Inventory Rating
 L1 LRFR Operating Rating
 L2 LRFR Operating Rating
 L1 LRFR Submit Date
 L2 LRFR Submit Date

Standard Photos

BIN: 3369170 Carried: VORCE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Photo Date
 Roll ID
 Photo Number
 Photo Filename

Bridge Safety Assurance

BIN: 3369170 Carried: VORCE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Hydraulic Classification L *Low Likelihood of Failure*
 Collision Classification
 Hydraulic Failure Type 3 *Partial Collapse*
 Collision Failure Type
 Hydraulic Rating 5 *No Action*

Collision Rating
 Hydraulic Rating Date 03/03/2006
 Collision Rating Date
 Hydraulic - Insp Rec 2 No review recommended
 Collision - Insp Rec 3 Not applicable
 Hydraulic BIIS Inspection
 Collision BIIS Inspection
 Overload Classification
 Concrete Classification
 Overload Failure Type
 Concrete Failure Type
 Overload Rating
 Concrete Rating
 Overload Rating Date
 Concrete Rating Date
 Overload - Insp Rec X Not used this inspection cycle
 Concrete - Insp Rec X Not used this inspection cycle
 Overload BIIS Inspection
 Concrete BIIS Inspection
 Seismic Classification
 Steel Classification
 Seismic Failure Type
 Steel Failure Type
 Seismic Rating
 Steel Rating
 Seismic Rating Date
 Steel Rating Date
 Seismic - Insp Rec X Not used this inspection cycle
 Steel - Insp Rec 2 No review recommended
 Seismic BIIS Inspection
 Steel BIIS Inspection

Subsets

BIN: 3369170 Carried: VORCE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Region 7 Watertown
 County 4 Lewis
 State F
 NHS On F
 Local T
 Interstate ON F
 Other F
 Interstate UNDER F
 Thruway Bridge
 Load Posted F
 Highway ON T
 R Posted F
 Highway UNDER F
 95 Posted F
 Railroad ON F
 97 Posted F
 Railroad UNDER F
 Political Unit 0228 Town of DENMARK
 Pedestrian ON F

Water UNDER T
Number of Spans 1
Closed F
Deck Area (sq m) 334 (converted value)
Deck Area (sq ft) 3600
Abandoned F
Under Construction F
Primary Owner 30 County
Secondary Owner 99 One Agency - Listed in first subfield
GTMS - Material A Unpainted Steel
GTMS - Type 02 Stringer/Multi-Beam or Girder
Condition Rating 6.873
Flags 000 No Flags
Year Built 1997
Last Major Work NNNN
Capital Project On File F
Carried VORCE ROAD
Crossed DEER RIVER

Historic

BIN: 3369170 Carried: VORCE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Historic Determination
Historic Reason 1
Excluded From Inventory
Historic Reason 2
Historic Reason 3
GTMS: Material Code
GTMS: Structural Code
Main Span Design Type
Bridge Type Details 1
Bridge Type Details 2
Bridge Type Details 3
Truss Type Details 1
Truss Type Details 2
Arrangement
Construction Date Update
Circa Date
Movable Type Detail
Integrity Problems 1
Integrity Problems 2
Integrity Problems 3
Engineer or Designer
Name of Engineer
Name of Builder
Special Recognition 1
Special Recognition 2
Special Recognition 3
Aesthetic Treatment 1
Aesthetic Treatment 2
Aesthetic Treatment 3
Aesthetic Treatment 4
Historic Assoc Detail
Plans Available Update

Possible Historic Dist
Historical Marker
Land Use
Development

BIN: 3340100 Carried: OLD STATE ROAD Crossed: DEER RIVER



Bridge Identification

BIN: 3340100 Carried: OLD STATE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

NEW BRIDGE
Region 7 *Watertown*
County 4 *Lewis*
Local Bridge Number 454
Location 2.3 MI SW OF DEER RIVER
Political Unit 0228 *Town of DENMARK*
Map Number 100A *Copenhagen*
Latitude (Degrees) 43
Latitude (Minutes) 55.405
Longitude (Degrees) 75
Longitude (Minutes) 37.595
Direction of Orientation 3 *East*
Primary Owner 30 *County*
Secondary Owner 99 *One Agency - Listed in first subfield*
Primary Maintenance 30 *County*
Secondary Maintenance 99 *One Agency - Listed in first subfield*
Federal-Aid Status * *Unknown*
Type of Service ON 1 *Highway*
Type of Service UNDER 5 *Waterway*
Contract Plans Available X *Not Available*
Hydro Report Available * *Unknown*
Original Contract Number NONE
Year Built 1891
Year of Last Major Rehab NNNN
Acquisition Method 1 *Legislation*
Acquisition Order Number
Year Acquired
Parent BIN for this Ramp
Span Number of Parent BIN
Historical Significance 2 *Bridge is eligible for the National Register of Historic Places.*
Critical Facility
State Priority Rank 5512

Structural Detail

BIN: 3340100 Carried: OLD STATE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

GTMS - Material 9 *Aluminum, Wrought Iron or Cast Iron*
GTMS - Type 10 *Truss - Thru*
GTAS - Material N *Not Applicable*
GTAS - Type NN *Not Applicable*
Number of Main Spans 1
Number of Approach Spans 0

Number of Ramps 0
 Bridge Length (ft) 101
 Bridge Length (m) 30.7 (converted value)
 Maximum Span Length (m) 29.5 (converted value)
 Maximum Span Length (ft) 97
 Out to Out Width (ft) 14
 Out to Out Width (m) 4.2 (converted value)
 Out to Out Varies 0 Out-to-out width does Not Vary
 Curb to Curb Width (m) 3.9 (converted value)
 Curb to Curb Width (ft) 12.8
 Curb to Curb Varies 1 Curb-to-curb width does Not Vary
 Approach Road Width (m) 3 (converted value)
 Approach Road Width (ft) 10
 Deck Area (sq ft) 1400
 Deck Area (sq m) 130 (converted value)
 Radius (m) 0
 Radius (ft) 0
 Curb Type LEFT 7 Timber
 Curb Type RIGHT 7 Timber
 Sidewalk Width LEFT (ft)
 Sidewalk Width LEFT (m)
 Sidewalk Width RIGHT (ft)
 Sidewalk Width RIGHT (m)
 Sidewalk Type LEFT 1 No Sidewalk
 Sidewalk Type RIGHT 1 No Sidewalk
 Median Width (m)
 Median Width (ft)
 Median Type 0 None
 Design Load NN Unknown
 Temporary Structure
 BA Abutment Type 0 Other
 EA Abutment Type 0 Other
 BA Wingwall Type 2 "U" Type
 EA Wingwall Type 3 "Splayed"
 BA Footing Type 3 Continuous, Spread-on Rock
 EA Footing Type 3 Continuous, Spread-on Rock
 BA Pile Type 1 No Piles
 EA Pile Type 1 No Piles
 BA Height (m) 6 (converted value)
 BA Height (ft) 20
 EA Height (m) 6 (converted value)
 EA Height (ft) 20
 BA Skew Angle 0
 EA Skew Angle 0
 BA Joint Type 09 Exp., Other
 EA Joint Type 25 Fixed, Other
 BA Slope Protection 1 None Used
 EA Slope Protection 1 None Used

Safety and Utility

BIN: 3340100 Carried: OLD STATE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Approach Guide Rail Type 06 W-Section, Weak Steel Post (Post equal to a W3x5.7 section or equiv.)

Guide Rail Transition 14 *There is no continuity between the guide rail*
 Guide Rail Termination 98 *Other (Does not meet current AASHTO standards.)*
 Curb Transition 00 *No curb on the bridge and none on the approaches.*
 Appr Roadway Alignment 4 *Shaded*
 Median Barrier Type 01 *No barrier*
 Bridge Railing Type LEFT 11 *Pipe*
 Bridge Railing Type RIGHT 11 *Pipe*
 Gore Area 1 *No gore areas on bridge*
 Impact Attenuator Type 1 *No impact attenuators on bridge*
 Utility Carried 1 01 *No utilities on this bridge*
 Utility Carried 5
 Utility Carried 2
 Utility Carried 6
 Utility Carried 3
 Utility Carried 7
 Utility Carried 4
 Utility Carried 8
 Light Standards ON 1 *None on bridge*
 Light Fixtures ON 1 *None*
 Light Fixtures UNDER 1 *None*

Inspection Responsibility

BIN: 3340100 Carried: OLD STATE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Responsible Agency 1 30 *County*
 Agency 1 Spans ALL SPANS
 Responsible Agency 2 99 *Only 1 Agency Responsible*
 Agency 2 Spans

Posted Loads and Clearances

BIN: 3340100 Carried: OLD STATE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Recording Date 01/01/1987
 Posted VC ON (Ft) 12
 Posted VC ON (m) 3.67 *(converted value)*
 Posted VC ON (In) 3
 Posted VC UNDER (Ft)
 Posted VC UNDER (In)
 Posted VC UNDER (m)
 Posted Load (Metric Tons) 3 *(converted value)*
 Posted Load (Tons) 3 *(converted value)*
 Month Posted 1
 Year Posted 1987

Feature Carried

BIN: 3340100 Carried: OLD STATE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

DELETE FEATURE
NEW FEATURE
Feature Number 1
Over-Under-On Code 1 *Feature is Carried on the bridge*
Feature Code 15 *Town Road*
National Highway System F *False*
Description Type D *Entering a written description of the feature carried by the*
bridge.
Description OLD STATE ROAD
Secondary Description
Milepoint 2.82
Overlap Routes
State Highway Number 000000
Type of Highway 8 *Other*
Route Description 0 *No Description Applies*
Federal Aid System 00 *None - Not a Highway*
Functional Classification 09 *Rural - Local (Including Unclassified)*
Toll 3 *On Free Road. The bridge is toll-free and carries a toll-free*
highway
Defense Highway Desig 0 *The inventory route is not a STRAHNET route.*
National Truck Network 0 *The highway carried is not part of the National Network for*
Trucks.
Total Number of Lanes 1
Number of Lanes LEFT 1
Number of Lanes RIGHT 0
Lanes Vary 2 *Number of lanes or tracks does NOT vary*
Minimum Lane Width (ft) 8
Minimum Lane Width (m) 2.4 *(converted value)*
AADT 40
Year of AADT 2011
Future AADT 32
Year of Future AADT 2031
Daily Truck Traffic (%) 8
Maximum VC ON (m) 4.41 *(converted value)*
Maximum VC ON (Ft) 14
Maximum VC ON (In) 6
Minimum VC ON (m) 4.41 *(converted value)*
Minimum VC ON (Ft) 14
Minimum VC ON (In) 6
Total Horiz Clear (ft) 12.8
Total Horiz Clear (m) 3.9 *(converted value)*
Detour Length (mi) 3
Detour Length (km) 4.8 *(converted value)*

Feature Intersected

BIN: 3340100 Carried: OLD STATE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

NEW FEATURE
DELETE FEATURE
Feature Number 2 *First Intersecting Feature*
Over-Under-On Code 2 *Feature passes under the bridge.*
Feature Code 31 *Non-Navigable Waterway*
Description Type D *Entering a written description of the feature intersected by*
bridge.
Description DEER RIVER
Milepoint 0
State Highway Number 000000
Type of Highway 8 *Other*
Secondary Description
Route Description 0 *No Description Applies*
Federal Aid System 00 *None - Not a Highway*
Functional Classification 00 *None - Not a Highway*
Toll 3 *On Free Road (or Non-Highway). Both highway and bridge are toll*
free.
Defense Highway Desig N *The inventory route is not a highway.*
National Truck Network 0 *The feature being inventoried is a highway but is*
Number of Lanes 0
Minimum VC LIFT (ft)
Minimum VC LIFT (m)
Maximum VC UNDER (m)
Maximum VC UNDER (Ft)
Maximum VC UNDER (In)
Minimum VC UNDER (Ft)
Minimum VC UNDER (m)
Minimum VC UNDER (In)
Total Horiz Clear (ft)
Total Horiz Clear (m)
Min Clearance LEFT (m)
Min Clearance LEFT (ft)
Min Clearance RIGHT (ft) 99.9
Min Clearance RIGHT (m) 99.9 *(converted value)*
AADT
Year of AADT
Future AADT
Year of Future AADT
Substructure Protection N *Navigation Control item is coded "0", or feature is not a*
waterway.
Navigation Control 0 *Navigation not controlled by an Agency.*
Max VC Navigation (m)
Max VC Navigation (ft)
Min Navig Clearance (m)
Min Navig Clearance (ft)
Stream Bed Material 2 *Bed Rock*
Bank Protection 01 *No Bank Protection*
Velocity of Current (fps) **
Velocity of Current (mps) *.*
Features Affecting Flow 1 *Not Applicable*
Detour Length (mi)
Detour Length (km)

Span Inventory

BIN: 3340100 Carried: OLD STATE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

DELETE SPAN
NEW SPAN
Span Number 1 of 1
Span Length (ft) 97
Span Length (m) 29.5 (converted value)
Material 1 Steel
Fracture Critical 1 Yes
Coating 1 Painted, Lead-Based
Fatigue Resistance 3 D, E and E' Details
Composite Action 1 Noncomposite
Out of Plane Bending 3 No
Continuity and Curvature 1 Simple Span
Load Path Redundancy 2 Two Member
Design Type 18 Truss, Thru (Overhead Bracing)
Internal Redundancy 4 Eyebars - One or Two per Member
Continuity Redundancy 5 Span is simply supported or an end span of a continuous structure
Structural Deck Type 03 Timber
Stay-in-place Forms 1 Not used
Original Wearing Surface 07 Wood or Wood Block
OWS Still in Place 1 Original wearing surface still in use
Present Wearing Surface 07 Wood or Wood Block
Surface Sealant 1 None
Ballast 1 Bridge does not carry railroad traffic
Median Width (ft) 0
Median Width (m) 0
Deck Drain 1 None
Type of Railing LEFT 11 Pipe
Type of Railing RIGHT 11 Pipe
Begin Bearing Fixity 3 Expansion
Begin Bearing Type 05 EXPANSION Steel Sliding on Steel
End Bearing Fixity 2 Fixed
End Bearing Type 65 Other FIXED
Pier Type 01 No Pier
Pier Height (ft) 0
Pier Height (m) 0
Pier Footing
Pier Piles 1 No Piles
Pier Skew Angle 0
Pier Joint Type 01 None
Feature_Num1 002
Feature_Num2
Feature_Num3
Feature_Num4

Work History

BIN: 3340100 Carried: OLD STATE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

NEW WORK

DELETE WORK
Type of Work
Month
Year
Contract Number
Type of Contract
Money Value
Comments
Designer Name
Designer Organization
PIN

Bridge Inspection

BIN: 3340100 Carried: OLD STATE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Agency 10 State
Inspection Date 08/02/2011
Inspection Type 1 Biennial
Flags NNN No Flags
Condition Rating 4.19
General Recommendation 3
BA Joint Rating 8
EA Joint Rating 8
BA Bearing Rating 3
EA Bearing Rating 5
BA Seats/Pedestals Rating 5
EA Seats/Pedestals Rating 5
BA Backwall Rating 4
EA Backwall Rating 4
BA Stem Rating 4
EA Stem Rating 4
BA Erosion Rating 5
EA Erosion Rating 4
BA Footing Rating 9
EA Footing Rating 9
BA Piles Rating 8
EA Piles Rating 8
BA Recommendation 4
EA Recommendation 4
BWW Wall Rating 4
EWW Wall Rating 3
BWW Footing Rating 9
EWW Footing Rating 9
BWW Erosion Rating 5
EWW Erosion Rating 4
BWW Piles Rating 8
EWW Piles Rating 8
Appr Drainage Rating 3
Stream Alignment Rating 7
Appr Embankment Rating 5
Channel Erosion Rating 4
Appr Settlement Rating 4
Waterway Opening Rating 6
Appr Erosion Rating 3

Bank Protection Rating 8
Appr Pavement Rating 4
Sufficiency Rating Prefix
Appr Guiderail Rating 5
Sufficiency Rating 22.9

Span Inspection

BIN: 3340100 Carried: OLD STATE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Span Number	001
Inspection Date	08/02/2011
Wearing Surface Rating	6
Pier Bearing Rating	8
Curbs Rating	6
Pier Pedestal Rating	8
Sidewalk/Fascia Rating	8
Pier Top of Cap Rating	8
Rail/Parapets Rating	6
Pier Stem Rating	8
Scupper Rating	8
Pier Cap Beam Rating	8
Grate Rating	8
Pier Column Rating	8
Median Rating	8
Pier Footing Rating	8
Monolithic Surface Rating	8
Pier Erosion Rating	8
Pier Pile Rating	8
Pier Recommendation	8
Structural Deck Rating	6
Lighting Rating	8
Primary Member Rating	3
Sign Rating	6
Secondary Member Rating	4
Utility Rating	8
Superstr Paint Rating	3
Superstr Joint Rating	8
Superstr Recommendation	3

Access Categories

BIN: 3340100 Carried: OLD STATE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Span Number	BRI	001
Walking	A	A
Other Access Needs		

Step Ladder		
Extension Ladder	C	C
40 Ft UBIU (12 m)		
Small Lift	G	G
60 Ft UBIU (18 m)		
Medium Lift		
Lightweight UBIU		
Large Lift		
Rowboat		
Barge		
Diving		
Railroad Flagman		
Lane Closure	P	P
Railroad Electrical		
Shadow Vehicle		
Scaffolding	O	O

Further Investigation

BIN: 3340100 Carried: OLD STATE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Inspection Date **08/02/2011**
Investigation Needed **False**
Remarks

Load Ratings

BIN: 3340100 Carried: OLD STATE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Sufficiency Rating Prefix
Sufficiency Rating **22.9**
Scour Critical **3** *Bridge is scour critical; bridge foundations determined to be unstable*
NBI Deck Condition **6** *Fair condition, potential for major maintenance*
NBI Superstruct Condition **4** *Marginal condition, potential for major rehab*
NBI Substruct Condition **4** *Marginal condition, potential for major rehab*
NBI Channel Condition **7** *Generally good condition, potential exists for minor maintenance*
NBI Culvert Condition **N** *Not Applicable*
NBI Structural Condition **4** *Condition meeting minimum tolerable limits*
NBI Deck Geometry **4** *Condition meeting minimum tolerable limits*
NBI Under Clearance **N** *Not Applicable*
NBI Safe Load **2** *Basically intolerable condition requiring high priority of replacement*
L1 Rating Method
L2 Rating Method **1** *Load Factor (LFD)*
L1 Rating Source
L2 Rating Source **V** *Virtis*

L1 Rating Date
 L2 Rating Date 04/20/2011
 L1 H Inventory Rating
 L1 M H Inventory Rating
 L2 M H Inventory Rating 6.4
 L2 H Inventory Rating 7
 L1 H Operating Rating
 L1 M H Operating Rating
 L2 M H Operating Rating 10.9
 L2 H Operating Rating 12
 L1 M HS Inventory Rating
 L1 HS Inventory Rating
 L2 HS Inventory Rating 12
 L2 M HS Inventory Rating 10.9
 L1 HS Operating Rating
 L1 M HS Operating Rating
 L2 HS Operating Rating 25
 L2 M HS Operating Rating 22.7
 L1 LRFR Rating Date
 L2 LRFR Rating Date
 L1 LRFR Rating Source
 L2 LRFR Rating Source
 L1 LRFR Inventory Rating
 L2 LRFR Inventory Rating
 L1 LRFR Operating Rating
 L2 LRFR Operating Rating
 L1 LRFR Submit Date
 L2 LRFR Submit Date

Standard Photos

BIN: 3340100 Carried: OLD STATE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Photo Date
 Roll ID
 Photo Number
 Photo Filename

Bridge Safety Assurance

BIN: 3340100 Carried: OLD STATE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Hydraulic Classification L *Low Likelihood of Failure*
 Collision Classification
 Hydraulic Failure Type 5 *Catastrophic*
 Collision Failure Type
 Hydraulic Rating 3 *Capital Program Action*

Collision Rating
 Hydraulic Rating Date **11/19/2007**
 Collision Rating Date
 Hydraulic - Insp Rec **2** *No review recommended*
 Collision - Insp Rec **2** *No review recommended*
 Hydraulic BIIS Inspection
 Collision BIIS Inspection
 Overload Classification
 Concrete Classification
 Overload Failure Type
 Concrete Failure Type
 Overload Rating
 Concrete Rating
 Overload Rating Date
 Concrete Rating Date
 Overload - Insp Rec **X** *Not used this inspection cycle*
 Concrete - Insp Rec **X** *Not used this inspection cycle*
 Overload BIIS Inspection
 Concrete BIIS Inspection
 Seismic Classification
 Steel Classification
 Seismic Failure Type
 Steel Failure Type
 Seismic Rating
 Steel Rating
 Seismic Rating Date
 Steel Rating Date
 Seismic - Insp Rec **X** *Not used this inspection cycle*
 Steel - Insp Rec **2** *No review recommended*
 Seismic BIIS Inspection
 Steel BIIS Inspection

Subsets

BIN: 3340100 Carried: OLD STATE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Region **7** *Watertown*
 County **4** *Lewis*
 State **F**
 NHS On **F**
 Local **T**
 Interstate ON **F**
 Other **F**
 Interstate UNDER **F**
 Thruway Bridge
 Load Posted **T**
 Highway ON **T**
 R Posted **F**
 Highway UNDER **F**
 95 Posted **F**
 Railroad ON **F**
 97 Posted **F**
 Railroad UNDER **F**
 Political Unit **0228** *Town of DENMARK*
 Pedestrian ON **F**

Water UNDER **T**
 Number of Spans **1**
 Closed **F**
 Deck Area (sq m) **130** (*converted value*)
 Deck Area (sq ft) **1400**
 Abandoned **F**
 Under Construction **F**
 Primary Owner **30** *County*
 Secondary Owner **99** *One Agency - Listed in first subfield*
 GTMS - Material **9** *Aluminum, Wrought Iron or Cast Iron*
 GTMS - Type **10** *Truss - Thru*
 Condition Rating **4.19**
 Flags **000** *No Flags*
 Year Built **1891**
 Last Major Work **NNNN**
 Capital Project On File **F**
 Carried **OLD STATE ROAD**
 Crossed **DEER RIVER**

Historic

BIN: 3340100 Carried: OLD STATE ROAD Crossed: DEER RIVER

Date this data Downloaded from mainframe: 04/05/2012

Historic Determination **1** *Eligible*
 Historic Reason 1 **01** *Criterion A: associated with historic event(s) or activities*
 Excluded From Inventory **NA** *Not Applicable*
 Historic Reason 2 **05** *Criterion C: demonstrates pattern or features common to a particular*
 Historic Reason 3 **NA** *Not Applicable*
 GTMS: Material Code **9** *Aluminum, Wrought Iron or Cast Iron*
 GTMS: Structural Code **10** *Truss - Thru*
 Main Span Design Type **18** *Truss, Thru (Overhead Bracing)*
 Bridge Type Details 1 **15** *Bridge Plate*
 Bridge Type Details 2 **01** *Pinned (truss)*
 Bridge Type Details 3 **NA** *Not Applicable*
 Truss Type Details 1 **19** *Pratt*
 Truss Type Details 2 **NA** *Not Applicable*
 Arrangement **N** *Not Applicable*
 Construction Date Update **1891**
 Circa Date **2** *NOT a Circa Date*
 Movable Type Detail **N** *Not Applicable*
 Integrity Problems 1 **NA** *Not Applicable*
 Integrity Problems 2 **NA** *Not Applicable*
 Integrity Problems 3 **NA** *Not Applicable*
 Engineer or Designer **4** *Known Engineer/designer*
 Name of Engineer **Groton Bridge & Mfg. Co.**
 Name of Builder **Groton Bridge & Mfg. Co.**
 Special Recognition 1 **1** *Aesthetic Treatment (see Aesthetic Treatment field)*
 Special Recognition 2 **3** *Identified in surveys of local groups*
 Special Recognition 3 **N** *Not Applicable*
 Aesthetic Treatment 1 **01** *Decorative Portal*
 Aesthetic Treatment 2 **NA** *Not Applicable*
 Aesthetic Treatment 3 **NA** *Not Applicable*
 Aesthetic Treatment 4 **NA** *Not Applicable*
 Historic Assoc Detail **N** *Not Applicable*

Plans Available Update **U**
Possible Historic Dist **N** *NOT In Or Adjacent to a Possible Historic District*
 Historical Marker **N** *NO Historical Marker Present*
 Land Use **N** *Not Applicable*
 Development **N** *Not Applicable*

BIN: 1009630 Carried: 12 12 74051340 Crossed: DEER RIVER



Bridge Identification

BIN: 1009630 Carried: 12 12 74051340 Crossed: DEER RIVER

Date this data Downloaded from mainframe: Unknown

NEW BRIDGE
Region 7 *Watertown*
County 4 *Lewis*
Local Bridge Number
Location 0.2 MI SE JCT 12 & 194
Political Unit 1113 *Village of COPENHAGEN*
Map Number 100A *Copenhagen*
Latitude (Degrees) 43
Latitude (Minutes) 53.5
Longitude (Degrees) 75
Longitude (Minutes) 40.3
Direction of Orientation 8 *Northwest*
Primary Owner 10 *State Department of Transportation*
Secondary Owner 99 *One Agency - Listed in first subfield*
Primary Maintenance 10 *State - Highway Maintenance*
Secondary Maintenance 99 *One Agency - Listed in first subfield*
Federal-Aid Status 1 *Bridge built with Federal funds and carries a Federal-Aid route.*
Type of Service ON 1 *Highway*
Type of Service UNDER 5 *Waterway*
Contract Plans Available 2 *State - Reg. Office*
Hydro Report Available 1 *State - Main Office*
Original Contract Number D260101
Year Built 2007
Year of Last Major Rehab NNNN
Acquisition Method 2 *Construction*
Acquisition Order Number
Year Acquired
Parent BIN for this Ramp
Span Number of Parent BIN
Historical Significance 5 *Bridge is not eligible for the National Register. (Post - 1936.)*
Critical Facility
State Priority Rank 18762

Structural Detail

BIN: 1009630 Carried: 12 12 74051340 Crossed: DEER RIVER

Date this data Downloaded from mainframe: Unknown

GTMS - Material 5 *Prestress Concrete*
GTMS - Type 02 *Stringer/Multi-Beam or Girder*
GTAS - Material N *Not Applicable*
GTAS - Type NN *Not Applicable*
Number of Main Spans 1
Number of Approach Spans 0
Number of Ramps 0
Bridge Length (ft) 143 *(converted value)*
Bridge Length (m) 43.5
Maximum Span Length (m) 42
Maximum Span Length (ft) 138 *(converted value)*
Out to Out Width (ft) 54.5 *(converted value)*
Out to Out Width (m) 16.6
Out to Out Varies 0 *Out-to-out width does Not Vary*
Curb to Curb Width (m) 12
Curb to Curb Width (ft) 39.4 *(converted value)*
Curb to Curb Varies 1 *Curb-to-curb width does Not Vary*
Approach Road Width (m) 12
Approach Road Width (ft) 39 *(converted value)*
Deck Area (sq ft) 7794
Deck Area (sq m) 724 *(converted value)*
Radius (m)
Radius (ft)
Curb Type LEFT 4 *Stone*
Curb Type RIGHT 0 *Other*
Sidewalk Width LEFT (ft) 5.6 *(converted value)*
Sidewalk Width LEFT (m) 1.7
Sidewalk Width RIGHT (ft) 6.2 *(converted value)*
Sidewalk Width RIGHT (m) 1.9
Sidewalk Type LEFT 2 *Concrete*
Sidewalk Type RIGHT 2 *Concrete*
Median Width (m)
Median Width (ft)
Median Type 0 *None*
Design Load 91 *HL 93*
Temporary Structure
BA Abutment Type 4 *Solid, Cantilever*
EA Abutment Type 4 *Solid, Cantilever*
BA Wingwall Type 3 *"Splayed"*
EA Wingwall Type 3 *"Splayed"*
BA Footing Type 3 *Continuous, Spread-on Rock*
EA Footing Type 3 *Continuous, Spread-on Rock*
BA Pile Type 1 *No Piles*
EA Pile Type 1 *No Piles*
BA Height (m) 5.5
BA Height (ft) 18 *(converted value)*
EA Height (m) 7.6 *(converted value)*
EA Height (ft) 25
BA Skew Angle 20
EA Skew Angle 20
BA Joint Type 07 *Exp., Elastomeric (Transflex, Wabo-Flex) (See BDD 75-*
60A,G)
EA Joint Type 01 *None*
BA Slope Protection 1 *None Used*
EA Slope Protection 1 *None Used*

Safety and Utility

BIN: 1009630 Carried: 12 12 74051340 Crossed: DEER RIVER

Date this data Downloaded from mainframe: Unknown

Approach Guide Rail Type 02 *Box Beam, Weak Steel Post (W3x5.7 section or equiv.).*
Guide Rail Transition 15 *(Sketch 6)*
Guide Rail Termination 03 *Approach guide rail is transitioned horizontally and
sloped to the*
Curb Transition 05 *Curb is carried on the approaches and continued across the
bridge with*
Appr Roadway Alignment 8 *No reduction of vehicle operating speed requited*
Median Barrier Type 01 *No barrier*
Bridge Railing Type LEFT 16 ** Concrete parapets 27" and higher without bridge rail.
(Pre - 1970)*
Bridge Railing Type RIGHT 15 ** Concrete barrier (safety shape)*
Gore Area 1 *No gore areas on bridge*
Impact Attenuator Type 1 *No impact attenuators on bridge*
Utility Carried 1 01 *No utilities on this bridge*
Utility Carried 5
Utility Carried 2 03 *Water Line - Visible*
Utility Carried 6
Utility Carried 3
Utility Carried 7
Utility Carried 4
Utility Carried 8
Light Standards ON 1 *None on bridge*
Light Fixtures ON 1 *None*
Light Fixtures UNDER 1 *None*

Inspection Responsibility

BIN: 1009630 Carried: 12 12 74051340 Crossed: DEER RIVER

Date this data Downloaded from mainframe: Unknown

Responsible Agency 1 10 *State Department of Transportation*
Agency 1 Spans ALL SPANS
Responsible Agency 2 99 *Only 1 Agency Responsible*
Agency 2 Spans

Posted Loads and Clearances

BIN: 1009630 Carried: 12 12 74051340 Crossed: DEER RIVER

Date this data Downloaded from mainframe: Unknown

Recording Date 09/26/2007
Posted VC ON (Ft)
Posted VC ON (m)
Posted VC ON (In)
Posted VC UNDER (Ft)
Posted VC UNDER (In)
Posted VC UNDER (m)
Posted Load (Metric Tons) 0

Posted Load (Tons) 0
Month Posted 9
Year Posted 2007

Feature Carried

BIN: 1009630 Carried: 12 12 74051340 Crossed: DEER RIVER

Date this data Downloaded from mainframe: Unknown

DELETE FEATURE
NEW FEATURE
Feature Number 1
Over-Under-On Code 1 *Feature is Carried on the bridge*
Feature Code 09 *State Highway*
National Highway System T *True*
Description Type
Description 12 12 74051340
Secondary Description
Milepoint 150.97
Overlap Routes
State Highway Number 937
Type of Highway 3 *State*
Route Description 1 *Mainline*
Federal Aid System 03 *Other Federal-Aid Primary, Rural*
Functional Classification 02 *Rural - Other Principal Arterial*
Toll 3 *On Free Road. The bridge is toll-free and carries a toll-free highway*
Defense Highway Desig 0 *The inventory route is not a STRAHNET route.*
National Truck Network 0 *The highway carried is not part of the National Network for Trucks.*
Total Number of Lanes 2
Number of Lanes LEFT 1
Number of Lanes RIGHT 1
Lanes Vary 2 *Number of lanes or tracks does NOT vary*
Minimum Lane Width (ft) 11.8 *(converted value)*
Minimum Lane Width (m) 3.6
AADT 2844
Year of AADT 2008
Future AADT 3471
Year of Future AADT 2028
Daily Truck Traffic (%) 13
Maximum VC ON (m)
Maximum VC ON (Ft)
Maximum VC ON (In)
Minimum VC ON (m) 99.99
Minimum VC ON (Ft) 99 *(converted value)*
Minimum VC ON (In) 99 *(converted value)*
Total Horiz Clear (ft) 39.4 *(converted value)*
Total Horiz Clear (m) 12
Detour Length (mi) 7 *(converted value)*
Detour Length (km) 12

Feature Intersected

BIN: 1009630 Carried: 12 12 74051340 Crossed: DEER RIVER

Date this data Downloaded from mainframe: Unknown

NEW FEATURE
DELETE FEATURE
Feature Number 2 *First Intersecting Feature*
Over-Under-On Code 2 *Feature passes under the bridge.*
Feature Code 31 *Non-Navigable Waterway*
Description Type D *Entering a written description of the feature intersected
by bridge.*
Description DEER RIVER
Milepoint 0
State Highway Number 000000
Type of Highway 8 *Other*
Secondary Description
Route Description 0 *No Description Applies*
Federal Aid System 00 *None - Not a Highway*
Functional Classification 00 *None - Not a Highway*
Toll 3 *On Free Road (or Non-Highway). Both highway and bridge are
toll free.*
Defense Highway Desig N *The inventory route is not a highway.*
National Truck Network N *The feature being inventoried is not a highway.*
Number of Lanes 0
Minimum VC LIFT (ft)
Minimum VC LIFT (m)
Maximum VC UNDER (m)
Maximum VC UNDER (Ft)
Maximum VC UNDER (In)
Minimum VC UNDER (Ft)
Minimum VC UNDER (m)
Minimum VC UNDER (In)
Total Horiz Clear (ft)
Total Horiz Clear (m)
Min Clearance LEFT (m)
Min Clearance LEFT (ft)
Min Clearance RIGHT (ft) 0
Min Clearance RIGHT (m) 0
AADT 0
Year of AADT
Future AADT 0
Year of Future AADT
Substructure Protection N *Navigation Control item is coded "0", or feature is not a
waterway.*
Navigation Control 0 *Navigation not controlled by an Agency.*
Max VC Navigation (m)
Max VC Navigation (ft)
Min Navig Clearance (m)
Min Navig Clearance (ft)
Stream Bed Material 2 *Bed Rock*
Bank Protection 02 *Rip-Rap, Dry*
Velocity of Current (fps) **
Velocity of Current (mps) *.*
Features Affecting Flow 1 *Not Applicable*
Detour Length (mi)
Detour Length (km)

Span Inventory

BIN: 1009630 Carried: 12 12 74051340 Crossed: DEER RIVER

Date this data Downloaded from mainframe: Unknown

DELETE SPAN
NEW SPAN
Span Number 1 of 1
Span Length (ft) 138 (converted value)
Span Length (m) 42
Material E Prestressed Concrete, Pretensioned
Fracture Critical 2 No
Coating 4 Unpainted
Fatigue Resistance N Not Applicable
Composite Action 2 Composite
Out of Plane Bending 3 No
Continuity and Curvature 1 Simple Span
Load Path Redundancy A Multi-Member
Design Type 06 I-Beam (P/S)
Internal Redundancy 6 Internally Redundant - Not Specified Above
Continuity Redundancy S Span is simply supported or an end span of a continuous
structure
Structural Deck Type 12 C-I-P Portland Cement Concrete, Epoxy Coated Rebars
Stay-in-place Forms 1 Not used
Original Wearing Surface 06 Integral or Monolithic Portland Cement Concrete
OWS Still in Place 1 Original wearing surface still in use
Present Wearing Surface 06 Integral or Monolithic Portland Cement Concrete
Surface Sealant 3 Silane
Ballast 1 Bridge does not carry railroad traffic
Median Width (ft) 0
Median Width (m) 0
Deck Drain 1 None
Type of Railing LEFT 07 Concrete
Type of Railing RIGHT 07 Concrete
Begin Bearing Fixity 3 Expansion
Begin Bearing Type 19 EXPANSION Elastomeric, Steel Lam. w/Ext. Load Plate (See
BDD 84-40)
End Bearing Fixity 1 No Bearing
End Bearing Type 58 FIXED Elastomeric, Steel Lam. w/Ext. Load Plate (See BDD
84-40)
Pier Type 01 No Pier
Pier Height (ft)
Pier Height (m)
Pier Footing
Pier Piles
Pier Skew Angle
Pier Joint Type
Feature_Num1
Feature_Num2
Feature_Num3
Feature_Num4

Work History

BIN: 1009630 Carried: 12 12 74051340 Crossed: DEER RIVER

Date this data Downloaded from mainframe: Unknown

NEW WORK
DELETE WORK
Type of Work **121** *Bridge Replacement: Structural*
Month **11**
Year **2006**
Contract Number **D260101**
Type of Contract
Money Value
Comments
Designer Name
Designer Organization
PIN

Bridge Inspection

BIN: 1009630 Carried: 12 12 74051340 Crossed: DEER RIVER

Date this data Downloaded from mainframe: Unknown

Agency 10 State
Inspection Date 09/23/2009
Inspection Type 1 Biennial
Flags NNN No Flags
Condition Rating 6.875
General Recommendation 7
BA Joint Rating 7
EA Joint Rating 8
BA Bearing Rating 7
EA Bearing Rating 7
BA Seats/Pedestals Rating 7
EA Seats/Pedestals Rating 7
BA Backwall Rating 7
EA Backwall Rating 7
BA Stem Rating 7
EA Stem Rating 7
BA Erosion Rating 7
EA Erosion Rating 7
BA Footing Rating 7
EA Footing Rating 7
BA Piles Rating 8
EA Piles Rating 8
BA Recommendation 7
EA Recommendation 7
BWW Wall Rating 7
EWW Wall Rating 7
BWW Footing Rating 7
EWW Footing Rating 7
BWW Erosion Rating 7
EWW Erosion Rating 7
BWW Piles Rating 8
EWW Piles Rating 8
Appr Drainage Rating 7
Stream Alignment Rating 5
Appr Embankment Rating 7
Channel Erosion Rating 7
Appr Settlement Rating 7
Waterway Opening Rating 7
Appr Erosion Rating 7
Bank Protection Rating 7
Appr Pavement Rating 6
Sufficiency Rating Prefix
Appr Guiderail Rating 7
Sufficiency Rating 97.5

Span Inspection

BIN: 1009630 Carried: 12 12 74051340 Crossed: DEER RIVER

Date this data Downloaded from mainframe: Unknown

Span Number	001
Inspection Date	09/23/2009
Wearing Surface Rating	5
Pier Bearing Rating	8
Curbs Rating	7
Pier Pedestal Rating	8
Sidewalk/Fascia Rating	7
Pier Top of Cap Rating	8
Rail/Parapets Rating	7
Pier Stem Rating	8
Scupper Rating	8
Pier Cap Beam Rating	8
Grate Rating	8
Pier Column Rating	8
Median Rating	8
Pier Footing Rating	8
Monolithic Surface Rating	7
Pier Erosion Rating	8
Pier Pile Rating	8
Pier Recommendation	8
Structural Deck Rating	7
Lighting Rating	8
Primary Member Rating	7
Sign Rating	8
Secondary Member Rating	7
Utility Rating	7
Superstr Paint Rating	8
Superstr Joint Rating	8
Superstr Recommendation	7

Access Categories

BIN: 1009630 Carried: 12 12 74051340 Crossed: DEER RIVER

Date this data Downloaded from mainframe: Unknown

Span Number	BRI	001
Walking	A	A
Other Access Needs		
Step Ladder		
Extension Ladder	C	C
40 Ft UBIU (12 m)		
Small Lift		
60 Ft UBIU (18 m)		
Medium Lift		
Lightweight UBIU		
Large Lift		
Rowboat		
Barge		
Diving		

Railroad Flagman
Lane Closure
Railroad Electrical
Shadow Vehicle
Scaffolding

Further Investigation

BIN: 1009630 Carried: 12 12 74051340 Crossed: DEER RIVER

Date this data Downloaded from mainframe: Unknown

Inspection Date **09/23/2009**
Investigation Needed **False**
Remarks

Load Ratings

BIN: 1009630 Carried: 12 12 74051340 Crossed: DEER RIVER

Date this data Downloaded from mainframe: Unknown

Sufficiency Rating Prefix
Sufficiency Rating **97.5**
Scour Critical **8** *Bridge foundations determined to be stable for calculated*
scour
NBI Deck Condition **7** *Generally good condition, potential exists for minor*
maintenance
NBI Superstruct Condition **9** *New condition*
NBI Substruct Condition **9** *New condition*
NBI Channel Condition **9** *New condition*
NBI Culvert Condition **N** *Not Applicable*
NBI Structural Condition **9** *Condition superior to present desirable criteria*
NBI Deck Geometry **5** *Condition somewhat better than minimum adequacy*
NBI Under Clearance **N** *Not Applicable*
NBI Safe Load **5** *Condition somewhat better than minimum adequacy*
L1 Rating Method
L2 Rating Method **1** *Load Factor (LFD)*
L1 Rating Source
L2 Rating Source **V** *Virtis*
L1 Rating Date
L2 Rating Date **10/13/2009**
L1 H Inventory Rating
L1 M H Inventory Rating
L2 M H Inventory Rating **33.6**
L2 H Inventory Rating **37**
L1 H Operating Rating
L1 M H Operating Rating
L2 M H Operating Rating **46.3**
L2 H Operating Rating **51**
L1 M HS Inventory Rating
L1 HS Inventory Rating
L2 HS Inventory Rating **65**
L2 M HS Inventory Rating **59**
L1 HS Operating Rating
L1 M HS Operating Rating
L2 HS Operating Rating **93**
L2 M HS Operating Rating **84.4**
L1 LRFR Rating Date
L2 LRFR Rating Date
L1 LRFR Rating Source
L2 LRFR Rating Source
L1 LRFR Inventory Rating

L2 LRFR Inventory Rating
L1 LRFR Operating Rating
L2 LRFR Operating Rating
L1 LRFR Submit Date
L2 LRFR Submit Date

Standard Photos

BIN: 1009630 Carried: 12 12 74051340 Crossed: DEER RIVER

Date this data Downloaded from mainframe: Unknown

Photo Date
Roll ID
Photo Number
Photo Filename

Bridge Safety Assurance

BIN: 1009630 Carried: 12 12 74051340 Crossed: DEER RIVER

Date this data Downloaded from mainframe: Unknown

Hydraulic Classification L *Low Likelihood of Failure*
Collision Classification
Hydraulic Failure Type 1 *Structural Damage*
Collision Failure Type
Hydraulic Rating 5 *No Action*
Collision Rating
Hydraulic Rating Date 02/07/2008
Collision Rating Date
Hydraulic - Insp Rec 2 *No review recommended*
Collision - Insp Rec 3 *Not applicable*
Hydraulic BIIS Inspection
Collision BIIS Inspection
Overload Classification L *Low Likelihood of Failure*
Concrete Classification
Overload Failure Type 1 *Structural Damage*
Concrete Failure Type
Overload Rating 4 *Inspection Program Action*
Concrete Rating
Overload Rating Date 12/18/1997
Concrete Rating Date
Overload - Insp Rec X *Not used this inspection cycle*
Concrete - Insp Rec X *Not used this inspection cycle*
Overload BIIS Inspection
Concrete BIIS Inspection
Seismic Classification
Steel Classification
Seismic Failure Type
Steel Failure Type
Seismic Rating
Steel Rating
Seismic Rating Date
Steel Rating Date
Seismic - Insp Rec X *Not used this inspection cycle*
Steel - Insp Rec 3 *Not applicable*
Seismic BIIS Inspection

Steel BIIS Inspection

Subsets

BIN: 1009630 Carried: 12 12 74051340 Crossed: DEER RIVER

Date this data Downloaded from mainframe: Unknown

Region 7 *Watertown*
County 4 *Lewis*
State T
NHS On T
Local F
Interstate ON F
Other F
Interstate UNDER F
Thruway Bridge
Load Posted F
Highway ON T
R Posted F
Highway UNDER F
95 Posted F
Railroad ON F
97 Posted F
Railroad UNDER F
Political Unit 1113 *Village of COPENHAGEN*
Pedestrian ON F
Water UNDER T
Number of Spans 1
Closed F
Deck Area (sq m) 724 *(converted value)*
Deck Area (sq ft) 7794
Abandoned F
Under Construction F
Primary Owner 10 *State Department of Transportation*
Secondary Owner 99 *One Agency - Listed in first subfield*
GTMS - Material 5 *Prestress Concrete*
GTMS - Type 02 *Stringer/Multi-Beam or Girder*
Condition Rating 6.875
Flags 000 *No Flags*
Year Built 2007
Last Major Work NNNN
Capital Project On File F
Carried 12 12 74051340
Crossed DEER RIVER

Historic

BIN: 1009630 Carried: 12 12 74051340 Crossed: DEER RIVER

Date this data Downloaded from mainframe: Unknown

Historic Determination 2 *Not Eligible*
Historic Reason 1 NA *Not Applicable*
Excluded From Inventory 09 *Superstructure replaced after 1960*
Historic Reason 2 NA *Not Applicable*
Historic Reason 3 NA *Not Applicable*
GTMS: Material Code 5 *Prestress Concrete*
GTMS: Structural Code 02 *Stringer/Multi-Beam or Girder*
Main Span Design Type R
Bridge Type Details 1 NA *Not Applicable*
Bridge Type Details 2 NA *Not Applicable*
Bridge Type Details 3 NA *Not Applicable*
Truss Type Details 1 NA *Not Applicable*
Truss Type Details 2 NA *Not Applicable*
Arrangement N *Not Applicable*
Construction Date Update 2007
Circa Date 2 *NOT a Circa Date*
Movable Type Detail N *Not Applicable*
Integrity Problems 1 NA *Not Applicable*
Integrity Problems 2 NA *Not Applicable*
Integrity Problems 3 NA *Not Applicable*
Engineer or Designer U *Unknown*
Name of Engineer
Name of Builder
Special Recognition 1 N *Not Applicable*
Special Recognition 2 N *Not Applicable*
Special Recognition 3 N *Not Applicable*
Aesthetic Treatment 1 NA *Not Applicable*
Aesthetic Treatment 2 NA *Not Applicable*
Aesthetic Treatment 3 NA *Not Applicable*
Aesthetic Treatment 4 NA *Not Applicable*
Historic Assoc Detail N *Not Applicable*
Plans Available Update U
Possible Historic Dist N *NOT In Or Adjacent to a Possible Historic District*
Historical Marker N *NO Historical Marker Present*
Land Use N *Not Applicable*
Development N *Not Applicable*

BIN: 2267280 Carried: OLD STATE ROAD Crossed: STONY BROOK



Bridge Identification

BIN: 2267280 Carried: OLD STATE ROAD Crossed: STONY BROOK

Date this data Downloaded from mainframe: 04/05/2012

NEW BRIDGE
Region 7 Watertown
County 4 Lewis
Local Bridge Number
Location 2.0 MI SO OF DEER RIVER
Political Unit 0228 Town of DENMARK
Map Number 100B Carthage
Latitude (Degrees) 43
Latitude (Minutes) 54.29
Longitude (Degrees) 75
Longitude (Minutes) 35.589
Direction of Orientation 8 Northwest
Primary Owner 40 Town
Secondary Owner 99 One Agency - Listed in first subfield
Primary Maintenance 40 Town
Secondary Maintenance 99 One Agency - Listed in first subfield
Federal-Aid Status 5 Bridge built without Federal funds and does not carry a
Federal-Aid
Type of Service ON 1 Highway
Type of Service UNDER 5 Waterway
Contract Plans Available X Not Available
Hydro Report Available * Unknown
Original Contract Number NONE
Year Built 1969
Year of Last Major Rehab NNNN
Acquisition Method 2 Construction
Acquisition Order Number
Year Acquired
Parent BIN for this Ramp
Span Number of Parent BIN
Historical Significance 5 Bridge is not eligible for the National Register. (Post - 1936.)
Critical Facility
State Priority Rank 10995

Structural Detail

BIN: 2267280 Carried: OLD STATE ROAD Crossed: STONY BROOK

Date this data Downloaded from mainframe: 04/05/2012

GTMS - Material A Unpainted Steel
GTMS - Type 19 Culvert
GTAS - Material N Not Applicable
GTAS - Type NN Not Applicable
Number of Main Spans 1

Number of Approach Spans 0
 Number of Ramps 0
 Bridge Length (ft) 29
 Bridge Length (m) 8.8 (converted value)
 Maximum Span Length (m) 8.5 (converted value)
 Maximum Span Length (ft) 28
 Out to Out Width (ft) 0
 Out to Out Width (m) 0
 Out to Out Varies 0 Out-to-out width does Not Vary
 Curb to Curb Width (m) 0
 Curb to Curb Width (ft) 0
 Curb to Curb Varies 0 Not Applicable
 Approach Road Width (m) 5.7 (converted value)
 Approach Road Width (ft) 19
 Deck Area (sq ft) 1340
 Deck Area (sq m) 124 (converted value)
 Radius (m) 0
 Radius (ft) 0
 Curb Type LEFT 1 No Curb
 Curb Type RIGHT 1 No Curb
 Sidewalk Width LEFT (ft)
 Sidewalk Width LEFT (m)
 Sidewalk Width RIGHT (ft)
 Sidewalk Width RIGHT (m)
 Sidewalk Type LEFT 1 No Sidewalk
 Sidewalk Type RIGHT 1 No Sidewalk
 Median Width (m)
 Median Width (ft)
 Median Type 0 None
 Design Load 50 HS 20
 Temporary Structure
 BA Abutment Type 6 Solid, Gravity
 EA Abutment Type 6 Solid, Gravity
 BA Wingwall Type 0 Other
 EA Wingwall Type 0 Other
 BA Footing Type 1 None, Doweled to Rock
 EA Footing Type 1 None, Doweled to Rock
 BA Pile Type 1 No Piles
 EA Pile Type 1 No Piles
 BA Height (m) 2.7 (converted value)
 BA Height (ft) 9
 EA Height (m) 2.7 (converted value)
 EA Height (ft) 9
 BA Skew Angle 55
 EA Skew Angle 55
 BA Joint Type 01 None
 EA Joint Type 01 None
 BA Slope Protection 1 None Used
 EA Slope Protection 1 None Used

Safety and Utility

BIN: 2267280 Carried: OLD STATE ROAD Crossed: STONY BROOK

Date this data Downloaded from mainframe: 04/05/2012

Approach Guide Rail Type 06 W-Section, Weak Steel Post (Post equal to a W3x5.7 section or

equiv.)

Guide Rail Transition 97 *Other type guide rail transition which meets*
Guide Rail Termination 05 *Approach guide rail is horizontally transitioned and terminates*
at a

 Curb Transition 00 *No curb on the bridge and none on the approaches.*
 Appr Roadway Alignment 8 *No reduction of vehicle operating speed required*
 Median Barrier Type 01 *No barrier*
 Bridge Railing Type LEFT 14
 Bridge Railing Type RIGHT 14
 Gore Area 1 *No gore areas on bridge*
 Impact Attenuator Type 1 *No impact attenuators on bridge*
 Utility Carried 1 01 *No utilities on this bridge*
 Utility Carried 5
 Utility Carried 2
 Utility Carried 6
 Utility Carried 3
 Utility Carried 7
 Utility Carried 4
 Utility Carried 8
 Light Standards ON 1 *None on bridge*
 Light Fixtures ON 1 *None*
 Light Fixtures UNDER 1 *None*

Inspection Responsibility

BIN: 2267280 Carried: OLD STATE ROAD Crossed: STONY BROOK

Date this data Downloaded from mainframe: 04/05/2012

Responsible Agency 1 40 *Town*
 Agency 1 Spans **ALL SPANS**
Responsible Agency 2 99 *Only 1 Agency Responsible*
 Agency 2 Spans

Posted Loads and Clearances

BIN: 2267280 Carried: OLD STATE ROAD Crossed: STONY BROOK

Date this data Downloaded from mainframe: 04/05/2012

 Recording Date 04/01/1991
 Posted VC ON (Ft)
 Posted VC ON (m)
 Posted VC ON (In)
 Posted VC UNDER (Ft)
 Posted VC UNDER (In)
 Posted VC UNDER (m)
Posted Load (Metric Tons) 0
 Posted Load (Tons) 0
 Month Posted 4
 Year Posted 1991

Feature Carried

BIN: 2267280 Carried: OLD STATE ROAD Crossed: STONY BROOK

Date this data Downloaded from mainframe: 04/05/2012

DELETE FEATURE
NEW FEATURE
Feature Number 1
Over-Under-On Code 1 *Feature is Carried on the bridge*
Feature Code 15 *Town Road*
National Highway System F *False*
Description Type D *Entering a written description of the feature carried by the
bridge.*
Description OLD STATE ROAD
Secondary Description
Milepoint 0.64
Overlap Routes
State Highway Number 000000
Type of Highway 8 *Other*
Route Description 0 *No Description Applies*
Federal Aid System 00 *None - Not a Highway*
Functional Classification 09 *Rural - Local (Including Unclassified)*
Toll 3 *On Free Road. The bridge is toll-free and carries a toll-free
highway*
Defense Highway Desig 0 *The inventory route is not a STRAHNET route.*
National Truck Network 0 *The highway carried is not part of the National Network for
Trucks.*
Total Number of Lanes 2
Number of Lanes LEFT 1
Number of Lanes RIGHT 1
Lanes Vary 2 *Number of lanes or tracks does NOT vary*
Minimum Lane Width (ft) 9.5
Minimum Lane Width (m) 2.8 *(converted value)*
AADT 190
Year of AADT 2004
Future AADT 189
Year of Future AADT 2031
Daily Truck Traffic (%) 8
Maximum VC ON (m) 99.99 *(converted value)*
Maximum VC ON (Ft) 99
Maximum VC ON (In) 99
Minimum VC ON (m) 99.99 *(converted value)*
Minimum VC ON (Ft) 99
Minimum VC ON (In) 99
Total Horiz Clear (ft) 28
Total Horiz Clear (m) 8.5 *(converted value)*
Detour Length (mi) 6
Detour Length (km) 9.6 *(converted value)*

Feature Intersected

BIN: 2267280 Carried: OLD STATE ROAD Crossed: STONY BROOK

Date this data Downloaded from mainframe: 04/05/2012

NEW FEATURE
DELETE FEATURE
Feature Number 2 First Intersecting Feature
Over-Under-On Code 2 Feature passes under the bridge.
Feature Code 31 Non-Navigable Waterway
Description Type D Entering a written description of the feature intersected by
bridge.
Description STONY BROOK
Milepoint 0
State Highway Number 000000
Type of Highway 8 Other
Secondary Description
Route Description 0 No Description Applies
Federal Aid System 00 None - Not a Highway
Functional Classification 00 None - Not a Highway
Toll 3 On Free Road (or Non-Highway). Both highway and bridge are toll
free.
Defense Highway Desig N The inventory route is not a highway.
National Truck Network 0 The feature being inventoried is a highway but is
Number of Lanes 0
Minimum VC LIFT (ft)
Minimum VC LIFT (m)
Maximum VC UNDER (m)
Maximum VC UNDER (Ft)
Maximum VC UNDER (In)
Minimum VC UNDER (Ft)
Minimum VC UNDER (m)
Minimum VC UNDER (In)
Total Horiz Clear (ft)
Total Horiz Clear (m)
Min Clearance LEFT (m)
Min Clearance LEFT (ft)
Min Clearance RIGHT (ft) 99.9
Min Clearance RIGHT (m) 99.9 (converted value)
AADT
Year of AADT
Future AADT
Year of Future AADT
Substructure Protection N Navigation Control item is coded "0", or feature is not a
waterway.
Navigation Control 0 Navigation not controlled by an Agency.
Max VC Navigation (m)
Max VC Navigation (ft)
Min Navig Clearance (m)
Min Navig Clearance (ft)
Stream Bed Material 2 Bed Rock
Bank Protection 01 No Bank Protection
Velocity of Current (fps) 03 (converted value)
Velocity of Current (mps) 0.9 (converted value)
Features Affecting Flow 1 Not Applicable
Detour Length (mi)
Detour Length (km)

Span Inventory

BIN: 2267280 Carried: OLD STATE ROAD Crossed: STONY BROOK

Date this data Downloaded from mainframe: 04/05/2012

DELETE SPAN
NEW SPAN
Span Number 1 of 1
Span Length (ft) 28
Span Length (m) 8.5 (converted value)
Material 5 Corrugated Steel
Fracture Critical 2 No
Coating 5 Galvanized
Fatigue Resistance N Not Applicable
Composite Action N Not Applicable
Out of Plane Bending 3 No
Continuity and Curvature N Not Applicable
Load Path Redundancy N Not Applicable
Design Type 26 Arch, Metal Plate (Pipe)
Internal Redundancy N Not Applicable
Continuity Redundancy N Not Applicable
Structural Deck Type 01 None
Stay-in-place Forms 2 Used
Original Wearing Surface 14 Asphalt Concrete without Membrane
OWS Still in Place 2 Still in-place (overlaid)
Present Wearing Surface 14 Asphalt Concrete without Membrane
Surface Sealant 1 None
Ballast 1 Bridge does not carry railroad traffic
Median Width (ft) 0
Median Width (m) 0
Deck Drain 1 None
Type of Railing LEFT 01 None
Type of Railing RIGHT 01 None
Begin Bearing Fixity 1 No Bearing
Begin Bearing Type 01 None
End Bearing Fixity 1 No Bearing
End Bearing Type 01 None
Pier Type 01 No Pier
Pier Height (ft) 0
Pier Height (m) 0
Pier Footing
Pier Piles 1 No Piles
Pier Skew Angle 0
Pier Joint Type 01 None
Feature_Num1 002
Feature_Num2
Feature_Num3
Feature_Num4

Work History

BIN: 2267280 Carried: OLD STATE ROAD Crossed: STONY BROOK

Date this data Downloaded from mainframe: 04/05/2012

NEW WORK
DELETE WORK
Type of Work 063 *Replace Superstructure*
Month 1
Year 1991
Contract Number
Type of Contract 1 *Bid Contract*
Money Value 0
Comments CORRUGATED ARCH REPLACED MULTI-GIRDER
Designer Name
Designer Organization
PIN

Bridge Inspection

BIN: 2267280 Carried: OLD STATE ROAD Crossed: STONY BROOK

Date this data Downloaded from mainframe: 04/05/2012

Agency 10 *State*
Inspection Date 04/27/2011
Inspection Type 1 *Biennial*
Flags NNN *No Flags*
Condition Rating 5.03
General Recommendation 5
BA Joint Rating 8
EA Joint Rating 8
BA Bearing Rating 8
EA Bearing Rating 8
BA Seats/Pedestals Rating 5
EA Seats/Pedestals Rating 5
BA Backwall Rating 8
EA Backwall Rating 8
BA Stem Rating 4
EA Stem Rating 4
BA Erosion Rating 5
EA Erosion Rating 5
BA Footing Rating 8
EA Footing Rating 8
BA Piles Rating 8
EA Piles Rating 8
BA Recommendation 4
EA Recommendation 4
BWW Wall Rating 5
EWW Wall Rating 4
BWW Footing Rating 8
EWW Footing Rating 8
BWW Erosion Rating 5
EWW Erosion Rating 5
BWW Piles Rating 8
EWW Piles Rating 8
Appr Drainage Rating 5
Stream Alignment Rating 6
Appr Embankment Rating 5
Channel Erosion Rating 6
Appr Settlement Rating 6

Waterway Opening Rating 6
Appr Erosion Rating 5
Bank Protection Rating 6
Appr Pavement Rating 5
Sufficiency Rating Prefix *
Appr Guiderail Rating 5
Sufficiency Rating 98.9

Span Inspection

BIN: 2267280 Carried: OLD STATE ROAD Crossed: STONY BROOK

Date this data Downloaded from mainframe: 04/05/2012

Span Number 001
Inspection Date 04/27/2011
Wearing Surface Rating 6
Pier Bearing Rating 8
Curbs Rating 8
Pier Pedestal Rating 8
Sidewalk/Fascia Rating 8
Pier Top of Cap Rating 8
Rail/Parapets Rating 5
Pier Stem Rating 8
Scupper Rating 8
Pier Cap Beam Rating 8
Grate Rating 8
Pier Column Rating 8
Median Rating 8
Pier Footing Rating 8
Monolithic Surface Rating 8
Pier Erosion Rating 8
Pier Pile Rating 8
Pier Recommendation 8
Structural Deck Rating 8
Lighting Rating 8
Primary Member Rating 6
Sign Rating 8
Secondary Member Rating 8
Utility Rating 8
Superstr Paint Rating 6
Superstr Joint Rating 8
Superstr Recommendation 6

Access Categories

BIN: 2267280 Carried: OLD STATE ROAD Crossed: STONY BROOK

Date this data Downloaded from mainframe: 04/05/2012

Span Number BRI 001

Walking	A	A
Other Access Needs		
Step Ladder	B	B
Extension Ladder		
40 Ft UBIU (12 m)		
Small Lift		
60 Ft UBIU (18 m)		
Medium Lift		
Lightweight UBIU		
Large Lift		
Rowboat		
Barge		
Diving		
Railroad Flagman		
Lane Closure		
Railroad Electrical		
Shadow Vehicle		
Scaffolding		

Further Investigation

BIN: 2267280 Carried: OLD STATE ROAD Crossed: STONY BROOK

Date this data Downloaded from mainframe: 04/05/2012

Inspection Date 04/27/2011
Investigation Needed False
Remarks

Load Ratings

BIN: 2267280 Carried: OLD STATE ROAD Crossed: STONY BROOK

Date this data Downloaded from mainframe: 04/05/2012

Sufficiency Rating Prefix *

Sufficiency Rating	98.9	
Scour Critical	5	Bridge foundations determined to be stable for calculated scour
NBI Deck Condition	N	Not Applicable
NBI Superstruct Condition	N	Not Applicable
NBI Substruct Condition	N	Not Applicable
NBI Channel Condition	7	Generally good condition, potential exists for minor maintenance
NBI Culvert Condition	6	Fair condition, potential for major maintenance
NBI Structural Condition	6	Condition equal to present minimum criteria
NBI Deck Geometry	N	Not Applicable
NBI Under Clearance	N	Not Applicable
NBI Safe Load	5	Condition somewhat better than minimum adequacy
L1 Rating Method		
L2 Rating Method		
L1 Rating Source		
L2 Rating Source		

L1 Rating Date
L2 Rating Date 05/12/2011
L1 H Inventory Rating
L1 M H Inventory Rating
L2 M H Inventory Rating
L2 H Inventory Rating
L1 H Operating Rating
L1 M H Operating Rating
L2 M H Operating Rating
L2 H Operating Rating
L1 M HS Inventory Rating
L1 HS Inventory Rating
L2 HS Inventory Rating
L2 M HS Inventory Rating
L1 HS Operating Rating
L1 M HS Operating Rating
L2 HS Operating Rating
L2 M HS Operating Rating
L1 LRFR Rating Date
L2 LRFR Rating Date
L1 LRFR Rating Source
L2 LRFR Rating Source
L1 LRFR Inventory Rating
L2 LRFR Inventory Rating
L1 LRFR Operating Rating
L2 LRFR Operating Rating
L1 LRFR Submit Date
L2 LRFR Submit Date

Standard Photos

BIN: 2267280 Carried: OLD STATE ROAD Crossed: STONY BROOK

Date this data Downloaded from mainframe: 04/05/2012

Photo Date
Roll ID
Photo Number
Photo Filename

Bridge Safety Assurance

BIN: 2267280 Carried: OLD STATE ROAD Crossed: STONY BROOK

Date this data Downloaded from mainframe: 04/05/2012

Hydraulic Classification L *Low Likelihood of Failure*
Collision Classification
Hydraulic Failure Type 5 *Catastrophic*
Collision Failure Type
Hydraulic Rating 5 *No Action*

Collision Rating
 Hydraulic Rating Date **04/24/2006**
 Collision Rating Date
 Hydraulic - Insp Rec **2** *No review recommended*
 Collision - Insp Rec **3** *Not applicable*
 Hydraulic BIIS Inspection
 Collision BIIS Inspection
 Overload Classification
 Concrete Classification
 Overload Failure Type
 Concrete Failure Type
 Overload Rating
 Concrete Rating
 Overload Rating Date
 Concrete Rating Date
 Overload - Insp Rec **X** *Not used this inspection cycle*
 Concrete - Insp Rec **X** *Not used this inspection cycle*
 Overload BIIS Inspection
 Concrete BIIS Inspection
 Seismic Classification
 Steel Classification
 Seismic Failure Type
 Steel Failure Type
 Seismic Rating
 Steel Rating
 Seismic Rating Date
 Steel Rating Date
 Seismic - Insp Rec **X** *Not used this inspection cycle*
 Steel - Insp Rec **3** *Not applicable*
 Seismic BIIS Inspection
 Steel BIIS Inspection

Subsets

BIN: 2267280 Carried: OLD STATE ROAD Crossed: STONY BROOK

Date this data Downloaded from mainframe: 04/05/2012

Region **7** *Watertown*
 County **4** *Lewis*
 State **F**
 NHS On **F**
 Local **T**
 Interstate ON **F**
 Other **F**
 Interstate UNDER **F**
 Thruway Bridge
 Load Posted **F**
 Highway ON **T**
 R Posted **F**
 Highway UNDER **F**
 95 Posted **F**
 Railroad ON **F**
 97 Posted **F**
 Railroad UNDER **F**
 Political Unit **0228** *Town of DENMARK*
 Pedestrian ON **F**

Water UNDER T
Number of Spans 1
Closed F
Deck Area (sq m) 124 (*converted value*)
Deck Area (sq ft) 1340
Abandoned F
Under Construction F
Primary Owner 40 *Town*
Secondary Owner 99 *One Agency - Listed in first subfield*
GTMS - Material A *Unpainted Steel*
GTMS - Type 19 *Culvert*
Condition Rating 5.03
Flags 000 *No Flags*
Year Built 1969
Last Major Work NNNN
Capital Project On File F
Carried OLD STATE ROAD
Crossed STONY BROOK

Historic

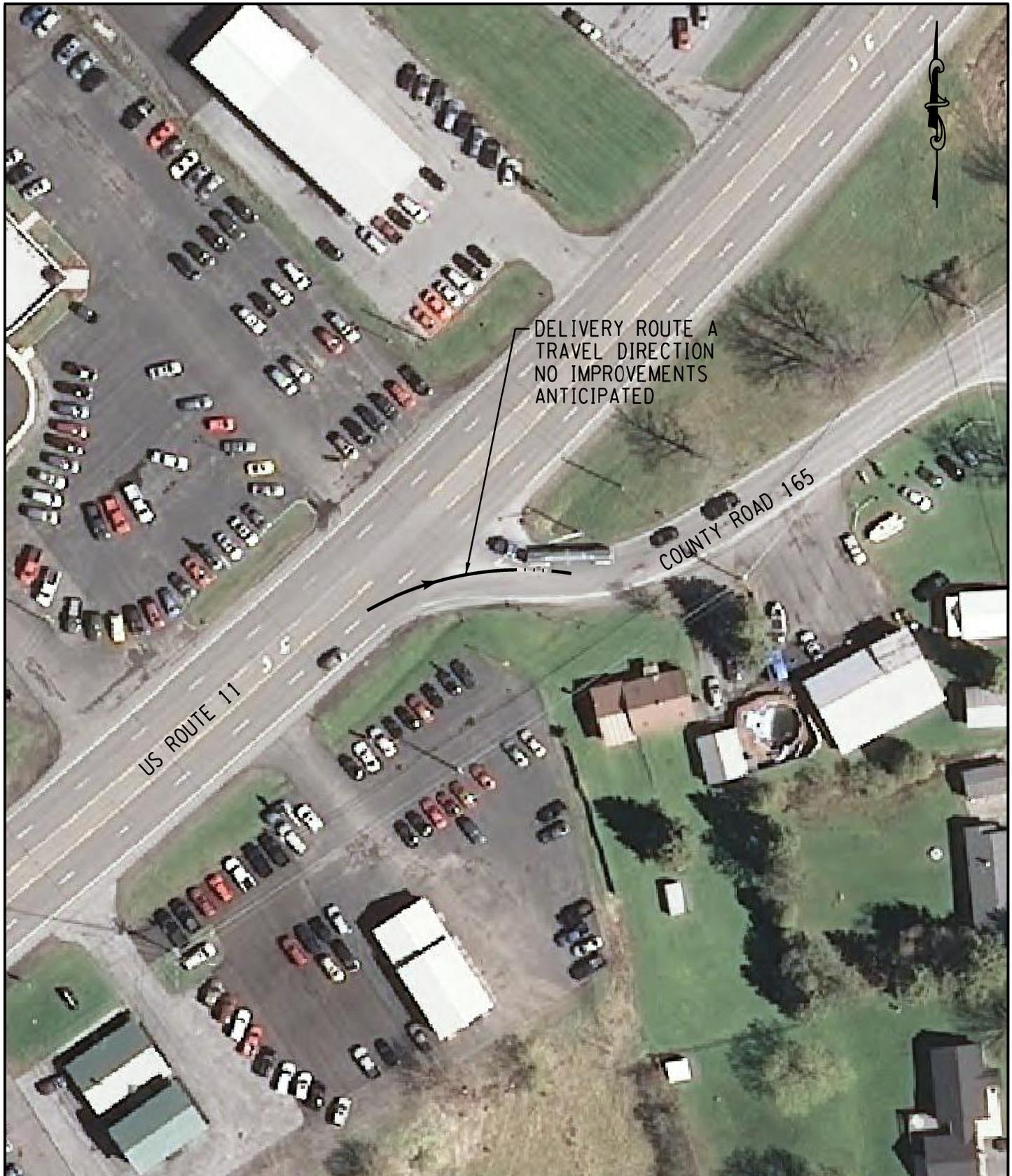
BIN: 2267280 Carried: OLD STATE ROAD Crossed: STONY BROOK

Date this data Downloaded from mainframe: 04/05/2012

Historic Determination
Historic Reason 1
Excluded From Inventory
Historic Reason 2
Historic Reason 3
GTMS: Material Code
GTMS: Structural Code
Main Span Design Type
Bridge Type Details 1
Bridge Type Details 2
Bridge Type Details 3
Truss Type Details 1
Truss Type Details 2
Arrangement
Construction Date Update
Circa Date
Movable Type Detail
Integrity Problems 1
Integrity Problems 2
Integrity Problems 3
Engineer or Designer
Name of Engineer
Name of Builder
Special Recognition 1
Special Recognition 2
Special Recognition 3
Aesthetic Treatment 1
Aesthetic Treatment 2
Aesthetic Treatment 3
Aesthetic Treatment 4
Historic Assoc Detail
Plans Available Update

Possible Historic Dist
Historical Marker
Land Use
Development

APPENDIX E



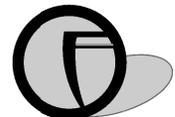
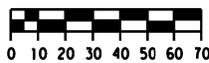
DELIVERY ROUTE A
TRAVEL DIRECTION
NO IMPROVEMENTS
ANTICIPATED

US ROUTE 11

COUNTY ROAD 165

EXHIBIT 1

US 11 / CR 165



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DELIVERY ROUTE A
TRAVEL DIRECTION

COUNTY ROAD 165

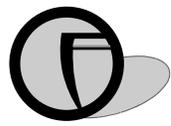
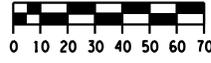
COUNTY ROAD 67

- TEMPORARY WIDENING
- REMOVE AND RESET TRAFFIC SIGNS
- CLEARING AND GRUBBING
- FILL AS REQUIRED WITH COMPACTED GRAVEL

CRITICAL VEHICLE PATH LIMIT

EXHIBIT 2

CR 165 / CR 67

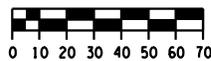


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EXHIBIT 3

CR 67 / SR 12



FISHER ASSOCIATES

135 Calkins Road, Rochester, NY 14623

Phone: 585-334-1310



CRITICAL VEHICLE
PATH LIMITS (TYP)

DELIVERY ROUTE A
TRAVEL DIRECTION

STATE ROUTE 12

TEMPORARY WIDENING (TYP)

- REMOVE AND RESET TRAFFIC SIGNS
- CLEARING AND GRUBBING
- FILL AS REQUIRED WITH COMPACTED GRAVEL

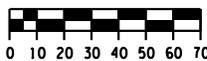
DELIVERY ROUTE B
TRAVEL DIRECTION

COUNTY ROAD 69

SWITZER ROAD

EXHIBIT 4

SR 12 / CR 69 / SWITZER ROAD



FISHER ASSOCIATES

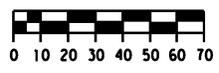
135 Calkins Road, Rochester, NY 14623

Phone: 585-334-1310



EXHIBIT 5

SWITZER ROAD / MIDDLE ROAD

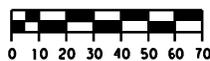


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EXHIBIT 6

COUNTY ROAD 163 / MIDDLE ROAD



FISHER ASSOCIATES

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Phone: 585-334-1310



DELIVERY ROUTES A&B
TRAVEL DIRECTION

TEMPORARY WIDENING

- REMOVE AND RESET TRAFFIC SIGNS
- CLEARING AND GRUBBING
- FILL AS REQUIRED WITH COMPACTED GRAVEL

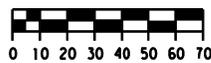
CRITICAL VEHICLE PATH LIMIT

COUNTY ROAD 47

COUNTY ROAD 163

EXHIBIT 7

COUNTY ROAD 163 / COUNTY ROAD 47



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COUNTY ROAD 47

S. LAKE ROAD

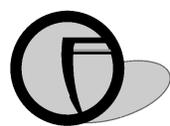
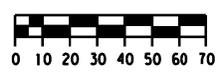
- TEMPORARY TURN LANE**
- REMOVE AND RESET TRAFFIC SIGNS
 - CLEARING AND GRUBBING
 - FILL AS REQUIRED WITH COMPACTED GRAVEL

CRITICAL VEHICLE PATH LIMITS

DELIVERY ROUTES A&B TRAVEL DIRECTION

EXHIBIT 8

COUNTY ROAD 47 / S. LAKE ROAD



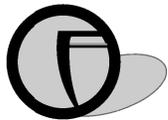
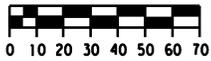
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EXHIBIT 9

STODDARD ROAD / DEER RIVER ROAD/CR 55



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DELIVERY ROUTES A&B
TRAVEL DIRECTION

DEER RIVER ROAD
COUNTY ROAD 55

CRITICAL VEHICLE
PATH LIMIT

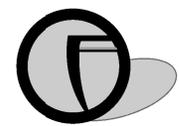
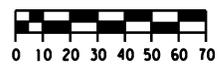
TEMPORARY WIDENING

- REMOVE AND RESET TRAFFIC SIGNS
- CLEARING AND GRUBBING
- FILL AS REQUIRED WITH COMPACTED GRAVEL

VORCE ROAD

EXHIBIT 10

DEER RIVER ROAD/CR 55/VORCE ROAD

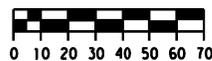


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EXHIBIT 11

ROBERTS ROAD / VORCE ROAD



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Phone: 585-334-1310



TEMPORARY WIDENING

- REMOVE AND RESET TRAFFIC SIGNS
- CLEARING AND GRUBBING
- FILL AS REQUIRED WITH COMPACTED GRAVEL

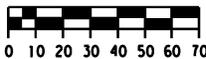
CRITICAL VEHICLE PATH LIMIT

DELIVERY ROUTES A&B
TRAVEL DIRECTION



EXHIBIT 12

STATE ROUTE 12 / ROBERTS ROAD



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TEMPORARY WIDENING

- REMOVE AND RESET TRAFFIC SIGNS
- CLEARING AND GRUBBING
- FILL AS REQUIRED WITH COMPACTED GRAVEL

CRITICAL VEHICLE PATH LIMIT

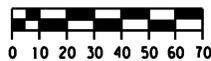
STATE ROUTE 12

COUNTY ROAD 14

DELIVERY ROUTES A&B
TRAVEL DIRECTION

EXHIBIT 13

STATE ROUTE 12 / COUNTY ROAD 14



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TEMPORARY WIDENING

- REMOVE AND RESET TRAFFIC SIGNS
- CLEARING AND GRUBBING
- FILL AS REQUIRED WITH COMPACTED GRAVEL

CRITICAL VEHICLE PATH LIMIT

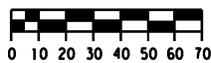
HALIFAX ROAD

COUNTY ROAD 14

DELIVERY ROUTES A&B
TRAVEL DIRECTION

EXHIBIT 14

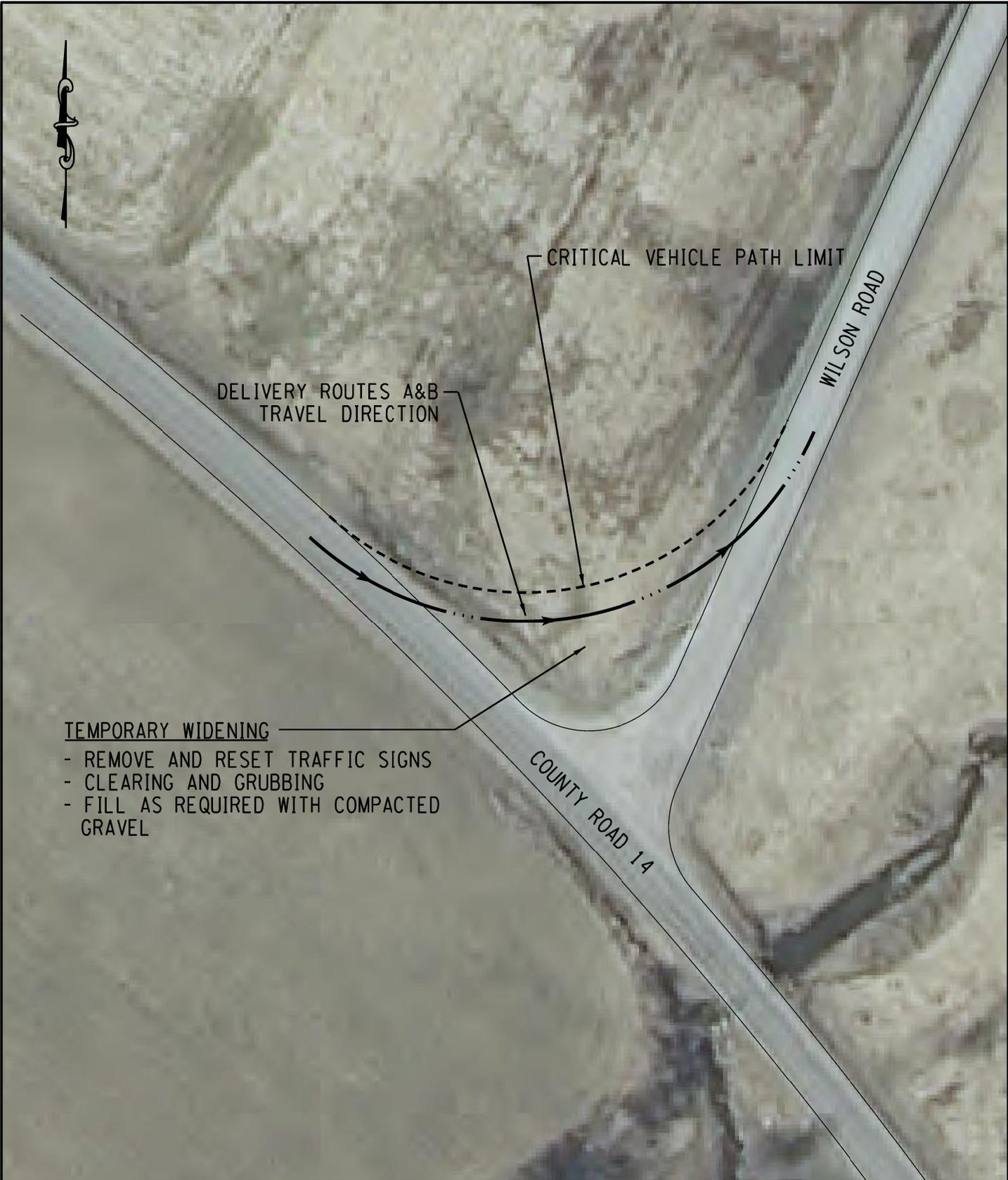
COUNTY ROAD 14 / HALIFAX ROAD



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Phone: 585-334-1310

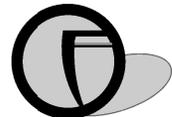
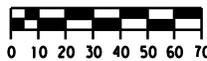


TEMPORARY WIDENING

- REMOVE AND RESET TRAFFIC SIGNS
- CLEARING AND GRUBBING
- FILL AS REQUIRED WITH COMPACTED GRAVEL

EXHIBIT 15

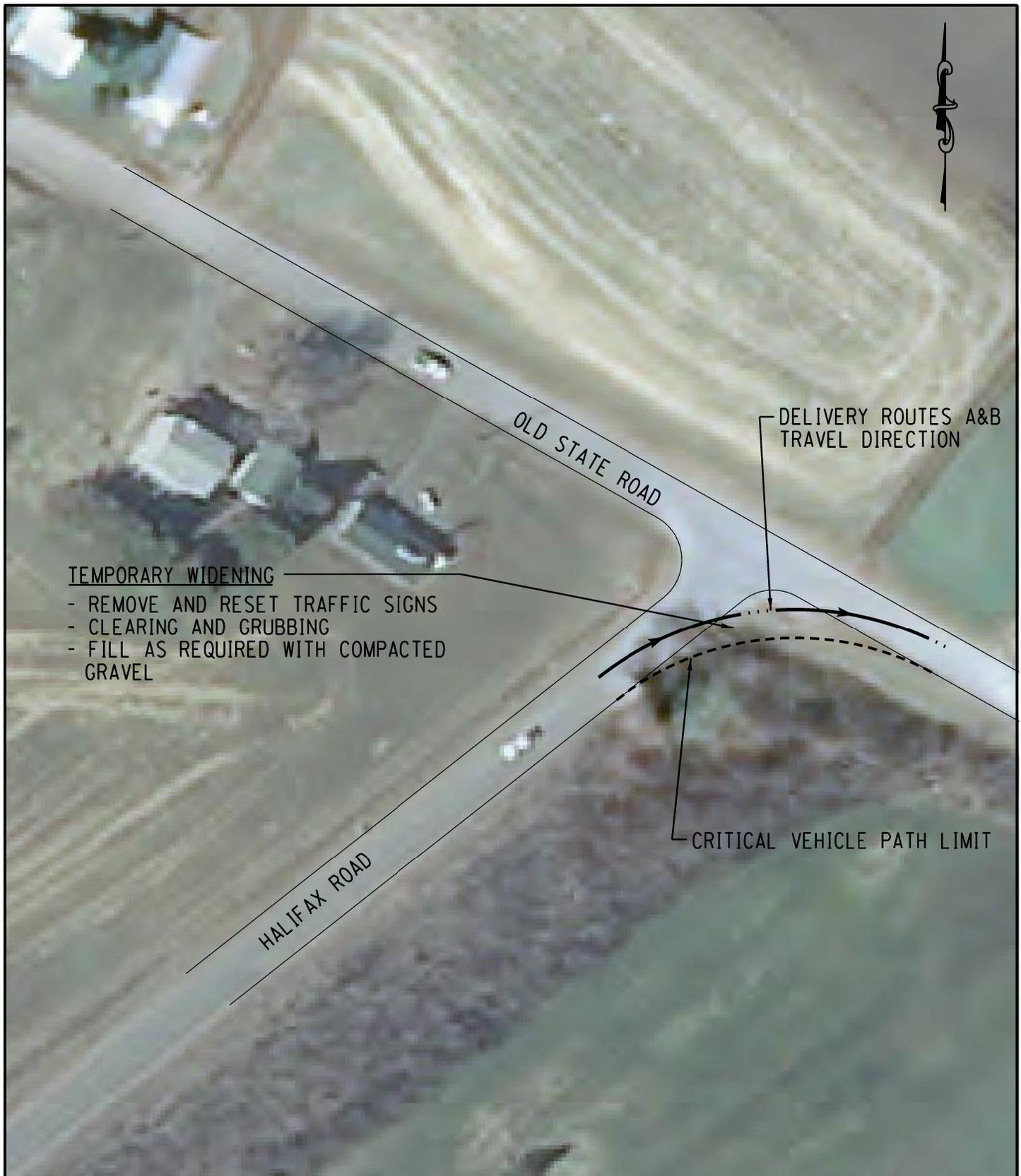
COUNTY ROAD 14 / WILSON ROAD



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Phone: 585-334-1310



TEMPORARY WIDENING

- REMOVE AND RESET TRAFFIC SIGNS
- CLEARING AND GRUBBING
- FILL AS REQUIRED WITH COMPACTED GRAVEL

DELIVERY ROUTES A&B
TRAVEL DIRECTION

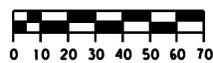
CRITICAL VEHICLE PATH LIMIT

OLD STATE ROAD

HALIFAX ROAD

EXHIBIT 16

OLD STATE ROAD / HALIFAX ROAD



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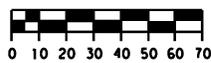
DELIVERY ROUTES A&B
TRAVEL DIRECTION

TEMPORARY WIDENING
- REMOVE AND RESET TRAFFIC SIGNS
- CLEARING AND GRUBBING
- FILL AS REQUIRED WITH COMPACTED GRAVEL

CRITICAL VEHICLE PATH LIMIT

EXHIBIT 17

STATE ROUTE 26 / OLD STATE ROAD



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135 Celkins Road, Rochester, NY 14623
Phone: 585-334-1310



DELIVERY ROUTES A&B
TRAVEL DIRECTION

CRITICAL VEHICLE PATH LIMIT

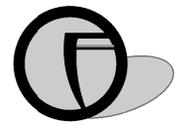
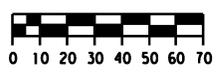
TEMPORARY WIDENING
- REMOVE AND RESET TRAFFIC SIGNS
- CLEARING AND GRUBBING
- FILL AS REQUIRED WITH COMPACTED GRAVEL

WILSON ROAD

STATE ROUTE 26

EXHIBIT 18

STATE ROUTE 26 / WILSON ROAD



FISHER ASSOCIATES
185 Calkins Road, Rochester, NY 14623
Phone: 585-334-1310

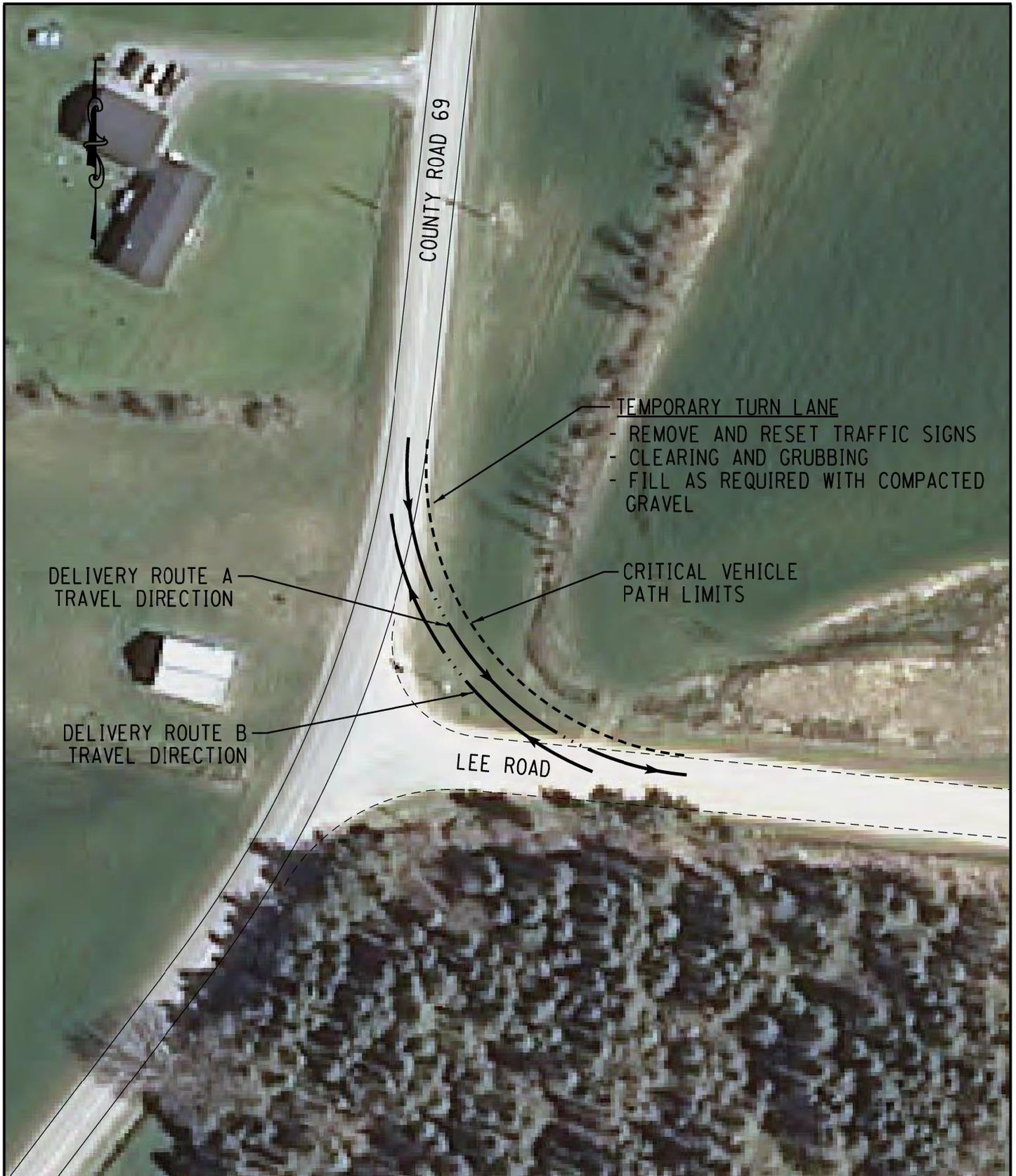
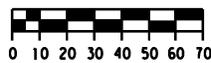


EXHIBIT 19

COUNTY ROAD 69 / LEE ROAD



FISHER ASSOCIATES

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Phone: 585-334-1310



DELIVERY ROUTE B
TRAVEL DIRECTION

LEE ROAD

DELIVERY ROUTE A
TRAVEL DIRECTION

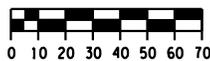
TEMPORARY WIDENING

- REMOVE AND RESET TRAFFIC SIGNS
- CLEARING AND GRUBBING
- FILL AS REQUIRED WITH COMPACTED GRAVEL

CRITICAL VEHICLE PATH LIMIT

EXHIBIT 20

LEE ROAD - NORTH BEND



FISHER ASSOCIATES

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DELIVERY ROUTE A
TRAVEL DIRECTION

DELIVERY ROUTE B
TRAVEL DIRECTION

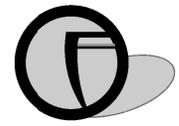
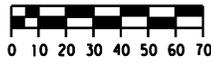
TEMPORARY WIDENING
- REMOVE AND RESET TRAFFIC SIGNS
- CLEARING AND GRUBBING
- FILL AS REQUIRED WITH COMPACTED GRAVEL

CRITICAL VEHICLE PATH LIMIT

LEE ROAD

EXHIBIT 21

LEE ROAD- SOUTH BEND



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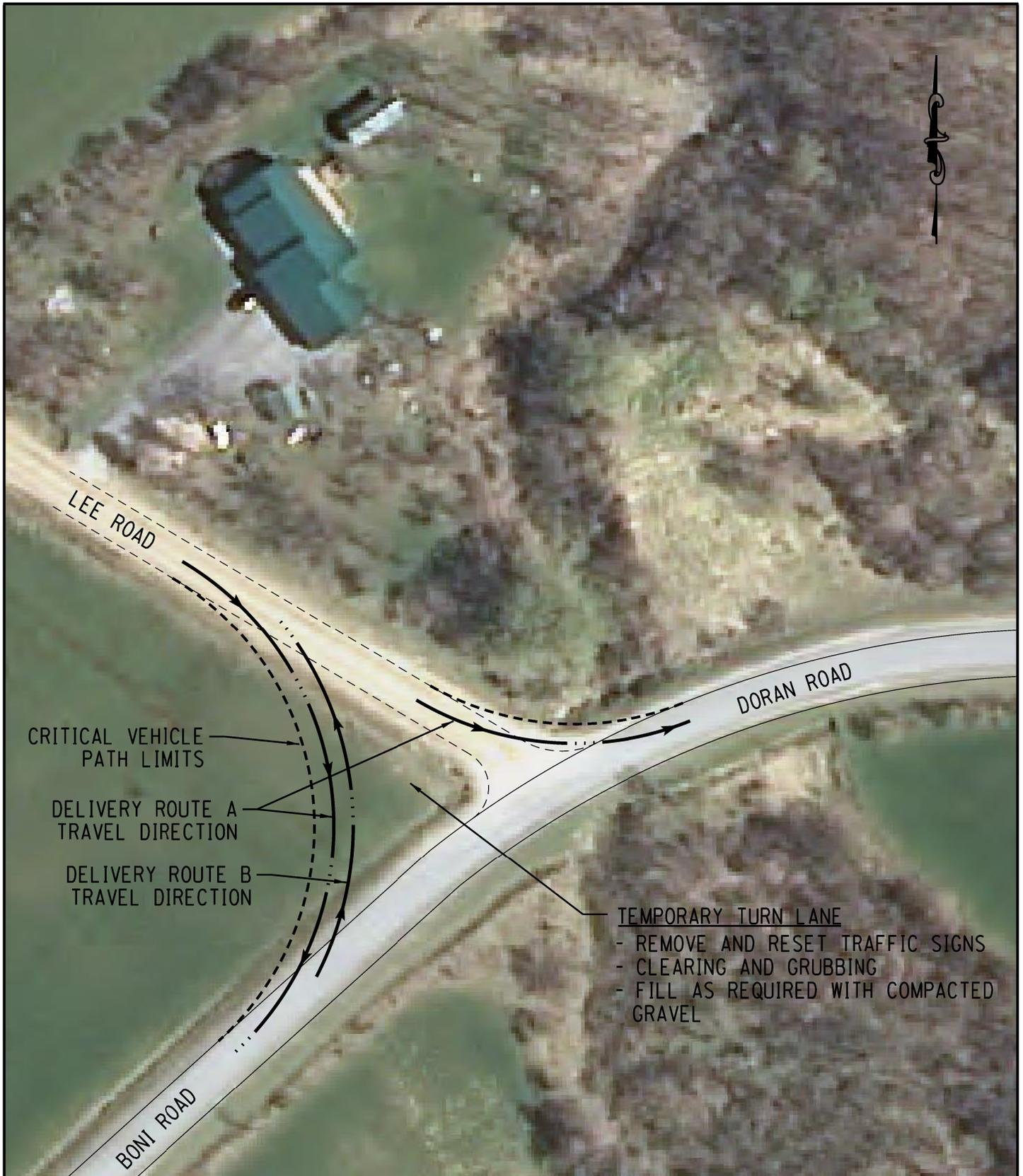


EXHIBIT 22

BONI ROAD / LEE ROAD / DORAN RD

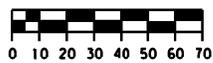
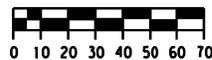




EXHIBIT 23

BONI ROAD / BONI ROAD SPUR



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HAYES ROAD

DELIVERY ROUTE B
TRAVEL DIRECTION

DELIVERY ROUTE A
TRAVEL DIRECTION

COUNTY ROAD 194

CRITICAL VEHICLE
PATH LIMIT

- TEMPORARY WIDENING
- REMOVE AND RESET TRAFFIC SIGNS
 - CLEARING AND GRUBBING
 - FILL AS REQUIRED WITH COMPACTED GRAVEL

EXHIBIT 24

COUNTY ROAD 194 / HAYES ROAD



FISHER ASSOCIATES
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Phone: 585-334-1310

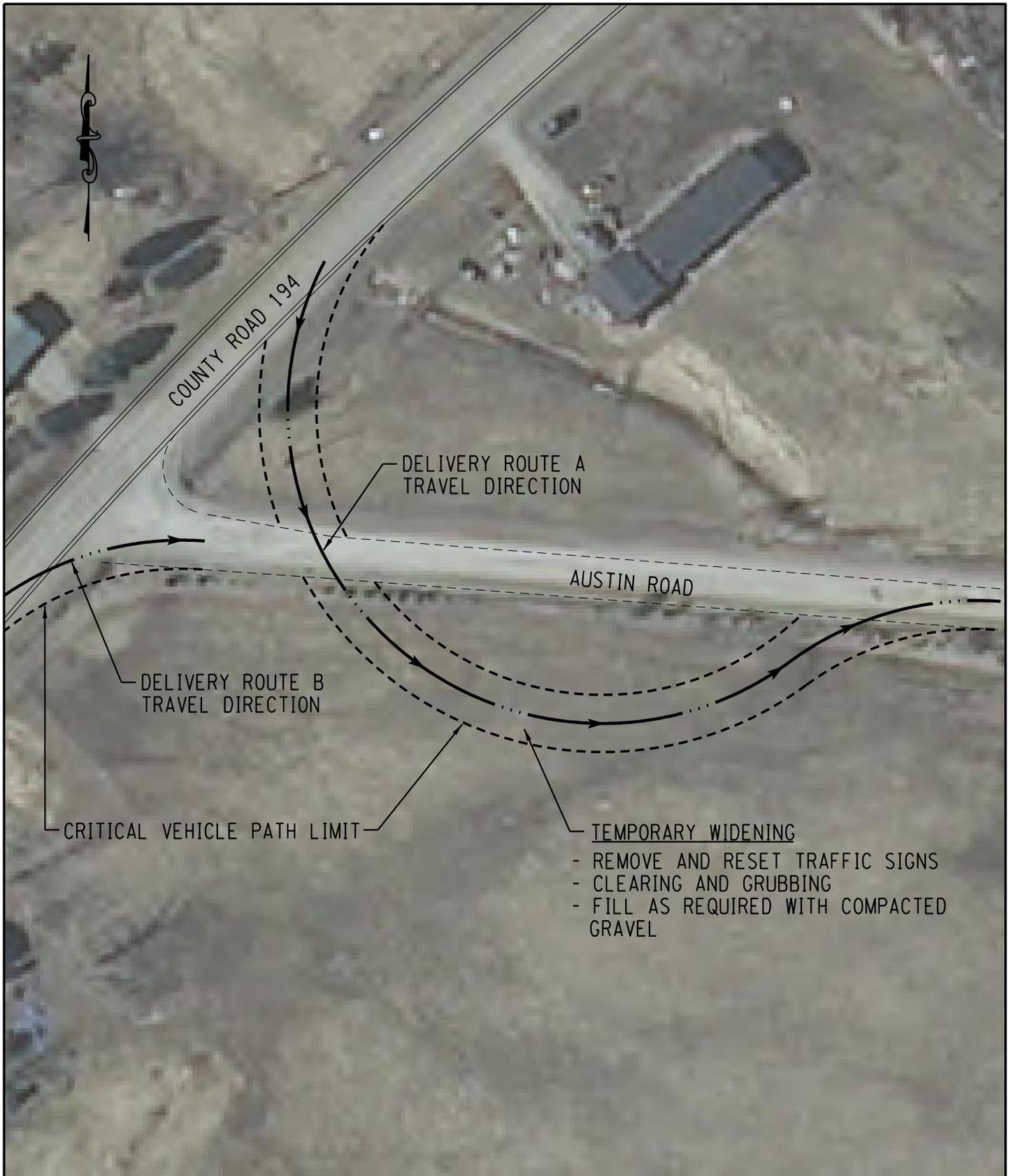
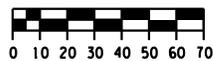


EXHIBIT 25

COUNTY ROAD 194 / AUSTIN ROAD



FISHER ASSOCIATES

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Phone: 585-334-1310



TEMPORARY WIDENING

- REMOVE AND RESET TRAFFIC SIGNS
- CLEARING AND GRUBBING
- FILL AS REQUIRED WITH COMPACTED GRAVEL

CRITICAL VEHICLE PATH LIMIT

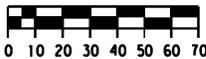
DELIVERY ROUTES A&B
TRAVEL DIRECTION

AUSTIN ROAD

RIVER ROAD

EXHIBIT 26

AUSTIN ROAD / RIVER ROAD



FISHER ASSOCIATES

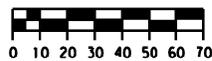
135 Colkins Road, Rochester, NY 14623

Phone: 585-334-1310



EXHIBIT 27

US 11 / SR 177



FISHER ASSOCIATES

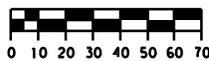
135 Calkins Road, Rochester, NY 14623

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EXHIBIT 28

STATE ROUTE 177 / MURROCK ROAD



FISHER ASSOCIATES

185 Catkins Road, Rochester, NY 14623

Phone: 585-334-1310



DELIVERY ROUTE B
TRAVEL DIRECTION

TEMPORARY WIDENING

- REMOVE AND RESET TRAFFIC SIGNS
- CLEARING AND GRUBBING
- FILL AS REQUIRED WITH COMPACTED GRAVEL

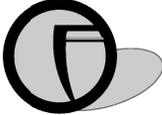
CRITICAL VEHICLE PATH LIMIT

COUNTY ROAD 194

MURROCK ROAD

EXHIBIT 29

COUNTY ROAD 194 / MURROCK ROAD



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