The North Country Region is the largest in the State, covering 8,634 square miles. The 600 employees of Region 7 serve a population of approximately 400,000 people. The Region has 3 cities, 53 villages and 104 towns as well as one Native American Reservation within its five county area. Jefferson County is home to Fort Drum, where the renowned 10th Mountain Division is stationed. The Region is served by airports in Watertown, Ogdensburg, Massena, Saranac Lake, and Clinton County and also includes the Port of Ogdensburg.

The State Highway network in Region 7 includes approximately 3,500 lane miles of streets and highways and 400 State bridges. There are four major international border highway crossings, including three via St. Lawrence River spans. There is one Interstate structure at Rouses Point on Lake Champlain, linking New York and Vermont. The Interstate Highway System in this Region (Interstates 81 and 87) leads to the border crossings at their northern termini.

In addition to the highway network, there are two major railroads, three shortline railroads and several industrial rail lines in the Region. The major railroads (CSX and CP's D&H) are north-south carriers of both domestic and Canadian freight. CSX has located a trans-flow facility in the Port of Ogdensburg to trans-ship loads between rail and truck serving an area that reaches into Canada. Rail passenger service is provided by Amtrak with NYSDOT subsidy on the D&H through Clinton County on the New York City - Montreal, Canada route. In addition, the State owned railroad is now operating a historic tourist train between the Villages of Saranac Lake and Lake Placid.

Regional Director’s Message

2006 has come and gone in a flash. In the year that was, Region 7 has seen significant growth in its workforce and the continued expansion of Fort Drum has driven overall growth in the area. As a result of this growth, we are undertaking projects that are unique to our Region in both size and scope. As our Region continues to enjoy the additional opportunities that accompany our broader economic expansion, travelers will continue to look to Region 7 to program, design, construct and maintain its transportation network. I have every confidence that Region 7 will continue to deliver the products and services that North Country residents and those traveling through the area have come to expect and appreciate.

For your hard work and dedication, I extend my sincerest thanks.
Planning and Program Management Activities

Transportation Program Update, 2007-2019
This year’s Capital Program Update spans a twelve year period, 2007 – 2019. This is the first comprehensive program update effort in several years covering a wide range of program priorities and breaking new ground in our efforts to integrate the State’s transportation network. The successful completion of the update was accomplished with considerable contributions from all the regional groups.

Northern Tier Expressway
Phase III of the Northern Tier Expressway Study is now underway. The study will put forth a strategy for implementing a phased approach to development of the Northern Tier Expressway over time. A list of near and long term improvement projects is expected from the consultant in June of 2007.

Massena Border Station
The General Services Administration (GSA) is replacing the existing border station with a new modern complex. The new border station will be located to the South of the existing station and will involve major road work to the interchange with Route 37. The new border station will be much larger than the existing station and will encompass all of the property of the existing traffic circle. The traffic circle will be replaced with a four-lane intersection. GSA is currently in the design phase; the project is scheduled to be let this spring.

I-87 Border Station
GSA is in the process of replacing the Border Station on I-87 at Champlain. Phase II of the construction was recently completed with the opening of the new commercial vehicle processing building. The new building features nine inbound lanes and a two story, eight bay cargo processing building. The new commercial facility will eliminate queues backing up on Highway 15 in Quebec. Phase III is under construction and is scheduled to be completed in 2008.

Traffic Count Programs

New York State
In 2006, over 100 traffic counts on New York State Routes were taken by the Data Services Group. This data provides input to the New York State Transportation Federation Traffic Data Viewer (TDV), a web-based index system that allows users to search for current traffic data from NYS DOT. Also, to support the Planning & Program Management Group and other departments in Region 7, Data Services conducted numerous Regional turning counts and vehicle classification studies. Information from these studies is used for such purposes as scoping a project in the planning phase, roadway design and establishing traffic control device requirements. In total, over 1200 traffic counts/special requests/county reports were audited and processed throughout the year.

County
The County Counter Initiative Program was expanded into Lewis County in 2006. The region now has Clinton, Jefferson, Lewis, and St. Lawrence County actively engaged in support of this program. It provides a NYSDOT-compatible traffic counters and software support to county highway departments in order to foster the sharing of resources between the counties and the state in the area of traffic monitoring. In return, the counties agree to submit traffic data collected on their highways to NYSDOT annually. Federal funding allocations to each state are dependent, in part, on the amount of travel occurring on the entire Federal Aid System, including those highways not owned by the state. Traffic data collected from counties is also made available to the public, businesses, corporations, realtors etc., via the Traffic Data Viewer. In the future, this program may be expanded to include cities within the region.

Recreational
The Data Service Group continued supporting the Recreational Vehicle Count Program in Lewis County. This program involves the collaborative efforts of Data Services and Lewis County Parks and Recreation Department in the collection of recreational vehicle traffic volumes throughout the county’s trail systems. The data from this program is useful to those groups involved in support and enhancement of recreational activities in Lewis County, they include; businesses, restaurants, snowmobile associations, and the Lewis County’s Parks and Recreation Department.
Pavement Rating Programs

New York State

Pavement condition ratings, also known as highway sufficiency ratings were collected for 3472 lane miles on the Region’s State Highway System. Pavement condition data is collected for both the pavement surface and for specific distress symptoms called dominant distress. The survey results are a primary input to the Department’s Pavement Management System as well as to the development of the payment portion of the Department’s Capital and Maintenance Programs. Region 7’s average pavement condition score for 2006 was 6.73 overall, up from 6.50 in 2005. The results of work done by Data Services are also included in 2006 Highway Sufficiency Rating and Pavement Condition of New York’s Highways publications.

Federal Highway Administration

The Data Services group also collects data for the Federal Highway Administration and is submitted via the Highway Performance Monitoring System (HPMS). In 2006 data such as surface pavement type, access control, lane width and route signing was collected on over one-half of the 188 HPMS sites in Region 7. This data is submitted to the Federal Highway Administration and is used by researchers and analysts at the national level to compare states and policy implications.

Highway Inventory

In 2006, one hundred and sixty-three (163) municipalities (5 counties, 104 towns, 51 villages and 3 cities) had their local highway mileage certified as part of the Consolidated Local Street and Highway Improvement Program (CHIPS). This certification process authorizes the payment to municipalities to assist financing the construction, reconstruction, or improvement of local highways, bridges, highway-railroad crossings and facilities. As part of the certification process, Data Services reviews each municipality’s inventory for content, accuracy, and validates changes to the inventory as a result of new or abandoned highways. As required, field audits were conducted to assist and train highway superintendents in the administration of this program.

Planning & Project Development Section

In 2006, the Project Development Unit worked on the following;

EPP:
- Routes 3 & 30 Tupper Lake Village (Highway Project)
- Route 190 Culvert Project (Culvert Replacement)
- Route 11 Mannsville Village (Highway Project)

SSM/FDR:
- Guiderail Replacement
- Bridge Maintenance by Contract

FDR:
- Route 56 “S” Curve
- Route 9N, Ausable Forks
- Route 11, Gouverneur
- CR 38/1-87
- Route 345/Grasse River

- Three Mile Bay
- Route 11, Canton Village
- Route 11/87
- I-87, Chazy – Route 11
- Route 58 Bridges

IPPS/DAD:
- Signal Improvement
- Bridge Painting Contract
- Special Pavement Markings

- Emergency Standby Contract
- Crack Sealing Contract

In 2006 the Project Development Section added Anna Bergmark (JE), Kristopher Reff (JE) and Assane Touré (TA) to their ranks. All three have done an excellent job progressing project reports, reviewing site impact studies and conducting corridor studies.

The Regional Planning and Regional Design Departments have been assisting the Town of LeRay with an Access Management Study along the Route 11 and 342 corridors adjacent to the Fort Drum Entrance. The study is helping to prepare the Town for the various developments that are likely to impact the town and state highways in the area. David Hart is the Regional Coordinator for this project.

Project Management & Local Programs

In 2006 and early 2007 the Program & Project Management Section added Bill Alessi (SCPA), Charlie Roy (PET), Mihai Bica (CE2) and Lowell Lingo (CE2) to their staff. All four are excellent additions to the section.
Locally Administered Federal Aid Highway/Bridge Program

Cumberland Head Connector Road, Clinton County

Project Manager: Donald Mattimore Contractor: Kubricky Construction Corp.
Project Engineers: Erdman Anthony & Assoc. Project Cost: $6,224,799

The project begins at the intersection of U.S. Route 9 and CR 57 or Cumberland Head Road, traverses the center of the Cumberland Head peninsula and ends near the ferry terminal. The total length of the project is approximately 6.4 kilometers (4.0 miles). This project rehabilitated a 1.1 kilometer (0.7 miles) section of County Route 57, known as the Parkway, and construction of a new 5.3 kilometers (3.3 miles) two-lane limited access highway. The new road connects the Lake Champlain Ferries Terminal (Grand Isle Ferry) to the Parkway portion of CR 57. The new road will improve safety by creating a more suitable route for ferry traffic and reducing traffic volume and speed on the existing loop roads that are primarily residential in nature. The project also constructed a multi use trail parallel to the Connector Road, and new fourteen acre wetlands. The project was completed in the fall of 2006.

State Street (NYS Rte 3 & 12) Infrastructure Improvements, City of Watertown

Project Manager: Nancy Catalina Project Engineers: Clough, Harbour & Associates
Sponsor: City of Watertown Contractor: Villager Construction, Inc.
Project Construction: $9,669,669.00 (w/$2.3 million betterments)

The 2.2 km project includes full-depth reconstruction of the roadway pavement, new sidewalks, new curbs, signs, replace traffic signals, add left-turn lanes and center two-way left turn lane at various locations along the corridor. The project will also provide separation of the sanitary and storm sewer system, new waterlines, and enhance the downtown and residential areas with streetscape amenities. The project was let to contract May 25, 2005 and awarded June 20, 2005. Construction is expected to be completed by fall of 2007.

County Route 69 over Sandy Creek, Jefferson County

Project Manager: Nancy Catalina Project Engineers: Erdman, Anthony and Assoc. Inc
Sponsor: Jefferson County Est. Construction Cost: $2.1 million

This project is currently being reviewed by NYSHPO & FHWA for signatures on the Memorandum of Understanding, Jefferson County will then proceed with Design Approval and final design. The project is scheduled to be let in spring of 2008 and will replace the existing pony truss with a conventional multi-girder structure. The preferred alternative proposes to replace the structure 50 meters west of the current location improving the bridge/stream alignment and correcting non-standard highway geometrics.

County Route 44 over the Oswegatchie River, St. Lawrence County

Project Manager: Tim Valentine Project Engineers: Stantec
Construction Cost: $1.43 M Contractor: James Sheehan Construction

The historic earth filled stone arch was a successful rehabilitation, involving complete removal of the asphalt wearing surface, adding additional fill material to raise the profile, and a new concrete deck. All stone work was re-pointed and all abutments and piers were refaced along with patching to the concrete lined arches. New approach rail and bridge rail were also included. The project was completed in late Fall 2006.
Canaan Road over the North Branch of the Great Chazy River, Clinton County

Project Manager: Tim Valentine  
Project Engineers: Erdman Anthony  
Project Cost: $0.96 M  
Contractor: New Century Construction

This project involved the replacement of two deficient single span multi-girder jack arch structures, BIN’s 3363260 & 3336580, with a two span, pre-stressed concrete box-beam structure with integral abutments. New approach rail and bridge rail were also included. The project was completed in late Fall 2006.

Margaret Street (US Route 9), City of Plattsburgh, Clinton County

Project Manager: Tim Valentine  
Project Engineers: Lu Engineers  
Project Cost: $3.48 M  
Contractor: Luck Brothers Inc.

This highway reconstruction project involves 1.0 km of Margaret Street (US Rte 9) through the City of Plattsburgh, Upper Bridge Street to Robinson Terrace. The project included full depth reconstruction of the pavement, new curbing, sidewalk, drainage, and underground utilities (water). This project is a two year project and will be completed in fall 2007.

Fork Road over Deer River, Town of Montague, Lewis County

Project Manager: Anna Forbes  
Construction Cost: $720,443  
Project Engineers: Barton& Loguidice, P.C.  
Contractor: Vector Construction

This existing 19.8m single span, steel multi-girder with timber deck structure, was replaced with a two lane pre-stressed concrete adjacent box beam units on integral abutments. The project improved the alignment and included 250 meters of highway approach work. The project was let in April 2006 and construction was completed in October 2006.
**Long Pond Road over West Branch of the Oswegatchie River, Town of Croghan, Lewis County**

Project Manager: Anna Forbes  
Project Engineers: Barton& Loguidice, P.C.  
Construction Cost: $771,604  
Contractor: Slate Hill Constructors

The existing bridge was a single lane, single span, riveted wrought iron pony truss. The bridge was historic eligible and is located within the Adirondack Park. Removal of the historic structure required a Memorandum of Agreement with the Federal Highway Administration, NYS Historic Preservation Office, New York State Department of Transportation, County of Lewis, and Town of Croghan. As part of the MOA, the replacement structure is a two lane Ohio Thru-truss, similar in design to the existing truss.

The project also made improvements to an adjacent NYSDEC parking area where the original builders plaque and a narrative interpretive panel has been displayed informing the visitor of the engineering technology and history of the original Long Pond bridge. The project was awarded in April 2006 and construction was completed in October 2006.

**Innovative Bridge Research and Deployment Program**

Coordinator: Anna Forbes

The focus of the IBRD program is to promote, demonstrate, evaluate, and document the application of innovative designs, materials, and construction methods in the construction, repair, and rehabilitation of bridge and other highway structures.

**Cemetery Road over Roaring Brook, Town of Martinsburg, Lewis County**

Project Manager: Anna Forbes  
Project Engineers: C&S Engineers, Inc.  
Programmed Cost: $330,000  
Programmed Letting: July 2007

Lewis County was selected to receive Federal Funding through the Innovative Bridge Research and Deployment Program. This bridge rehabilitation will consists of replacing the existing superstructure with galvanized steel girders and pre-cast HP concrete deck panels with fiber reinforced polymer reinforcement. The project is scheduled to be let in July 2007.
**Transportation Enhancement Program**  
Coordinator: Don Mattimore

In recognition that transportation systems are influenced and impacted by more than the condition of traditional infrastructure, this program enables funding for transportation projects of cultural, aesthetic, historic and environmental significance.

**Gouverneur Riverwalk, Village of Gouverneur, St. Lawrence County**

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<tr>
<th>Project Manager: Anna Forbes</th>
<th>Project Cost: $1.22 M</th>
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<tr>
<td>Project Engineers: Lu Engineers and Bernier Carr</td>
<td>Contractor: Acts II Construction</td>
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This project provides a pedestrian bridge across the Oswegatchie River to connect the Community Recreational Center and the Village Park as well as connecting sidewalks and trails. This work will provide links to the existing pedestrian and bicycle trails within the Village of Gouverneur. The project was let in August 2006 and construction started in October. The contractor completed the bridge abutments prior to shutdown for the winter. Construction will resume in spring 2007 with the installation of the pedestrian bridge and construction of the adjacent trails and the sidewalk along State Route 56.

**Village of Cape Vincent, Waterfront Park Preservation Plan**

| Project Manager: Anna Forbes | Project Cost: $288,000 |

This project will preserve an abandoned rail line by constructing a pedestrian and bicycle trail along the St. Lawrence River. A Welcome Center, designed to replicate a train depot, with visual displays showing the historic interconnection between the railroads, shipping industry and highway transportation in Cape Vincent will also be constructed. This project was let in June 2006. The Village has requested a delay of the award based on new community development.

**Black River Trailway, NYS Office of Parks, Recreation & Historic Preservation, Thousand Islands Region**

| Project Manager: Anna Forbes | Project Cost: $500,000 |

This project will provide 3.1 miles of paved surface trailway and parking facilities to serve as a pedestrian and bicycle trail from the Village of Black River, town of Rutland to the Ridge Road in the town of Watertown. The trail has been constructed along the former railroad bed and along the shore of the Black River and will be open on year round. The construction started in 2002 and will be completed in 2007.
Canton Heritage Corridor, St. Lawrence County
Project Manager: Nancy Catalina  Project Engineers: Barton & Loguidice, P.C.
Sponsor: Village of Canton  Est. Construction: $488,000
$224,000 TEP Funds  $195,755 NYS OPRHP Funds

This project will enhance the cultural, aesthetic, historic and environmental aspect of intermodal transportation networks in the Village of Canton by:

- Rehabilitating the historic Kings Bowstring Iron Bridge (BIN 220960) to provide pedestrian access from Coakley Island to Falls Island. The bridge is one of the King's Iron Bridge Company's remaining five bowstring bridges constructed in the mid-19th century in existence in New York State.
- Developing a parking area with an information center.
- Developing an interpretive trail around the Falls Island Mill ruins and constructing a scenic overlook at the western cascade waterfalls and a canoe portage.

The Village of Canton designated Barton and Loguidice to perform Engineering Services and received Design Approval October 5, 2006. The PS&E package is currently under the Departments review. It is anticipated that the project will be let to construction in the spring of 2007.

Canton Heritage Conceptual Plan

Downtown Watertown Streetscape Enhancement Project, Jefferson County
Project Manager: Nancy Catalina  Project Engineers: Clough, Harbour & Associates
Sponsor: City of Watertown  Contractor: Villager Construction, Inc.
Inspection: Clough, Harbour & Associates  Project Construction: $4,757,320.50 (w/o alternatives)

The project will improve the appearance of the Public Square -Transportation Corridor:

- Enhancing the center island by implementing streetscape improvements
- Replace street lighting
- Adding street amenities
- Improving sidewalks
- New asphalt paving throughout the entire project area.
- Sidewalk replacement between paver/planting strip and building fronts.
- Fill/or repair of various sidewalk vaults to alleviate structural deficiencies.
- Waterline Replacement.
- Minor storm drainage replacement.

The project was let March 8, 2006 and construction is expected to be completed by fall of 2008.
Transportation Enhancement Program-SAFETEA-LU

Announcements for the SAFETEA-LU Transportation Enhancement Program were made in April 2006. The Region conducted three workshops in May to give an overview of the program and answer any questions concerning the program, project eligibility, funding, consultant or contractor selections and management, property acquisitions, historic preservation etc. The deadline for applications was June 30, 2006. Ratings of the applications were completed by a Regional committee and results were submitted to the Transportation Enhancement Advisory Council, which makes the final decision on successful applications. In November, the successful applicants were notified and two workshops were held in December to go over the Federal process to progress their projects.

The Region had six projects approved for TEP funding. Those projects are:

**Rock Island Light Station Restoration & Museum Development**

NYS Office of Parks, Recreation and Historic Preservation, Thousand Islands Region  
Project Manager: Anna Forbes  
Project Cost: $1,100,000

The project would incorporate the restoration of the Light Station complex (lighthouse, battery house, keeper’s residence, a boathouse, stone smokehouse, and storage shed). The project will also develop the complex into a nautical museum with trails connecting the various buildings and points of interest on the island.
**Village of Tupper Lake**  
Project Manager: Charlie Roy  
Project Cost $760,000

This project will preserve an abandon RR corridor by converting it to a multi-use trail, connecting and improving existing primitive trails.

**Transportation Museum Campus Development, City of Plattsburgh**  
Project Manager: Anna Forbes  
Project Cost $1,000,000

Development of a Transportation Museum Campus with exhibits exclusively related to transportation such as automobiles, railroad, trucks, boats, tractors, bicycles, canoes, tire technology and manufacturing automobiles in Plattsburgh.

**Aluminum History Trail Project Village of Massena**  
Project Manager: Nancy Catalina  
Project Cost $1,463,172

Development of a Pedestrian/Bicycle path linking recreational amenities along the St. Lawrence River, including Whalen Park, Massena Country Club, Massena Beach, Richards Landing Trail and the Massena Intake Boat Launch with the downtown area of the Village. A major component of this project will be to save the historic footbridge that crosses the Grasse River.

**Little Ausable River Trail, Phase I, Connecting Two Parks, Town of Peru**  
Project Manager: Nancy Catalina  
Project Cost $655,931

The creation of a 1.5 mile paved trail along the Little Ausable River within the Hamlet of Peru, connecting the residential and business area in the hamlet with the Post Office and two existing parks.

**Village Center Pedestrian Trail, Village of Lowville**  
Project Manager: Charlie Roy  
Project Cost $1,411,000

This project will provide a pedestrian/bicycle trail connecting the North Side of Village to the South Side utilizing existing RR ROW while retaining the existing Rail Roads for future activities. This trail will connect retail businesses, industry, the Lewis Co. Fair Grounds, Lowville Academy and residential Village Streets.

**Industrial Access Program (IAP)**  
Coordinator: Anna Forbes

The NYS Industrial Access program has been designed to complement economic development projects throughout the state where transportation access poses a problem or may offer a unique opportunity to the viability of a project. The program provides State funding for necessary highway and bridge improvements which facilitate economic development and result in the creation and/or retention of jobs. Application can be submitted at any time, as there is no formal schedule of due dates.

**Fort Drum Railroad Sidings, Jefferson County**  
Sponsor: Jefferson Co. Industrial Dev. Agency (JCIDA)  
Project Manager: Anna Forbes  
Project Cost: $2,570,000

This project constructed two 4000 ft railroad storage tracks adjacent to the existing rail line on Fort Drum. The tracks will provide adequate storage capacity to handle more than 100 rail cars. The extra storage capacity will improve operational efficiencies at Fort Drum during deployment activities. Construction was completed in July 2006.
Transportation and Community System Preservation Program
Coordinator: Don Mattimore

The TCSP is a Federal funded program which provides funding to plan and implement strategies which improve the efficiency of the transportation system, reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services, and centers of trade, and examine development patterns and identify strategies to encourage private sector development patterns which achieve these goals.

1000 Islands Regional Dock Project, Village of Clayton
Project Manager: Anna Forbes  Project Cost $250,000

The Village of Clayton was granted funding under the TCSP Program to turn the former Frink property along the St. Lawrence River into the Frink Park. This is part of a much larger project that is being referred to as the 1000 Islands Regional Dock and is estimated at $3.3 million. The project renovated an existing dock in order to provide a safe deep-water port for commercial cruise ships and military craft traveling along the St. Lawrence River. The construction portion of this project was completed in 2006.

Special Projects

Cook Road Reconstruction, Franklin County
Project Manager: Nancy Catalina  Project Engineers: Camp Dresser & McKee
Sponsor: St. Regis Mohawk Tribe  Contractor: A.P. Reale & Sons Inc.
Project Construction: $2,183,313.00

This project was awarded April 18, 2006 and received final acceptance September 30, 2006. This project reconstructed Cook Road, located on the St. Regis Mohawk Indian Reservation, to accommodate two 3.05m travel lanes, 0.6m shoulders and added turning lanes at key intersections. It also addressed the safety issues associated with the geometrics of the roadway at Suicide Hill and Spaghetti Corners. The Department committed $1,000,000 towards construction and provided an EIC & field inspector.

Consolidated Highway Improvement Program (CHIPS)
Coordinator: Nancy Catalina

In 2006, the Region reimbursed $19.4 million of CHIPS funds. Within Region 7, there were 162 municipalities that participated in the program for reimbursement for the construction, rehabilitation, resurfacing of highways and bridges. As part of the Department’s outreach, Regional CHIPS coordinators attended local highway superintendent meetings to assist in program administration, trained new superintendents and provided on-site consultation regarding construction techniques.

Multi-Modal Program
Coordinator: Charles Roy

The Region is actively engaged in funding over $7 million worth of Multi-Modal projects under this program. The individual projects are scattered throughout the region from the shores of Lake Champlain to the shores of Lake Ontario. The scope of the projects covers a range of involvement from Aviation to Rail to Vehicular and Pedestrian transportation. The Multi-Modal Program is an active program with new projects being added all the time and completed projects being closed out after the mandatory certifications. These projects required a minimum 10 year service life to qualify for funding.
**Member Item Program**
Coordinator: Charles Roy

This program administers Legislative Grant monies to localities and agencies for various highway and bridge improvements. The current program has $340,000 of funding available to various localities such as Jefferson County, Village of Gouverneur and Town of Dannemora. This program is an extension of community improvement funding which is constantly changing from year to year.

**Transit Program**
Coordinator: Owen Virkler

**Watertown Citi-Bus**

Watertown’s $4.5 M bus storage and transit facility was completed in summer 2006. The project includes a new bus garage and office for the City Bus Line, as well as a shared-use maintenance facility occupied by both Citi-Bus and the City of Watertown DPW. Ribbon cutting ceremony was held in October 2006, and the facilities are fully operational.

**Plattsburgh – C.A.R.T.**

Design for a new $1.4 M transit office and storage facility for Clinton Area Rural Transit (CART) on the former Plattsburgh Air Base is presently underway. This project is being funded through an FTA grant. Design is being done by the consulting firm of Barton & Loguidice, P.C.

**Aviation**
Coordinator: Nancy Catalina

Region 7 works with eight (8) different airports throughout the Region to provide funding for infrastructure improvements. Multiple projects were progressed in 2006 which included security enhancement, runway reconstruction, runway extensions, runway safety area improvements, environmental assessment including drainage study and development of a Stormwater Pollution Prevention Plan (SWPPP), runway lighting replacement, apron expansions, weather equipment replacement and navigational aids.

The Plattsburgh International Airport terminal project was let in May of 2005. Murnane Building Contractors was the low bidder of $7,682,200. Construction started in September 2005 and is expected to be completed in fall of 2007.
Safe Routes to School Program
Coordinator: Nancy Catalina

The Safe Routes to Schools (SRTS) Program was established in August 2005 as part of the most recent federal transportation re-authorization legislation—SAFETEA-LU. The program emphasis is to encourage and enable children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety and reduce vehicular traffic, fuel consumption and air pollution within a two-mile vicinity of primary and middle schools (K-8). This program is 100% federally funded with no local match required. The department has prepared a draft SRTS Program Guidance and Application. The goal is to send the final Program Guidance and Application to NYSDOT Administration by April 15, 2007. A solicitation for applications is scheduled for fall of 2007.

Railroads
Coordinator: Daniel T. Kelly

Quality Assurance/Quality Control

One of the tasks assigned to the Rail Coordinator is performing QA/QC oversights on the projects with State/Federal funding. Additionally, the Coordinator is expected to assure that adequate documentation is prepared and that projects comply with our environmental and cultural resource expectations. These activities are simply advisory on State Let Projects making life of the EIC a little easier. However, on Railroad Force Account and Railroad Let Projects and other pass-thru type projects, it has been shown that there is a clear and pressing need for these activities in order to achieve our QA/QC and fiscal oversight roles.

The Rail Coordinator provided all of the Region’s Engineering & Inspection services on projects amounting to about $6.3 million, including projects that are substantially complete but with compliance issues.

Cooperative Projects to Repair Rail/Highway Crossings

The Rail Coordinator assists with coordination and technical aspect of the repair of rail/highway crossings when in the Department.

The projects involved in 2006 included:

State Route 345 Potsdam

While this portion of the roadway is a Village maintenance responsibility, the Region assisted due to the unusual traffic light and railroad signal impacts. The Region’s involvement minimized the impact to highway users.

State Route 812 Balmat

The Region assisted CSXT in safely repairing defective rubber pads for the benefit of the highway users, especially motor cyclists and bicyclists.

State Route 193

The Region assisted CSXT in the safe changing out of a defective rail in a rail/highway that if not changed would greatly impact rail traffic.

Involvement with Communities and Other Agencies

The Rail Coordinator continues to advise and actively support economic and industrial development agencies, communities and short-line railroads. Typically, the advice assists our customers in competing for grant aid.

Considerable time was spent advising and assisting trail advocates. The generally depressed paper industry in the North Country has resulted in three rail lines being considered for abandonment.
Regional Transportation System Operations

2006 Accomplishments

The mission of the Region 7 Transportation System Operations is to provide a safe and efficient highway environment for all users through the application of sound traffic engineering principles. Providing a safe and efficient highway environment benefits all users of the State’s transportation system including motorists, bicyclists, pedestrians, public transportation providers and commercial vehicle operators.

The Operations Unit completed 330 traffic engineering studies based on inquiries submitted by elected officials and the general public. On a routine basis, the Operations Unit is responsible for performing speed studies on both State and local highways. For Capital projects, 85th percentile speeds are determined for State highways and are then used for establishing highway operating speeds and design speeds. In addition, speed studies are performed in response to requests for reduced speed zones on both State highways and local highways.

The Operations Unit regularly receives requests from school districts for establishing School Speed Zones including the location of appropriate highway signs and beacons. Establishment of appropriate School Speed Zones is a cornerstone of our efforts to insure a safe highway operating environment for students, buses, and the general traveling public. With passage of new legislation, the Region will now be responsible for installation of traffic signals at entrances to schools as well as signal beacons that are installed in conjunction with School Speed Limits.

The Permit Unit issued 443 Highway Work Permits and 3850 Special Hauling Permits. In addition, 435 amendments were issued for Special Hauling Permits. Developers and the trucking industry rely on the Region 7 Permit Unit for their high level of customer service. With new wind farms proposed for both Clinton and Jefferson Counties, we anticipate an upsurge in Special Hauling Permits in 2007.

Traffic Signal Crews are responsible for 253 signals stretched over a five county area in Northern New York. They performed 609 field repairs during regular hours, 104 field repairs on an overtime basis, and 304 preventive maintenance actions on the Region’s traffic signals. Finally, Regional Traffic Signal Crews have begun the process to upgrade all existing Model 179 traffic signal controllers with the new Model 2070 advanced traffic signal controller.

The intent of this effort in Region 7 is to get fully converted to the new Model 2070 traffic signal controller as quickly as possible, in large part to avoid having to maintain two different signal controller platforms. At this time, Region 7 has upgraded seventy (70) three-color traffic signal controllers to the new Model 2070. This means that Region 7 has converted 46% of its three-color traffic signals with Model 2070 traffic signal controllers.

The Region continues to maintain portable Variable Message Signs (VMSs) and queue detection trailers at the Interstate 81 and Interstate 87 border crossings with Ontario and Quebec, respectively. This equipment, combined with Closed-Circuit-Television (CCTV) surveillance equipment installed by Region 7 traffic Signal Crews in 2002, allows the Department to monitor traffic backups at these two important border/trade crossings.

The CCTV equipment gives us a visual read on backups at these border crossings while the queue detection trailers automatically sense traffic queues and activate VMSs further southbound on each interstate highway to alert motorists of backups and potential delays at the border crossings. This work requires close coordination between Region 7 Traffic personnel, Department of Homeland Security officials, and Canadian Customs officials in a joint effort to insure highway safety and border security.

Over the last year, Region 7 Traffic personnel have worked closely with TMCs in Region 3 and Region 1 regarding ITS initiatives for Interstates 81 and 87. We feel it is important to regard these two interstates from a corridor perspective, and in that regard, we have worked closely with the established TMCs operating in Regions 3 and 1, respectively. It is important to foster this cooperative relationship as the TMCs in Regions 1 & 3 are staffed 24 hours per day and 7 days per week, so their operators are available to address ITS related issues on these two corridors as quickly incidents are identified.

The Region 7 Safety Unit completed Highway Safety Investigations for 10 Capital projects, two of which were Priority Investigation Locations (PILs). Two additional PIL studies were completed along with two High Risk Rural Road studies. The work from this unit is critical to the successful advancement of the Capital program both in project development and detailed design phases.

This unit is also heavily involved in the SAFETAP program which helps insure that safety considerations are incorporated into the Department’s Maintenance paving projects, both Preventive Maintenance Paving (PMP) and Vendor In-Place Paving (VPP) projects. Staff worked closely with the Resident Engineer in each county in Region 7 to insure that cost effective safety work is included in each year’s PMP and VPP projects.
In addition, this unit coordinates the Region’s Skid Accident Reduction Program (SKARP). This program identifies wet pavement accident locations on State highways; friction tests these highway segments, and proposes appropriate pavement treatments for those locations which are experiencing both wet road accidents and pavement friction test results lower than the Programmatic Design Target Friction Number (PDTFN).

Finally, this unit processes numerous requests for accident studies and data from various Departmental units and the Attorney General’s Office on an as-needed basis.

Regional Construction Group

Major Construction Projects Completed During 2006

Rte. 11 and 177 in Adams Center

A major reconstruction project within the Village of Adams Center was completed in the fall. Reconstruction and realignment of the Rt. 11 & Rt. 177 intersection was a large component of this project. New drainage, waterlines, sidewalk, and curb, along with a new at-grade Rail Road crossing on Rte. 11 were also included. The project was worth approximately $5.7 million with Barrett Paving being the prime contractor. The NYSDOT Engineer-In-Charge was Rich Gaebel. The construction staff was confronted with a planned street tree planting project on private properties within a small village. 150 property owners were potentially affected. We partnered with another Government Agency who facilitated community input thru a series of public meetings and local outreach events. The proactive community contacts streamlined the information exchange and expedited securing property owner releases. A community planting vision was embraced by the Department and, with the community support; over 300 trees were successfully planted.

Rte. 72, Rte. 56 – Rte. 11B

Work on this $5.3 Million project was completed in August. Rifenburg Construction was the prime contractor and Warren Bessette is the NYSDOT Engineer-In-Charge. The contractor received the 2005 Contractor Recognition for Environmental Quality award for their efforts on this project. This was a major reconstruction project which included the rehabilitation of the bridge over the West Branch of the St. Regis River in Parishville.

Rte. 11 over Trout Brook

The structure carrying Rt. 11 over Trout Brook, between the Villages of Potsdam and Canton, was replaced during 2006 by Luck Brothers, Incorporated at a cost of $1.1 million. The NYSDOT Engineer-in-Charge was Warren Bessette.
Major Construction Projects Completed During 2006

Rte. I-81 between Arsenal St. and Rte. 342

Barrett Paving Materials was the prime contractor on this resurfacing project in Jefferson County. Rt. I-81 between Arsenal St. and Rte. 342 was resurfaced, along with a major culvert replacement. The project was worth $6.6 million. The contractor was awarded the AGC Excellence in Partnering Award for Informal Partnering for 2006. The NYSDOT Engineer-In-Charge was Tom Maroun.

Rte. 345 over the Grasse River

On June 7, 2006 a Red Flag was issued on the State Route 345 Bridge over the Grasse River due to significant displacement of a spandrel wall. This laid up stone arch was built in 1882 and serves as a major link in the community in which it lies. It was determined that the extent of repair would require the Region to use the emergency bridge standby contract for the necessary repairs. These repairs would require that the bridge be closed for up to four weeks. Coordination with the community revealed that a significant Blue Grass Festival was held every year and that the use of the bridge was essential for its success. The Department worked around this schedule and closed the bridge on July 27th and had the bridge open to traffic on August 24th. Todd Townsend was the Engineer-in-Charge and was responsible for the successful completion of this emergency repair work. This project was a great example of the how Design, Maintenance, Traffic and Construction worked together to minimize the impacts and costs to our customers.

Other Contract Work:

The construction group also managed maintenance and repair type contracts during the season:

- Specialized Pavement Markings $260,000
- Traffic Signal Improvements $210,000
- Pavement Crack Sealing $500,000
- Bridge Painting $1,800,000
- Bridge Maintenance / Repairs $1,300,000
- Job Order Contracting $900,000
- Multi-Region Sign Installation $80,000 (Scenic By-Way Signs)

Major Construction Projects Started During 2006

Rte. 12 in the Village of Copenhagen

Work on this $7.8 million project started during 2006. Tuscarora Construction is the prime contractor and Ken Tousley is the NYSDOT Engineer-In-Charge. This reconstruction project includes new sidewalk, curb, and a new closed drainage system through the Village of Copenhagen. New guide rail and signs will be installed throughout the project and a structure over the Deer River will be built on a new highway alignment. Copenhagen, New York has historically been one of the most hazardous snow locations within our Region. The area typically receives over 250” of snow and has open farm fields adjacent to the NYS Rt. 12 corridor. Blowing and drifting snow results in road closures and other safety concerns for the users. Roadside drifting exceeds 12’ at many locations. Operations staff identified this as a problem and Design staff included amelioration measures as part of the contract.
Construction staff recommended a two phased approach to designers which provided a temporary portable snow fence that functions until the permanent "living snow fence" becomes established. This past season over 800' was installed at two locations on the contract. This spring planting of the permanent trees is scheduled to occur in 2007. We are happy to report a positive effect of the snow controls has been observed making the highway safer for the traveling public.

**Rte. 12 in the Village of Lowville**

Work on this $7.9 million project started during 2006. Barrett Paving Materials is the prime contractor and Joe Fayle is the NYSDOT Engineer-In-Charge. This reconstruction project includes drainage improvements throughout the project in addition to improvements to both the horizontal and vertical highway alignments at various locations within the project. New signs and guide rail will also be installed.

**Highway Work Permits**

In 2006, 15 highway work permit projects were inspected with an estimated cost of $4.2 million. This amount accounts for work on State ROW and does not represent total project costs, which in most cases is significantly higher.

The construction phase of major highway work permits is managed by the Regional Construction Group. Typical examples of major highway work permit projects are commercial entrances and water/sewer line installations. These projects are predominately inspected by Consultants, however, we are responsible for monitoring compliance to the approved plans, NYS Standard Specifications, MUTCD, and permit conditions for all work performed on DOT R.O.W. We continue to work closely with Regional Traffic and Safety and Maintenance to ensure the Department’s interests are satisfied.

Each year, review teams from the Main Office and the Region evaluate the maintenance and protection of traffic setups for these projects. These evaluations have shown that the performance of the highway work permit contractors has improved significantly. Worker safety is also significantly improved due to frequent and unplanned inspections conducted by Regional Construction Staff.

In an effort to improve compliance to the MUTCD, Regional Construction conducted a Work Zone Safety training class for the Consultant Inspection and Contracting firms that have routinely worked on permit projects.

**Work Zone Safety**

During the 2006 construction season, work zone safety continued to be a priority on all of our projects. The annual work zone safety review, conducted by Main Office and Regional staff, evaluated 5 capital construction projects. Due to the diligent work of the Regional Construction Staff, our work zone safety rating improved from 2005 and remained at a high level.

In an effort to improve work zone safety by controlling aggressive driving, we worked with the State Police to have dedicated police services for work zone speed enforcement. This effort was made possible by the Operation Hardhat program and thru a project specific Memorandum of Understanding.

Regional Construction Office participated in a detailed project review focusing on work zone issues, for the reconstruction of Arsenal St. over I81. The purpose of the review was to evaluate various issues, such as, constructability, work force safety, facility user safety, and traffic management, while determining their effect on work zones. The review team also included staff from Region 7 Design, Main Office, FHWA, other Regions, and a private consulting firm.

At the October 4, 2006 Eastern Zone Leadership meeting, the Regions were asked to provide information about work zone safety best practices. The Regional Construction Office compiled this information and submitted a detailed list. This information will be utilized to keep each Region in the zone informed about effective initiatives, problems to guard against, new technology, and assure consistency within corridors.
Rte. 30, Tupper Lake – Ski Tow Road (PIN 7044.28)
Squad Leader/Designer: Steve Gagnon/Chuck Richards

This 4.4 kilometer project will reconstruct or rehabilitate Route 30 from the Maddox Road intersection south of the Village of Tupper Lake to the Queen Street intersection in the Village of Tupper Lake. The highway will be widened to 3.3 meter travel lanes with 1.8 meter shoulders. Horizontal and vertical alignment changes will eliminate all non-standard features. Significant drainage improvements will be made with the introduction of a closed drainage system with traversable curb along the majority of the project. Numerous relocations in overhead phone, electric and cable lines to underground conduit are included in three segments including the causeway. The overhead utilities were eliminated along the causeway segment in order to enhance the scenic vista. The majority of the existing water lines will be relocated. The project features numerous environmental / landscape improvements including 4 parking areas / pull offs, an overlook platform, interpretive signage and a turtle barrier along the causeway. The highway project was awarded to Rifenburg Construction for $8.8 Million. Construction will begin in April of 2007 and be completed by June 2008.

Rte. 22, Rte. 374 to Haynes Road (PIN 713019)
Designer/Squad Leader: Robert Townsend/Kevin Eager

This 3R highway project is in final design and has a scheduled letting date of November 2007. It is proposed to mill and resurface 3.4 miles of NYS Route 22 located in Clinton County from Route 374 to the Haynes Road intersection. The existing shoulders will be reconstructed and widened to a minimum paved width of 1.8 m. Drainage will be improved by installing edge drains, establishing 1.4 m deep roadside ditches and replacing existing culverts. A number of FEEs (strip takings) and PEs are required to accommodate the wider shoulders and drainage improvements. Public informational meetings were held in September 2006 and Design Approval was granted on February 1, 2007.

Bridge Replacement: Rte. 812/Oswegatchie River (PIN 704916)
Designer/Squad Leader: Pam Wardwell/Kevin Eager, MO Structures/Dave Moffatt

This bridge replacement project is located in the Village of Heuvelton, St. Lawrence County and is in the preliminary design stage. It is proposed to replace the existing 3 span concrete arch bridge (BIN 1032800) over the Oswegatchie River on the existing alignment. Maintenance and protection of traffic will be maintained on a single lane temporary structure with temporary signal lights. There will be water line replacement work and installation of closed drainage on the approach roadway. Replacement will have an Adverse Effect on this bridge as it is on the NYSDOT Historic Bridge Listing and is eligible for inclusion on the National register. Therefore; NYSDOT, SHPO and FHWA have executed a Memorandum of Agreement pursuant to 36 CFR Part 800 in regards to this project. The project has a scheduled letting date of August 2008.
Rte. 812 over Oswegatchie River - Existing Bridge

**Bridge Replacement: Rte. 3 over Jenny Creek (PIN 711509)**  
*Designer/Squad Leader: Kent Collier & Shane Perkins/Jeff Grill*

This project will replace a 77 year deteriorated jack-arch bridge supported by spread footings on earth. The new structure will consist of 3-sided concrete bridge units (con/span arch-type) on a pile supported foundation. Traffic will be maintained by utilizing stage construction and temporary traffic signals. This project was let on 9/21/06 and Tioga Construction is the contractor. Work is expected to begin this spring and be completed by fall of ’07.

**Bridge Maintenance by Contract (PIN 780433)**  
*Designer/Squad Leader: Shane Perkins, Kent Collier & Mike Lewis/Jeff Grill*

This project will provide maintenance repairs to two bridges in Clinton and St. Lawrence Counties. Work at Rte. 22 over the Great Chazy River and Rte 58 over the Oswegatchie River will consist of bearing replacements and pedestal work. The joints will be repaired/replaced on the Rte. 58 structure. The project will be let on 5/3/07 and will be completed by the fall of 2007.

**I-81/Penn Central R.R. (2) Removal (Pin 750065)**  
*Designer/Squad Leader: Kevin Smith/Yasser Ibrahim, Kent Collier & Shane Perkins/Jeff Grill*

This project involves bridge removals on existing alignment/profile and will replace them with concrete structures (three sided boxes). The new culverts will incorporate an innovative design in which two 3-sided structures will be put together (one unit inverted) to make one large box culvert. The replacement structure will be capable of sustaining current design loads and will utilize new box beam guide rail. Approach highway work will include earthwork to lower the road profile, new pavement and shoulders, as well as new guide rail.

The project involves about 1350 m of highway reconstruction and 950 m of highway resurfacing. Drainage facilities will be improved, including two culvert replacements. Temporary crossovers will be used to detour traffic. Some guide rail will be eliminated by flattening side slopes, with the remaining guide rail being replaced or reset. Shoulder widths will be brought up to standards. This project is scheduled to be let on 4/18/07. Work is expected to begin this summer (2007) and be completed by October, 2008.
Signal Improvement Project (PIN 780438)
Designer/Squad Leader: Ken Hubbard/Mike McCullouch

This project will provide a contractor to install new traffic signals and replace several traffic signals throughout Region 7. A new traffic signal will be installed in Tupper Lake at the intersection of NYS Rte. 3 / Hosley Ave. Traffic Signals will be replaced at the following intersections:

1. NYS Rte. 3 (Arsenal St) / Raymour & Flannigan Plaza, Watertown
2. NYS Rte. 37 / Amherst & Nightingale Ave., Massena
3. NYS Rte. 56 / NYS Rte. 37, Massena
4. NYS Rte. 970B (Main St.) / Andrews & Phillips St., Massena
5. US Rte. 9 / NYS Rte. 314, Plattsburgh

The contract is scheduled to be let on April 26, 2007 and will be active until November 30, 2008.

Arsenal Street Project (PIN 701504)
Designer/Squad Leader: Ron Duford and Mike McCullouch with the assistance of Region 7 Design/Dave Moffatt

After more than 10 years of pre construction engineering, the design of the Arsenal Street Project was completed in November 2006 with the submission of the Plans, Specifications and Estimate. The letting was held on January 23, 2007 with a low bid of $33,652,823.73. This is by far the largest project completed by our design staff. Final design was somewhat complicated by the increased development in the project area. During the last year, Jefferson County has experienced the fast economic growth rate in the state and much of the commercial retail growth is on Arsenal Street within the limits of this project.

Fort Drum Connector Project (PIN 780426)
Project Manager – Ernie Reape; Project Engineer – Loren Gosselin; Design Engineers – Paul Foley and Steve Rajnier; Environmental Consultant – Lochner Engineering

This project of statewide significance will connect Interstate 81 with and Route 11 and the North Gate to Fort Drum. The project will enhance the viability of Fort Drum by providing a 4-lane connection with the interstate system which is an important factor in the Defense Department’s evaluation of various bases. During 2006, work on the project included Archaeological Investigations, wetland delineations, traffic analyses, preliminary designs and the selection of the preferred alternative. The Pre- Draft Environmental Impact Report was written, submitted to the FHWA for review and the comments were addressed. The project team also prepared plans for PIN 714338 – Rte 11 Access Management, a project that will configure Rte 11 in the vicinity of Fort Drum to limit left hand turns onto or off of the highway between signals. This work was done with the cooperation of the Town of LeRay to allow access at designated points along this highway segment.

Bridge Inspection and Bridge Safety Assurance

During the 2006 calendar year, a total of 697 Bridge Inspections were completed and submitted. Of these, 552 were inspected using state employee staff and 168 were completed with consultant staff. Inspections were completed ahead of the proposed schedule as shown by the following graph:
A total of 402 Level 2 load ratings were completed and 8 Level 1 Load ratings were completed. These load ratings resulted in the change in load posting or load restriction for 4 bridges. During the year 5 flood warnings in our region necessitated special post flood inspections for 43 bridges.

**Regional Bridge Maintenance**

**2006 Accomplishments**

Regional Bridge Maintenance participates in Bridge Safety and Preservation by identifying bridge level needs, assigning priorities for those needs, and making recommendations for the means of accomplishment.

The needs are generally categorized in four categories:

a) Preventative Maintenance

b) Corrective work such as steel and concrete repair, ranging from simple to complex in scope

c) Damage Repair such as could result from vehicle damage to superstructures or railing. Incidentally, the Region is at an all-time low with respect to the number of outstanding bridge inspection “flags” for State bridges.

d) Systemic issues such as load capacity, vertical clearance, etc.

The needs are identified on a system-level basis by strategic queries of Department databases. Examples are review of low rated primary members, bridges over an interstate with low vertical clearances, posted bridges on a truck route, etc. Other needs are identified on a bridge-level basis by reading the Bridge Inspection Reports (looks at actual condition), and reviewing other Department data such as Bridge Safety Assurance (measures potential for failure as opposed to actual condition).

Once the needs are identified, Professional Engineering judgment is applied to assign a relative priority to each need and an anticipated means of accomplishment (State Forces, to Maintenance-By-Contract, Capitol Program., etc).

Preventative Maintenance resources are generally directed to locations where significant cost-benefit gains can be realized. Examples are cyclical treatments that are expected to prolong the useable life of the bridge. Once a bridge is approaching the later phases of useable life, PM treatments are lessened with a view toward corrective treatments.

Regional Bridge Maintenance is gradually expanding certain “tools of the trade” with the expectation that gains will be made in productivity, durability, and reliability of our bridges. Some examples are the purchases of (1) a modular shoring system to increase the capabilities to support a bridge span from the ground, (2) trailer mounted temporary signals which will assist with both daily and potentially overnight...
MP&T, and (3) Urethane-based, self contained trailer-mounted joint machines. Most of these tools are strategically dispersed in such a manner so as to increase response capabilities for our Interstate Corridors at the extreme west and East of our Region, while still able to fill in the central mountainous zones.

The Regional Bridges Maintenance crews are truly masters of their trade. Please feel free to stop into our work operations and ask questions. Following is a partial showcase of what they do day-in and day-out.

**Peru Bridge Maintenance Shop 2006 Season Highlights**

**Bridge Washing**

80 bridges were washed.

**Concrete Bridge Deck Sealing**

8 bridges with 75,000 SF of deck area sealed.

**Rte. 374 “flyover”, Cadyville**

Applied polyurethane low viscosity conc. healer and penetrating crack sealer; added aggregate for skid resistance.

**Rte. 87 (NB) over Little AuSable River**

Crews removed an existing asphalt wearing surface then installed geo-composite membrane over concrete bridge deck. Crew assisted Clinton County Residency Paving Crew with placement of asphalt wearing surface. Crews also installed a new pier joint.

**Ridge Rd. and Rte. 442 over I-87**

Crews installed new elastomeric joint systems.

**Culvert on Rte. 190**

Bridge and Hwy. crews teamed up to install pre-cast concrete blocks to function as a temporary wingwall.
**Malone Bridge Maintenance Shop 2006 Season Highlights**

**Bridge Washing**
89 bridges were washed.

**Concrete Bridge Deck Sealing**
11 bridges with 87,000 SF of deck area sealed.

**Church St. Saranac Lake**
Applied a two component polysulfide epoxy based overlay to the concrete bridge deck.

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**Rte. 11 Downtown Malone**
Completed steel outrigger fabrication & installation; formed and poured sidewalk platform on outriggers.

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**Rte. 11C Brasher**
Yellow Structural Flag repair. Fabricated and installed new center overhead bracing member.

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**Automated Flagger Assistance Devices (AFAD)**
Malone crews successfully utilized a set of these devices in many work zones this season.

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**Watertown Bridge Maintenance Shop 2006 Season Highlights**

**Bridge Washing**
107 bridges were washed.

**Concrete Bridge Deck Sealing**
15 bridges were sealed, totaling 98,000 SF of deck area.
Rte. 26 over Deer River

2006 saw the completion of repairs to the lower chord of the truss. These repairs removed several structural flags. This was a two year process and restored the bridge to full capacity.

I-81 over Rte. 232

Final repairs were completed in the fall. 26 ft. of the damaged girder was removed and a new section welded into place. All of our skill sets came into play here.

Kellogg Hill Rd over CSX RR

Deterioration of the columns led to an “over-pour” job to bring the columns back to a good state of repair.

Bridge maintenance was also called upon to help out Jefferson Residency with some culvert repairs. These included a job on Rte 342 that incorporated reusable concrete planks. When the culvert is replaced, the planks will be salvaged and be available for future emergencies.

Bridge maintenance also began using a new product called Liquid Concrete. It can be used for a variety of repairs including joint headers, sealing cracks, and shimming low spots in concrete as displayed here on Rte. 58 at Black Lake. Note - the stone being applied is for friction.

Rte 812 over Black Creek

This project saw the first Healer Sealer job, also using Liquid Concrete.
Regional Operations
2006 Accomplishments

Clinton County

The Clinton County Residency continued in 2006 with the challenging and diverse work of maintaining the State highway infrastructure. We had an assortment of paving projects that included State Force paving, vendor placed paving (VPP), and crack sealing. We progressed with our effort to provide temporary pavement repairs to highway sections in need, such as portions of Rte. 190 in the Town of Altona, Rte. 22 in the Town of Beekmantown and I-87 northbound in the Town of Champlain.

State Force crews placed 6900 MT of asphalt cement pavement during main line paving on Rte. 3, Plattsburgh in 2006. This work was completed within a week’s time by a very experienced paving crew. This paving team, lead by several Residency foreman over the summer, also completed over 600 driveway entrances during Rte. 3 State Force paving work and Rte. 190 VPP work.

Our sign crew did a great job in responding to SafeTap program needs, emergency response for stop sign damage and Traffic safety improvement requests.

During winter months crews work tirelessly provide a safe and efficient highway system. Snow and ice maintenance activities in Clinton County are performed by Residency, Bridge Maintenance and Special Crew employees of Region 7 along with the assistance of two contracted municipalities. All Residency S&I staff did an outstanding job this year and the added help from Bridge Maintenance and Special Crew employees is an important part of our success.

Residency Crews Set of Road Closure, Rte. 9, Champlain (V)

More ice jam buildup occurred during the same time period this spring in Ausable Forks. Although the Rte. 9N bridge over the Ausable River was monitored during this time period, a prolonged closure of the highway bridge was not required.

Rte. 9N Bridge over Ausable River, Ausable Forks
Mowing & Tree Work

Snow and Ice

The 2006/2007 winter season got a late start in Clinton County, but that soon changed after the New Year. In Plattsburgh and the surrounding area, we may just meet our 70" snowfall annual average. Regardless of the amount of snowfall, our crews continued this season to battle the significant challenges that come with the steady winds and corresponding snow drift conditions that occur in Clinton County.

The Residency had a fleet of 24 trucks this season to manage the winter maintenance program over the 724 lane miles of the State's highway infrastructure for which the Clinton County Residency has maintenance responsibilities. The residency performs snow & ice control duties for 662 of the miles. The Town of Mooers and the Town of Clinton are contracted to perform the snow & ice duties for the remaining miles of 50 and 12, respectively.

Snow fence success this season in northern Clinton County on Rte. 11
State Forces Paving

Rte. 3, Plattsburgh

State Forces completed 10.4 lane miles of paving. A single 40mm wearing course was placed. Drainage improvements were completed prior to paving and shoulder back-up was also placed by State Forces. Drainage improvements were completed prior to paving and shoulder back-up was placed by State Forces.

Rte. 3 main line paving, over 2400 T in one day

I-87 pavement repair with necessary signing and safe work zone

Vendor Placed Paving

Rte. 189, Route 11 – Canadian Line

The remaining 2/3 of this 2005 VPP project was completed in the 2006 season. Approximately 10 lane miles was paved by Barrett Paving. This consisted of a truing and leveling course followed by 40mm of superpave. State Forces completed shoulder back-up work along the portion of Rte. 189 paved in 2006. Driveway aprons along the entire VPP project limits were also completed by State Forces in 2006.

Crack sealing

106.6 lane miles, in various locations in Clinton County, were sealed by Annseal Inc.

Ditch Drainage & Culvert Work

Many additional drainage improvements and other “routine” work was part of our 2006 highway maintenance program and can be seen below in several photo highlights.
Culvert wingwall repair work on Rte 190

Rte. 3 ditch cleaning, reshaping and in one case shown above, reestablished

Culvert extension work on Rte. 3
Safety

Safety continues to be a focal point at the Clinton County Residency and this includes safety for our employees as well as the traveling public. Review of work zone safety plans along with weekly tail gate sessions are on the top of the “Safety First” list at the Residency. One of our highlights from 2006 was the continued purchasing of Electric tarps for our Large Dumps. This is an important safety addition has well as well as a more efficient way of tarping loads. We’ll continue to purchase electric tarps for our fleet in 2007 as necessary. Crews also rebuilt two salt loading ramps, one at the Moffitsville sub-residency, shown below, and the second at the Champlain sub-residency.

Important safety work; new salt loading ramp constructed at Moffitsville, and more tarps

**Highlights of Clinton County Work Accomplishments in 2006 include:**

<table>
<thead>
<tr>
<th>Task</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vendor Placed Paving</td>
<td>28.2 Lane Miles</td>
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<tr>
<td>Guide Rail Repairs</td>
<td>14160 Linear Feet</td>
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<tr>
<td>Signs Repaired/Replaced</td>
<td>2112 Each</td>
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<tr>
<td>Culvert Pipe Installed</td>
<td>1828 Linear Feet</td>
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<tr>
<td>Herbicide Application</td>
<td>367.7 Shoulder Miles</td>
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<tr>
<td>Crack Sealing</td>
<td>106.6 Lane Miles</td>
</tr>
<tr>
<td>State Forces Paving</td>
<td>10.4 Lane Miles</td>
</tr>
<tr>
<td>Mowing</td>
<td>1103 Shoulder Miles</td>
</tr>
<tr>
<td>Delineators, Ref. Markers, Misc.</td>
<td>1986 Each</td>
</tr>
<tr>
<td>Ditching</td>
<td>35254 Linear Feet</td>
</tr>
<tr>
<td>Snow &amp; Ice J Miles</td>
<td>239460 Lane Miles</td>
</tr>
<tr>
<td>Tree trim/removal</td>
<td>269 each</td>
</tr>
</tbody>
</table>

Franklin County

During the 2006 year, the Franklin County Residency accomplished several projects and related activities from the typical Snow & Ice Control activities during the winter months to several pavement preservation projects during the summer season.

**Pavement Preservation**

**Route 30 – Lake Titus to Meacham Lake**

Twelve lane miles of Vendor Placed Paving were placed. A \(\frac{1}{2}''\) truing and leveling course was placed followed by a 1-1/2” wearing surface. This was followed by state forces shoulder backup material placement and incidental construction.

Route 30 – Lake Titus to Meacham Lake
Route 30 – Paul Smiths to Lake Clear
Fourteen lane miles of vendor placed paving and incidental construction, including shoulder back up by state forces.

Route 3- Bloomingdale to Vermontville
Sixteen lane miles of vendor placed paving and incidental construction, including shoulder backup by state forces.

Route 11B – Dickinson -St. Lawrence County Line to Town of Bangor Line
Fourteen lane miles of vendor placed paving followed by State forces shoulder backup material placement and incidental construction. The project followed a Job Order Contract that reconstructed the shoulders.

Route 30 – Malone Village Line to Gleason Road
Three lane miles of Vendor paving were placed. This project included a T&L course and a wearing course. State forces placed shoulder backup materials as well as completing various incidental construction activities. Prior to the paving state forces reconstructed the shoulders and installed underdrain.

Route 122- Constable to Route 11 Intersection
Ten lane miles of state forces paving were placed. This project included a T&L course and a wearing course. Prior to paving state forces installed underdrain in frost heave prone areas.

Route 458 – Santa Clara
Eight lane miles of state forces paving were placed. This project included a T&L course plus a wearing course. State forces placed shoulder backup material as well as various incidental construction.

Route 37 – Fort Covington
Two lane miles of Nova-Chip paving were placed. This project also included a wearing course. State forces controlled traffic as well as completing various incidental construction activities such as catch basin repairs.

St. Regis Reservation Roads
Six lane miles of State forces paving were placed. This project included a truing and leveling course followed by a wearing course. The pavement was placed over a state forces completed reclaimed stabilized base material. State forces placed shoulder backup materials as well as completing various incidental construction activities such as ditching.

Routine Maintenance
In addition to the paving projects, Residency crews undertook a variety of maintenance activities, including tree removal, ditch cleaning, and guide rail repair.

Snow and Ice Control
During the Snow & Ice Season, the Residency operates 20 large plow trucks and related equipment out of six (6) locations that provide around the clock operation, as necessary, to battle snow and ice conditions. Of these six (6) locations, one (1) is a shared facility with Essex County of NYS DOT Region 1 located in Ray Brook and another facility is located near the St. Regis Indian Reservation to maintain the local roads on the Reservation The residency headquarters is located in Malone. In addition to the State forces snow
and ice control activities, Franklin County administers Snow & Ice contracts with six (6) municipalities to cover approximately 18% of the State highways located within the county.

As technology is evolving, Franklin County is expanding its' use of liquid deicers and has outfitted two small trucks with a seventy-five (75) gallon tank and spray bar to spray deicers on problem prone areas, such as bridge decks during the foreman’s routine patrols. This environmentally friendly method is proving to be effective by concentrating the deicers only in areas necessary due to freezing. In addition to the small liquid deicing unit the residency has constructed a salt brine making operation. This allows the residency the ability to make a pre-wetting agent at a fraction of the cost of buying liquids on the open market. Presently salt brine is being produced at about 5 cents per gallon and is appropriate to about 10 degrees F.

2006 Franklin County Summary

State Forces Paving – 24 lane miles
Ditching - 34,800 linear feet
Mowing - 892 shoulder miles
Tree Removal - 191 trees

Vendor Placed Paving – 62 lane miles
J-Miles Plowing - 301,000 lane miles
Guides Repair - 40,673 linear feet

Signs Repaired - 1,884 each

Jefferson County

Summer Program

In 2006, the Jefferson Residency continued to work to preserve the investment made over the years in the highway infrastructure. Recognizing that funds will be difficult to attain for major improvements, we must preserve and maintain what we now have. To that end, we have turned our attention to a program that emphasizes moving the water away from the highways so that the sub-grade and sub-base stay as water free as possible. With a rented dozer and a tracked back-hoe from a shared service agreement, this year we were able to restore the drainage to a significant number of outlet ditches. Our gradall crew cleaned over 3 miles of ditches adjacent to our highways. We believe that both these work activities will provide a significant “bang-for-the-buck” when it comes to preserving our investment. This effort should help to alleviate one of the major causes of premature pavement failures and should allow us to realize a longer life expectancy for the selections we make in our pavement preservation program.

Listed below are the pavement preservation projects we undertook in the year 2006.

Paving Program

Vendor-Placed Paving (Traditional)

Interstate Route 81 – Route 411 to the Thousand Island Bridge
Forty (40) lane miles of this heavily traveled Interstate route were resurfaced with 40mm of Superpave by Hanson Aggregates New York, Inc. Shoulder trimming and gravel back-up operations were completed by State Forces.

Vendor-Placed Paving (Micro-Surfacing)

Interstate Route 81 – Oswego County Line north to the Southbound Comfort Station
Sixty-eight (68) lane miles of Type II micro-surfacing were placed by Suit Kote. This pavement preservation treatment was chosen to address some rutting and polishing of the existing surface with the anticipation that it will last until the next resurfacing is needed.

Route 11 – Route 26 intersection north to Gardenerville Road
Four (4) lane miles of Rubberized Chip Seal were placed by All States Asphalt, Inc. This pilot project to install rubberized chip seal project was one of four pilot projects in the State. This project was funded by the New York State Economic Development Corporation and by the Tire Recyclers as a means to use crumb rubber salvaged from used tires.

State Forces Paving

Route 37 – Route 11 to Route 342
Five (5) lane miles were resurfaced with 40mm of Superpave using the State Forces Paving crew. A portion of the project in the vicinity of a railroad bridge was milled out prior to placing the single course overlay. Shoulder trimming and gravel back-up operations were also completed by State Forces.
**Route 180 – Route 3 to Route 12F**

Seven (7) lane miles were resurfaced with 40mm of Superpave using the State Forces Paving crew. Shoulder trimming and gravel back-up operations were also completed by State Forces.

**Route 12 – Clayton Town Line to Route 12E**

Four (4) lane miles were resurfaced with 40mm of Superpave using the State Forces Paving crew. A portion of the project was milled out prior to placing the single course overlay. Shoulder trimming and gravel back-up operations were also completed by State Forces.

**Route 12E – Brownville Village**

One (1) lane mile was resurfaced with 40mm of Superpave using the State Forces Paving crew. A portion of the project was milled out prior to placing the single course overlay.

**Route 12 – Alexandria Bay Village Line to Route 26**

One and a half (1.5) lane miles were resurfaced with 40mm of Superpave using the State Forces Paving crew. A portion of the project was milled out prior to placing the single course overlay.

**Route 071V – Route 3 to the Fort Drum Gate**

Two (2) lane miles were resurfaced with 40mm of Superpave using the State Forces Paving crew. A portion of the project was milled out prior to placing the single course overlay. Shoulder trimming and gravel back-up operations were also completed by State Forces.

**Paving Program Summary:**

<table>
<thead>
<tr>
<th>Paving Method</th>
<th>Lane Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vendor-Placed Paving (Traditional)</td>
<td>40</td>
</tr>
<tr>
<td>Vendor-Placed Paving (Micro-Surfacing)</td>
<td>68</td>
</tr>
<tr>
<td>Vendor-Placed Paving (Rubberized Chip Seal)</td>
<td>4</td>
</tr>
<tr>
<td>State Forces Paving</td>
<td>20</td>
</tr>
<tr>
<td>Milling</td>
<td>48,000 SY</td>
</tr>
</tbody>
</table>

**Vendor Installed Safety Project**

**Interstate Route 81 – Route 342 to US/Canada Customs Booth**

One-hundred and four (104) lane miles of MIRADS (Rumble Strips) were installed in the shoulder areas. These rumble strips had to be re-installed as a result of recent asphalt resurfacing projects. Once the MIRADS were milled into the shoulders they were sealed with an emulsion.

**Routine Maintenance**

In addition to the paving program, the Residency performs a multitude of tasks that encompass preventative maintenance, repair maintenance and demand maintenance. Some typical tasks and their associated accomplishments for the past year are noted below:

- Shoulder Cutting/Trimming - 250,000 Linear Feet
- Debris/Animal Removal - 3,902/3214 Stops
- Mowing – 798 Shoulder Miles
- Herbicide – 250 Shoulder Miles
- Tree Removal – 408 Each
- Guide Rail Repairs - 17,016 Linear Feet
- Culverts (Cleaning/Repair/Replacement) - 4,838 Linear Feet
- Sign Repairs – 1723 Each

As well as work performed in support of our goal to maintain our infrastructure investment, the Residency is called upon to assist other entities (State Agencies, County Highway, Townships, etc). A significant tool for us is the Shared Services arrangements we have with many of these groups.

**Winter Program**

The Jefferson County Residency has the responsibility for Snow and Ice operations for over 1000 lane miles of highway. Fourteen (14) municipal contractors assist in this venture by maintaining approximately 270 lane miles with DOT forces maintaining the remaining 780 lane miles with a 30 truck fleet. Certainly one of the challenges for the Residency is the lake effect snow that comes off Lake Ontario. At the northern limits of the County, snowfalls are typically around 75 inches annually. At the southern limits, the snowfall is around 325 inches. We routinely move trucks to follow the storms as they move throughout the County.

The workforce at Jefferson Residency has openly accepted the salt-priority program that has been promoted to them and continues to hone their skills in providing safe highways with a minimum of salt. Salt application rates have been an average of around 200 lbs/lane-mile. Another tool that we continued
to use this year was to use pre-treated salt as opposed to using the on-board wetting systems. We had very encouraging results and found that we could cut our application rates nearly in half at colder temperatures. We expect to utilize this more in the upcoming years. We continue the use of pre-wetting liquids in support of our efforts with the pure salt.

This year a more formal arrangement for dealing with Snow and Ice control issues on the I81 corridor that traverses both County and Regional boundaries into Oswego County. In the past, personnel and plows from Jefferson Residency were called upon to assist Oswego County in maintaining the I-81 corridor. These resources were “loaned” to Oswego County to be used to fight the storms. This year, the resources remained under the direction of the donor Residency but would be tasked with maintaining an agreed upon segment of the highway in the receiving Residency. We were called into Oswego to maintain pre determined segments of Interstate Route 81 a number of times. The pre-planning that was done prior to Snow and Ice helped us provide assistance seamlessly.

**Snow and Ice Summary:**

J-Miles - 410,000 Lane Miles  
Salt - 40,000 Tons

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**Lewis County**

In 2006, The Lewis County Residency completed the following projects along with normal Snow and Ice Operations during the winter months. In addition the residency worked with the public and other government entities with Adopt a Highway projects, County Fair, and beautification projects.

**Vendor Placed Paving**

**Route 26 – Route 294 to Potters Corners**

10.9 miles of vendor placed asphalt, 1 ½” wearing course backed up by State Forces placed gravel.

**Route 126 – Croghan Town Barn to Junction Route 812 Croghan**

3.0 miles of vendor placed asphalt, 1 ½” wearing course backed up by State Forces placed gravel.

**Route 126 – Villages of Carthage and West Carthage**

Milling of existing overlay within the Village of Carthage, 1.2 miles of vendor placed asphalt, 1 ½” wearing course.

**State Forces Paving**

**Route 12D Rogers Road to Potters Corners**
3.2 miles of State Forces placed asphalt, 1 ½” wearing course backed up by State Forces placed gravel.

**Route 12 Village of Lowville**

0.19 miles of State Forces placed asphalt 1” wearing coarse travel lanes only.

**Routine Maintenance**

The Residency also completed many other projects including guide rail repair/replacement, shoulder repair and pothole patching, ditching, culvert replacement, sign replacement, tree and brush removal, and grading to reduce snow drifting.

**Snow & Ice**

The Lewis County Residency operates 12 plows to remove snow from 360 lane miles of highway. Eight of the plows are located at the residency shop in Lowville, two at the sub-residency in Lyons Falls, and two at the sub-residency in Harrisville. The residency is also responsible for two municipal snow and ice contracts in the Villages of Carthage and West Carthage. In addition to the plows there are two large blowers, two graders and several other pieces of equipment dedicated to Snow & Ice.

![Plowing Route 177](image1)

![Snow Blowing Route 177](image2)

The Lewis County Residency also participates in several shared service agreements. We provide storage of sand and salt to the County and several towns in return for materials/equipment/labor of equal value. We also plow a section of Village street for an equal value of sand pickup on State highways in the village and a mile of town road for an agreed upon price of 2000 dollars.

**2006 Lewis County Summary**

- State Forces Paving - 6.8 lane miles
- Ditching - 14,140 lineal feet
- Mowing - 925 shoulder miles
- Guide rail Repair - 4,966 lineal feet
- Maintain/clean culverts - 1,036 lineal feet
- Salt - 23,698 tons
- Vender Placed Paving - 15.1 lane miles
- Sign Repair – 998 each
- Tree Removal – 216 trees
- Grading - 3,456 lineal feet
- J-miles plowing - 223,421 miles

**St. Lawrence County**

During 2006, Saint Lawrence Residency had a busy paving season. Approximately 31 centerline miles of highway were paved by contract and 10 centerline miles by state maintenance forces totaling over 4 million dollars. One contract paving job had to be carried over to 2007, because of the size of the program and the asphalt prices.

**Snow and Ice**

St. Lawrence County Residency operates 28 Large Plow Trucks and other related equipment to keep the traveling public safe. Over $1.3 Million was spent on salt, calcium chloride, liquid deicers and related snow and ice fighting equipment this past year. Crews work diligently to cover the maintenance responsibilities of 760 lane miles. The remaining 310 lane miles are covered by a municipal contract.
Paving By Contract-Vendor Placed Paving

Route 56-Potsdam to Hannawa Falls
Project involved 4.0 miles of paving a true & level and top course of Superpave by the contractor, Barrett Paving Materials. The original length of the project was shortened because of the high asphalt prices experienced last year. State maintenance forces performed M&PT and hauling of millings, pre-sweeping and shoulder back-up operations, along with providing transitions from residential and commercial driveways and intersections.

Route 56-Market Street, Village of Potsdam
Project included 1.1 miles of milling and paving a true & level and top course of Superpave. Paving was done by contract by Barrett Paving Materials. State maintenance forces performed M&PT for milling, hauling of millings, pre-sweeping for paving, along with providing assistance for the extensive pavement marking.

Route 345-Potsdam to Madrid
Project involved 7.6 CL miles of paving a true & level and top course of Superpave by contract from the Village of Potsdam to the Hamlet of Madrid. State maintenance forces provided the M&PT and hauling of millings from the rebates, bridge approaches, and railroad crossing. Pre-sweeping, shoulder back-up, and paving of driveways and intersections were also completed by residency forces.

Route 3-Cranberry Lake to Sevey’s Corners
Project included 10.4 centerline miles of paving a true & level and top course of Superpave by the contractor, Barrett Paving Materials. State maintenance forces performed the M&PT and hauling of millings from the rebates, and bridge approaches. Pre-sweeping, shoulder back-up, and paving of driveways and intersections were also completed by residency forces.

Route 11-Stockholm Center to Cotey’s Corners
Project included 8 CL miles of paving a true & level and top course of Superpave by the contractor, Barrett’s Paving Materials. State maintenance forces provided the M&PT and hauling of millings from the rebates, and associated bridge approaches. Pre-sweeping, shoulder back-up, and paving of driveways and intersections were also completed by residency forces.

Route 12-Chippewa Bay to Morristown
Project was held over to 2007 construction season.

State Forces Paving

Route 68-Village of Canton
Project involved State Maintenance forces milling and paving a true & level and top course of Superpave for 0.2 centerline miles. Milling was performed in curbed areas within the village with Carter’s Blacktopping and Milling. State Crews hauled the millings, provided M&PT and assisted the stripers.

Route 68/State Street (Rte. 970E)-City of Ogdensburg
Project involved State Maintenance forces milling and paving a true & level and top course of Superpave for 2.5 miles. Milling was performed in curbed areas within the City by Carter’s Blacktopping and Milling. State Crews hauled the millings, provided M&PT and assisted the signal and striping crew. This was a cooperative project with the City of Ogdensburg.

Route 184-Pope Mills to the Factory Road Intersection
Project involved State Maintenance forces paving a true & level and top course of Superpave for 7.0 miles. Crews also performed M&PT, pre-sweeping and shoulder back-up operations.

Route 11-Main Street Canton
Patching project covered Court Street/Park Street intersection that had raveled. Crews provided M&PT for paving and extensive pavement marking.

Route 72- Parishville to Hopkinton
Short segments of this highway were paver patched.

Ogdensburg Correctional Facility
Under a cooperative venture with the Prison System, State Forces paved the entrance to the facility.
**Routine Maintenance**

In addition to the Snow and Ice Control and Pavement Rehabilitation Projects, residency crews performed flagging, shoulder cutting, ditching, hydro seeding, sweeping, mowing, catch basin/drainage cleaning and repair, dead animal removal, sign fabrication and maintenance, tree removal/trimming and building and grounds activities. We responded to many accident scenes, repaired guiderail, cleaned roadways and provided assistance to other state agencies, etc.

Engineering staff and field supervisors reviewed, issued and inspected approximately 120 Highway Work Permits for Adopt-A-Highway Organizations, Residential/Commercial driveway installations and maintenance and Annual Maintenance Agreements for Municipalities and Utility contractors.

**Safety**

Tailgate safety meetings are held on a regular basis, emphasizing the backing policy and high visibility apparel bulletins. We are striving for an accident and injury free workplace.

**MAMIS**

Maintenance Asset Management Information System was introduced to the workforce in hands on training sessions. Accomplishments, tasks costs, work reports, inventories are among the items being tracked as the new program is being utilized.

**2006 St. Lawrence County Summary**

<table>
<thead>
<tr>
<th>Work</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Forces Paving</td>
<td>10 CL miles</td>
</tr>
<tr>
<td>Milling</td>
<td>4.5 CL miles</td>
</tr>
<tr>
<td>Ditching</td>
<td>32,000 linear feet</td>
</tr>
<tr>
<td>J Miles</td>
<td>338,866 lane miles</td>
</tr>
<tr>
<td>Guiderail Repair</td>
<td>71,000 linear feet</td>
</tr>
<tr>
<td>Grade and Removal of Material</td>
<td>108,000 linear feet</td>
</tr>
<tr>
<td>Vendor Placed Paving</td>
<td>31 CL miles</td>
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<tr>
<td>Signs</td>
<td>1,600 each</td>
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<tr>
<td>Mowing</td>
<td>1,844 shoulder miles</td>
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<tr>
<td>Deer/Animal Removal</td>
<td>2,500 each</td>
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<tr>
<td>Tree Removal/Trimming</td>
<td>900 each</td>
</tr>
<tr>
<td>Transfer of Equipment</td>
<td>879 each</td>
</tr>
</tbody>
</table>

**Regional Pavement Marking**

**Crew Locations:**

- Malone 6 Employees;
- Watertown 6 Employees

**Long Line Totals for 2006:**

- Painted White Line: 4043 Miles
- Painted Yellow Line: 3767 Miles
- Total: 7810 Miles

**Significant Pre-form Tape Projects Completed:**

- Rte. 11 - Canton Village Main Intersection
- Rte. 68 - City of Ogdensburg
- Rte. 26 - Village of Carthage
- Rte. 56 - Village of Potsdam

Final Long Line Markings installed on 7 Capitol Projects

- Installed Long Line Markings on 117 Centerline miles of VPP projects
- Installed Long Line Markings on 43 Centerline miles of State Force Paving Projects
- Installed hundreds of special markings

Installation time: 31 weeks
Mission Statement

It is the mission of the New York State Department of Transportation to ensure our customers - those who live, work and travel in New York State -- have a safe, efficient, balanced and environmentally sound transportation system.