

PUBLIC WORKS COMMITTEE AGENDA

Oct. 3, 2016

4:00 pm

Legislative Chambers

Public Works Committee:

Dan Banach (Chair), Jim Multer (Vice Chair)
Elden Morrison, Earle Gleason, Terry Button

I. MEETING MINUTES & MONTHLY AUDIT

- Public Comment
- Approve minutes of September 6, 2016
- Dan Banach and Jim Multer will sign the audit

II. HIGHWAY DEPARTMENT – Dave Hartman

ROAD FUND

- **D3310 – Traffic**
- **D5010 – Administration**
 - NYSDEC Underground Storage Tank regulations
 - Hunting & other use of Landfills and YC property
- **D5110 – Maintenance Roads & Bridges**
 - **D5112 – Capital Roads**
 - **D5120 – Bridges & Culverts**
 - Vine Valley – progress report
 - Alexander Rd. – update
 - Deficient bridges Memo
 - **D5142 – Snow Removal**
 - Town contracts have been sent out.
 - A resolution Authorizing the Chairman to sign Snow & Ice Agreements will be ready for adoption next week

ROAD MACHINERY FUND

- **DM5130 – Road Machinery**

III. BUILDINGS & GROUNDS - Joe Reed

New Business

- Velocity Upgrade
- Weights & Measures – report attached

Updates on Miscellaneous Items

- Solar
- PH Clinic
- Inspections

IV. EXECUTIVE SESSION if needed

HIGHWAY DEPARTMENT

MONTHLY REPORT

Sept. 1 – Sept. 30, 2016

ADMINISTRATION/PERSONNEL

- Vine Valley Bridge construction completion
- 2016 Annual report updates
- Budget cost monitoring
- Project planning

TRAFFIC

- Rock Stream Rd new sign installations/upgrades complete
- Various road signs double posted as needed on Chubb Hollow Rd, Anthony Rd, Dundee Starkey Rd, Dundee Lakemont Rd
- Set up of signs and traffic control devices on various surface treating projects

CAPITAL

- Culvert replacement continued on Bath Road

MAINTENANCE

- Deer carcasses (9) were picked up by YCHD staff
- Second round of road side mowing underway
- Grader Patching completed on Rock Stream Rd.
- Shoulder repair crew completed Friend Rd and moved to Italy Valley Rd
- Surface treating completed on North Vine Valley Rd, Italy Valley Rd, Darbys Corners Rd, Voak Rd, and Havens Corners Rd
- Landfill at Longpoint Rd. was mowed
- Drainage project completed on Italy Valley Rd. south of the Town Highway barns
- Ditch cleaning and tree removals on Friend Rd.
- Hydroseeded exposed ditch and back slope areas

BRIDGES & CULVERTS

- Vine Valley Bridge – Construction completed, punch list developed and contractor working on completion of that plus some repair paving to damaged road sections on Vine Valley and S. Vine Valley Rds.
- Alexander Rd. – Field inspection/survey work completed, preliminary design underway
- Valley View – Closed and barricaded with jersey barriers
- Headwall repairs completed on one culvert

SNOW & ICE

ROAD MACHINERY

- New Globe low-boy trailer is registered and is in service



Yates County Highway Department

939 Rt. 14A

Penn Yan, NY 14527

Phone: 315-531-3200

Fax: 315-531-3201

David Hartman, Superintendent

MEMORANDUM

To: YC Legislature Public Works Committee

From: Dave Hartman *DMH*

Date: 9/28/16

Re: Current Bridge Conditions

The purpose of this memo is to inform the Committee of some issues we have with several bridges and to ask for direction on how to proceed with a select few that are deficient and one that is now closed. This is an update to a similar memo dated 3/19/15. The Condition Ratings of all bridges we are responsible for are included in the attached documents as is an explanation of NYSDOT's bridge inspection and rating program.

Overall, Yates County is in relatively good shape with our bridges and we currently have the 6th lowest (best) percentage of Structurally Deficient bridges out of all 62 counties and the 6th best overall Condition Ratings (CR). After West Ave. and Vine Valley get re-inspected following their re-construction this year, I expect us to move up some in the statewide rankings.

However, with that said, there are several bridges: William St., Gibson Rd., Loomis Rd., Ray Crosby Rd. and Valley View Rd., that are rated below 5.0 (deficient) and the biennial inspections on each of these except Ray Crosby have been trending downward. The CR on Ray Crosby has flat at 4.286 since 2002.

William St. (4.439)

This bridge is currently posted at 10 tons and has steadily been downgraded in terms of load carrying capacity each year (inspected every year because it is load posted). It would be my recommendation to continue the annual process of receiving Red Flags, having NYSDOT do a load rating analysis and lowering the weight limits (in lieu of us having to hire an engineer to do the calculations) until such time that the bridge needs to be closed. There are alternate routes available to users within one block on each side of the bridge so when it gets to the point where the load carrying capacity becomes 3 tons or less then this bridge could and should be permanently closed due to the easily accessible alternate routes available.

Ray Crosby (4.286)

This "bridge" is actually a triple corrugated metal arch pipe and the inspection reports mention that the metal pipe barrels are "dented, kinked and distorted" in several spots and that is the only major issue but is causing the ratings to be less than 5.0. Other elements of the bridge inspection; approaches, rails, etc. are all in good shape. I would recommend that no action be taken at this time.

Loomis Rd (4.000)

Loomis Rd. Bridge has been submitted as a BRIDGE NY superstructure replacement candidate and I've also submitted it to NYSDOT for inclusion as a Federal Aid Project but there is no indication as yet that it will qualify for either program. It is unlikely to be approved as part of the very competitive BRIDGE NY program based on the low traffic volume. If this does by chance make it onto the Federal Aid program as a rehab project, the earliest it would come up is 2018 as it is not on the current 2014-2017 STIP (Statewide Transportation Improvement Program).

Gibson Rd. (3.980)

Gibson Rd. is a R-Posted bridge that has been at the bottom of the ratings chart for many years and again, it is due to the section loss on the steel beams, deck system deficiencies, etc. Gibson Rd. is approximately 0.45 miles long and it connects to NY14A on the east end and NY230 on the west end. There is one residence/farm/business on this road east of the bridge and the owner could easily detour around this bridge using NY14A to reach the west side and get to NY230. Based on the easy detour around the bridge for the homeowner, my recommendation would be to permanently close the bridge when the time comes and the bridge can no longer safely carry loads above 3 tons.

Valley View Bridge (4.053)

This bridge is now closed as a result of a recent Red Flag and load rating calculations by NYSDOT that shown the load carrying capacity to be less than 3 tons which requires closure. It is blocked off on each side by concrete jersey barriers along with appropriate advance warning signs and reflective barricades. There are two year-round homes and working farmland on the east side of this bridge and closing this bridge will certainly cause them and the person(s) that work the land some hardship.

The Town of Middlesex gravel road on the east side of the bridge is approximately 0.5 mile long and is passable and in fair condition. It is somewhat rough and has a "washboard" surface for several hundred feet near the crest of a hill. It is also very narrow (maybe 1.5 lanes) and hardly wide enough for 2 opposing vehicles to get by without one of them using the ditch.

One of the homeowners with children has already expressed to me via a spicy voicemail that she is very angry that the bridge is closed and has concerns about the school bus being able to safely use the road to pick up and drop off her children. She is especially concerned about the road width, the speed of cars coming over the crest of the hill above her house and the consequences of that if 2 cars were to meet. She is also concerned about the road conditions in winter and the ability of the bus to reach her house and get turned around.

The road on the east side of the bridge where the homes are is shown on the County road map as a seasonal road but the Town of Middlesex has been maintaining it during winter for several years and plans to continue doing so per conversations I have had with them. I have also included a letter I received last year from the Middlesex fire chief stating that with the bridge closed it takes an additional 5.5 minutes to get to the homes on the east side of the bridge.

Potential actions include:

- 1) Do nothing and keep the bridge permanently closed or,
- 2) Authorize an engineering study (using funds in the 2016 budget) to investigate what repair options are available and provide some cost estimates for repair/replacement.

My preference would be to do the study and see what can be done to re-open this bridge so emergency services can be more easily provided if needed.

I am providing this information for your use and to get some direction on how you wish to proceed with each structure listed above.

Thank you
Dave Hartman

Cc: R. Lawton
B. Winslow

2016 YATES COUNTY BRIDGE RATINGS

BIN	Township	Feature Carried	Feature Crossed	Rating	Remarks	AADT
3219320	Milo	Old East Lake Rd	Trib Keuka Lake	7.000	New 2014	188
3219340	Milo	Lox Mill Rd	Keuka Lake Outlet	7.000	New 2011	24
3219220	Benton	Coleman Rd	Kashong Creek	7.000	New 2007	61
2219210	Barrington	Moon Hill Rd	Trib Big Stream	7.000	New 2001	53
3335560	Middlesex	Vine Valley Rd	Vine Valley Creek	7.000	New 2016	337
2219470	Milo/PY	Cherry St	Keuka Lake Outlet	7.000		1191
3335610	Jerusalem	County House Rd	Big Gully	6.931	New 2003	726
2219410	Starkey	Castle Point Rd	Trib Seneca Lake	6.862	New 2005	48
2219460	Milo/PY	South Ave	Kimbles Brook	6.739	New 2000	569
3335620	Jerusalem	County House Rd	Sugar Creek	6.543	New 2002	726
3219380	Potter	Phelps Rd	Flint Creek	6.474		72
3335580	Potter	Fergusons Crnrs Rd	Potter Swamp Creek	6.130		520
3335590	Italy	Italy Valley Rd	Flint Creek	6.098		250
3219430	Starkey	Glenora Rd (S)	Big Stream	6.086	New 1998	133
3219390	Potter	Yatesville Rd	Sugar Creek	6.022		119
3219420	Starkey	Glenora Rd (N)	Big Stream	6.000		133
3335600	Jerusalem	Guyanoga Rd	Big Gully	6.000		850
33359540	Italy	Italy Valley Rd	Segar Gully	6.000		535
3335570	Italy	Italy Valley Rd	Flint Creek	6.000		250
3219250	Italy	Sunnyside Rd	West River	6.000		301
3219240	Benton	Thistle St	Kashong Creek	6.000		113
2219330	Milo	Plum Point Rd	Plum Point Creek	6.000		136
2219480	Rushville	Water St	West River	6.000		507
3335630	Torrey	City Hill Rd	Himrod Creek	6.000		224
3335640	Milo	Ridge Rd	Keuka Lake Outlet	6.000		289
2219350	Milo/PY	Main Street	Keuka Lake Outlet	5.764	New deck 2009	5539
2219450	Starkey	Bridge St	Big Stream	5.681	New 1999	836
2255980	Italy	West Ave	Trib West River	5.500	New Superstructure '16	282
3219310	Middlesex	Caward Cross Rd	West River	5.429		65
3335550	Benton	Pre Emption Rd	Kashong Creek	5.417		2298
2219440	Torrey	Milo Street	Keuka Lake Outlet	5.034		94
2219180	Barrington	Haley Rd	Big Stream	5.000	20 Ton	20
3335660	Jerusalem	E Sherm Hollow Rd	Sugar Creek	5.000		366
3219400	Jer/Potter	Old County Rd	Sugar Creek	5.000		32
3219300	Middlesex	William St	West River	4.439	10 Ton	52
3219190	Barrington	Ray Crosby Rd	Big Stream	4.286		193
3219290	Middlesex	Valley View Rd	West River	4.053	CLOSED	35
3219230	Benton	Alexander Rd	Kashong Creek	4.000		67
3219280	Middlesex	Loomis Rd	West River	4.000		81
2254590	Barrington	Gibson Rd	Trib Big Stream	3.980	R Posted (see note)	26
3219360	Milo	Milo Mills Rd	Keuka Lake Outlet	3.886	CLOSED	82
3219270	Jerusalem	Sid White Rd	Sugar Creek	3.396	CLOSED	60

Total Points **232.468**

Yet to be inspected in 2016	Total Open Bridges	39	Avg. Rating = 5.961
Inspected 2016 -- Due again 2018	Total All Bridges	42	Avg. Rating = 5.708
Inspected 2015 -- Due again 2017			

Note: Load posted bridges inspected every year

An R-Posted Bridge is one, which based on design or condition, does not have the reserve capacity to accommodate most vehicles over legal weights, but can still safely carry legal weights.

Overall funded (5)
 Locally funded (5)
 Future plans?

Deficient Bridges = Condition Rating below 5.000

Five (5) open bridges are deficient ----- 5 deficient bridges/39 open bridges = 12.8% deficient

9/29/2016

YC = 6th lowest (best) deficiency % out of NY State's 62 counties

New York State's Bridge Program in Brief

New York State is home to more than 17,000 highway bridges, about 44 percent of them owned by the State Department of Transportation (NYSDOT), roughly 50 percent owned by municipalities, and the rest owned by state and local authorities (such as the State Thruway Authority), commissions (such as the Capital District State Park Commission), and railroads (such as CSX Corporation, Inc.).

NYSDOT is responsible for making sure all the highway bridges in the state are inspected following state and federal mandates. NYSDOT inspects its own highway bridges, as well as highway bridges owned by localities, railroads and commissions that do not collect tolls, ultimately inspecting about 94 percent of the highway bridges in the state. Tolling authorities and commissions are responsible for their own inspections and are required to submit their inspection data to NYSDOT.

NYSDOT's bridge inspection program meets or exceeds federal requirements and consistently receives high marks in annual Federal Highway Administration management reviews. The state requires all highway bridges to be inspected at least every two years and is one of the few states in the nation that requires bridge inspection teams to be headed by licensed professional engineers who have undergone specific training.

In New York State, bridge inspectors assess all of a bridge's individual parts. They are required to evaluate, assign a condition score, and document the condition of up to 47 structural elements, including rating 25 components of each span of a bridge, in addition to general components common to all bridges. The NYSDOT condition rating scale ranges from 1 to 7, with 7 being in new condition and a rating of 5 or greater considered as good condition.

NYSDOT also computes an overall New York State condition rating for each bridge by combining the ratings of individual components using a weighted average formula. This formula assigns greater weights to the ratings of the bridge elements having the greatest structural importance and lesser weights for minor structural and non-structural elements. If a bridge has multiple spans, each element common to the spans is rated and the lowest individual span element rating is used in the condition rating formula.

NYSDOT defines a deficient bridge as one with a State condition rating less than 5.0. A deficient condition rating indicates deterioration at a level that requires corrective maintenance or rehabilitation to restore the bridge to its fully functional, non-deficient condition. It does not mean that the bridge is unsafe.

All bridges also are analyzed for their capacity to carry vehicular loads. Bridges that cannot safely carry heavy vehicles, such as some tractor trailers, are posted with weight limits. Based upon inspection and load capacity analysis, any bridge deemed unsafe gets closed.

There is an established procedure for responding to inspection findings by increasing the inspection frequency, if appropriate, or reporting conditions requiring maintenance or additional review.

New York's condition rating scale is unique and it predates national bridge inspection standards. Other states use different rating scales. However, all states also are required to utilize federal rating scales, which are the basis for annual, state-by-state comparisons of bridge conditions.

The federal ratings result from overall average condition assessments of each bridge's three or four major components and do not require the multi-element evaluations mandated by New York State's bridge inspection program.

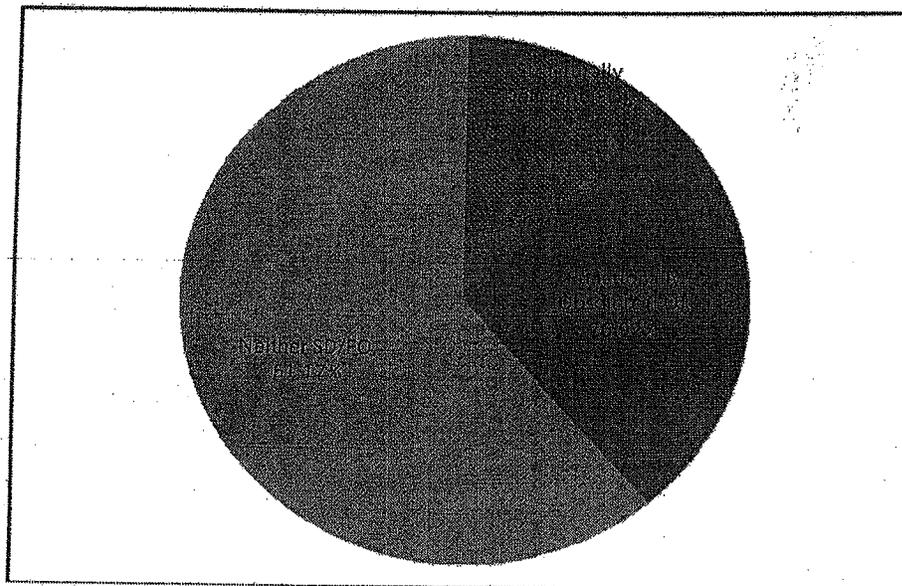
The federal ratings are used to identify bridges that do not meet contemporary Federal Highway Administration (FHWA) standards. Those bridges are classified as either "structurally deficient" or "functionally obsolete."

Bridges are considered "structurally deficient," according to the FHWA, if significant load carrying elements are found to be in poor or worse condition due to deterioration and/or damage, the bridge has inadequate load capacity, or repeated bridge flooding causes traffic delays. The fact that a bridge is "structurally deficient" does not imply that it is unsafe or likely to collapse.

A "structurally deficient" bridge, when left open to traffic, typically requires significant maintenance and repair to remain in service and eventual rehabilitation or replacement to address deficiencies. In order to remain in service, structurally deficient bridges are often posted with weight limits.

"Functionally obsolete" refers to a bridge's inability to meet current standards for managing the volume of traffic it carries, not its structural integrity. For example, a bridge may be functionally obsolete if it has narrow lanes, no shoulders, or low clearances.

Based upon data submitted to the FHWA in April 2013, about 11.91 percent of the highway bridges in New York State are classified, under the broad federal standards, as structurally deficient and about 26.92 percent are classified as functionally obsolete (see figure below). Those classifications do not mean the bridges are unsafe, rather that they would require repairs or modifications to restore their condition or improve their functionality. Again, if a bridge is deemed unsafe, it is closed to traffic. These statistics help highlight bridges that should be considered for further review, maintenance, repair, rehabilitation or replacement.



Bridge condition information is used to establish preventative and corrective maintenance programs, as well as bridge rehabilitation and replacement programs. It also is used to help measure program performance. Federal deficiency lists are used to determine federal bridge funding eligibility for capital improvements. Decisions on specific bridge improvements are made after detailed evaluations of inspection reports and other information, such as traffic volumes and loads.

Middlesex Hose Company

PO Box 145
Middlesex, New York 14507

November 11, 2015

Dear Mr. Hartman,

I am writing to you regarding the bridge on Valley View Rd. in the Town of Middlesex. I fear the condition of this bridge is deteriorating and that it may possibly be closed sometime in the future. The current 5 ton weight limit on this bridge has already increased fire department response times for the apparatus to the two residences and farmland situated on the east side of the bridge as they now have to take Rt. 364 to Dunton Rd. to Bagley Rd. and then descend down a steep hill on a narrow one lane dirt road to the residences at the bottom of the hill. I have timed this route of travel and checked the mileage; 3.9 miles from the firehouse to the bridge, apx. 10 minutes travel time. This time is more than double the 4 ½ minute travel time to come from the firehouse north on Rt. 245 to Valley View Rd.

As we in the fire service know, a fire can double in size every minute that it is allowed to burn freely and every second counts in any type of emergency. As an emergency responder covering this area, I feel that closing this bridge would again significantly impact fire department response times due to the fact that anyone responding to a call on the east side of this bridge that is traveling by personal vehicle could not access the scene as quickly, therefore decreasing the safety and welfare of the residents as well as the emergency personnel responding to the call.

We ask that you please take into consideration the overall safety of both the residents and emergency responders and consider making the necessary repairs to this bridge and restoring it to a weight limit that would allow fire department apparatus and personnel to safely cross this bridge for quicker and safer access to the residents on the east side of the bridge.

Thank you

Jason D. Bassett
Fire Chief
Middlesex Hose Co.

MIDDLESEX
HOSE CO.

PUBLIC WORKS COMMITTEE MEETING
10-3-2016

NEW AGENDA ITEMS

- 1- **Velocity Upgrade:** Court Security has been having issues with the Velocity server that controls all the electronic doors in the Courthouse and Office Building. This has been ongoing as the Sheriff has been reporting and we have an updated quote of \$10,030.62 to replace the server and bring the software up to the latest version. As this is part of a building system the State will reimburse the county for 17% though the contract B&G has with them I would like to ask that the funds be appropriated from surplus revenue to cover this needed project. Please see the attached resolution to contract Security Integration Technologies to perform the work.

- 2- **Weights and Measures:** See attached report from Cliff Boyce.

UPDATES ON MISC. ITEMS

- 1- **Solar:** The County Administrator, County Attorney and I met and discussed the next steps. Scott will look into how the other counties are able to commit to longer than 5 year leases. Once we have an answer to that then we can meet again and discuss the next step if any.

- 2- **PH Clinic:** Documents have been submitted to the state for approval and B&G is 75% complete with the work in the space.

- 3- **Inspections:** In September the annual Fire extinguisher check and certification was done and the sprinkler systems had a quarterly inspection.

RESOLUTION NO. -16

**AUTHORIZE CHAIRMAN TO SIGN AN AGREEMENT WITH
Security Integrations Technologies**

WHEREAS, the Velocity Server and software are outdated and have been malfunctioning and is in need of replacement,

AND, WHEREAS the Building Maintenance Supervisor has received a proposal, from Security Integrations Technologies for \$10,030.62 for this service,

AND, WHEREAS Security Integrations Technologies will performing this work under state contract number PT63302,

NOW, THEREFORE, BE IT RESOLVED, that the Chairman of the Legislature be authorized to sign the agreement with Security Integrations Technologies to perform the replacement for a sum of \$10,030.62.

RESOLVED, that copies of the resolution be given to the Buildings Maintenance Supervisor.

Yates County Weights & Measures Department Monthly Report

Last Inspection	Company	Establishment	Device	Q	# Cor	Inc. (+)	Inc. (-)	Inc. Other	Inc. Vis	# of Visits	Device Type
9/8/2016	Community Feeds / Supplies	feed-fertilizer	Hopper/Batch	1	1					1	Batching Scale, 10000x2
9/8/2016	Community Feeds / Supplies	feed-fertilizer	Hopper/Batch	1	1					x	Mineral Mixer, 1000x0.5
9/8/2016	Community Feeds / Supplies	feed-fertilizer	Vehicle Scale	1				1		x	Weightronix,200000x20
9/8/2016	Community Feeds / Supplies	feed-fertilizer	Misc.Scale	1	1					x	Weightronix WI127GTN,Ind.
9/8/2016	Community Feeds / Supplies	feed-fertilizer	Misc.Scale	1	1				1	x	auxiliary scale Indicator
9/9/2016	Birkett Mills	Proc./Ware./Mfr.	Hopper/Batch	1	1					1	HopperDumpScale, 500lbs
9/9/2016	Birkett Mills	Proc./Ware./Mfr.	Misc.Scale	1	1					x	Ricelake,880,indicator
9/9/2016	Birkett Mills	Proc./Ware./Mfr.	Platform Scale	1	1					x	Ohaus,VXFloor,5000x1.0
9/9/2016	Birkett Mills	Proc./Ware./Mfr.	Misc.Scale	1	1					x	Ohaus,T31P,indicator
9/16/2016	Daryl Z. Horst	Farm/Produce	Milk Tank	1	1					1	Milk Tank Calibration
9/16/2016	Nelson Z. Hoover	Farm/Produce	Milk Tank	1	1					1	new Milk Chart
9/19/2016	Dandy Mini Mart (#13)	Gas Station	Petr.Pumps	16	16					2	Gas
9/19/2016	Dandy Mini Mart (#13)	Gas Station	Petr.Pumps	8	8				8	x	Diesel
9/19/2016	Dandy Mini Mart (#13)	Gas Station	Petr.Pumps	2	2				2	x	Kero
9/19/2016	Dandy Mini Mart (#13)	Gas Station	Petr.Pumps	2	2					x	91 non-eth
9/19/2016	Dandy Mini Mart (#13)	Gas Station	Petr.Pumps	2	2				2	x	Hi-Flow diesel
9/19/2016	Dandy Mini Mart (#13)	Gas Station	Timing Device	1	1					x	1 1/3m,Air Dispenser
9/19/2016	Dandy Mini Mart (#13)	Gas Station	Device-Misc	1	1					x	console
9/20/2016	Hometown Energy	Fuel Oil Dealer	Petr.Meters-VTM	2	2					1	#14,2 meters,gas-diesel
9/20/2016	Hometown Energy	Fuel Oil Dealer	Petr.Meters-VTM	2	2					x	#67,1 meter,gas-diesel
9/20/2016	Hometown Energy	Fuel Oil Dealer	Petr.Meters-VTM	2	2					x	#31,1 meter,2 prod
9/20/2016	Hometown Energy	Fuel Oil Dealer	Petr.Meters-VTM	2	2					x	#19 meter,gas-diesel
9/20/2016	Hometown Energy	Fuel Oil Dealer	Petr.Meters-VTM	2	2					x	#20,1 meter,gas-diesel
9/21/2016	Apple Barrel Orchards	Farm/Produce	Comp.Scale	1	1					1	TEC,SL35-30L,30x0.01
9/21/2016	Apple Barrel Orchards	Farm/Produce	Platform Scale	1	1					x	Detecto,854F-100P,100x0.5 beam
9/21/2016	Apple Barrel Orchards	Farm/Produce	Weights-other	3	3					x	100,200,500
9/21/2016	Barrington Heirloom Orchards	Farm/Produce	Comp.Scale	1	1					1	EasyWeigh CK-60,60x0.01
9/21/2016	Express Stop, Penn Yan (Gulf)	Gas Station	Petr.Pumps	8	8					1	4-gas,1-4
9/21/2016	Express Stop, Penn Yan (Gulf)	Gas Station	Petr.Pumps	2	2				1	x	2 diesel,5-6
9/21/2016	Express Stop, Penn Yan (Gulf)	Gas Station	Petr.Pumps	1	1					x	kero.7
9/21/2016	Express Stop, Penn Yan (Gulf)	Gas Station	Comp.Scale	1	1					x	CAS,S2000Jr,0-6x0.002,6-15x0.005
9/21/2016	Express Stop, Penn Yan (Gulf)	Gas Station	Timing Device	1	1					x	\$1/4M, air dispenser
9/21/2016	Express Stop, Penn Yan (Gulf)	Gas Station	Device-Misc	1	1					x	console
9/26/2016	Branchport Automotive	Station-Gas	Petr.Pumps	8	8				5	1	8-gas,1-4

