

WARREN COUNTY BOARD OF SUPERVISORS

COMMITTEE: DPW

DATE: JULY 24, 2006

COMMITTEE MEMBERS PRESENT:

Supervisors Belden
 Bentley
 Haskell
 Stec
 Geraghty
 Merlino

COMMITTEE MEMBER ABSENT:

Supervisor Mason

OTHERS PRESENT:

William Remington, DPW Superintendent
William Lamy, Deputy DPW Superintendent
Joan Parsons, Commissioner of Administrative &
 Fiscal Services
Joan Sady, Clerk of the Board
Marilyn Reva, Town of Queensbury Executive
 Director of Community Development
Supervisor Barody
Supervisor Caimano
Supervisor F. Thomas
Maury Thompson, The Post Star
Amanda Allen, Legislative Office Specialist

Mr. Belden called the meeting of the DPW Committee to order at 9:32 a.m.

Motion was made by Mr. Haskell, seconded by Mr. Geraghty and carried unanimously to approve the minutes of the June 26, 2006 meeting subject to correction by the Clerk.

Privilege of the floor was extended to William Remington, DPW Superintendent, who distributed copies of his agenda to the Committee Members. Mr. Remington began by responding to Mr. Belden's inquiry on the status of the paving projects currently underway. He stated that although the projects had been interrupted by damages caused by recent rains and flooding in other areas of Warren County, they were on schedule. Mr. Remington noted that the bulk of the paving projects had been completed; only the surfacing of Diamond Point Road was left to be finished, he said. Mr. Belden asked if the projects had been completed within budget to which Mr. Remington replied that they would, although funds had to be transferred within the budget to balance out the project costs. He noted that the cost of paving had increased approximately 25% since the funds were appropriated, and they had stayed within the budget.

Mr. Remington addressed the first item of his agenda which detailed the status of issues pending from prior Committee Meetings. The first of these, he said, was the status of the reprinting of Warren County maps. Mr. Remington advised that before he could pursue a firm quote for printing, the current maps had to be researched to account for any changes or additions. He said that Chris Nulsa, Assistant Engineer, was working on the project and meeting with the various Towns to be sure that all changes were noted on the new map. Once all of the work was done, Mr. Remington noted, he would approach Jimapco with the updated information and acquire the exact printing cost.

Joan Parsons, Commissioner of Administrative and Fiscal Services, advised that many requests had been received for the maps and it was the consensus of the Committee that the reprinting of the County maps should be made a priority and be completed as quickly as possible.

Mr. Lamy addressed the Committee to advise of the status of the Alder Brook Bridge project, number two on the list of pending items. He said that the necessary information was transferred to the County Attorney, who was to contact the property owner's attorney in order to proceed with the project. Mr. Lamy said that he was unsure of the next step in the process, but assumed that if there was no resolution a condemnation action might be in order.

Mr. Remington proceeded to the third item on the list of pending items, a demonstration of the Gas Boy System. He reminded the Committee that each time a demonstration was scheduled it seemed that inclement weather prevented it. Mr. Belden advised that an additional fifteen minutes should be scheduled at the end of the next DPW Committee meeting to attempt a demonstration, weather permitting. Mr. Remington said that he would be sure to schedule the next meeting accordingly.

Item number four of the pending items list, Mr. Remington stated, was a six month review of the maintenance shop. He said that the review was not due until October and would be addressed at that time.

Mr. Remington noted that there had been no further action with respect to the transfer of the Lake George bridge on Big Hollow Road to Warren County's possession since the last meeting. As such, he said, item number five of the pending items list would remain until further research was completed by the County Attorney's office. Mr. Remington said that he would keep the Committee updated on the status of the transfer; however, he added, the bridge was functioning perfectly in the meantime.

Returning to his agenda, Mr. Remington referenced item number six of the pending items list noting that the research for possible upgrades and locations for additional radio towers by Brian LaFlure was ongoing. He noted that the authorization for the research had only been given at the last meeting and no updates were available.

Mr. Remington asked Mr. Lamy to expound upon item number seven of the pending items list which was an update on the Corinth Road Corridor Project. Mr. Lamy said that since the last DPW Meeting, the Design Team for the project had walked the corridor in an effort to resolve any conflicts in design. At that point, he said, they revisited what had been planned for utility placement and how they would impact the width of the easements required by their plan. Mr. Lamy said that he and the Design Team had conferenced with the Town of Queensbury and reviewed a method to decrease the cross-sectional area that would be required to place the utilities underground. After thoroughly reviewing all of the issues and the costs involved, it was determined that there were certain conflicts that would exist regardless of how the utilities were placed and would require the right-of-way and easements originally proposed, Mr. Lamy advised.

Mr. Lamy referred to a series of maps, copies of which are on file with the minutes, which detailed the proposed placement of both the above-ground and underground utilities, as well as, the easements required to facilitate the project. Mr. Lamy explained the color coding of the maps to the Committee and discussion was held between Committee members with respect to them. Mr. Lamy said that the maps would result in the production of the individual easement maps that would be used by the Property Acquisition Team to meet with the property owners and acquire easements. He noted that a vacant Mobil station would be purchased and demolished

to allow for the re-alignment of Big Boom Road.

It was important, Mr. Lamy stated, for all elected officials to be aware of the outside limits of the easements and the proximity to the existing dwellings in order to answer the questions of the property owners. He said that once the Property Acquisition Team began the process of negotiating the easements there would likely be many questions from the residents of the construction area. Mr. Lamy asked that the Supervisors note the areas in which above ground equipment would be placed as some were of considerable size; the more intrusive of these placements would be sure to draw concern from residents, he added. Mr. Lamy requested that the Committee review the maps and contact him with any questions.

Mr. Barody asked that copies of the maps be distributed to all of the Town of Queensbury Supervisors, as well as Leonard Fosbrook, President of the Warren County Economic Development Corporation. Mr. Lamy said that copies could be made for anyone who wanted them.

Mr. Lamy said that he had spoken with the group developing appraisals for the property required for the necessary easements and was advised that all of the field work had been completed for the appraisal report process. About half of the appraisals had been reviewed and the remainder were to be completed by the end of August, he advised. Mr. Lamy apprised that the next step in the process was to review each appraisal report and develop a recommendation of just compensation for each easement, which must then be approved by Warren County. He noted that the goal was to begin negotiations with the property owners after Labor Day and if all went well the negotiations would be completed around Thanksgiving.

In order to stay on schedule, Mr. Lamy said, there was only one month for the Supervisors to become familiar with the maps and address any questions they may have in order to respond to the concerns of the residents once the property acquisition phase began.

Mr. Haskell suggested that all resident concerns be referred to Mr. Lamy in an effort to ensure that the correct information was given in each instance with respect to the property acquisitions.

Mr. Barody agreed with the suggestion and noted that Supervisor Kenny should receive copies of the maps as his ward was relatively close to the proposed construction. Because the Mayor's Office had requested a four lane highway be built in this project, Mr. Barody said, copies of the maps should be sent to their office to reflect the extent and cost of the property acquisitions that would be necessary to facilitate a four lane highway.

Mr. Lamy replied that he had intended to provide copies of the maps for all members of the Board of Supervisors and would be sure to provide copies for anyone else in need of them. He advised that he was not opposed to being a starting point for resident questions and concerns. Mr. Remington added that many residents would contact alternate sources, such as the appraisal firm or utility companies, prior to calling Warren County.

Finishing the list of pending items, Mr. Lamy noted that they were ready to begin with National Grid's visible marking of the above-ground equipment for Supervisor and resident view. He said that a date had not yet been scheduled for the process to begin but would occur in the near future

and he would notify the Supervisors when a date was set.

Mr. Stec introduced Marilyn Reva, Town of Queensbury Executive Director of Community Development, and advised that she was another point of reference for the Corinth Road Project. He noted that Ms. Reva had been involved in the development of the project and was the Town of Queensbury's expert on the subject. Mr. Stec said that himself, Mr. Lamy and Ms. Reva would field the bulk of resident questions and concerns. In the past month, Mr. Stec advised, the three of them had met twice to be sure that they had done everything possible to keep the amount of property required for the easements to a minimum, and the maps reflected their findings. Mr. Stec said that it was his estimation that the bulk of the resident complaints would be received when the areas were marked for the placement of above ground equipment.

Mr. Barody stated that inevitably, there would be some resistance from residents as the above-ground equipment was unattractive; he asked what Mr. Stec intended to do in those cases. Mr. Stec responded that he would do his best to persuade the residents to allow for the placement of the equipment. He added that one of his bargaining tools would be the fact that once the project was completed property values would increase. Ms. Reva noted that during the walk-through several trees were marked for removal; however, they did attempt to keep as many as possible. She advised that there was enhancement grant money which would be applied for further landscaping and street-scaping during the final phase of the project. Ms. Reva said that as with any remodeling project, during the construction the area would not be pretty but once completed there would be a very nice finished product.

Mr. Belden asked when the project was scheduled to begin, to which Mr. Lamy replied that the bidding for the project was anticipated for early in 2007 with the construction to follow in the Spring of 2007, if all went as scheduled. He added that the right-of-way issue had taken longer than anticipated, however, the property acquisition phase would determine when the construction could begin. If the acquisition phase could not be completed in the estimated time, the construction may be delayed also, Mr. Lamy said.

Mr. Caimano entered the meeting at 9:51 a.m.

Mr. Belden asked if any Federal or State funding would be lost on this project due to the delays. Mr. Lamy responded that there were three large grants supporting the project which had been garnered due to re-allocations within the government. The majority of the project would be funded through the National Highway System, he added. Mr. Lamy said that there was a spreadsheet developed to detail what funds were available for the project and how they could be spent, as all of the funding had restrictions. Mr. Lamy said there may be a funding gap between what was initially estimated for the project and the actual costs of construction. He said that if that happened, additional grant funds could be requested.

Mr. Belden said that he was happy to see the project was moving in the right direction and asked Mr. Stec for his opinion. Mr. Stec replied that he would be happier if the project had moved along more quickly, but was pleased with the progress so far.

Mr. Barody asked about the status of the Connector Road to which Mr. Stec replied that they were hoping to close this week on the property occupied by the Rescue Squad. He said that once they had control of the property, the Connector Road project would go out to bid and hopefully the work would begin in the fall and finished by the Summer of 2007. This would greatly help

the progress on the Corinth Road Project as there would be a bypass in place enabling the expedition of the road construction, Mr. Stec added.

Mr. Haskell said that the area in question was zoned both commercially and residentially and the majority of the homes were well maintained. Mr. Haskell said that he could certainly understand the residents concerns when they realized the depth of the project, and it was comforting to see that the group had reviewed every possible option to minimize the impact on the residents.

Mr. Stec thanked Mr. Haskell for his statement and added that there had been numerous meetings with residents over the past years with respect to this project, but he was sure the realization of the extent of the changes would come when the utility lines were marked in spray paint for their review.

Mr. Barody noted that there were many well maintained homes on Corinth Road but there were also several abandoned buildings located there as well. He asked Mr. Stec if there was anything that the Town of Queensbury Code Enforcement could do about those eyesores. Mr. Stec replied that the Code Enforcement staff were very busy in that area but they could only proceed as the law allowed. He said that the Town of Queensbury did not have the same Code Enforcement laws in place as the City of Glens Falls and that restricted their authority in some areas. Mr. Stec noted that there may be some new ordinances in place in the near future that would allow for more Code Enforcement action in those cases.

Returning to the agenda, Mr. Lamy advised that the next item of business was a brief update on the status of the Quaker Road Signal Light Project. He said that Lisa Peniston, of Warren County DPW and Ms. Reva attended a pre-construction meeting on July 11, 2006 at the New York State Department of Transportation (NYSDOT) Region 1. On July 21, 2006, Mr. Lamy advised, the NYSDOT engineer in charge of the project met with DPW and discussed the schedule for the project.

Mr. Lamy said that Kubricky Construction had started the survey and staked out work and were expected to place the maintenance and protection traffic signs in the following week. On August 6, 2006 they expected to begin construction starting at the Quaker Road and Warren Street Intersection, Mr. Lamy advised; he added that they would not begin the Route 9 and Route 254 Intersection until after Labor Day and anticipated that there would be night work involved. He said that there would be some necessary road cuts due to the signalization which would also be done at night. The critical component of the project, Mr. Lamy stated, was the long lead time for light poles, but advised of the ability to borrow from light banks in other parts of the State to keep the project moving. He said that they expected the project to be completed by the end of November.

Mr. Remington advised that his agenda contained three requests for extensions of existing contracts. He said that they were for the extension of contracts held with Town and County Bridge and Rail, Inc. and R&B Construction, LLC for Shotcrete application, guide rail work and general contracting done for bridges. Mr. Remington said that he was requesting that the contracts be extended, as the prices quoted in the original contracts would remain the same and favorable results were received from the work done by these companies.

Motion was made by Mr. Haskell, seconded by Mr. Stec and carried unanimously to approve the

requests as outlined above and the necessary resolutions were authorized for the August Board Meeting. Copies of the resolution requests are on file with the minutes.

Mr. Remington referenced the Resolution Request for a new contract, included in his agenda, to be held with Wetherguard Industries Inc. He said that the contract was for the low bid on the roof replacement of two truck storage buildings. Mr. Remington noted that there were two acceptable bids for this project and the lower of these was chosen. He said his dilemma was that only \$86,000 remained in the project budget and the bid was \$155,100.

Mrs. Parsons noted that the bid details provided in the agenda totaled \$157,000 rather than the \$155,100 listed on the request and asked Mr. Remington if there was a reason for this. Mr. Remington replied that the low bidder had made a mathematical mistake on the bid but had agreed to the lower figure to be awarded the job.

Mr. Belden asked Mr. Remington where he intended to get the additional funds needed to pay for the project, to which Mr. Remington replied that he did not know, as the funds were not in his budget. Mr. Belden asked if part of the job was done in past years and Mr. Remington said that it was not. He added that the funds were allocated for the project in past years but at the time the estimate of construction cost was much lower. Mr. Remington noted that several alternate options were reviewed to alleviate the problem, however they determined that the least expensive direction would be to fix the roof currently in place.

Mr. Belden asked how bad the roof was and suggested that the \$86,000 currently available be carried forward and the difference budgeted to make the repairs next year. Mr. Remington said that he was afraid that the cost of repairs would be even higher than currently estimated if the project was delayed.

Mrs. Parsons advised that in previous years \$100,000 was budgeted for a new chiller system, but that the funds might not be used due to a change in equipment standards and new geo-thermal technology. She suggested that the funds could be removed from their current area of the budget and used to cover the cost of the roof replacement. Mrs. Parsons added that the cost for upgrades to the chiller system could be added to the budget for the Municipal Center renovation project and asked Mr. Haskell for his opinion on the subject. Mr. Haskell said that in his meeting with Siemens Building Technologies he was advised that the geo-thermal technology looked very promising but noted that he would like to be sure that the option would be used as if not, a new chiller system would be necessary. Mrs. Parsons suggested that the request be moved to the Finance Committee and that Mr. Haskell further research the geo-thermal option in the meantime for further discussion at the Finance Committee meeting.

Mr. Remington asked that his resolution request be approved to provide for a new contract with Wetherguard Industries Inc., pending the availability of the funds specified by Mrs. Parsons.

Motion was made by Mr. Stec, seconded by Mr. Bentley and carried unanimously to approve the request for a new contract with Wetherguard Industries Inc., and the necessary resolution was prepared for the August Board meeting.

Mr. Belden advised that a motion was necessary to refer the issue of the funding for this project to the Finance Committee for review and that Mrs. Parsons should research the exact amount budgeted for a new chiller system for possible use in the roof replacement project.

Motion was made by Mr. Haskell, seconded by Mr. Stec and carried unanimously to refer the request for funding to the Finance Committee. (*Subsequent to the meeting resolution requests were submitted to increase the Highway Equipment Storage Building Roof Project, H 250.9550 280, in the amount of \$70,000 and decrease the Cooling Tower Replacement Project, H 233.9550 280, in the amount of \$56,000 as well as to decrease the Glen Athol Culvert over No. 9 Brook Project, H 248.9550 280, in the amount of \$14,000. These requests were referred to the Finance Committee. Copies of the resolutions request forms are attached to the minutes.*)

Mr. Remington noted that the final items of his agenda were transfers within the budget to balance accounts and cover paving costs. He noted that no outside funds were being requested and all funds were available within his budget but needed to be transferred. Mr. Belden asked if these were Capital Projects to which Mr. Remington replied that they were not, all were Road Fund Projects. Mr. Belden noted that it was very important to stay within budget on the projects, even if it meant missing parts of the highway. Mr. Remington noted that was the procedure used, reducing the paving in portions of the road where it was not needed. Mr. Belden reviewed the requests and noted that a motion was needed to close the finished projects and move the remaining funds to the accounts where they were needed.

Motion was made by Mr. Haskell, seconded by Mr. Stec and carried unanimously to approve the requests as presented and to forward the same to the Finance Committee. Copies of the Resolution Requests are on file with the minutes.

Mrs. Sady addressed the Committee and stated that she had received a request to close a portion of Beach Road for the Lake George Triathlon and that a resolution might be needed to facilitate the request. She noted that in prior conversations with Paul Dusek, County Attorney, she had been advised that a resolution should be requested from the DPW Committee that would authorize DPW to work with the Sheriff's Department in closing roads and altering traffic patterns in the future. This resolution was being requested in the event that the more general resolution was not available in time for the Triathlon event, she said.

Motion was made by Mr. Haskell, seconded by Mr. Stec and carried unanimously to approve the request as outlined above and the necessary resolution was authorized for the August Board meeting.

Mr. Belden advised that he had spoken with Mr. Merlino with respect to the damages incurred in the Town of Lake Luzerne due to the torrential rains from the prior weekends storm. He said that several areas of the Town's roads were damaged by the weather, including a bridge that had washed out, and that financial assistance was being requested.

Mr. Merlino distributed pictures of the damage to the bridge and noted that it was destroyed when a private dam broke and flooded the existing stream which passed under the bridge. He advised that the damaged bridge was located on Glens Falls Mountain Road, which had to be closed eliminating the second most traveled route to the Glens Falls area. Mr. Merlino added that two other bridges within the Town of Lake Luzerne had required repairs earlier in the month costing \$55,000.

Mr. Belden said that an engineer had to be dispatched to uncover the extent of the damage to the bridge and the repairs that would have to be made to re-open it. A financial estimate of the damages could not be given until after the engineers report, Mr. Belden added. He noted that the

property owner of the private dam may have some financial responsibility and that Mr. Merlino should research the possibility.

Mr. Merlino thanked the Committee and advised that he intended to include a request for Warren County to assume responsibility for Glens Falls Mountain Road in his budget request. He reiterated that the road was the second most traveled route to Glens Falls and the financial burden was too great for the Town of Lake Luzerne.

Mr. Belden asked Mr. Remington if there were any funds left in his engineering budget to which Mr. Remington responded that engineering funds were taken from each project respectively. Mr. Remington said that he would suggest that Carl Schroeder, the Engineer used by Warren County, be used to survey the damage and give estimates for repair.

Mr. Merlino advised that Bear Town Road had been repaired about two weeks prior to the storm and now needed to be repaired once again due to damages sustained. He added that to make the necessary repairs to the roads damaged by the weather, time and money would be required and the Town of Lake Luzerne was in need of assistance.

Mr. Belden said that once the damages had been assessed a special DPW Committee could be scheduled to discuss the extent of the financial support that could be offered. Mr. Remington suggested that if the information was available in time, the issue could be addressed at the August Finance Committee meeting. Mr. Belden agreed and added that in such situations Warren County should aid the Towns in need of assistance as much, and as quickly, as possible.

As there was no further business to be discussed by the DPW Committee, on motion made by Mr. Haskell and seconded by Mr. Bentley, Mr. Belden adjourned the meeting at 10:16 a.m.

Respectfully Submitted,
Amanda Allen, Legislative Office Specialist