

WARREN COUNTY BOARD OF SUPERVISORS

COMMITTEE: PUBLIC WORKS

DATE: MARCH 30, 2015

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COMMITTEE MEMBERS PRESENT:

SUPERVISORS: MERLINO  
CONOVER  
WOOD  
TAYLOR  
FRASIER  
DICKINSON  
SIMPSON  
SOKOL  
VANSELOW

OTHERS PRESENT:

JEFFERY TENNYSON, SUPERINTENDENT OF PUBLIC WORKS  
REPRESENTING SARATOGA & NORTH CREEK RAILWAY:  
JUSTIN GONYO, GENERAL SUPERINTENDENT  
JOAN SADY, CLERK OF THE BOARD  
SUPERVISORS BEATY  
BROCK  
SEEBER  
DON LEHMAN, *THE POST STAR*  
THOM RANDALL, *THE ADIRONDACK JOURNAL*  
DAVID STRAINER, WARREN COUNTY RESIDENT  
SKIP STRANAHAN, WARREN COUNTY RESIDENT  
SARAH MCLENITHAN, SECRETARY TO THE CLERK OF THE BOARD

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Mr. Merlino called the meeting of the Public Works Committee to order at 10:34 a.m.

Motion was made by Ms. Wood, seconded by Mr. Taylor and carried unanimously to approve the minutes of the previous Committee meeting, subject to correction by the Clerk of the Board.

Privilege of the floor was extended to Jeffery Tennyson, Superintendent of Public Works, who distributed copies of the Parks, Recreation & Railroad agenda to the Committee members; *a copy of the agenda is on file with the minutes.*

Commencing the review of the Parks, Recreation & Railroad Agenda with the SNCR (Saratoga & North Creek Railway), Mr. Tennyson commented the update would be provided by Justin Gonyo, SNCR General Manager.

Mr. Gonyo reported that this Saturday they would be commencing their regular spring train service, which would run on Saturdays and Sundays through the month of June with the sole exception of this Sunday when the Easter Brunch Train embarked from Saratoga to the Town of Thurman and then would return to Saratoga Station. He advised on April 27<sup>th</sup> a Fam Train that would bring in various tour operators from as far away as Belgium and Germany would run from the Saratoga to the Hadley-Luzerne station where they would disembark and go about the rest of the tour to the various hotels and other numerous attractions in the region.

In regards to the summer schedule, he advised it started on July 23<sup>rd</sup> and would run five days a week with no service on Wednesdays and Thursdays. He apprised in an effort to attract more passengers to the coach section of their train they were renovating two interiors of their coach cars. He explained both of the coach cars would be updated with new furnishings and upholstered seats; however, he said, one of the coach cars would include the addition of a café, as well. He pointed out this coach car would provide the same café service that Amtrak offers

on their trains. He mentioned they would still be offering full meal service in the first class section of their dome cars; however, he felt this was a way to provide more amenities to the coach passengers in hopes of increasing their coach ticket sales.

Mr. Gonyo stated that David Simpson, Director of Government Affairs for Iowa Pacific Holdings, LLC, was present at today's meetings to provide an update on the activities of SNCR. Mr. D. Simpson apprised that the operating lease that permitted them to offer service between Saratoga and North Creek was expiring at the end of June 2016. He said the operation of SNCR had proven to be challenging for them financially, as the passenger train ticket sales had remained level over the past several years. He commented they recognized in order to make SNCR sustainable from an economic perspective they had to grow the revenue base for the passenger service and locate sources of revenue for moving freight off the line. He advised there were a variety of opportunities to move freight, as several businesses such as Barton Mines had been cooperative in trying to set up freight operations with their organization and there were some smaller volumes of in-bound and out-bound commodities they could target; however, he stated the largest freight opportunity for them was in the Town of Tahawus. He continued, getting access to this site required that they have access 29.7 to miles of rail located north of the Town of North Creek. He estimated that they had spent about \$500,000 clearing the trees out of the right-of-way on this portion of the track; however, he said, the tracks required a substantial investment to become suitable for regular freight service on them.

Mr. D. Simpson apprised they were a small company with 13 operations, of which two were located in the United Kingdom. He pointed out most short lines operated as feeders to the larger railroads in North America moving freight. He stated they were a unique operation because they offered a mix of passenger and freight service. He said he felt as long as the operation was managed properly they could operate a line like this efficiently that served both markets, as it was difficult to sustain on passenger service alone. He advised the number of regular passenger service operations in North America that functioned without some sort of operating subsidy was minimal. He commented their company did not look for operating subsidies, as they believed it was not a good business model and was not politically viable for politicians to ask taxpayers to spend money to pay for the basic operation.

Mr. D. Simpson advised they had determined in order to break even on passenger service alone they would have to increase the service frequencies and require about 100,000 passengers a year, which was double the ridership they currently had. He stated they determined the following needed to be in place in order to sustain operation of the SNCR after the contract expired on June 1, 2016:

- 1) The line north of North Creek converted back to public ownership, as it made sense for the entire line to be publicly owned. He said it was consistent with having a public/private partnership in this area with the members of the First Wilderness Heritage Corridor (FWHC) that builds tourism. He stated they may be able to offer passenger service to the FWHC portion of the property and fortify their vision with a sale back to the public sector.

- 2) An investment most likely from State funds in the track of about \$5 million to get it to adequate condition to start moving freight on a regular basis. He noted their company did not have the \$5 million required to invest in the tracks. He said if the improvements were made they felt they could move up to \$2 million in freight per year down the tracks.

Mr. D. Simpson pointed out there were challenges with the other opportunities on the line beyond the Town of Tahawus, such as their inter-change partner at Saratoga, which was the Canadian Pacific Railway who wanted their long hauls and traffic to go north to Montreal, Canada and across Canada even if you are trying to go south to the Gulf Coast. He apprised that Mr. Gonyo and the marketing department attempt to work with Barton Mines to move freight to Louisiana was unsuccessful since the entire trip took 41 days because they had to travel through Canada and then go south from there. He pointed out that Barton Mines was interested in moving freight through the railroad; however, he said, they did not have a service option available to them that was competitive in the market place.

Mr. D. Simpson mentioned they had applied to the Service Transportation Board for an inter-change for SNCR at Saratoga with the Norfolk Southern Railway. He noted this was a physical possibility because Canadian Pacific and Norfolk Southern Railways were waiting approval of a sale of what was the southernmost part of the D&H Railway to the Norfolk Southern Railway. He added this meant Norfolk Southern Railways would do their interchange at the Saratoga station, which was the southern end of SNCR's operation. He reminded the Committee that Canadian Pacific had rebuffed their request for an inter-change in Saratoga; therefore, he apprised, they asked the Surface Transportation Board to approve the sale with the condition that SNCR be permitted to have an inter-change in Saratoga. He commented this would assist them with their general freight marketing capabilities because Norfolk Southern Railway had preferred routes for freight.

In regards to transporting rock, Mr. D. Simpson stated new negotiations with Canadian Pacific were on-going and would provide them with more suitable participation with Canadian Pacific to transport the rock to the Port of Albany because most of the aggregates market they were targeting was within the New York City metro region. He mentioned the most economical way to transport the rock to New York City and to serve various distribution receiving points in the metro region was to transport the rock to the Port of Albany where it would be loaded on to a barge and shipped to the receiving points. He commented they were confident that if they were given a reasonable rate to get the traffic from the end of their line down to the Port of Albany they could be competitive in this market and get some long term contracts in place.

Mr. D. Simpson noted it was necessary for them to have a plan in place by the end of 2015 that would demonstrate they were on a path to sustainability, as they were currently dealing with the substantial losses of SNCR that they could no longer support. He said the goal was to create a vision for SNCR that would allow them to at least break even on the operation. He stated they were in discussions with Essex and Hamilton Counties because the line north of North Creek was primarily within their jurisdictions. He added they were discussing with State

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representatives potential sources of funding to achieve the improvements discussed earlier to the tracks north of North Creek.

Mr. Dickinson questioned whether there was something in particular their company was looking for from the County and Mr. D. Simpson replied they were seeking all sources of political support to receive the funding they required from the State. He said they required a structure that was comfortable for them to work with. He pointed out the more political jurisdictions that were added the more challenging it was. Mr. Merlino advised that Resolution No. 135 of 2015 established the Corinth and Warren County Railroad Authority. He asked Mr. D. Simpson if he was seeking a letter of support from Warren County. Mr. D. Simpson apprised he had participated in some discussions with the Chairman of the Board and the County Administrator regarding this matter. He mentioned he would provide the Committee with a formal set of talking points, as they were being cautious about the content so that the information did not get misconstrued. He added they were trying to be as receptive as they could be to ensure everyone was provided with the same information.

David Strainer, Warren County Resident, asked what the sustainability of the jobs in the market place was if \$5 million was spent to update the rail north of North Creek. Mr. D. Simpson estimated it to be 20 years as long as a handling system was in place to deliver product into the New York market. Mr. Strainer queried whether the Adirondack Park Agency had any issues with making improvements to the tracks and Mr. D. Simpson replied in the negative. He explained it was an existing right-of-way that had already been restored to service. He added there would be no disruption to natural resources, as they would be moving rock from the Town of Tahawus down the line.

Mr. Brock queried where the \$5 million in funding would originate from and Mr. D. Simpson replied he was unsure. He surmised it would be part of an economic development proposal with the State. He added it was made more complex because the rail line was located in three different Counties. He explained the line began in Saratoga County and then moved through Essex and Warren County, which were all part of different economic development zones. He added the North Country had a sound history of being awarded State funding for economic development. Mr. Brock asked where the funding would originate from the State since the proposed 2015-2016 Budget was already prepared and Mr. D. Simpson replied there was a competitive process for funding in place particularly for the North Country regions.

Mr. Vanselow apprised that the State budget included \$1.5 million in funding for economic development. He questioned what the status was of the low level radioactive waste shipments, as he believed this was a potential revenue source. Mr. D. Simpson stated the competitive situation in terms of their alternatives was not as favorable as they had perceived; therefore, he said, whether or not these shipments occurred was unknown. He mentioned the customer was looking into other options they felt would be more cost effective than having them shipped via the railroad. He commented they had been looking forward to obtaining the contract for these shipments, as it would provide them with a base freight operation utilizing the line that

provided a long term source of revenue; however, he said, they were not optimistic about this coming to fruition.

Continuing the Agenda review, Mr. Tennyson requested authorization for Adirondack Race Management to use the Warren County Bikepath after sunset on September 19, 2015 for the Flashlight 5K running event, as well as in subsequent years. He said that this request was similar to the request that was approved at the February 20, 2015 Board meeting for the Ragnar Relay Event. He explained that, as with all other events he issued permits for, event information would be forward to the County Attorney's Office for review and approval of necessary insurance documentation before a permit was issued.

Motion was made by Mr. Dickinson, seconded by Mr. Vanselow and carried unanimously to approve the request as presented and the necessary resolution was authorized for the April 17, 2015 Board meeting. *A copy of the resolution request form is on file with the minutes.*

Mr. Tennyson presented the following requests:

- 1) Authorization for the Parks, Recreation & Railroad Department to accept the donation of nine bicycle racks from the Glens Falls Hospital Health Promotion Center for public parking lots and rest areas along the Warren County Bikepath at no cost to the County;
- 2) Authorization for Up Yonda Farm Environmental Center to accept the donation of four animal pelts from the New York State Department of Environmental Conservation for public programs at no cost to the County;
- 3) Authorization for the Parks, Recreation & Railroad Department to donate a surplus map kiosk to the Town of Chester to be erected at the Landon Hill Road parking lot for the Caroline Fish Memorial Trail;

Motion was made by Mr. Taylor, seconded by Mr. Vanselow and carried unanimously to approve the requests as presented and the necessary resolutions were authorized for the April 17, 2015 Board meeting. *Copies of the resolution request forms are on file with the minutes.*

Mr. Tennyson advised he would provide and update on the Maple Festival next month; however, he said, he felt the event was a success. He distributed photos of the fish that were used for stocking this spring; copies of which are one file with the minutes. He said the following would be stocked in waterways in the County:

- 1) One year old rainbow trout with an average length of 9 inches;
- 2) One year old brook trout with an average length of 10 inches; and
- 3) Two year old rainbow trout with an average length of 15 inches.

This concluded the Parks, Recreation & Railroad portion of the Committee meeting and the DPW portion of the meeting commenced at 10:58 a.m.

Commencing the DPW agenda review, Mr. Tennyson requested to award the bid and authorize a contract with Bell & Flynn, as the lowest responsible bidder for Cold-in-Place Recycling (WC 24-15) for a term commencing upon execution of the contract and terminating December 31, 2015. He noted this service was used annually on various road projects.

Motion was made by Mr. Simpson, seconded by Mr. Dickinson and carried unanimously to award the bid and authorize the contract with Bell & Flynn, as the lowest responsible bidder as outlined above and the necessary resolution was authorized for the April 17, 2015 Board meeting. *A copy of the resolution request form is on file with the minutes.*

Mr. Tennyson apprised the next four agenda items pertained to Capital Project H333.9550 280, Valley Road (CR36) over Patterson Creek Bridge Replacement. He then proceeded to outline the four agenda items as follows:

Page 3- Request to amend the existing NYSDOT (New York State Department of Transportation) grant agreement for the Valley Road (CR36) over Patterson Creek Bridge Replacement in the amount of \$1,845,500.

Motion was made by Mrs. Frasier, seconded by Mr. Conover and carried unanimously to approve the request as presented and the necessary resolution was authorized for the April 17, 2015 Board meeting. *A copy of the resolution request form is on file with the minutes.*

Page 10- Request to Increase Capital Project H333.9550 280, Valley Road (CR36) over Patterson Creek Bridge Replacement in the amount of \$1,845,500.

Motion was made by Mr. Conover, seconded by Mr. Dickinson and carried unanimously to approve the request as presented and refer same to the Finance Committee. *A copy of the request is on file with the minutes.*

Page 11- Request to amend the existing agreement with Creighton Manning Engineering, LLP to include Supplemental Agreement No. 2 to add construction inspection services in an amount not to exceed \$260,500 for the Valley Road (CR36) over Patterson Creek Bridge Replacement Project.

Motion was made by Ms. Wood, seconded by Mr. Simpson and carried unanimously to approve the request as presented and the necessary resolution was authorized for the April 17, 2015 Board meeting. *A copy of the resolution request form is on file with the minutes.*

Page 19- Request to award bid and authorize a contract with the lowest responsible bidder to replace the Valley Road (CR36) over Patterson Creek Bridge in the Town of Thurman (WC-16-15) for a term commencing upon execution of the contract and terminating upon completion of the work.

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Mr. Tennyson advised the bid opening date was scheduled for April 7, 2015 and he would provide an update as to who the lowest responsible bidder was prior to the April 17, 2015 Board meeting.

Motion was made by Mr. Dickinson, seconded by Mr. Sokol and carried unanimously to approve the request as presented and the necessary resolution was authorized for the April 17, 2015 Board meeting. *A copy of the resolution request form is on file with the minutes.*

Mr. Tennyson requested to amend the existing agreement with Clark Patterson Lee (CPL) to include Consultant Supplemental Agreement No. 2 to add Right of Way Acquisition services in an amount not to exceed \$10,131 for Blair Road over Mill Brook Project. He explained this was a pass through to their Right of Way consultant, R.K. Hite for the right of way acquisitions for this project.

Motion was made by Ms. Wood, seconded by Mr. Simpson and carried unanimously to approve the request as presented and the necessary resolution was authorized for the April 17, 2015 Board meeting.

Mr. Tennyson requested authorization for Out-of-State travel for five DPW paving crew to attend the Paver to Compactor Operation Training at the Volvo Road Institute in Chambersburg, Pennsylvania from May 18-22, 2015 utilizing a County vehicle. He said they had great success with these courses, sending members of the paving crew to different courses each year. He concluded the training had been anticipated and included in the 2015 Budget.

Motion was made by Mr. Conover, seconded by Mr. Dickinson and carried unanimously to approve the request to authorize out-of-state travel as outlined above and the necessary resolution was authorized for the April 17, 2015 Board meeting. *A copy of the Authorization to Attend Meeting or Convention form is on file with the minutes.*

Mr. Tennyson requested to fill the vacant position of Auto Mechanic #6, annual base salary of \$32,553, Grade 9 due to retirement. Mr. Merlino questioned whether the funds for the position were within the Budget and Mr. Tennyson replied affirmatively. He advised they would like to fill one of the two vacant auto mechanic positions they had available in their Department.

Motion was made by Mr. Dickinson, seconded by Mr. Taylor and carried unanimously to approve the request as presented and refer same to the Personnel Committee for reporting purposes. *A copy of the Notice of Intent to Fill Vacant Position is on file with the minutes.*

Mr. Tennyson requested to fill the vacant position of Sign Maintenance Worker #2, annual base salary of \$32,553, Grade 9 due to an impending retirement which would become effective at the end of April. He apprised he would like to advertise the position and conduct interviews prior to the employee's retirement.

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Motion was made by Mr. Dickinson, seconded by Mr. Simpson and carried unanimously to approve the request as presented and refer same to the Personnel Committee for reporting purposes. *A copy of the Notice of Intent to Fill Vacant Position is on file with the minutes.*

Mr. Tennyson requested to fill the vacant position of Assistant Engineer #2, annual base salary of \$43,000, due to resignation. He mentioned the position became vacant over the winter; however, he said, due to the upcoming construction season it was necessary to fill the position.

Motion was made by Mr. Dickinson, seconded by Mrs. Frasier and carried unanimously to approve the request as presented and refer same to the Personnel Committee for reporting purposes. *A copy of the Notice of Intent to Fill Vacant Position is on file with the minutes.*

Mr. Tennyson requested a transfer of funds between various codes totaling \$17,000 due to budgeting errors. He explained the transfer would cover the cost of one temporary laborer position for the Parks, Recreation & Railroad Department as well as salary adjustments needed for changes in staffing patterns. He reminded the Committee last year they hired two temporary laborers due to the busy construction season for the Parks, Recreation & Railroad Department; however, he said, this year, they had a relatively light construction schedule and he felt one temporary laborer would suffice.

Motion was made by Mr. Sokol, seconded by Mr. Dickinson and carried unanimously to approve the request for transfer of funds as outlined above and forward same to the Finance Committee. *A copy of the Request for a Transfer of Funds is on file with the minutes.*

In regards to Capital Project H278.9550 280, Middleton Bridge (CR10) Over Schroon River, which was currently located from the Town of Warrensburg to the Town of Bolton, Mr. Tennyson advised that a few years ago a determination was rendered to relocate the bridge, it was in close proximity to the County Route 11 Bridge. He reminded the Committee they had approached the NYS DOT with the concept of relocating the bridge about 2.5 miles north up river which placed it in more of a populated area. He mentioned this would move the bridge out of the Towns of Warrensburg and Bolton and position it in the Towns of Chester and Horicon. He said the issue with this relocation was that there were strips of New York State Department of Environmental Conservation (NYS DEC) property on each side of the river, which the NYS DEC considered forest preserve; however, he added, the New York State Office of Real Property Services (NYS ORPS) did not agree with that. He said because two State agencies were in disagreement in regards to the status of the property their petition to the State to use those areas for the bridge abutments was in limbo; therefore, he apprised, the County Attorney put forth a request in 2012 to the New York State Attorney General to resolve the matter so the County could determine how to proceed with the project. He commented the project remained on hold, as they had not received an opinion on the matter from the Attorney General's Office as of yet. He referred to page 32 of the Agenda, which included correspondence sent to the Attorney General's Office on March 18, 2015 from the County Attorney asking them to provide the NYS DEC with a deadline to supply comments regarding the matter and if they failed to meet said deadline to render a decision absent these comments.

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Mr. Tennyson apprised another issue with the project related to the funding that was in place for it. He explained that the Federal funding that had been in place for the construction of the bridge was no longer available. He commented a determination was required as to whether they should continue to advocate for the Attorney General to make a decision on the matter or they could apply for funding to remove the existing bridge, which had been closed for over five years now. He added if funding was awarded to remove the bridge it was unlikely funding would be awarded to perform the bridge replacement unless it was part of a combination project.

Mr. Vanselow advised he previously owned property within that vicinity that included a ten foot fishing strip that was owned by the NYS DEC and he queried whether that particular parcel was what the NYS DEC was claiming was forest preserve and Mr. Tennyson replied he was unsure. He said they had notified the NYS DEC that they had included a fishing pier and handicapped access as part of the replacement project that would be integrated into the wing wall and abutment area, as he believed they would perceive this as a good use of the property; however, he said, they ran into issues with the forest preserve restrictions. He stated the discrepancy between the NYS DEC and the NYS ORPS related to the fact that NYS DEC was not paying taxes on this particular parcel. He added it was his understanding that other State land had the same issue within Warren County and neighboring Counties.

Mr. Conover commented he felt it was appropriate to reconsider the project. He said he thought the original plan was suitable due to the current bridges close proximity to the County Route 11 Bridge; however, he stated, a viable, more cost effective option may be to construct a new bridge and make improvements to the road where the current bridge was located. He asked what the cost of a new bridge in that particular location was and Mr. Tennyson replied that he believed it was about \$1.5 million. Mr. Conover queried what the cost of constructing the bridge in a new location would be and Mr. Tennyson estimated it to be \$3 million. Mr. Conover mentioned that due to the high demands of roads that have high traffic and needed to be improved and bridges that required improvements he felt it was fitting to consider other options that were less expensive.

Mr. Simpson mentioned he believed the real issue for individuals living on the adjacent side of the river was that during times of high water the existing road flooded causing problems for them to move around. He stated he felt it may be more practical for the Towns of Bolton and Horicon to work in conjunction with the County on a less expensive solution. He said he felt making improvements to the existing road would impede the need for a new bridge and Mr. Conover concurred. Mr. Conover reiterated he thought replacing the existing bridge and making improvements to the road would be more cost effective than constructing the bridge in a new location while still addressing the goals of the original project. Mr. Merlino added since it was unknown when/if the issues of the current project would be addressed he believed it may be necessary to move forward with replacing the bridge in its current location and making improvements to the existing road.

Mr. Dickinson asked whether improving the road would render the bridge unnecessary. Mr. Tennyson apprised the concept of improving the road had been reviewed prior to developing the concept of moving the bridge to a new location; however, he said, the funding available to them was dedicated to bridge construction and did not permit improvements to the road. He added that particular road was not eligible for federal funding for road improvements; therefore, he said, the funding would have to be provided by local share from the County and/or Towns.

Another challenge with replacing the bridge where it stands now, Mr. Tennyson apprised, related to changes in recent years in the guidelines from the Governor's office of how the NYS DOT selects projects to fund. He stated previously a formula was in place that the NYS DOT used to divide funding into Metropolitan Planning Organizations and they made the determination as to what projects received funding. He commented the County had a sound track record of receiving funds for their projects through this process. He advised the process in place now required the County to compete for funding with projects throughout the State. He mentioned this process required the NYS DOT to review factors such as traffic count, the economic benefit, whether there was a need for the bridge and/or the redundancy of the bridge, etc. He mentioned it would be challenging to receive funding for the bridge in its current location because of its close proximity to the County Route 11 Bridge. He continued, since the bridge had been closed for several years now it would be difficult to present the argument that it was necessary to replace. He suggested he discuss the likelihood of being awarded funding for the bridge in its current location with the Adirondack/Glens Falls Transportation Council (A/GFTC) and report back to the Committee. He pointed out the Town of Bolton had made improvements to the road that raised its elevation in the lower sections. Mr. Conover noted that a new bridge would not resolve the flooding issues that were reoccurring on the road. He added it may be more cost effective for the County to fund the project, as this meant they would not have to adhere to the requirements set forth when utilizing Federal and State funding. Mr. Tennyson advised they could investigate further whether this was a viable option, as he concurred with Mr. Conover that the County could construct a bridge with a less robust design than what would be required if Federal and State funding was utilized. He mentioned he did not believe the existing abutments could be reused; therefore, he said, it would have to be re-evaluated to determine whether a complete replacement of the super structure and sub structure were required. He commented it would be the largest project they had managed in-house if they were to undertake it due to the size of the bridge; however, he apprised, they could review the costs.

Mr. Taylor queried what the anticipated traffic count for the bridge was and Mr. Tennyson replied he believed the traffic count was minimal. He explained the traffic count increased somewhat when individuals were traveling to the Ridin-Hy Ranch Resort; however, he said, the Town Road was the preferred route there when the road was in good condition. He added he thought he or his Deputy Superintendent were the last ones to travel over the bridge before it was closed.

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Mr. Simpson questioned what the local match would be if the estimated cost of the bridge was \$5 million and Mr. Tennyson replied the local match would be 5% of the total cost of the bridge. Mr. Simpson commented it would be more suitable to spend the funding that would be allocated toward the local match on improving the road in conjunction with the Towns. In regards to a bridge project in the Town of Horicon, he asked Mr. Tennyson what the status of the moorings were and Mr. Tennyson replied he was unsure. He said as soon as the engineers received a copy of the soils geotechnical report they would forward it on to the Town to review.

Mr. Tennyson advised he would provide an update on the salt usage at the next Committee meeting. He mentioned he believed the projected shortfall had been alleviated somewhat by the relatively mild weather in March.

As there was no further business to come before the Public Works Committee, on motion made by Ms. Wood and seconded by Mr. Simpson, Mr. Merlino adjourned the meeting at 11:25 a.m.

Respectfully submitted,  
Sarah McLenithan, Secretary to the Clerk of the Board