

WARREN COUNTY BOARD OF SUPERVISORS

COMMITTEE: DPW

DATE: JUNE 26, 2007

COMMITTEE MEMBERS PRESENT:	OTHERS PRESENT:
SUPERVISORS BELDEN	WILLIAM LAMY, DPW SUPERINTENDENT
BENTLEY	WILLIAM THOMAS, CHAIRMAN
HASKELL	HAL PAYNE, COMMISSIONER OF ADMINISTRATIVE & FISCAL SERVICES
MASON	JOAN SADY, CLERK OF THE BOARD
STEC	SUPERVISORS CHAMPAGNE
GERAGHTY	GABRIELS
MERLINO	VANNESS
	FRED AUSTIN, BUILDING PROJECT COORDINATOR
	AMANDA ALLEN, LEGISLATIVE OFFICE SPECIALIST

Mr. Belden called the meeting of the DPW Committee to order at 9:30 a.m.

Motion was made by Mr. Stec, seconded by Mr. Geraghty and carried unanimously to approve the minutes from the May 29, 2007 Committee meeting, subject to correction by the Clerk of the Board.

Privilege of the floor was extended to William Lamy, DPW Superintendent, who distributed copies of the agenda to the Committee members; *a copy of the agenda is on file with the minutes.*

Mr. Lamy noted that although he had not included it on the agenda, he hoped that all of the Committee members had received the memo he had sent which stated that Jeff Tennyson had been chosen to fill the vacant position of Deputy Superintendent of Engineering and he would begin on July 16th. Mr. Lamy stated that he was looking forward to working with Mr. Tennyson.

Proceeding with the agenda review, Mr. Lamy apprised that page two reflected a letter received from a Warren County citizen complimenting the work of one of the DPW crews. He explained that the letter expressed the writer's appreciation of the way in which the crew operated and he quoted a section of the letter which read "This may contribute to the positive attitude, enthusiasm, and good work ethic that this crew has demonstrated. They seemed to feel good about themselves and were proud of the work they were doing." Mr. Lamy said that he thought the letter spoke very highly of the particular crew and he noted that there were many other DPW crews performing comparable work and it was nice to receive a letter from the public stating such.

Mr. Belden pointed out that a resident, Cameron Tessier, had an issue with work being performed near her property and Mr. Lamy advised that he had spoken with Ms. Tessier about the issue. He said he planned to visit her property to determine if there was a misunderstanding about what was owned by whom and to determine if alternative actions should have been taken.

Moving to the next agenda item, Mr. Lamy advised that page three began the Expense Budget Performance Report which reflected figures through the end of May. He pointed out that the Building #11 and Municipal Center Annex portions of the report reflected misplaced figures as the total budget used should have been 43% for Building #11, based on the number of payrolls posted. Mr. Lamy said that he would review this issue with Frank Morehouse, Superintendent of Buildings, to be sure that employee salaries were being charged at the proper locations. Additionally, Mr. Lamy advised, the figures listed under the Civil Defense portion of the report were higher than normal and this was because there had been a retirement in the Department which required a compensation of the employee's accumulated vacation time and 50% of accumulated sick time. Similar retirement costs had also been absorbed in the Airport and Parks, Recreation & Railroad divisions, Mr. Lamy noted, leading to increased costs in those codes as well.

Mr. Lamy directed the Committee to the second page of the Expense Budget Performance Report, where under the Traffic Control code 50% budget usage was reflected. He explained that this was because the funds allocated in the budget for this code were not sufficient to cover the salaries of the employees. This insufficiency had been caused by the fact that there had been two retirements in the Traffic Control Department in September of 2006 and because the funds budgeted for the replacements had only accounted for entry level salaries, and not for longevity earned by employees promoted from within, a shortage of approximately \$10,000 had been realized in that code. Additionally, Mr. Lamy said that during the summer a temporary helper was added for Traffic Control, which was normally paid through the Maintenance of Roads code; however, the salary for this position had been mistakenly charged to the Traffic Control code for a couple of payrolls. Mr. Lamy said he'd had the situation corrected so that the payroll would be charged to the Maintenance of Roads code for the future. The Highway Administration salary code had experienced a similar occurrence, Mr. Lamy apprised, reflecting increases because there were some errors in the payrolls entered under this code and they were working with the Treasurer's Office to rectify the situation.

Mr. Lamy reported that separation costs had been absorbed in the Engineering and Maintenance of Roads codes due to retirements; however, they were on target in both codes. He noted that in the second half of the year there was the potential for three retirements, the separation costs of which would total approximately \$36,000. Although the separation costs were accumulating, Mr. Lamy said that they were able to fund the costs because he had delayed the filling of a vacant position previously approved by the Committee until the extent of these costs were realized. He noted that he anticipated total separation costs for 2007 would total approximately \$100,000 and he said he would continue to monitor these costs and report them to the Committee. Mr. Lamy stated that due to the accumulated separation costs coupled with unexpected costs incurred in early 2007, due to extreme winter weather and the Municipal Center fire, it was not likely that there would be leftover funds in the salary codes at the close of 2007. He noted that in the Snow Removal code, 84% of the budget had been consumed and they had yet to experience a possible early winter weather in 2007.

William Thomas, Chairman, entered the meeting at 9:38 a.m.

Resuming agenda review, Mr. Lamy apprised that the next series of pages pertained to two upcoming bridge projects. Pages six through nineteen, he explained, pertained to the first of the two bridges and the selection of the preferred alternative for the reconstruction of the Grist Mill Road Bridge over Stony Creek. Mr. Lamy stated that these pages included a final design report for the project, which detailed that although other alternatives were available the only feasible option was to replace the bridge, as well as copies of the SEQRA (State Environmental Quality Review Act) Type II Documentation Memorandum; Request for Categorical Exclusion with Documentation Determination Concurrence from Foit-Albert Associates; Decision Approval Request Memo from Foit-Albert Associates and other pertinent documents. Mr. Lamy said that on page six he had included a resolution request form to authorize the selection of the preferred alternative for the reconstruction of the Grist Mill Road Bridge over Stony Creek and adoption of the SEQRA/NEPA (National Environmental Protection Act) findings.

Mr. Belden asked if both of the bridges would be replaced in 2007 and Mr. Lamy replied in the negative. He said that the projects had initially been scheduled for 2008 and due to high water levels, the response time for receiving paperwork and documentation approval from NYSDOT (New York State Department of Transportation) and time management issues within the DPW Office, the project had fallen behind by approximately 12 weeks. Mr. Belden asked if Capital Project accounts had been established for both bridge projects and Mr. Lamy replied affirmatively. Mr. Belden asked if Federal and State funding would be received for both bridge projects and Mr. Lamy replied affirmatively, noting that 80% Federal funding for engineering services would be received and it was hoped that both bridges would be eligible for the 15% State Marchiselli funding.

Motion was made by Mr. Merlino, seconded by Mr. Mason and carried unanimously to approve the request to authorize selection of the preferred alternative for the reconstruction of the Grist Mill Road Bridge over Stony Creek and adoption of the SEQRA/NEPA findings and the necessary resolution was authorized for the July 20th Board meeting. *A copy of the request is on file with the minutes.*

Mr. Lamy apprised that page twenty of the agenda reflected an identical request to authorize selection of the preferred alternative for the reconstruction of the Warrensburg Road Bridge over Stony Creek and adoption of the SEQRA/NEPA findings. He said that documentation similar to that detailed for the Grist Mill Road Bridge was included on pages 21 through 33 of the agenda. Mr. Lamy noted that both the Grist Mill and Warrensburg Road Bridges would be reconstructed concurrently and a temporary bridge would be placed within the hamlet of Stony Creek to facilitate a detour. He said that Mr. F. Thomas had approved the decision to replace both bridges at the same time, a decision which had been made with the theory that lower construction bids could be received if both were done at the same time.

Motion was made by Mr. Bentley, seconded by Mr. Mason and carried unanimously to approve the request to authorize selection of the preferred alternative for the reconstruction of the Warrensburg Road Bridge over Stony Creek and adoption of the SEQRA/NEPA findings and the necessary

resolution was authorized for the July 20th Board meeting. *A copy of the request is on file with the minutes.*

Mr. Lamy advised that on page 34 of the agenda was a request to amend the existing contract with CHA (Clough, Harbour and Associates, LLP) for hourly rates and expenses not to exceed \$82,150. He explained that these additional charges had been accumulated by RKH (R.K. Hite & Co. Inc.), a subcontractor of CHA, for additional right-of-way acquisition services in connection with the Corinth Road project. Mr. Lamy stated that when he had visited NYSDOT to discuss the Master Agreement amendment for the project it had become apparent that there was a difference in what CHA had billed and what NYSDOT had accounted. In reviewing their file, Mr. Lamy apprised that they had found a letter from RKH dated May 7, 2004, *a copy of which is included on page 36 of the agenda*, which requested the additional funding. He said that the request should have been presented to the Committee for approval at that time but had somehow been overlooked. Mr. Lamy explained that the ultimate explanation for the additional charges was that the project had taken longer than anticipated and the initial appraisals performed went beyond their validity of 18 months, requiring extra work to bring those up to date. In addition, he noted, this fee included the appraisal work for the relocation of Big Boom Road and the evaluation of the Mobil station.

Mr. Haskell asked where the funds were for these additional fees and Mr. Lamy replied that they were in the capital project and would be eligible for both State and Federal funding with the County's share of the total being 5%.

Motion was made by Mr. Haskell, seconded by Mr. Stec and carried unanimously to approve the request for an amendment to the existing contract with CHA for hourly rate and expenses not to exceed \$82,150 for right-of-way acquisition services in connection with the Corinth Road Project and the necessary resolution was authorized for the July 20th Board meeting. *A copy of the request is on file with the minutes.*

Mr. Lamy directed the Committee to page 46 of the agenda which reflected a request to authorize an agreement with the Town of Lake Luzerne to designate them as the lead agency for completion of the SEQRA process for the proposed Mt. Luzerne Planned Development District. He explained that the project would include the construction of 2,400 housing units and could require permits to access County roads, as well as approval by the Warren County Planning Board. Mr. Lamy said that the request was being presented to the Committee subsequent to discussion with Paul Dusek, County Attorney.

Mr. Merlino noted that this was a huge project, preparation for which had been ongoing for some time. He said that in his opinion this was an excellent concept, because it would be a second home retirement community that would encumber the expense of its own water, sewer and road maintenance while increasing tax revenues.

At Mr. Belden's request, Mr. Lamy clarified that the resolution requested was simply to agree that the Town of Lake Luzerne would act as the lead agency for the SEQRA process and would not guarantee the County's support of the project or any financial assistance thereof.

Motion was made by Mr. Stec, seconded by Mr. Geraghty and carried unanimously to approve the request to authorize an agreement with the Town of Lake Luzerne to designate them as lead agency for completion of the SEQRA process for the proposed Mt. Luzerne Planned Development District and the necessary resolution was authorized for the July 20th Board meeting. *A copy of the request is on file with the minutes.*

Returning to the agenda review, Mr. Lamy apprised that pages 50 and 51 reflected a request for two transfers of funds in the amount of \$1,458 each to facilitate the purchase of spill container barrels for fuel oil tanks located at the Warren County Airport and the North Creek and old DPW shops. He explained that the polyethylene tubs desired would be used as containment for the fuel oil tanks, thereby bringing the sites into compliance with NYSDEC (New York State Department of Environmental Conservation) requirements.

Motion was made by Mr. Haskell, seconded by Mr. Mason and carried unanimously to approve the request for transfer of funds as outlined above and refer same to the Finance Committee. *A copy of the request is on file with the minutes.*

Mr. Lamy stated that page 52 of the agenda reflected a resolution request to award bid and authorize the Chairman to sign a contract with the lowest responsible bidder for auction services based upon his recommendation. He explained that the bids were scheduled to be opened on June 28th however, he wished to review them and make his recommendation for award prior to the July 20th Board meeting as they were hoping to schedule the County auction in the month of August.

Mr. Belden asked if the chosen bidder would be announced at the next Committee meeting and Mr. Lamy replied that if the Committee approved his request, the bidder would be announced prior to the July 20th Board meeting for final approval at that meeting.

Motion was made by Mr. Haskell, seconded by Mr. Stec and carried unanimously to award bid and authorize the Chairman to sign a contract with the lowest responsible bidder for auction services based upon a recommendation by the Superintendent of DPW and the necessary resolution was authorized for the July 20th Board meeting. *A copy of the request is on file with the minutes.*

Moving to the next agenda item, Mr. Lamy apprised that he had included a copy of a letter received from Fran Dougherty, President of the Glens Falls Soap Box Derby, requesting the use of Bay Road in Queensbury, directly in front of ACC (Adirondack Community College), on September 15th and 16th for their rally race. He noted that he had looked into the matter and found that there were no other events occurring in the area on those dates that would be significantly affected by the closure of the road.

Mr. Belden asked if detours would be posted during this event and Mr. Lamy replied affirmatively.

Mr. Stec stated that he was aware of the event and knew that the Glens Falls Soap Box Derby would also be requesting permission of ACC to use their parking lots for parking purposes. Mr. Champagne noted that he had also received a letter from Mr. Dougherty advising that they would

be using a portion of the ACC parking lot as the staging area for the rally. He added that the letter he received advised that this race would include participants from as far away as Connecticut and New Jersey at which these participants would gain points towards their national achievements.

Discussion ensued.

Motion was made by Mr. Stec, seconded by Mr. Mason and carried unanimously to approve the request of the Glens Falls Soap Box Derby to utilize Bay Road as the site for their race on September 15th & 16th and to authorize Mr. Lamy to close this stretch of road during such time.

Mr. Lamy stated that agenda pages 55 - 58 included three Notice of Intent to Fill Vacant Position forms along with a memo to Hal Payne, Commissioner of Administrative & Fiscal Services, justifying the need for the positions. He explained that two of the positions, Assistant Shop Supervisor and Heavy Equipment Operator, would become vacant in July due to retirement and the third, Medium Equipment Operator, would be vacated due to promotion. Mr. Lamy said that he was presenting these requests to the Committee for advanced approval so that they could be filled without delay.

Mr. Belden asked if these positions would be filled by promotion and Mr. Lamy replied affirmatively. He added that he intended to perform in-house interviews and would most likely promote from within for these positions. Mr. Lamy said that he had not requested permission to fill the bottom level positions because he felt it would be too much personnel activity at one time. In order to avoid confusion, he said that he would return to the Committee at their next meeting asking for permission to fill the entry-level positions.

Motion was made by Mr. Haskell, seconded by Mr. Bentley and carried unanimously to approve the request to fill the vacant positions of Assistant Shop Supervisor (base salary \$32,248); Heavy Equipment Operator (base salary \$28,203) and Medium Equipment Operator (base salary \$27,085) and refer same to the Personnel Committee. *Copies of the Notice of Intent to Fill Vacant Position forms are on file with the minutes.*

Mr. Lamy apprised that the next agenda item listed pertained to the Westbrook/Gaslight Village property. He said that himself, Chairman Thomas and Mr. Belden had discussed the property and proposed project and in doing so had decided that because the project would involve Westbrook Road, which was County owned, a representative of the DPW should be involved to reflect their interests in the planning of the project. Mr. Lamy said that it had been decided that he should be the designated representative and he was presenting this information to be sure that the Committee was in agreement.

It was the consensus of the Committee that the County's interest should be represented as it pertained to the County road and they were in favor of Mr. Lamy's being the designated representative for this purpose. Mr. Haskell added that he was vehemently against the closing of any County roads involved in the project. Mr. Lamy noted that currently there was only a concept of what the project could become and no confirmed plans to close the road; however, he said, he wanted to be sure that

Westbrook Road remained on the right side of the brook to access the parcels which currently had frontage on that road. In addition, Mr. Lamy noted, the DPW plowed this road during the winter and it was important for them to have input in the changes made.

Discussion ensued.

Resuming agenda review, Mr. Lamy apprised that on page 59 he had included a copy of the notice announcing a public information meeting to discuss the Beach Road reconstruction project. He said that the informational meetings were scheduled in two sessions on July 11th from 2 p.m. to 4 p.m. and 6 p.m. to 8 p.m. at the Lake George Town Hall.

Mr. Lamy advised that one of the record keepers in his office had discovered a Board resolution adopted in 1943, *a copy of which was included on page 60 of the agenda*, which stated that the County owned Beach Road, in the Town of Lake George, up to Fort George Road. He said that he had previously reported that Beach Road was County owned only up to West Brook Road, based on information gained from County maps. Mr. Lamy advised that one of his staff had insisted that the County actually owned up to Fort George Road and in researching the matter found the resolution supporting the statement. If factual, he said, this would not affect the project significantly other than to add several hundred feet of road to the County share of the project, which would change the cost-sharing aspect.

Mr. Lamy stated that he had been working with the County Attorney to develop an agreement with NYSDEC for cost-sharing purposes based on road mileage. Currently, he explained, the County share of the project would be based on 61% of the total project, while the NYSDEC share would be 39%. Mr. Lamy said that he would also research the County owned portion with NYSDEC to see what their records reflected as the County-owned portion of the road. He noted that he had checked the NYSDEC maps during a recent meeting with them and found that at approximately the same point that the 1943 resolution stated the County-owned portion ended, a fence and wall had been erected to mark the beginning of the NYSDEC-owned beach property. Mr. Lamy added that he was unsure if this was simply coincidental and he stated that he wanted to be sure that the Committee was aware of the matter. He advised that he would be sure to keep the Committee abreast of the situation.

With respect to the GASB34 accounting process, Mr. Lamy apprised that the Treasurer's Office had brought to his attention that a value was to be determined for the County infrastructure, including all roads, bridges, signs, buildings, airport and such. He said that when he had assumed the position of DPW Superintendent he had checked with the neighboring Counties to find out how they had determined such figures. Mr. Lamy advised that at one point there had been an initiative to hire an outside consulting firm to develop these figures at an extravagant cost; however, he said, he was happy to report that they had been able to determine the figures using DPW staff at no additional cost to the County. The costs of the buildings, bridges and roads had been developed and they were simply waiting for the final figures from the Airport to complete the GASB34 requirements, Mr. Lamy apprised.

Mr. Champagne asked what the figures would be used for once completed and Mr. Lamy replied that it was his understanding that they would be used to reflect the value of the County for use in developing financial statements and to determine the County's ability to borrow funds from financial institutions. Mr. Lamy added that he did not foresee this process affecting the DPW in any way, he had simply performed the tasks requested of him by the Treasurer's Office.

Mr. Lamy reminded the Committee that in 2006 they had approved a capital project to construct a retaining wall on Valley Woods Road in the Town of Bolton. He said at that time they had anticipated the installation of T-wall construction for the wall; however, when the borings for the project were done, it was found that the depth of the rock was too shallow for this procedure and concrete footings would be required. Mr. Lamy stated that because of this the cost of the retaining wall would increase by approximately \$75,000 from what had been budgeted for the project. He said that subsequent to a recent discussion at the Lake George Watershed Conference, it was indicated that the group would be willing to partner with the County to fund the additional \$75,000 needed for the project. Mr. Lamy said that he would not have a final figure for the additional costs until the bids were returned for the project; however, the matter would have to be addressed before the construction contract could be awarded.

Mr. Belden asked if the retaining wall project was planned for 2007 and Mr. Lamy replied affirmatively. Mr. Lamy explained that this project was the result of the flood of 2005 and would stop the erosion occurring and also allow for the installation of a guide rail, which could not previously be installed.

Mr. VanNess entered the meeting at 10:10 a.m.

For information purposes, Mr. Lamy apprised that there were two dams on Brant Lake, the upper was owned by the Town of Horicon and involved a County-owned bridge, and the lower, at the outlet of the Mill Pond, was owned by the County. He said that this was the only dam owned by the County and included a gate structure and spillway. Mr. Lamy said that there had been some problems with the gate approximately one month ago and the Town of Horicon Highway crew had built a temporary structure to stop the flow of water out of the pond as the gate would not close and the level of the pond had dropped significantly. This temporary closure had allowed the level of the pond to rise and allow the use of the spillway once again, he explained.

Mr. Lamy stated that the dam had been evaluated and it was determined that the gate structure with the lifting mechanism needed to be replaced. Upon contacting the manufacturer of the original gate system, he said he was advised that a replacement system could be purchased and it was believed that would be the lowest cost scenario. However, Mr. Lamy noted, either a bid process, or confirmation that the system could not be purchased elsewhere was necessary prior to making the purchase. Once the purchase had been made the existing contract with R & B Construction could be used to facilitate the installation of the new gate system, Mr. Lamy advised. He added that the prices of the equipment and installation were yet to be determined.

Mr. Lamy stated that issues had also arisen with the upper dam, that involved a County bridge. He

explained that this dam incorporated a retaining wall which he had surveyed at Mr. Bentley's request to find that it was in severe disrepair and needed to be replaced. He said that he had contacted Carl Schoder of Schoder River Associates Consulting Engineers, with respect to the matter and was told that a replacement could be designed and bid documents developed for the project. However, Mr. Lamy advised, because the retaining wall was part of the dam, NYSDEC had insisted that a dam safety permit was required and the spillway capacity might need to be increased also. In light of this new development, Mr. Schroeder was forced to decline the project, because although he could certainly replace the retaining wall, his company was not insured to perform work on dams such as required for the spillway alterations, Mr. Lamy stated. He said that he had then contacted RFA (Rist-Frost Associates, P.C.), who was currently under contract with the County for structural work, and they were trying to determine if the dam work could be performed under their contract. Mr. Lamy stated that this project might be a candidate for cost sharing, as there was certainly not adequate funding in the 2007 Budget to replace the dam and the bridge and extensive planning would be required for the project.

In the meantime, Mr. Lamy advised, he and George Van Dusen, Project Engineer, had met with NYSDEC to discuss the fact that while they understood the need for a dam safety permit and study, the retaining wall replacement was required immediately and might not last for the elongated time needed to perform the dam study. He said they requested permission to replace the retaining wall as part of normal dam maintenance and the request had been forwarded to the NYSDEC Dam Safety Unit in Albany, NY. Mr. Lamy advised that based on the prior incidents occurring in connection with the Hadlock Pond dam break, all parties were being cautious to avoid another such emergency. He noted that this issue was being presented to the Committee as it was an urgent matter that would need to be addressed as quickly as possible upon the receipt of permission from NYSDEC to proceed with the retaining wall replacement.

Mr. Belden suggested that a meeting be scheduled with Senator Little and the Committee to discuss the availability of grant funding for the project under the heading of shared services. Mr. Lamy stated that he would be sure to contact Senator Little's Office, pursuant to a favorable response from NYSDEC, and alert the Committee members of the meeting date once scheduled.

Mr. Lamy stated that the retaining wall served three purposes in that it was a retaining wall for the bridge, served as a wall to direct the flow of water to the dam and lent stability to the State highway that would not be stable otherwise. In light of these facts, he said, he felt there was sufficient reason to pursue a shared services grant.

Proceeding with the next agenda item, Mr. Lamy apprised that a letter of authorization had been signed with RFA to redesign the roof at the Toney Pit building and submit bid documents. He said that he was hoping that these documents would be returned in time for the project to be completed prior to the winter season. Mr. Lamy stated that this was another project that had not been budgeted for but needed to be addressed nonetheless.

Mr. Lamy advised that with respect to the Bay/Sunnyside/Moonhill Roads traffic signal project, an agreement had been established with the owner of the property needed to complete the project. He said that before the project could take place National Grid had to move a telephone pole, which they

had estimated could not be done for at least six weeks. Mr. Lamy said that once the pole had been moved the County would proceed with the signal project.

The final new business item, Mr. Lamy stated, was a request for permission to attend the New York State County Highway Superintendents Association Summer Conference which was scheduled for August 26-29, 2007 in Alexandria Bay, NY. He said that he felt it was important that he attend this conference as he had been able to secure the Federal grant funding for the Alderbrook Bridge at last year's conference. Mr. Lamy stated that although he did not have the total travel and conference costs available, funding could be transferred within the DPW budget to facilitate the travel costs. He said that he would be sure to advise the Committee of the travel costs as soon as they became available.

Mr. Belden agreed that he also felt it was important for Mr. Lamy to attend the meeting to maintain the County's presence at such events.

Motion was made by Mr. Haskell, seconded by Mr. Bentley and carried unanimously to approve the request for travel as outlined above. *A copy of the travel request form is on file with the minutes.*

Moving to the old business portion of the agenda, Mr. Lamy apprised that a listing of the items pending from prior Committee meetings was included on page 62 of the agenda and he detailed them as follows:

- 1) Mr. Lamy stated that he had no update to give on the status of the ongoing inventory of areas of the County lacking radio service;
- 2) Mr. Lamy said that there was nothing new to report on the status of the Corinth Road project;
- 3) Mr. Lamy stated that an RFP (Request for Proposal) had been developed with respect to the installation of the fuel monitoring systems at the County fuel farms; however, the results had not yet been received. He said that if the results proved to be financially advantageous, they planned to upgrade as many sites as possible with at least three receiving new units in 2007. Mr. Lamy noted that NYSDEC was closely monitoring the County to ensure that they remained in compliance with their regulations and he would keep the Committee updated on the status of the project;
- 4) With respect to the Town of Johnsbury Tax Map parcel #118.10-1-33 and possible conveyance to the Wevertown Fire Company, Mr. Lamy apprised that he had been working with the County Attorney and found that the extent of the property sought exceeded the 60' minimum right-of-way required by Highway Law for maintenance. He advised that the County Attorney had forwarded a letter to the Wevertown Fire Company stating that they would have to revise their request in order for the County to further consider the conveyance, and this would lead to a smaller parcel than originally requested;
- 5) *The Budget Performance Report was addressed earlier in the meeting;*
- 6) *Mr. Lamy addressed the status of the RFP for auctioneer services earlier in the meeting;*
- 7) Referring to the vacant position of Handicap Coordinator within DPW, created by

Resolution No. 384 of 2000, Mr. Lamy apprised that this issue would be resolved once the transition of the new Office of Emergency Services was completed.

Mr. Stec asked what the status of the realignment of Meadowbrook Road with Haviland Road was and Mr. Lamy replied that he had discussed the matter with Mr. Dusek that morning. He said that there was a 4,000 sq. ft. parcel of property that they were trying to acquire which was owned by the Glens Falls Home Development Corp. and they were awaiting paperwork from the involved mortgage holding company. Mr. Lamy stated that as soon as the final documents were received for the acquisition of the property, crews would begin working on the project.

Mr. Merlino asked if the paving of Main Street in Lake Luzerne would be completed in the fall and Mr. Lamy replied that was his intention. Mr. Merlino then advised that he had received a request from Town residents requesting 'Children at Play' signs be posted on Potash and Old Stage Roads, and he had been advised by the Town's Highway Superintendent that County approval was needed for them to post these signs because they were County roads. Mr. Lamy stated that he would look into the matter to determine what action was necessary on the County's behalf.

Mr. Bentley thanked Mr. Lamy for his assistance and review of the Brant Lake Dam situation in the Town of Horicon, *as previously discussed*, and he suggested that if appropriate grant funding were received they might consider replacing both the entire bridge and dam rather than just the retaining wall. Mr. Lamy stated that this was appropriate for a long term goal, assuming the retaining wall could be replaced currently, allowing for time to secure enough funding for the project.

Mr. Belden commended Mr. Lamy on his ability to keep up with the Budget in the face of the obstacles presented, such as severe weather and unanticipated repairs. He said that although many of the occurrences would lead to overages in the budget, it was appreciated that they were being brought to the Committee's attention before shortfalls occurred. Mr. Lamy stated that he had a list of items that had not been included in the budget and for which funding was not available and he would do his best to postpone these projects until 2008 when appropriate funding could be budgeted; however, he noted, there were some instances, such as the retaining wall at the Brant Lake Dam, that could not be neglected.

As there was no further business to come before the DPW Committee, on motion made by Mr. Haskell and seconded by Mr. Mason, Mr. Belden adjourned the meeting at 10:25 a.m.

Respectfully submitted,
Amanda Allen, Legislative Office Specialist