

WARREN COUNTY BOARD OF SUPERVISORS

COMMITTEE: PUBLIC WORKS

DATE: AUGUST 20, 2014

COMMITTEE MEMBERS PRESENT:	OTHERS PRESENT:
SUPERVISORS MERLINO	JEFFERY TENNYSON, SUPERINTENDENT OF PUBLIC WORKS
CONOVER	KEVIN HAJOS, DEPUTY SUPERINTENDENT OF PUBLIC WORKS
WOOD	JUSTIN GONYO, GENERAL SUPERINTENDENT, SARATOGA NORTH CREEK RAILWAY
TAYLOR	KEVIN GERAGHTY, CHAIRMAN OF THE BOARD
FRASIER	PAUL DUSEK, COUNTY ADMINISTRATOR
DICKINSON	JOAN SADY, CLERK OF THE BOARD
SIMPSON	SUPERVISOR BROCK
SOKOL	DON LEHMAN, <i>THE POST STAR</i>
VANSELOW	SARAH MCLENITHAN, SECRETARY TO THE CLERK OF THE BOARD

Mr. Merlino called the meeting of the Public Works Committee to order at 9:35 a.m.

Motion was made by Mrs. Frasier, seconded by Mr. Sokol and carried unanimously to approve the minutes of the prior Public Works 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 and DPW Agendas to the Committee members; *copies of both Agendas are on file with the meeting minutes.*

Commencing the review of the Parks, Recreation & Railroad Agenda, Mr. Tennyson announced the only item listed pertained to an update from Justin Gonyo, General Superintendent of the Saratoga & North Creek Railway (SNCR).

Mr. Gonyo apprised that SNCR had been very busy during July and August, as the second quarter ridership figures reflected an increase of 22% in comparison to the same time in 2013 and a 25% increase overall for the year to date. He said reservations for the month of August had been solid and there were several groups preparing to make reservations for the fall foliage season. With regards to ticket sales for the Polar Express Train Ride, he advised ticket sales thus far had increased 14% as compared to the same time period in 2013. He stated that regardless of the service reductions, SNCR was managing well. He said the Saratoga Train was averaging about 170 passengers each day. He added despite the sluggish start, the ridership for the North End had increased. He commented they were surprised to see the number of riders traveling from North Creek to Thurman was almost equal to the number of riders traveling from Thurman to North Creek. He stated in order to address the lack of attractions at the Thurman Station, SNCR would be relocating the caboose from the Riparius Station to Thurman next year.

With regards to freight operations, Mr. Gonyo advised 33 of the 55 rail cars they leased had been delivered. He said their customer decided they did not want to use the transhaul facility in the Town of Corinth, as their desire was to ship directly to the Port of Albany. He stated upon their request representatives from SNCR would be meeting with Canadian Pacific Operations on Tuesday, August 26th to renegotiate a rail rate that covered the distance between the Town of Tahawus and the Port of Albany. He added they would be requesting a meeting with Canadian Pacific's Marketing Department in Toronto, Canada this month.

Mr. Gonyo noted SNCR was negotiating with a second freight operations customer for the transportation of 9,000 tons of rock from the Town of Tahawus this year. He said this customer indicated they would like to utilize the transhaul facility in the Town of Corinth. He stated he should know later this month whether this would come to fruition or not.

Mr. Dickinson questioned whether the transhaul facility in the Town of Corinth would be transferring the freight from the train to a tractor trailer and Mr. Gonyo replied affirmatively. Mr. Dickinson asked whether the rail cars SNCR were leasing would be refurbished and Mr. Gonyo replied in the negative. He explained they were inspected and met the standards required for interchange. Mr. Dickinson queried where the freight was being transported to once it was offloaded on to the tractor trailers and Mr. Gonyo replied he was unsure. He stated SNCR was not involved with the arrangements for the tractor trailers.

Mr. Dickinson commented he was encouraged by the news of another possible customer for freight operations. Mr. Gonyo stated SNCR realized it would take some time before they could increase their freight operations business, as all of the businesses in the area had relied on the trucking industry for several years. He pointed out the difficulty in generating new freight customers was convincing them to change the way they had been shipping their materials because they were so accustomed to utilizing the trucking industry.

Mr. Geraghty asked how much freight had been offloaded thus far and Mr. Gonyo replied that nothing had been offloaded as of yet, as freight operations had not commenced. He explained freight operations would not commence until the contracts were finalized.

Concluding the agenda review, Mr. Tennyson apprised he had no new updates regarding referrals.

Moving on to the DPW Agenda, Mr. Tennyson stated the next two Agenda items related to the Lanfear Road (CR76) over Stony Creek Bridge Repairs Project, and he outlined them as follows:

Page 1 - Request to Amend the existing grant with the NYSDOT (New York State Department of Transportation) in an amount not to exceed \$42,900 to include Supplemental Agreement No. 2 for Lanfear Road (CR76) over Stony Creek Bridge Repair Project.

Mr. Tennyson advised this request sought to amend the existing NYSDOT grant agreement to include State Marchiselli funding for bridge repair work.

Motion was made by Mr. Dickinson, seconded by Ms. Wood and carried unanimously to approve the request and the necessary resolution was authorized for the September 19, 2014 Board meeting. *A copy of the request is on file with the meeting minutes.*

Page 7 - Request to increase Capital Project No. H321.9550 280, Lanfear Road (CR76) over Stony Creek Bridge Repairs, in the amount of \$42,900.

If approved, Mr. Tennyson apprised this request would increase the funding in the aforementioned capital project to include the State monies granted for bridge repair work.

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

Mr. Tennyson noted the NYSDOT had changed the process on State Marchiselli grant amendments, as they no longer required a standard resolution be transmitted to them.

Continuing, Mr. Tennyson directed the Committee members to Agenda Page 8 which reflected a request to increase Capital Project No. H331.9550 280, County Bridge Projects, in the amount of \$170,000. He said in anticipation of completing the work this year, the funds had been allocated to D.9550 910, Transfers to Capital Projects.

Mr. Vanselow questioned which bridge they were planning to work on and Mr. Tennyson replied it was the Back to Sodom Road Bridge in the Town of Johnsbury. He explained the total bridge replacement would be completed in-house by the DPW Bridge Crew.

Motion was made by Mrs. Frasier, seconded by Mr. Taylor and carried unanimously to approve the request and forward same to the Finance Committee. *A copy of the request is on file with the minutes.*

Mr. Tennyson said Agenda Page 9 consisted of a request for Maja Tlokinska-Scroggins, Senior Account Clerk, to enroll in the following job related courses:

Course Title: Intro To College Writing
Course Title: Introductory Algebra
Course Title: Introduction to Business
Course Title: Financial Accounting
Institution: SUNY Adirondack
Cost: \$2,150.70

Mr. Tennyson stated he was recommending approval of this request, as he believed this would better position the employee for advancement opportunities. He noted the funds were available in the budget.

Motion was made by Mr. Dickinson, seconded by Ms. Wood and carried unanimously to approve the request and forward same to the Personnel Committee. *A copy of the request is on file with the minutes.*

Page 11 of the Agenda, Mr. Tennyson, stated, referred to a request to authorize the sale of parking passes for the County-Owned Westbrook Parking Lot for use during the Lake George Car Show from September 3-7, 2014 at a cost of \$30 per vehicle. He said Robert Blais, Mayor of the Village of Lake George, had requested the sale of the parking passes in anticipation of the need for additional parking for the passenger vehicles that were owned by the participants of the car show. He advised the parking would not be exclusive for the participants of the car show, as the parking would be on a first come first serve basis. He apprised the Mayor was projecting that 30-35 parking passes would be sold, which equated to about \$1,000 in revenue for the County.

Mr. Dickinson questioned whether Mr. Tennyson was referring to the parking along the side of the road and Mr. Tennyson replied in the negative. He explained that the Westbrook Parking Lot was the metered parking lot that was County-Owned; however, he said, 10% of the parking revenue generated from this parking lot was allocated to the Village of Lake George for the administration of the parking meters.

Mr. Taylor asked whether the \$30 fee covered the entire event period of September 3-7, 2014 and Mr. Tennyson replied affirmatively. Mr. Taylor queried how the \$30 fee was in comparison to the public parking rate. Mr. Tennyson advised the rate the public paid was \$2 per hour; therefore, he said, the \$30 fee was substantially discounted. He stated there were no previous accounts he could reference, as there was no record of a similar undertaking. He advised Mayor Blais was concerned that without the use of the West Brook Parking Lot, the Village would not have a sufficient amount of parking for the car show participants. He said Mayor Blais felt because of the central location of the West Brook Parking Lot, it would provide car show participants with convenient access to their passenger vehicles during the car show. He added Mayor Blais did not feel there would be a significant impact on parking revenues because the event was scheduled after Labor Day.

Mr. Merlino queried what would happen if no parking spaces were available for the individuals that purchased the parking pass. Mr. Tennyson explained that individuals were aware the parking was on a first come first served basis. He pointed out if car show participants were unable to secure a parking space in the West Brook Parking Lot they could utilize the parking the Village was providing or the public parking located just outside of the Village.

Mr. Taylor asked whether the car show passes could be purchased in advance of the event and Mr. Tennyson replied affirmatively. He explained individuals would display the pass in their windshield if they were able to secure a parking spot in the West Brook Parking Lot during the event. Mr. Taylor questioned what occurred if individuals purchased the passes and there was no parking available and Mr. Tennyson replied they would have to secure parking elsewhere.

Paul Dusek, County Administrator, queried whether the parking pass could be utilized in any parking lot and Mr. Tennyson replied in the negative. He explained the only other parking where the pass could be utilized was the parking the Village set aside for car show participants. He reiterated Mayor Blais sentiment that because of the centralized location of the West Brook Parking Lot, individuals would utilize it to ensure they had convenient access to their passenger vehicles.

Mr. Tennyson advised the request could be tabled so that a meeting could be scheduled with Mayor Blais to allow him to further explain the request. Mr. Merlino stated he felt as long as the parking pass could not be utilized in other paid parking lots they should approve the request and monitor the results to determine whether it was worthwhile to offer the same option for next year. Mr. Taylor stated he could foresee Mayor Blais requesting the same option for other events in the Village if this ended up being prosperous and Mr. Merlino concurred. Mr. Tennyson apprised he would monitor the parking lot during the event to see if public parking was being displaced. Mr. Merlino suggested the parking revenue generated during the event be compared to the parking revenue generated during the previous years event to assist with determining whether it was worthwhile to continue for next years event. Mr. Tennyson pointed out the parking lot was scheduled to be expanded next year to provide additional parking spaces; therefore, he said, he did not think they would be setting a lasting precedent for next year.

Motion was made by Mr. Vanselow, seconded by Mr. Dickinson and carried unanimously to approve the request and the necessary resolution was authorized for the September 19, 2014 Board meeting. *A copy of the request is on file with the minutes.*

Moving along to the next Agenda item, Mr. Tennyson stated there was one more extension on the bid for solid waste transport and disposal. He anticipated the Purchasing Agent, the County Attorney or himself would be contacting all of the municipalities involved in the contract for feedback to assist in determining whether the contract should be extended another year.

With regards to Pending Items, Mr. Tennyson advised the road construction projects were nearly completed for the year. He estimated there was about 2.5 weeks remaining of work. He added as they proceeded to close out road projects they would reallocate any unused funds remaining towards other road projects as needed upon receiving Committee approval.

Continuing, Mr. Tennyson asked Kevin Hajos, Deputy Superintendent of Public Works, to address the Items of Interest section of the Agenda, which he proceeded to do as follows:

Olmstedville Road-

Mr. Hajos apprised a contractor was currently finishing up the work on Olmstedville Road.

Haviland Road-

Mr. Hajos said a contractor would commence work on Haviland Road on Monday, August 25th He estimated the project would be completed by the end of the week.

Diamond Point-

Mr. Hajos advised there was a small patch of road to complete on Diamond Point.

East River Drive-

Mr. Hajos stated this Road Project needed to be completed.

Horicon Avenue CR10-

Mr. Hajos circulated photos that displayed the newly paved Horicon Avenue CR10 in the Town of Warrensburg. He said 13,000 tons of pavement was milled by Kubricky Construction Corporation and then paved by DPW personnel. He pointed out one of the pictures exhibited a head wall that was rebuilt because of it's dilapidated state.

River Street CR 14-

Mr. Hajos provided a photo of River Street in Warrensburg. He estimated 800 tons of pavement was milled and overlaid.

Starbuckville Bridge Joint Replacement-

Mr. Hajos distributed photos of the joints being replaced on the Starbuckville Bridge. He reminded the Committee a total bridge replacement was completed about 10 years ago, which was why the joints required replacement. He said the work was completed last week. Mr. Tennyson pointed out the DPW had undertaken joint replacements for bridges in-house a few years ago. He said they had completed the work on multiple bridges in an attempt to keep the bridge joints tight, which allowed the bearings to last longer and control the water and salt on the bridges.

Copies of all the aforementioned photos are on file with the minutes.

Mr. Simpson questioned whether a new treatment was utilized on the section of Schroon River Road that was ground up and Mr. Hajos replied affirmatively. He explained a Cold in Place treatment was used, which was new to the DPW because they felt this treatment would work well on this particular road. Mr. Simpson questioned whether any savings were generated from utilizing this treatment instead of others and Mr. Hajos replied the cost was relatively similar to that of others. He added the treatment consisted of recycling what was already on the road, as no new materials were added. Mr. Tennyson advised it was a matter of selecting the correct treatment for each road, as each treatment contained pros and cons. He stated they explored the new treatments on small sections of roads to determine whether they warranted utilizing them on other projects.

Mr. Hajos apprised there were a few paving projects that still needed to be completed for the Towns of Thurman and Horicon.

Mr. Vanselow stated there was a developer in the Town of Johnsburg that was proposing to install a berm between his project and the Town's Highway Garage. He said the developer was considering utilizing a polymer that was being experimented with to replace blacktop to pave the new access road they were going to install. He explained the road was ground up and then a few coats of the liquid polymer was sprayed, which turned into a durable surface. He questioned whether the DPW had any experience or knowledge of this process. Mr. Tennyson apprised polymers had been used in asphalt for decades, as there were currently polymer mixes used for asphalt treatments. He said they typically cost more than other treatments but the advantage was the resistance to moisture, as they compacted. He stated the treatment sounded like a variation of the oil and stone treatment the DPW used to use, but with a polymer mix instead of an oil mix.

Mr. Vanselow said the developer had commented they utilized this treatment for roads in the Tennessee Valley on an experimental basis. Mr. Tennyson advised he was unaware of this process being utilized in the region. He pointed out because of the difference in climate, treatments that worked in

the Tennessee Valley may not work in the Northeast. He said he would be curious to see if this treatment had been used for paving in an area with similar frost cycles to Warren County, as frost had a big impact on pavement. Mr. Vanselow stated he would continue to investigate this.

Mr. Conover questioned when Mr. Dusek felt he would be presenting his findings regarding the Municipal Snow and Ice Contract Fees, as it would be helpful for the Town's to have the information prior to preparing their budgets next year. Mr. Dusek stated he felt he would have something to present shortly after Labor Day. Mr. Conover requested Mr. Dusek distribute the figures as soon as they were available, as the deadline for completing budgets was fast approaching.

As there was no further business to come before the Public Works Committee, on motion made by Mr. Dickinson and seconded by Mr. Taylor, Mr. Merlino adjourned the meeting at 10:03 a.m.