

WARREN COUNTY BOARD OF SUPERVISORS

COMMITTEE: PUBLIC WORKS - DPW AND PARKS, RECREATION & RAILROAD

DATE: MAY 1, 2012

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<b>COMMITTEE MEMBERS PRESENT:</b>	<b>OTHERS PRESENT:</b>
SUPERVISORS BENTLEY	JEFFERY TENNYSON, SUPERINTENDENT OF PUBLIC WORKS
MERLINO	PAUL BUTLER, DIRECTOR OF PARKS, RECREATION & RAILROAD
CONOVER	REPRESENTING THE SARATOGA & NORTH CREEK RAILWAY:
WOOD	STEVE TORRICO, GENERAL MANAGER
TAYLOR	JACK KILGALLON, ROADMASTER
FRASIER	LUISA CRAIGE-SHERMAN, MARKETING & PUBLIC RELATIONS
DICKINSON	COORDINATOR
MASON	REPRESENTING THE TOWN OF CORINTH:
	DICK LUCIA, TOWN SUPERVISOR
<b>COMMITTEE MEMBER ABSENT:</b>	JOHN LEMERY, LEGAL COUNSEL
SUPERVISOR MONROE	DANIEL G. STEC, CHAIRMAN OF THE BOARD
	PAUL DUSEK, COUNTY ADMINISTRATOR
	JOAN SADY, CLERK OF THE BOARD
	KEVIN GERAGHTY, BUDGET OFFICER
	SUPERVISORS THOMAS
	WESTCOTT
	JULIE PACYNA, PURCHASING AGENT
	STEVE OVITT, TOWN OF NORTH CREEK RESIDENT
	JOANNE SMITH, TOWN OF NORTH CREEK RESIDENT
	JOHN STROUGH, TOWN OF QUEENSBURY RESIDENT
	SUSAN WILDER, HADLEY BUSINESS ASSOCIATION
	DON LEHMAN, <i>THE POST STAR</i>
	AMANDA ALLEN, DEPUTY CLERK OF THE BOARD

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Mr. Bentley called the meeting of the Public Works Committee to order at 9:34 a.m.

Motion was made by Mrs. Wood and seconded by Mrs. Frasier and carried unanimously to approve the minutes from the prior Committee meeting, subject to correction by the Clerk of the Board.

Privilege of the floor was extended to Paul Butler, Director of Parks, Recreation & Railroad, who distributed copies of his meeting agenda to the Committee members, a copy of the agenda is also on file with the minutes.

Mr. Butler announced that the first agenda item listed pertained to a request to amend the contract with the Saratoga & North Creek Railway (SNCR). He noted that because the SNCR representatives had not yet arrived, he would prefer to delay discussion on this item until later in the meeting. Moving on to the next agenda item, Mr. Butler presented a request to amend the 2012 Up Yonda budget to include \$10,401 in unexpended funds from the 2011 Budget. He explained that the agenda packet included a prioritized list of recommended facility improvements for expenditure of the funds which included construction of an ADA (Americans with Disabilities Act) compliant ramp, replacement of the Main Office Building's current rolled roof with a rubber roof, replacement of the existing 10-year old fence with a cedar dowel version and replacement/repair of taxidermy.

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

Moving on to the next agenda item, Jeffery Tennyson, Superintendent of Public Works, advised of a request from

SNCR for \$3,018.92 of the insurance recovery funds received by the County for fire, and resulting water damages, at the "White House" office building located near the North Creek Station. He said he had discussed the request with Paul Dusek, County Administrator, and determined that further legal review was necessary; therefore, Mr. Tennyson added, he would reintroduce this issue to the Committee once the additional review was complete. Mr. Tennyson noted that SNCR had made more than \$20,000 in repairs and improvements to the building.

Mr. Butler addressed the Items of Interest section and provided an outline of the Spring Stocking Update which was included in the agenda packet, following which a brief discussion was held relative to stocking practices.

Proceeding, the Referrals section of the agenda was reviewed, as follows:

1. Relative to the North Creek parcel jointly owned by the County and the Town of Johnsburg, Mr. Dusek announced that the property, previously known as the D.E. Mundy property, was foreclosed upon by the County, Town and New York State Department of Environmental Conservation (NYSDEC), with the property deed and ownership being transferred to the County and Town. He noted that at the time of acquisition, the Town of Johnsburg had been interested in using the upper portion of the property as a parkland, while the County sought to use the lower part as a parking lot for the railway, with the understanding that any future Railroad Operator chosen by the County would be permitted use of the parking lot area, as well. Mr. Dusek advised that the property continued to function in the manner intended, with the only outstanding issue being use of the "White House" located on the property which was currently being renovated by SNCR for use as office space. He continued that former Town of Johnsburg Supervisor, Sterling Goodspeed, had previously identified issues relative to use of restroom facilities within the building, as well as the fact that the building itself, nor its terms of use, were mentioned in property agreements between the Town and County. Mr. Dusek explained that when the parcel was acquired, it was assumed that all existing buildings would be razed, and therefore no verbiage pertaining to building usage had been included in the resulting agreements. In order to address the matter, Mr. Dusek stated that the agreement between the Town and County would need to be revised to include notations on the "White House" building; however, he stated, before any changes were suggested, he would prefer to meet with the current Town Supervisor, Mr. Vanselow, to discuss the matter and determine any issues he foresaw, following which he would make his recommendation to the Committee; and
2. Mr. Tennyson reminded the Committee of discussion introduced at a prior meeting pertaining to the Capital Improvement and Cost Sharing Plan presented by SNCR/Iowa Pacific Holdings, LLC. He expounded that the proposal called for the County and Town of Corinth to provide for half the costs of the approximately \$1 million in rail improvements planned through a forgiveness of revenues to be paid by SNCR, over and above the guaranteed annual payment amount of \$81,958. Mr. Tennyson noted that the Committee had chosen to reserve a decision on the matter until portions of the proposal could be clarified and amended, following which several discussions between the interested parties had been held and an amended proposal had been drafted, copies of which were distributed to the Committee members; *a copy of the draft version of the amended proposal is also on file with the minutes*. He advised that although the terms of the proposal had not been altered, changes had been made to clarify portions of the agreement in the interest of protecting the County, Town of Corinth and the railroad infrastructure. Mr. Tennyson proceeded to outline some of the more prominent changes made, advising that all revenues would come to the County and Town initially and a subsequent refund of any total above the guaranteed revenue amount would be made, contingent upon a review of the work completed and invoices submitted to demonstrate completion of improvements and the total cost incurred. Additionally, he noted that clarifications had been made in the proposal to confirm that the cost sharing agreement would terminate either upon meeting the 50% cost sharing match, at which point they would return to the provisions of the

original Operator Contract, or at the end of the current five-year contract term, whichever occurred first. Mr. Tennyson advised that while SNCR/Iowa Pacific was confident that the forgiveness of revenues would allow the 50% cost sharing match to be met before the contract expiration, provisions had been included in the proposed agreement to ensure that no additional revenues would be owed by the Town or County if this did not occur. He apprised that SNCR/Iowa Pacific was agreeable to all of the changes made to the proposal and they were now working through some contract language with the legal representatives of all involved parties. Mr. Tennyson concluded that although the proposal was subject to final legal review and approval, they had hoped to receive the necessary Committee consent to allow the appropriate resolution to be introduced at the May 18<sup>th</sup> Board meeting.

Motion was made by Mr. Mason and seconded by Mr. Dickinson to approve the amended cost sharing proposal agreement, as distributed by Mr. Tennyson.

Mr. Tennyson reminded the Committee that this cost sharing agreement would authorize the return of funds that would otherwise be contributed to a reserve fund intended for use in the event of a catastrophic loss related to the railroad property, until the 50% match was met.

Mr. Conover questioned if any information was available as to the anticipated time frame necessary to meet the 50% match figure and Mr. Tennyson replied in the negative, advising that the amount of additional revenue returned would depend upon railroad operations. Mr. Tennyson noted that in the first year of operations, which had actually consisted of only a partial year, the County had received a total of approximately \$113,000 in revenues, which constituted an additional \$31,042 over the guaranteed annual revenues of \$81,958. Additionally, he noted that the Operator Contract required SNCR to pay a monthly lease fee of \$5,000 if anticipated ridership figures were exceeded, which represented the potential for an additional \$60,000 per year that would be returned to SNCR through the provisions of the cost sharing proposal. Mr. Tennyson advised that if the ridership levels remained consistent, the 50% match was not likely to be met by the end of the contract term; however, he noted, SNCR had confidently projected an increased ridership level which they anticipated would allow the match to be met within three years.

Mrs. Wood questioned how revenues from potential freight traffic would be addressed and Mr. Tennyson responded that the Operator Contract addressed all revenues received as a whole and did not differentiate between those received from passenger and freight operations.

Following a brief discussion on the matter, Mr. Bentley called the question and the prior motion was carried by unanimous vote, thereby authorizing the necessary resolution for the May 18<sup>th</sup> Board meeting.

Steve Torrico, SNCR General Manager, and Jack Kilgallon, SNCR Roadmaster, entered the meeting at 9:58 a.m.

Mr. Tennyson noted that Messrs. Torrico and Kilgallon had joined the meeting and he proceeded to provide them with a recap of the prior discussion and decision made by the Committee.

Mr. Torrico apologized for his late attendance and then provided an update on SNCR operations, noting that their primary focus was on preparing the rail and their equipment for the start of regular operations on May 26<sup>th</sup>. He noted that special train service had been provided during the prior weekend during the Maple in April Festival held jointly by the Towns of Hadley and Lake Luzerne, during which they had transported 145 passengers.

Mr. Merlino pointed out that the SNCR brochures distributed with the agenda packets only noted arrival and

departure times for the North Creek and Saratoga Springs Stations, but not the stops located between. Mr. Torrico agreed that the information provided in the brochure was not ideal, but noted that full schedules were available on the SNCR website and were posted at each of the station and platform locations. Luisa Craige-Sherman, Marketing and Public Relations Coordinator for SNCR, advised that she had a version of the train schedule that could be forwarded to anyone interested via email.

Continuing with SNCR related business, Ms. Craige-Sherman announced that over the past winter season the marketing team had assessed the special events previously offered in connection with the railroad, with specific attention placed on the Thomas the Tank Engine Event. She stated that while this was a great event with national recognition, the associated attendance rates has declined significantly, as was the case with many events held for successive years which incorporated a specific interest niche. Another drawback to entertaining a licensed event such as Thomas, Ms. Craige-Sherman pointed out, was the requirement to incorporate exclusive vendors to market event related items. She noted that while many families had attended the event, businesses in the Town of North Creek had not benefitted because the sale of food and merchandise on the event grounds were limited to those vendors exclusively identified by the licensing company of the Thomas brand. For future years, Ms. Craige-Sherman said SNCR would propose eliminating the annual Thomas event, replacing it with more on-board events catering to various groups with themes relating to holidays throughout the year; she added that they would propose to begin their operating season with military themed events surrounding the Memorial Day holiday and close with Halloween themed rides in the end of October. Additionally, she noted that the on-board events could be scheduled and themed to coordinate with Town events, or Town events could be patterned after the on-board ones. Ms. Craige-Sherman stated that they intended to use electronic billboards in the Albany area to advertise the events which they felt would provide incentive for more frequent and repetitive ridership than single annual events would. Mr. Torrico added that SNCR would be making a concerted effort to target the New York City advertising market as the train schedule would allow a rider to board at Penn Station, travel to the Saratoga Station and then on to the Town of North Creek with less than a 30 minute layover. He noted that one of the prime objectives when SNCR operations began was to create a way for visitors to travel from New York City to the Adirondack region for a weekend stay by train and their new operating schedule allowed for this.

Returning to the issue of the Thomas event, which he said had operated at a \$50,000 deficit for the 2011 season, Mr. Torrico advised that SNCR sought an amendment to their Operator Contract with the County and Town of Corinth that would relieve them from their obligation to hold the Thomas event, allowing them to use those funds for additional railroad promotion. He noted that they had polled each business owner in the Town of North Creek to determine whether the Thomas event had any positive effects on their operations and all had responded in the negative. Mr. Torrico stated that at some point in the near future, SNCR would petition the County and the Town of Corinth, asking that this matter be addressed through a change in contract that would allow the discontinuance of the Thomas event.

Speaking as a business owner, Mr. Merlino said he felt the proposal for event change was a great business plan and he noted that he was very pleased with the ridership and revenue results attained by SNCR in their first partial year of operation. Mr. Conover agreed that SNCR had made an amazing difference in railroad operations, as well as the level of communication provided, and he also agreed that they needed to implement activities that were successful in order to attain and maintain the level of financial support required for the infrastructure.

Mr. Tennyson pointed out that the Operator Contract required SNCR to facilitate the Thomas event, or something comparable, each year. He said he encouraged SNCR to settle on the type of event they would like to replace Thomas with, then make their presentation to the Committee for further review. Mr. Tennyson concluded that the sooner this information could be provided to the County and Town of Corinth, the better.

Joanne Smith, Town of North Creek Resident, noted that business owners in the Town of North Creek had been very busy updating and readying their shops and restaurants in anticipation of the increased tourism the train would bring. She noted that there was also an ongoing effort to redevelop area nature trails originally introduced in the 1930's, as reflected in the information and trail map distributed with the agenda packets; *a copy of this information is on file with the minutes*. Ms. Smith then introduced Steve Ovitt, who had been instrumental in the re-development process. Mr. Ovitt expounded upon his prior 25-year career as a State Forest Ranger, as well as the efforts made by himself and other volunteers over the last 15 years to reintroduce the trail system. He said that through these efforts, they intended to develop trails for hiking, biking, skiing and other outdoor activities that would offer intermediate levels of difficulty depending on experience and ability, enhancing the experiences of residents and visitors alike, while harnessing all that the primarily State-owned lands had to offer.

Mr. Dickinson commended Mr. Ovitt for his efforts and noted that the trail map provided was very impressive.

Susan Wilder, representative of the Hadley Business Association (HBA), spoke on the Maple in April Festival which had been very successful in bringing thousands of people to the Towns of Hadley and Lake Luzerne. She said she was pleased with the way in which the train operations had affected the Town of Hadley and noted that the Town was excited to entertain visitors that might stop on their way to or from North Creek or Saratoga. Mrs. Wilder advised that copies of a brochure highlighting area businesses and thanking them for their support of the Maple in April event had been distributed for the Committee's review; *a copy of the brochure is also on file with the minutes*. She then presented a certificate of appreciation to Mr. Butler, and the Department of Parks, Recreation & Railroad, on behalf of the HBA, recognizing them for their demonstration of community spirit, support of the HBA Scholarship Fund and their other contributions to the success of the 2012 Maple in April Festival. A round of applause was given.

There being no further Parks, Recreation & Railroad business to discuss, Mr. Bentley announced the Committee would take a short recess before beginning a review of the DPW agenda.

Committee recessed from 10:26 a.m. to 10:34 a.m.

Upon reconvening, privilege of the floor was extended to Mr. Tennyson who distributed copies of the DPW agenda to the Committee members. *A copy of the agenda is also on file with the minutes*.

Commencing with the agenda review, Mr. Tennyson announced that a copy of the Public Works Overtime report was included on page 1 and he pointed out that the current overtime figures were much lower than those reported for prior years and this was due primarily to the mild winter season. Referring to the Diesel & Unleaded Fuel Expense Report included on agenda page 2, Mr. Tennyson advised that they were currently under budget for fuel expenditures, due in part to the mild winter season, as well. He stated that the report reflected the projected fuel costs for the remainder of the year, which would leave a balance of \$16,159 at the close of 2012, if fuel prices remained consistent.

Moving on to agenda page 5, Mr. Tennyson presented a request for a transfer of funds in the amount of \$12,250 to reduce Local Share funds appropriated for the Beach Road Reconstruction Project, due to bid results, and make those funds available for other Capital Projects.

Motion was made by Mr. Conover, seconded by Mr. Taylor and carried unanimously to approve the request for a transfer of funds, as previously noted, and refer same to the Finance Committee. *A copy of the Request for Transfer of Funds is on file with the minutes*.

In connection with the previous item, Mr. Tennyson advised that agenda page 6 included a request to decrease Capital Project No. H277.9550 280, Beach Road (CR 51/6) Reconstruction Project by \$12,250.

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

Mr. Tennyson apprised that agenda page 7 included a request for a resolution documenting and authorizing Local Match funds for the Green Innovation Grant Program (GIGP) funding from the New York State Environmental Facilities Corporation (NYS EFC) for the Beach Road (CR 51/6) Reconstruction Project. He expounded that the NYS EFC had awarded the County \$415,000 to supplement existing grant funding for the Project, but required a resolution authorizing the necessary 10% Local Match funds of \$41,500 before the final award documentation could be processed. Mr. Tennyson said that they had initially applied for this grant opportunity in order to fund part of the porous pavement portion of the Project.

Motion was made by Mr. Conover, seconded by Mrs. Wood and carried unanimously to approve the prior request and the necessary resolution was authorized for the May 18<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Continuing to agenda page 9, Mr. Tennyson addressed a request to establish Capital Project No. H333.9550 280, Valley Road (CR 36) Over Patterson Creek Bridge Replacement, in the amount of \$245,000. He advised that this was a Federal Aid project that would receive 80% Federal funding and 15% State funding, requiring only a 5% Local Match of \$12,250 which was being transferred from the Beach Road Reconstruction Project, as per the previously approved request.

Motion was made by Mr. Conover, seconded by Mr. Taylor and carried unanimously to approve the request to establish a capital project, as outlined above, and forward same to the Finance Committee. *A copy of the request is on file with the minutes.*

Mr. Tennyson announced that agenda page 10 consisted of a request to authorize an application for NYSDOT (New York State Department of Transportation) grant funding for an amount not to exceed \$245,000 in connection with the Valley Road (CR 36) Over Patterson Creek Bridge Replacement Project. He noted that beginning on agenda page 24 he had included the "Schedule A" document of the grant agreement which specified the Federal, State and Local Share for the initial phase of the Project costs. Mr. Tennyson advised that he would return to the Committee with request for amendments to the agreement as the project proceeded.

Motion was made by Mr. Conover, seconded by Mrs. Wood and carried unanimously to approve the aforementioned request and the necessary resolution was authorized for the May 18<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Agenda page 28, Mr. Tennyson stated, included a request for a new contract with Creighton Manning Engineering, LLP for a total not to exceed \$266,000 for preliminary design work on the Valley Road (CR 36) Over Patterson Creek Bridge Replacement Project.

Motion was made by Mrs. Wood, seconded by Mr. Dickinson and carried unanimously to approve the request and the necessary resolution was authorized for the May 18<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Proceeding to agenda page 31, Mr. Tennyson presented a request for a new contract with Atlantic Pavement

Markings, Inc. for application of pavement markings to County highways and parking lots. He noted that the contract term would commence upon execution and terminate on April 30, 2013, but would allow for two possible one-year extensions.

Motion was made by Mrs. Wood, seconded by Mr. Mason and carried unanimously to approve the request for a new contract with Atlantic Pavement Markings, Inc., as outlined above, and the necessary resolution was authorized for the May 18<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Mr. Tennyson explained that Agenda page 34 included a request for a new contract with Kubricky Construction Corp. for cold milling of pavement for highway rehabilitation. He advised that this contract would commence upon execution and would terminate on December 31, 2012, allowing for two possible one-year extensions.

Motion was made by Mr. Taylor, seconded by Mrs. Wood and carried unanimously to approve the above referenced request and the necessary resolution was authorized for the May 18<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Agenda page 37, Mr. Tennyson advised, reflected a request for a new contract with Highway Rehabilitation Corp. for hot in-place pavement recycling for highway rehabilitation for a term commencing upon execution and terminating on December 31, 2012.

Motion was made by Mr. Dickinson, seconded by Mrs. Wood and carried unanimously to approve the request for a new contract with Highway Rehabilitation Corp., as outlined above, and the necessary resolution was authorized for the May 18<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Mr. Tennyson outlined agenda page 40, which included a request for a new contract with Bell & Flynn, Inc. for cold milling pavement recycling (hammermill method) for highway rehabilitation, with a term commencing upon execution and terminating on December 31, 2012.

Motion was made by Mr. Dickinson, seconded by Mrs. Frasier and carried unanimously to approve the request and the necessary resolution was authorized for the May 18<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Referencing agenda page 43, Mr. Tennyson apprised of a request to authorize additional payment to Cumberland Farms, Inc. (CFI) relating to Just Compensation for the Corinth Road Reconstruction Project. He explained that the County had previously made a Just Compensation payment to CFI based on property value and anticipated construction costs to relocate the merchants road sign; however, he added, CFI had since requested additional compensation as the actual costs incurred had exceeded the initial Just Compensation estimates. Mr. Tennyson advised that CFI had provided documentation demonstrating the actual costs which were \$5,405.79 more than the amount previously paid, which had been reviewed by both his staff and the legal counsel contracted to consider claims occurring in connection with the Corinth Road Reconstruction Project. He concluded that based on the information provided and both staff and legal counsel review, he recommended additional payment to CFI in the amount of \$5,405.79 as a final settlement to this claim.

Motion was made by Mr. Conover, seconded by Mr. Dickinson and carried unanimously to authorize additional payment in the amount of \$5,405.79 to Cumberland Farms, Inc., as outlined above, and the necessary resolution was authorized for the May 18<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Mr. Tennyson pointed out that agenda page 47 consisted of a request to establish operating parameters for the West

Brook Parking Lot and he recommended using guidelines consistent with those used by the Village of Lake George for the Beach Road Parking Lot, which had operated successfully for many years. Mr. Tennyson noted that the parameters could be amended in the future by subsequent resolution, if necessary, and he outlined the Beach Road Parking Lot parameters, which included the following:

1. Hours and days of operation - 24 hours per day, 7 days per week
2. Maximum parking time - 12 hours
3. Cash accepted - U.S. currency, bills only (\$1, \$5, \$10, \$20), no coins accepted
4. Parking rate - \$2.00 per hour
5. Credit cards accepted - Visa and Mastercard

Mr. Dickinson questioned the 12-hour parking limit, noting that there might be some cases in which a person desired to park for longer than that time limit, for instance if they were being picked up by boat for a weekend camping trip, or something of that nature. Mr. Tennyson responded that the occasions when this would happen were rare and he advised that allowing unlimited parking might interfere with sweeping, trash pickup and parking lot maintenance. He added that there were terms to be included in proposed Local Law No. 7 of 2012 which would authorize parking regulations for the West Brook Parking Lot, including a mechanism for having abandoned vehicles not paying parking fees removed from the property.

Following further discussion on the matter, Mr. Mason suggested that they initially adopt parking parameters identical to those used at the Beach Road Parking Lot for consistency purposes and make changes later if they were determined necessary.

Motion was made by Mr. Dickinson, seconded by Mrs. Wood and carried unanimously to establish operating parameters for the West Brook Parking Lot, consistent with those used by the Village of Lake George for the Beach Road Parking Lot, and the necessary resolution was authorized for the May 18<sup>th</sup> Board meeting. *A copy of the request is on file with the minutes.*

Resuming the agenda review, the Items of Interest section was addressed, as follows:

- Mr. Tennyson announced that a transfer of funds between various County Road Projects was necessary due to changing conditions, new bids and materials costs; however, he said, he had been unable to prepare the transfer request for the present meeting, but wanted the Committee to be aware that the request would be presented at the May 9<sup>th</sup> Finance Committee meeting. Mr. Tennyson confirmed that no additional funds were being sought, he would simply be requesting to transfer existing funds within his Departmental budget.
- An amendment to the County Budget was also necessary to establish the appropriate budget lines for revenues and expenses associated with the West Brook and Beach Road Parking Lots, as discussed at prior Committee meetings, and Mr. Tennyson advised that he would bring this request to the May 9<sup>th</sup> Finance Committee meeting, as well.
- Mr. Tennyson pointed out that agenda page 48 included a breakdown of the work completed for the Emergency Services Training site, as well as additional work to be completed in the future. Photos of the recently completed MASK Confidence Building were also circulated and copies are on file with the minutes. Mr. Tennyson provided a brief review of the information provided, noting that his staff had a great experience working with Washington County staff on this project. He advised much of the gravel brought to the project site had come from a pit in Washington County and had been hauled by Washington County DPW forces. Also noteworthy, Mr. Tennyson announced, were the crane services donated by Rozell Industries to place the metal shipping containers that constituted the MASK Confidence Building, which were greatly appreciated. He said the project had been completed flawlessly with all specified deadlines being met to retain grant funding; he added that some of the labor and

equipment work provided by County staff would be totaled and broken down to represent a dollar amount to be used towards the Local Share of future grant agreements.

- With reference to the Beach Road (CR 51/6) Reconstruction Project, Mr. Tennyson apprised the final award for construction services was pending NYSDOT approval, but he felt it would be authorized in the very near future to award the bid to Kubricky Construction Corporation. He said a project kick-off meeting had been tentatively scheduled for the end of the following week and they anticipated that Kubricky would immediately begin their initial site mark-out work, with construction to begin after the Americade event. Mr. Tennyson stated this was a two-year Federal Aid project during which they would maintain constant traffic flow using flagging and lane shutdowns, coordinating in accordance with area events throughout the summer months. He said that they expected to receive many inquiries from concerned parties with homes and businesses in the corridor and would ask for patience and cooperation during the project term.

Mr. Dickinson said that he had received phone calls from area business owners concerned with the impact of construction to their operations and he felt it might be opportune to hold a meeting where issues identified by these individuals could be addressed. Mr. Tennyson responded that meetings of this nature had already been held, and they could certainly hold more; additionally, he noted, he would provide a list of key individuals that could be contacted at any time to address concerns throughout the construction. Mr. Tennyson asked that any issues brought to a Supervisors attention be immediately referred to his Department so that they could be quickly addressed.

- Mr. Tennyson announced that the West Brook Parking Lot construction was being coordinated but was currently on hold while awaiting final utility clearance for relocation of a utility pole located at the end of West Brook Road. He said National Grid, Time Warner Cable and Verizon had been consulted on the matter and they anticipated the pole would be moved within the following two weeks, at which point they would be able to proceed in introducing two-lane traffic in the lane of West Brook Road that would remain, allowing construction of the parking lot to begin on the other lane. A brief discussion ensued.
- The rehabilitation of the Hadley-Luzerne Bridge jointly owned with Saratoga County was scheduled to begin on May 14<sup>th</sup> and would be completed in mid-July, Mr. Tennyson advised. He continued that lane closures would be implemented using signal lights at either end, rather than closing the bridge during the project. Mr. Tennyson said a contractor had been chosen for the rehabilitation work estimated to cost \$163,000, which would be split evenly between Saratoga and Warren Counties.

Mr. Merlino noted that there were two other major bridge projects currently affecting traffic in and around the Town of Lake Luzerne and he questioned whether the rehabilitation work planned for the Hadley-Luzerne Bridge could be delayed. Mr. Tennyson responded in the negative, noting that they would run into contract issues if the project was delayed, possibly requiring the project to be re-bid; he added that the contractor had been very flexible in scheduling the work but wanted to finish this work now in order to move on to other projects during the summer season. Mr. Tennyson advised that extensive notifications had been given to the Towns on both sides of the Bridge, as well as to schools and the Saratoga County Highway Department.

Mr. Tennyson advised there were no Referral/Pending Items to discuss.

There being no further DPW business to discuss, on motion made by Mr. Conover and seconded by Mr. Mason, Mr. Bentley adjourned the Public Works Committee meeting at 11:06 a.m.

Respectfully submitted,  
Amanda Allen, Deputy Clerk of the Board