Buildings and Facilities Task Force
Monday, May 4, 2026 - 9:00 am

Chris Clark - Chairman

Supervisor Clark called this task force to order at 9:00 am with the following in attendance: Clayton Barber, Chris Clark, Mary Lamphear, Tracie McGill, Steve McNally, Clayton Menser, Tim Pierce, Richard Preston, Davina Thurston, Ike Tyler, Meg Wood, Mike Mascarenas and Jim Dougan. Matt Stanley had been previously excused.

Also present: Dina Garvey, Andrew Stanley and Hugh Harwood

CLARK: We'll call this meeting to order, Jim or Andrew, who's going first?

DOUGAN: Let Andrew go first.

STANLEY: Alright, I am going to just buzz though quick updates on a few of my projects and then I am going to hand it over to Hugh.
Ag and Youth Building; Cornell and Soil & Water, they're completely moved in basically. I think they got a few loose ends here and there, but for the most part they are in and operating within the new building.
The interior punch list is complete. The Exterior punch list is about 95% complete. There are a couple of outstanding items. The metal handrails at each one of the entrances, just waiting on those to come from the fabricator. I am hoping this week that they are installed and the chain link fence at the Sisco Street entrance, just wanting in, I think it's Asco's coming in to do that. I don't have a timeline on that, but it should be within the next couple of weeks.
The new entrance at Route 9 has been completed and we're planning on completing the line striping this week. Actually, we're going to go out and finish laying out this afternoon and hopefully, tomorrow with the good weather that gets completed.

TYLER: Looks like it turned out pretty good.

STANLEY: It did, it did. It came out really good.

TYLER: I mean not to everybody, but to me it did.

STANLEY: Just a few pictures, the asphalt was completed.

CLARK: That will make it a lot nicer.

STANLEY: It is, the site distance is a lot better. It improves the site distance tremendously in that intersection.

The Former Probation Building; the acoustical ceiling has been installed; flooring installation is completed. JP is planning, beginning to work on the concrete foundation, the slab in the rear of the building sometime in the next couple of weeks. I talked to them last week and they're just trying to figure out manpower and then will give us the schedule.
HVAC min-split installation is complete and a few pictures of where we're at.

MCNALLY: It's very nice.

STANLEY: That's the office right to the left when you come in. That's the main entrance right there and the old stairs heading out. The office off to the right is the first picture on the left and then back corner office.

MCNALLY: If you haven't been in that building, it's pretty interesting. That building does not look large from the outside, but it is huge inside. It is amazing.

CLARK: It was a nice walk through, I appreciate it.

HARWOOD: It did get opened up.

STANLEY: Yes.
Frontier Town; Aubertine and Currier was onsite last week to perform their building assessment and site survey. We expect to see a draft building assessment, back sometime later this month. At least give us some bullet points on what they saw, and we can go from them.

CLARK: People reported that they saw somebody in, and I told them they were supposed to be there.

STANLEY: And then the Transportation Facility; the RFQ was advertised to all 15 firms in the Region 1 NYSDOT LDSA and those RFQs are due back on May 14th.
That's all I have for my projects unless anybody has any questions. I will hand it over to Hugh.

MASCARENAS: The only thing, you don't do a good job bragging, I'll do it for you. A lot of those pictures, when you go back through them, understand he lists some of the contractors that were in there. The lion's share of the work is getting done locally. It's getting done by people that we have inhouse, understand that. That is how we're able to get so much accomplished, even some of those finishing touches there were our Highway guys with the blacktop. In the building, our Buildings and Grounds guys, all the windows, those types of things, the framing of the walls, running the electrical, all those types of things. So, yeah, contractors have, we're kind of using the combination of the two, but we're able to do an awful inhouse with some of the expertise that we have developed. So, if you look at those pictures, realize that a lot of it is our guys and they'll do a really good job.

HARWOOD: So, pavement; Jim asked us to put together something for pavement, because surprising or not this is kind of the largest assets that we deal with. Of course, in this meeting a

lot of time we talk about buildings, but I would say 60% to maybe 70% of the stuff that we deal with day in and day out is asphalt. So, it s a bit of an overview, just kind of how we do things, this and that, explain a little bit, how we tackle certain things, by no means is it very detailed, but Jim will try and jump in and when I start to rambling on, he'll stop me and we'll go from there.

DOUGAN: Our General Foreman was going to be here, again, we tried to do this last month, but we had a Public Hearing, and I figured it needed most of this hour to get through, but he's out on the road. We did start paving Andrew's pictures, that was last week and they're down getting a road ready on Corduroy Road for processes that are going to start this next week. So, most of your Highway Superintendents all know Jason Frasier, my General Foreman, because he's the guys that they coordinate most things with. He's the guy who, if they're doing paving, he tends to show up and help them measure it out and come up with the tonnage that they, whether that's a double check or he actually do it for them , you know remains to be seen, but at some point I will try and get him here, so that all of you can meet him, if you haven't as well, because just like these two guys, he's a really important member of our team.

MCNALLY: So, the good news on the paving is Peckham has come back to reality and lowered their price on asphalt. I think $16 a ton they went down. Last year we had to go all the way to Saratoga because Peckham was so expensive, but they lowered their costs down now to the same, .90¢ difference between Saratoga, so it's going to save us a lot of money on trucking from those towns that were anticipating that.

HARWOOD: And that dollar amount is per ton, which generally a road can be anywhere from 800 tons to 1,500 tons, so it adds up quick.

MCNALLY: It's funny that the asphalt price is down $16.00 with the cost of fuel.

HARWOOD: A lot of it is jobs, kind of trying to sharpen their pencils. They don't have a lot during the summer so they're definitely trying to get more.

MCNALLY: When we were paving in Newcomb last year it was 80 miles one way to the asphalt plant.

CLARK: My parking lot was the same thing.

MCNALLY: So, something good happens once in a while.

HARWOOD: This is a little bit, as we go through it a lot of it is going to be a little bit of what Highway does and a little bit of how engineering supports that.
But a little bit of idea with it, assets; every single one, just like buildings, they depreciate just the minute they put asphalt on it. Approximately 36 miles of road, 140 bridges, approximately 9,000 cross culverts and driveway culverts, still counting. We're actually trying to mark those GPS. Endless amounts of ditches, so ditches, 360 X2 ditches, ditches, shoulders, trees, those are kind

of the asks that we look at of a roadway that we need to constantly maintain, so it's safe for people to travel.
How do we maintain it? There's data collectors, which I'll go into a little bit more detail into that later in the presentation. But, data collectors, traffic counters; a few of the towns have asked engineering staff to collect data on traffic counters. So, it's the style of vehicles that are on there, the amount of vehicles that are there, etc. GIS; which we will go into that. Roadway examination; so, the road surveys. So, that's actually physically myself, Cole Fernandez, and Jason Frasier walking the road to literally look at where we need to make improvements and also identifying what we need to replace. Field data; so, asphalt cores, which we will go into a little bit more detail about that. The ground penetrating radar; so, we can actually see 16+ feet into the roadway, if there's any boulders, if there's a missing culvert that we haven't seen in about 20 years and then different process for the asphalt rehabilitation. So, there's milling, reclamation, Hot-In-Place. So, it's not just paint a road black, it's not just us laying down asphalt. There's a little bit more to it.

MASCARENAS: Just so we can put it in context for the Board Members, so we understand. You had some data, could you go back there for a minute, 360 miles of road, 140 bridges, put that in context for everybody in the room based upon what other counties have. So, our neighbors to the north, our neighbors to the south.

DOUGAN: I am very familiar with Warren County. We have twice as many bridges as they have to maintain. We have another 1/3rd more miles of road than they have to maintain. They have, you didn't ask me on employees, but they have one and a half times, 50% more employees than I do to do less work than we have to. Clinton County, they're less bridges. They are higher than Warren County but not, we're one of the highest in the State for the number of bridges. Of course, we're the second largest and we've got the steepest terrain in the State. So, we're up there. The average, something the State looks at for per thousand people, the average across the State is 2.2 miles per thousand people, we're at 10 miles per thousand people. So, we've got a lot of assets to pay for with very people to do so.

MCNALLY: I have a question for you, Jimmy, Warren County, Clinton County, do they actually contract with their towns for maintenance on their county roads? Or are we the only one that does that?

DOUGAN: No, they do. They do; you're talking snow and ice?

MCNALLY: Yes

DOUGAN: Yes, snow and ice they do. Warren County is most every town. Clinton County is a little less. They have a few more remote locations.

MCNALLY: It's the only way to do it.

MASCARENAS: Well, the bridges though might be a different story, which is why we have so many.

DOUGAN: The bridges, more than half of those 140 bridges, are on town roads for us. Warren County doesn't take on every town bridge. They have, like I said, half as many bridges in total there and at least 23 of them are actually owned by towns or operated by towns or maintained by towns.

MCNALLY: What is the life expectancy of a bridge, 50 years, is that what you anticipate?

DOUGAN: Yeah, 50 is a good number. We're trying to design for 75. We're trying to be really, we're trying to have the strongest foundation we can, knowing that the super structure, we would love to never get in the water, again. We would love, in some cases like Bradford Hill, we're going to live off those foundations, they're pretty good and just replace the super structure. That keeps us away from permits and other things. So, we're doing our best to have the best foundation that we can. We're going to have a whole different decision at one of these meetings on bridges. We're trying to have the best structure in the ground that we can and then be able to hopefully replace two super structures on it over a 100-150 year period. That is what we're hoping to do. Some of what Hugh is going to tell you here is, and I am just going to say that when I got here, I didn't feel like anybody had left me a roadmap. These guys are helping me to build a roadmap that I hope that future generations and DPW will carry forward and at least say there's a bit of a roadmap on now we keep up with all these assets that we got.

MASCARENAS: Sorry to slow you down, but I think it happens.

HARWOOD: You're good and even to that point, as we compare Warren and Clinton, we're entirely in the Adirondack Park. So, there is a lot of stuff with DEC that affects even the cost that we have to put into a simple culvert. So, it's even that fact.
Extending life; so, a few things that we have done as we are looking at it is, even when I first came here, beforehand, we weren't using Tack Coat, and also, we weren't even looking at different asphalt types. So, Tack Coat is, think of a glue. The glue between layers, which I will go into a little bit more detail, but you want all the layers to be glued together. If you don't have them glued together, think of a paperbacked book, you move it and it's moving all over the place. So, each layer moves independently of each other but if you actually glue all those pages together, you stiffen up the roadway. So, unbounded, each layer so every time we lay another layer of asphalt, so it's constantly moving, which a lot of times you see more proven to potholes. So, once this top layer starts to break, you start seeing potholes versus bonded layer. There are actually three layers of asphalt here. So, it's one full, continuous piece of asphalt. So, Tack Coat is about 3% additional cost. So, for every mile it's about $10,000, so it's a minimum increase to the cost, but it will actually extent the life, they do design studies on it, of 4-5 years.
Asphalt types; so, Marshall Mix versus Super Pave. Super Pave is very angular and has a lot less emollition. So, like petroleum, like that fuel stuff inside there, so it's meant to take a lot of weight, but as we all know what's underneath the roadway? And what's underneath the roadway, could be sands, could be silts, could be like nothing. So, with that Super Pave, once it breaks, it snaps. It's very brittle. Where Marshall Mix is a lot more fuel and asphalt, rather than stone, so it's a lot more forgiving. That's why a lot of times you look at the roads, they're horrible in the winter. Our last winter was pretty bad with the frost heaves and stuff like that but coming in the summing

they're a little bit better; they level themselves out, because of that asphalt, kind of that tar. So, just acknowledging that, looking underneath the roadway. There's different types, there's top binder and base, the different sizes of the stone. You can get really into detail into that and also, we're trying to prep the road. So, we're trying to replace the culverts. So, we don't want to pave the road and then cut up the roadway and replace the culverts. So, we're actually trying to replace the culverts before we pave the road. So, we're looking at everything that is involved in the roadway and not just the asphalt.

Addressing the waters; ditching, doing more ditching. I will go into it. Like one of the worst things that we can do for a roadway is water. You want water to get out of there.

And then even leveraging the contracts; contract is paving civil term contractors. Even what I said with Tack Coat. Tack Coat is applied by a contractor. So, when we can, depending on the skill set that we have, depending on if there's a lot of manholes or if there are a lot of other structures that are involved in the road, we want to leverage that contractor to be able to do that, so we can actually maintain the rest of the miles of the road. Even what Jim was bringing up with Warren County; we have numerous amounts of miles of roads, but less employees, so we really have to pick and choose when we can tackle stuff.

A little bit, I just brought up the cores. So, these are cores, we go out with this rig, we brought the coring machine and actually our guys made that hitch mount in the back of the truck. So, us engineers, we can go out in the road, we can core, we can actually look at the makeup of the road. So, we can design the roadway appropriately to the traffic that is on it. Overlay, binder, overlay, wollastonite, overlay, so it's just a bunch of stuff here. Unbonded, again you really want that bonded layer, it's one full piece of asphalt rather than just a bunch of pieces that move all over the place. Yeah, something that engineers do.

Tack Coat; I talked about that. This is the Tack Coat rig. They lay down this black tar, you wait until it starts, they call it tack. That's why they call it Tack Coat. They want it to get tacky, so you actually start sticking to it as you are walking over it and it basically, then afterwards you lay your asphalt over that, and it bounds the two layers together like glue.

This is a little bit of the data collection. I brought up the traffic counter. This is a little bit of an example, maybe some of the towns, in here, you've seen it, that I have given out. It shows the number of vehicles, this is a little more associated to speed, which a lot of towns do ask us to look at for like certain speed limits and stuff like that, but it looks at the speed. It also looks at the length of the vehicle, so I can assume, okay are we talking about a motorcycle that doesn't really affect the roadway or are we talking about a tractor trailer? So, every single time a tractor trailer goes on that's going to beat up your road more than a motorcycle. So, we can actually know what we have to build the road to, to the traffic that's traveling over it.

A few other things; ArcGIS, which I will get into on the next slide. It's, we locate all of your culverts, driveway culverts, even what we've done for paving on a map. It's not just a got on a map. It actually has information associated to it. It's what the asset is. You know, what type of culvert. How long it is. When we last replaced it, etc. So, it's not just a dot on a map, it's actual information to it and that's how we actually keep track of our assets, because I will tell you what, I've come across some certain culverts where we've never known it was there and so it's good to know where things are.

CAMP-RS; which, a few years ago, in 2018 the Board of Supervisors approved us to have some engineering interns, and we used them to use Cornell Local Roads. They have this program,

CAMP-RS, which allows you to analyze a road based off what's on it. You know how many houses are on it? What's the traffic that's on it? So, basically it gives you a priority value of what roads are more important to focus on and then also in turn tells you when you should invest in it, because some roads, Lincoln Pond for example. Lincoln Pond Road has a lot more traffic than Johnston Pond Road, we're going to wait to address Lincoln Pond Road more often than Johnston Pond Road, just because of what it services. So, we have to kind of pick and choose where we go based off of data, not just kind of hitting the road every few years.
Then the Black Cat Traffic Counter; that's what a little bit of that speed data analysis is.
This is a map, hard to see, but a little map of that ArcGIS. This shows all of the roads that we've paved in the last 15-20 years. It's color coded for the year, actually if you click on it, you can't here, but on our software, if you click on one of those lines, it will tell you when it was paved, who paved it, how much money we put into it, additional processes are there and also there's photos that are attached to it. So, anytime that I want to go back, what did we do last there? I can go there, click on it and I have a little bit more information of kind of what's been done. Combination between this, the cores, the traffic counter, all of these things together tells us how we really need to be able to design a road. Are we just going to overlay it. Are we going to rip all that asphalt out and but back certain things of material, different types of layers of asphalt. There's a lot in play. I am kind of ramming a lot into that, but there's a huge spider web.

DOUGAN: Let me just jump in and say one thing. When Hugh, says design it, okay, so an awful lot of our roads were built off of old Indian paths or cow paths or corduroy road, because logs were laid down and then eventually it got asphalt and stuff over it. There are still logs underneath the road that are providing the support as you go through a marsh on both sides. So, we have a certain amount of money which we're going to get into here, every year that we're putting into roads. So, we have a certain amount of money that we're putting into roads, but when you say design, a lot of these roads we would like to go deeper and put a better subbase in, but we know we can only go so far. So, we focus that on certain areas and then by knowing what processes we put into it we have a better idea of, well, it's time to stop dealing just with wearing course, that top layer and starting to get to the base. Or in some cases, the road is holding up pretty good, we just have a thousand feet of it that's really, really bad, and so that's where this Board, other Boards previous, as approved us, our little civil term contracts. We go in, we dig out a thousand feet of road, we put some new base, maybe some Geotech fabric in, those kinds of things. So, most of the time it's not a complete new design of the road, but it's having all the information. Are we good with top course or should be mill it off? And the core drilling tells us, whether or not, if you mill it off now, you're only leaving an inch before you get to the next spot that's liable to shear off, that's not a good plan.

HARWOOD: The cost with that, if you're doing an overlay, generally, ballpark dollar amount, if you're doing a simple, what we call an overlay, just laying a 2" overlay on the road, just asphalt, it's about $200,000 to do can of what Jim was saying for a mile of road. But what Jim was saying with actually doing what we call FDR, full depth reconstruction, we're going down, we're grabbing that base, we're putting back better stuff, we're laying down multiple layers of asphalt, you're talking over million dollars for a mile of road. So, it's picking and choosing when we need to do it. The same thought process with bridges.

TYLER: How many of those road counters do you have?

HARWOOD: We have one currently and it's a lidar. It's a lidar, so it's not really the tube. So, it's really easy to set up, you can get the tubes that come with it. So, it's looking at it. It's grabbing the start of the vehicle and the end of the vehicle and that's how it gets, okay, what's the speed, what's the length. It's pulling all that information.

DOUGAN: Yeah, right now you may be seeing quite a few spots where there are the tubes across the road, that's not us.

HARWOOD: Yup

DOUGAN: Ours will be mounted on a telephone pole and hopefully nobody will notice it, most of the time. So, we'll get accurate speeds. The tubes are really a subcontractor of DOT and so DOT has this subcontractor putting things out, not just on DOT roads, but on side roads and near intersections with DOT roads, so that is some of what you're seeing.

HARWOOD: Road design low volume roads; kind of, I mentioned this before, just going through it again. This is a little picture of that classification. So, Class 1 is like motorcycles, if you can see it, but I will just ramble through it. Class 2 is passenger vehicles, 4 tires, single unit, all the way up to Class 12 which is multiple trailers. So, every single time, that's weight, a lot of weight, you know and with that, if I am just seeing a bunch of passenger cars and I don't see a lot of multiple trailers and then we don't need to put so much money into it to be able to make the road safe. It's kind of that determining when we apply extra money so we're not just throwing money at things.
Even the elevation, you know what are we transiting our asphalt to? There's sidewalks, a lot of times with towns, you have sidewalks and we have to transition to there. There's driveways that we have to transition to. Even the utility structure, sewer, water, etc., that we have to transition to. So, we're also looking at that which determines if we have to mill it and then laying another piece of asphalt down or if we can coordinate with the towns to get risers. So, they have to rise their structures, about an additional 2" for us to be able to pave. So, there's a little bit of coordination as well. We try and not to just pave over them. That's horrible to do.
Then this is a little curve here. I will go a little bit into that. Again, Cornell Local Roads, they talk about, it's extremely cheap if you're looking, a lot of times I get questioned a lot, why are you paving that road? There's another road over in this part of the County that is horrible. It's because of the cost. If you're, if you just paved a road, it depreciates, depreciates, depreciates, before it gets so past the point that it becomes failing, you want to repave it, because the cost to repave it is minimal, minimal. It's a lot of money but it's minimal in the grand scheme of things. So, you want to address that when you need to. When you get to the point where, okay it's kind of what Jim's saying, okay, this is something that we don't want to just keep addressing the top course, we need to get down to the base. We're going to let that slip by so that we can't get more years out of it but the longer you let it slip by the more money you have to put back into it to get it back up to the safe road conditions. You know, it's kind of like your vehicle, you got your tires. Your tires are starting to get worn, you might have a misalignment on your tires, okay, I am going to replace my tires and great realigned. Not a lot of money but some people are like, I'm not going

to address it. Once that happens, you have tie rods, ball joints start going, everything of the structure of the vehicle starts to break down so then when you bring it into the shop it's a lot more money. So, it's kind of a similar process with asphalt. So, we have to pick and choose when we let it slide by to do a little bit more investigation, put a little bit more money into it to do kind of that reconstruction, if that makes sense.

WOOD: So, we can tell our residents to call you?

HARWOOD: We take a lot of the calls, especially if it's on our road. We definitely would want to talk to them.

PIERCE: I've got a question, so what you're saying is, if you're letting a road go by you expect to put more into it, but the purpose of that is to make it better once you do that?

HARWOOD: Yes, yup

MASCARENAS: Yeah, and I think it's like your house. You might have a bunch of work that needs to be done but you can only afford to do certain things. It might have to wait until next year. So, if you've got an extra $100,000 to do blacktop, well you tackle that small thing and make that last longer. That $100,000 ain't going to get you the other road. So, it's not only balancing your assets but really your plan of finance in terms of how you're going to hackle it and when.

HARWOOD: Similar to kind of like CHIPS. A lot of towns, I do know, because you don't get a lot of CHIP funds, a lot of towns are like, okay, I'm not going to pave a road this year. I have this one road that's completely failed and I can't just put overlay on it; I can't just put 1" of asphalt on it because I am literally dumping money on it to for it to break down immediately. So, I am going to wait a couple of years to build up my CHIPS funds so I have decent amount of money so I can put not just one inch of asphalt. You can invest more in your culverts, and you can put in a much thicker layer of asphalt. It's kind of buying your time.

DOUGAN: There's a lot of things that go into deciding which road we're doing to do. When we get to a slide here with our money, here shortly, you know New York State tells you that if you're going to use CHIPS funds that your road has to last 10-years. So, I've got 360 miles of road, right now about the best that we can do with the money that we've got is roads that are lasting 18-20 years. Here is the North Country does that really work? So, I have to make decisions on what the greatest good is. Sometimes the greatest good is pave it a little bit early because that road has a decent subbase and it can last quite a while. Other decisions that are let go because you just applied for a grant to study the road and are going to hopefully get the whole thing redone because of other things. There is a lot that goes into the decision making process on where are we going to spend what funds we have.

MENSER: You talk a lot about the road base and how it was built and designed and what kind of traffic is expected for it. If you have roads that are obviously not meant for tractor trailers and

traveling on them, can we put up signs that say no tractor trailers and follow up with that with higher fines, if they are caught after on those roads?

DOUGAN: One of the, most people ignore them. Most truckers ignore them, so that's a law enforcement thing and that's also having your judges actually give them the higher fines. So, there are a lot of pieces there that I can't control. But, what we have, just recently in the past 6- months, found is we can actually, we can get into Google Maps, and we now have the ability to notify them of some things. We're starting to do that for construction, but we want to do that for truck traffic as well. Those Google Maps push an awful lot of truckers down roads that just looks like the shortest distance. You're not going to stop local traffic if it's a logger or fuel delivery.

MENSER: Right, delivery or something like that.

DOUGAN: And we're just getting ahold of that. For the longest period of time, we didn't know even how to get into any of that, and I think that's going to be more successful than, I mean we have signs here right on Bradford Hill not that long ago and drove right by them and found himself stuck.

BRASSARD: Long truckers are just relying on their GPS.

HARWOOD: Yup and that's what Jim is getting at, is that program to redirect them to not go through that route, but a different route.

TYLER: Enforcement issue and judges, there are very few judges that will do anything.

MENSER: So, our local judge determines what the fine is?

PIERCE: There's a set fine range, typically.

TYLER: If you have a local law, too that will help.

BARBER: And you're not going to stop farmers either.

MENSER: I am not worried about the farmers, and I'm not worried about the cross country truckers that are actually, in our case heading from Schroon Lake to Vermont and they're going on back roads that were never meant to have a vehicle that big on them. Like when a year and half ago, when you guys put up brand new guardrails, and six days later it was destroyed by a tractor trailer that was on top of it.

DOUGAN: So, we've got a lot more here in 5-7 minutes, Hugh.

HARWOOD: For, kind of a little bit here, I won't go too much into it, but the biggest part about this slide is Cornell Local Roads, I have been using them a lot. But Cornell Local Roads, these are what they call the 10 commandments, the biggest thing that I want to point out is 6 out of those

10 commandments address water. Water, water, water, water, get water away from the roadway, both surface, but also your groundwater. So, that's your ditching, that's actually having a proper slop on your asphalt, etc. because the more water that's in a roadway makes it pretty soupy and then basically makes it move, which cracks your asphalt, which then creates potholes and creates bad ware course. We can get into all of that, but the biggest thing is good roads.
The next thing that I will just quickly bring up is here, is how fast does water travel through certain soils? Gravel; water can travel through gravel 2 miles a day. For clay; which is the worst, actually silts and clay, they travel am 1/8 to 1/2 a day, water travels through those. Westport, clay, clay, clay, if you water that sits in there, both in the summer it moves, it moves and then all of a sudden your asphalt's not flexible, it's going to crack and then also in the winter's when it does frost, if you have that water that's still within the 4' above your frost, frost heaving, breaking your asphalt. So, you are just destroying your asphalt which is the investment.

DOUGAN: So, just to go back something to Mike said, comparing us to some of the other counties around, fully inside the Adirondack Park. We have more forest preserve than any other county in the State, so every time you have a road that goes through here and you're not allowed to cut a tree, you're not allowed to make a ditch, 6 out of 10 water things are problematic.

HARWOOD: You have a huge canopy over your road; the sun can't get to your road and dry it out.

DOUGAN: So, we're got that going against us on our 360 miles of road.

WOOD: Can you send us that?

DOUGAN: Sure

TYLER: Have our Highway Superintendent's seen this?

DOUGAN: I don't know if they have. I mean we could.

WOOD: I would like my Board to see this, too.

HARWOOD: Quickly go through this, obstacles in front of us; obviously cost. Everyone knows that asphalts, culverts, bridges, equipment, etc. Time; short construction season, we're not doing much in the winter and this last winter was a long one. So, it is a short construction season. Asphalt Plants; there's not one in Essex County so that's a lot of trucking. Asphalt Delivery; volatile labor markets. So, the people we have to deliver, we try to get trucks to deliver to us rather than using our own trucks, because we try and do over 20 miles of roads a year for paving. So, companies, asphalt delivery companies are going to deliver to themselves first. They own plants that put down the asphalt themselves, it's more profit for them. Also, the lack of actual physical drivers, it's hard to get it. So, it extends the day. So, if it extends the paving day, we lose another day, we lose another day which goes back to the short construction season.

And then obviously, we're also trying to improve our employees' technical skills. That's just, I think that's also something that's never going to go away, we're always trying to make them better. With that is leverage how do we address these obstacles; using CHIPS, FHWA, Culvert NY, Bridge NY, Essex County budgeted funds to try and hopefully using those a little better. For time, rental of equipment which is a force feed loader to cut our shoulders and then also contractors, going back to that levering the contracts, having certain roads be paved by a contractor, even though we want to be paving, having a civil term repair a section of road. So, it's a balance act.
Asphalt delivery; we've actually purchased a new flow-boy, which instead of 18-tons, so when we actually go pick up our asphalt, it 18-tons roughly, per vehicle for a tandem and a flow-boy it gets up to 36 tons. So, we're doubling, so instead of having 2 trucks go, we can have 1 truck go. So, that's a trailer and it's a new thing we bought 2 years ago. So, this will be our second year with it. Then obviously, trying to invest in our employees. That's the biggest thing, being cognizant of where do we put individuals to learn but not slowdown production.
A little forecast schedule, this is something that we, this is very tentative. This just gives us an idea of what would be a snag in a certain schedule. So, this is kind of a very tentative schedule for our paving crew. As you can see it's from the end of April to the beginning of October, very tentative. I've thrown in rain delays in there, here in there, but it just shows a snap, what is going to be the most time consuming object in our schedule. So, then do we use a contractor for that? Do we try and shorten up the schedule, etc.?
The next one is our two other crews; both crews, basically the same thing from April to the end of October, the other two crews, they're focusing, instead of the paving crew, the other two crews are focusing on culverts, shoulders, ditches, trees, etc.

DOUGAN: Other miscellaneous.

HARWOOD: Yeah, and of course this is necessarily, we've got to follow this exact schedule. It is trying to identify what would be those snags. What are going to be the things that are going to pull us back from being able to get the most out.

DOUGAN: July 10 storm events are not included in this schedule.

HARWOOD: Basically, that would happen and this would be thrown out. So, ideal schedule, we're analyzing the roads 5 years old. So, we actually do have a pretty good idea of what we're doing the next three years. The next two years we've identified certain roads; we need to get better at that. So, we're trying to look at that, look at what bridges need to be replaced, any large culverts need to be replaced that don't just happen in a year and then we actually prep our roads the year before. So, the roads that we're paving this year we prepped last year. So, we're actually addressing the culverts, addressing the ditches, addressing the shoulders and then we pave. We try to get 80% of our paving done between May and June, because after June everyone wants to start paving which clogs up the plants, which clogs up out schedule. So, the best window we can do is May to June but in order to pave in May-June we need to prep those roads ahead of schedule. If we don't prep those roads, we got to prep them during that timeframe.

And obviously, data collection, which I went through and we're getting short on time and that's just the road surveys, the traffic counts, the asphalt cores. We're trying to do them not this year when we're going to pave next.
And this is our budget summary; so, in the fall, this will be our last slide, in the fall of 2025 we put together a budget. We are trying to estimate how much asphalt is going to cost. I will just note that from March to now with asphalt acceleration with fuel prices going up, per ton it's gone up around $12/ton, just from March to now, just because of everything going on with the fuel prices. But we do account for that. We are still within budget. We do account for that increase because it does increase every year. But every road that we have, the mileage, kind of what we're spending on there for CHIPS reimbursable, just I don't know if you want to jump?

DOUGAN: Yeah, real quickly, real quickly, when he says we account for it, that first number in March is off of your, it's off of the bids that we received and then Hugh has taken the highest number that we got for asphalt and then added $2/ton to that. So, we had some contingency. Is it really covering $12? No, it doesn't cover $12/ton. Right now it shows at the very bottom of that if you can read it that there's roughly $2 million leftover and so what Hugh gave you is very, very asphalt focused but I have to use those same CHIP fund and the money from the County to cover my match for bridges or some of these other culverts that I've got. So, it looks, it doesn't look bad on that sheet right now, but I've got just on what we plan to get done in other bridges and culverts this year, I've got another $2.3-$2.8 to find a way to get out of that. So, we're watching it closely and some things, permits will drag or other things will happen and hopefully Mother Nature won't show up, but there's a lot of decisions there. You know, one road that's not there that I know I am going to have to use some of my county funds is Old Military. It's really bad from 73, all the way to Mill Pond Drive and so I've got another roughly, $160,000-$200,000 to spend there, just to kind of hold it together until we can make this other grant work. But you know I wish we had the full hour; I thank Hugh, I am sorry Jason couldn't be here. As much as we talk buildings in this meeting and I think that's why Mike wanted us to present.

WOOD: This is really good.

DOUGAN: This is one more thing that we're putting a lot of time and a lot of thought into, and these guys are helping me build that roadmap over time. There was nothing like this when I got here, certain decisions on asphalt I think we're done just, I've got 18 towns so I will put a mile in every town.

WOOD: People have no concept.

CLARK: Absolutely not.

DOUGAN: And so, we'll bring you the same kind of thing on bridges when I can get it developed and you know, sorry we don't have time for more questions.

CLARK: Thank you all, we are adjourned.

**AS THERE WAS NO FURTHER BUSINESS TO COME BEFORE THIS BUILDING AND FACILITIES TASK FORCE, IT WAS ADJOURNED AT 9:45 AM**

Respectively Submitted,

Dina Garvey, Deputy Clerk
Board of Supervisors