DPW - COMMITTEE

Monday, August 17, 2026 - 9:30 AM

Clayton Barber, Chairperson
Chris Clark, Vice-Chairperson

Chairman Barber called this DPW Meeting to order at 9:30 am with the following Supervisors in attendance: Clayton Barber, Chris Clark, Ken Hughes, Mary Lamphear, Tracie McGill, Steve McNally, James O'Bryan, Cathleen Reusser, Matt Stanley, Ike Tyler, Joe Pete Wilson and Margaret Wood. Matthew Brassard, Timothy Follos, Clayton Menser, Timothy Pierce, Richard Preston and Davina Thurston were excused.

Department Heads present: Doreen Abrahamsen, Judy Garrison, Michael Mascarenas and Jim Dougan.

Also present: Alice Halloran

BARBER: I call this DPW committee meeting to order. Please stand for the pledge of allegiance. Jim –

DOUGAN: Start with resolutions?

BARBER: Sure

DOUGAN: My first request is authorizing a permit for the Lake Placid classic half marathon 10K and 5K that's to be held on Saturday, October 10th and it would be happening on River Road in the Town of North Elba.

RESOLUTION AUTHORIZING THE ISSUANCE OF A PERMIT TO LAKE PLACID CLASSIC FOR THE USE OF THE COUNTY ROADWAYS FOR THE 2026 LAKE PLACID CLASSIC HALF MARATHON, 10K AND 5K EVENT TO BE HELD ON SATURDAY, OCTOBER 10, 2026. Clark, Stanley

BARBER: Questions, concerns? All in favor, opposed – carried.

DOUGAN: Number two is the next up and coming federal aid project for bridges. This is on Ensign Pond Road two structures, these are the two timber deck bridges that are both in your town Chris. This first phase, so this resolution is going to authorize signing the master agreement with New York State for funding the first Phase which will be the preliminary design phase so we have very specific language we have to follow for New York State DOT to get this money so it's authorizing the implementation and funding in the first instance 100% federal-aid and state "Marchiselli" program aid eligible costs for those two structures. I tried to list the BIN's bridge identification numbers on it to get started.

RESOLUTION AUTHORIZING THE IMPLEMENTATION AND FUNDING IN THE FIRST INSTANCE 100% OF THE FEDERAL AID AND STATE "MARCHISELLI" PROGRAM AID ELIGIBLE COSTS, OF A TRANSPORTATION FEDERAL AID PROJECT, AND APPROPRIATE FUNDS THEREFORE, FOR THE REPLACEMENT OF TWO (2) BRIDGES ON COUNTY ROUTE 4, ENSIGN POND ROAD LOCATED IN THE TOWN OF NORTH HUDSON AND FURTHER AUTHORIZING A BUDGET AMENDMENT INCREASING REVENUES AND APPROPRIATIONS FOR THE SAME . Clark, McGill

BARBER: Questions, concerns? All in favor, opposed – carried.

DOUGAN: Number three is authorizing a contract with the design firm, Fisher Associates in the same amount as that first phase state agreement that we got. So it's Fisher Associates in the amount not to exceed $451,191.00.

RESOLUTION AUTHORIZING THE COUNTY CHAIRMAN OR COUNTY MANAGER TO EXECUTE A CONTRACT WITH FISHER ASSOCIATES, IN AN AMOUNT NOT TO EXCEED $451,191.00, FOR PROFESSIONAL ENGINEERING SERVICES TO INCLUDE PRELIMINARY DESIGN, DETAILED DESIGN AND RIGHT-OF-WAY INCIDENTALS FOR THE REPLACEMENT OF TWO (2) COUNTY ROUTE 4, OVER BLACK BROOK BRIDGE REPLACEMENT PROJECTS LOCATED IN THE TOWN OF NORTH HUDSON WITH FUNDS TO COME FROM BUDGETED/NYSDOT FEDERAL AID FUNDS. Stanley, Clark

BARBER: Questions, concerns? All in favor, opposed – carried.

MASCARENAS: Jim, do you mind explaining quickly Federal aid verses normal procurement for those members may or may not know the difference because those are firms you typically don't hear come through our resolution packets.

DOUGAN: These federal aid funded projects they are administered by NYSDOT so we've got kind of three different categories we've got, Federal aid, we've got Bridge NY and we've got Culvert NY they still follow very similar process. You have to obtain an engineering firm based upon qualifications first so no cost at first it's qualifications only and you have to select from a list of 15 firms that DOT already has set off to the side. So there are ten DOT regions in the state, we are in region one and every four years it comes out to RFQ qualifications to be the engineers on that list per region for that four-year term. Essex County we also score that every four years myself, Todd Hodgson and usually Andrew Stanley have been the ones scoring that as well and then when projects come along we have to request qualification statements on that specific bridge and based on the qualification statement we then select someone. Usually what we select on these are more based upon the project itself or their approach it's not a lot about their engineering qualifications because they've already made the list then once we've selected one, we score it then we request a proposal that proposal then for cost that proposal then gets reviewed by DOT and DOT tells us that it's acceptable, DOT then sends us a match for agreement for that amount to do this first phase usually at 80% Federal funds and 15% state funds and 5% local funds thus, this process we do a resolution to sign the match for the agreement then we do a resolution to do that contract with that selected firm. That's it.

MASCARENAS: Yeah and I think you can see if you're sitting there wow, those are big numbers it's really the backwards process that kind of creates those big numbers but if you want to be part of the game you play by the rules and again, what we spend is 5% on those projects locally and so we'll jump through whatever hoops we have to but I just want you all to be aware of the difference between local bidding our own dollars verses federal procurement and some of the state procurement that follows the federal guidelines.

TYLER: None of those engineers are related to Hochul I bet.

STANLEY: This is what actually drives up the cost of that is because there is a select list of engineers and then they need to meet our procurements it's just a thing that it drives up costs in the end you're hoping you're getting a better product because it's been through –

DOUGAN: You can jump down, we won't get there yet but I have potentially could bring a resolution to ways and means or full board and I've got some of the numbers in front of me so, Bradford Hill we just awarded that two weeks ago, right the construction amount on that was just under $1.5 million right. One of my resolutions today is going to bring in the engineering firm, they are already under contract to design it because it's a BridgeNY funded project I have to have full-time inspection from that firm. It's going to be $211,000 worth of full-time inspection for that project but if you go way down to the bottom here in that resolution I'm going to get when this is all done I'm going to have spent $2.5 million dollars on this bridge but Essex County's portion of it is $120,000. I don't love the game but the taxpayers of Essex County need me to be in that game and this process.

STANLEY: Well, of course because an unfunded ARCH culvert that need to be done and it cost our town a half a million dollars because there is no help so I thank you for going through all these hoops because in the end, it drives the cost up then lowers our cost.

MASCARENAS: Yeah and that's what I wanted everybody to understand the typical RFP costs would be a large part of your determining factor so yes, you care about the experience of the firm but likely somewhere between 30-50% will be a cost determination where this it's really all about the qualifications and you get to see the costs later and I just want people to understand that's the process that you have to go through in order to obtain these dollars.

DOUGAN: At the meetings that we have with my counterparts across the state some of us are trying to fight back saying, okay we know they're qualified so what is the determining factor of who does the job? It really comes down to cost. Yes, we want to know they are going to build a product that we want here in Essex County we want them to build a bridge that's for here where we have the two steepest rivers in the state right, not just for some other place in the county. We want them to build it for us but cost should be a factor we are trying to push back on that but I don't know that our lobbyist are quite as big as the engineers lobbyist.

REUSSER: Did I understand you correctly that the Ensign Pond work is going to be over $2 million?

DOUGAN: No.

REUSSER: So what do you think the total cost and I'm not holding you to a number, that you're going to be on that?

DOUGAN: We think we're going to be at $3.5 million to replace those two structures. There's an awful lot of wetland. There's an awful lot of forever wild, there's a lot of environmental factors to deal with there. From a Federal aid standpoint Essex County is treated a little differently than most counties in the state. Most counties in the state are in what's called an MPO where they put a group of them in a region, in ten regions there's typically ten MPO's so DOT puts a certain amount of money and then all those different counties are fighting for their projects to be listed not sure why it's this way but Essex County has never been in an MPO we've always been on our own. DOT generally sets aside when I first got here it was about $2.7 million we got it up to $3.5 million so that we always have, it's typically a three year process you always have one project in design, next project is in permitting and then the third year it gets built so we usually have three federal aid projects going on at anyone time with each one of them by the time they are done adding up to $3.5 so we've been trying to package things together where we can I don't want to do $2 million dollar bridge if they set aside $3.5 million for us so Ensign Pond we felt in house

that we could win this process we felt we could get those two structures replaced at about that amount.

CLARK: Jim, when these two structures are done will our permit restriction be removed?

DOUGAN: Yes those are both timber deck bridges and full of creosote we are supposed to have a diaper underneath at all times.
So that was number three so number four so, this is a contract amendment with Creighton Manning. Creighton Manning is the engineer that is on the three culverts on Tracy Road that was a Culvert NY funded project similar but in the Culvert NY project they don't require you to have full time construction inspection so we'll be doing the construction inspection ourselves but in the Culvert NY they also cap the dollar amount no matter what your dollars come in it's whatever your award is so at least they give you that so you can take on some of those services to try and save some money but we will want the engineer record Creighton Manning reviewing our submittals our shop drawings, making sure key things are done correctly in the installation so this is a contract amendment in the amount of $44,000 for those periodic site inspections, for administration, for review of the submittals and then they also in these programs they have to hire the testing laboratory that's going to test for soils and concretes so that's in there as well.

RESOLUTION AUTHORIZING THE COUNTY CHAIRMAN OR COUNTY MANAGER TO EXECUTE A CONTRACT AMENDMENT WITH CREIGHTON MANNING ENGINEERING & SURVEYING PLLC, IN AN AMOUNT NOT TO EXCEED $44,000.00, FOR PROFESSIONAL ENGINEERING SERVICES TO INCLUDE CONSTRUCTION ADMINISTRATION, CONSTRUCTION INSPECTION AND CONSTRUCTION MATERIAL TESTING FOR THE REPLACEMENT OF (3) TRACY ROAD OVER ROE POND OUTLETS CULVERT REPLACEMENT PROJECTS LOCATED IN THE TOWN OF MORIAH WITH FUNDS TO COME FROM BUDGETED/CULVERT NEW YORK FUNDS. Clark, Stanley

BARBER: Questions, concerns?

STANLEY: Now you talk about the Federal projects there's engineers that always over see those projects now this projects, is this something that falls under Andrew to be the engineer or watching?

DOUGAN: Andrew will be providing the onsite inspection along with those periodic key dates that we'll have the engineer record there but he'll be providing that. It's also planned to be a really short duration project we should be done in about 45 days. It's still, it's Culvert NY so it's still it's all state funds. I think it's Federal funds that the state grabs a hold of, they move it over into this bank account and they now call it state funds.

STANLEY: But we don't hire like a Clerk of the Works for each individual project?

DOUGAN: No we don't. Our people do that so we didn't here.

REUSSER: I would just like to say that Andrew has been providing oversight for the county at Noble Terrace and I've had nothing but a glowing report of his work.

DOUGAN: Because I am expecting you to turn that bridge over to me for maintenance, right? Ike has the same thing and Andrew has been working at that one over there as well.

BARBER: Any other questions? All in favor, opposed – carried.

DOUGAN: So number five highlights the difference when you go to a full bridge New York funded project instead of a Culvert NY project so this is a contract amendment with Azar Design Company one of those companies that's on that list from DOT they are the designer for Bradford Hill Road and Dock Street bridges that came and we put together as a Bridge New York application. This one is in an amount not to exceed $216,300 for full time construction inspection, construction administration and testing services for that Bradford Hill Road Bridge superstructure.

RESOLUTION AUTHORIZING THE COUNTY CHAIRMAN OR COUNTY MANAGER TO EXECUTE A CONTRACT AMENDMENT WITH AZAR DESIGN COMPANY IN AN AMOUNT NOT TO EXCEED $216,300.00, FOR PROFESSIONAL ENGINEERING SERVICES TO INCLUDE CONSTRUCTION ADMINISTRATION, CONSTRUCTION INSPECTION AND CONSTRUCTION MATERIAL TESTING FOR THE REPLACEMNT OF THE BRADFORD HILL ROAD OVER PUTNAM CREEK BRIDGE LOCATED IN THE TOWN OF CROWN POINT WITH FUNDS TO COME FROM BUDGETED/BRIDGE NY FUNDS. Barber, Stanley

BARBER: Any questions or concerns? All in favor, opposed – carried.

DOUGAN: So my last request is just to get you guys up to date. I don't have the final numbers from DOT yet. I've projected some here. I described the process so once we do that first phase which was design then DOT tells us you're okay to move forward with right a way and permitting and after they've reviewed your drawings they then come back and tell you're authorized to go out to bid. They haven't given you the money yet to go out to bid the actual construction dollars, they haven't given you the money yet for the full-time inspection by that engineer. I'd like to bring those together but with the short duration that we have for Bradford Hill in trying to get that under construction this year you haven't seen this what is called a supplemental agreement from DOT yet. It's coming any day. I expect to have it for ways and means or full board so I'm just letting you know it's coming authorizing us to sign the supplemental agreement to pay for 95% of the construction and engineering. You don't need to move on it today I just wanted to give you that information and see if you had any questions.

BARBER: Any questions, concerns? The other resolution is coming from ways and means, correct?

DOUGAN: Most likely ways and means as long as we get that. Any questions on my report?

BARBER: I guess you're excused. Thank you. Alice, Soil & Water. Good morning.

HALLORAN: Good morning. So there are a couple of upcoming events. There's a septic workshop in Keeseville August 26 at 5:30 p.m. We are doing a 4-hour actually in two days in case anybody wants to tag onto that and then the Upper Hudson Watershed Coalition is doing a legislative lunch and learn just to inform legislators, supervisors on things they've been up to etc. that's going to be October 2 and when the details come out, the flyer for that I'll send it around and the State on our grant close outs the black out period it was more extended than it typically is but it has ended so now our close outs for grants and our grant payments are starting to move along so we won't have producers waiting so long.
The last thing I wanted to highlight is our interns actually out of our three interns two have left for the year but we had three great interns this year and they put out the Emerald Ash bore traps and just brought them all in and confirmed Emerald Ash bores in Keene, Jay and Moriah so at this

point we've found them in a lot of the towns just so you know so people can stay informed if you have a lot of ash trees that's something to think about. And I think that's all I wanted to highlight. Any questions?

WILSON: I'm not on this committee but I would like to ask a follow-up question. So is this the first year where the EAB has shown up like in Keene in the traps?

HALLORAN: It's the first time in the traps but the traps are hit or miss so we're just going to put them out until we have seen them in most of the towns which I expect will be in the next year or two and then probably not spend our time putting them out anymore but yeah, it was at the East Branch trails actually they put one out on that parcel, the county parcel. So you know if you have like one specific tree you're looking to treat that but it's really tough for large populations.

REUSSER: Where did you say they were put?

HALLORAN: This year it was Keene, Jay and Moriah but really it's hit or miss right, they put one trap somewhere in a town and if they happen to catch them, they catch them but if they don't but it doesn't mean they are or aren't there or how intensely they are there or anything it's just confirming that they are there.

O'BRYAN: I am also not on this committee but I have a follow up question, what's our plan moving forward dealing with ash bores here? On my property I've found we have quite a bit of ash so I was just wondering if there is any ideas out there in trying to provoke? Obviously trees will have to come down.

HALLORAN: Yeah I don't know a lot about it. We usually send people to the DEC or the Adirondack Park Invasive Plant program for really specifics on management but I would say from our perspective at least keeping land owners informed that is something to be aware of and look into how they want to manage it themselves on their land but I don't know maybe just removal or just knowing it's happening and then if anyone does see if they have a strain effected by it and they do see some trees that are resistant they want to know about those so that the people that are looking into that can maybe look at why they are able to resist and maybe those are the ones that we can replace ash with those strains.

O'BRYAN: Thank you.

BARBER: Any other questions for Alice? Thank you. Doreen, Transportation.

ABRAHAMSEN: Hello everyone. You have my monthly report. If there is any questions on that? I do want to point out that ski season is in the works coming up and we're still looking for bus drivers. I would like to put out there as I do with Jim every year at DPW if you have any town drivers that have CDL's we can train them to get a passenger endorsement if they want to do some weekend, after hours whatever fill-ins we can work out the payment arrangements usually one way or another and I do have a couple of full time positions for people that are hesitant to apply because it's part time we're trying to recruit some younger folks so that they will stay with the company longer but there's that. Other than that that's my crutch right now and I'll send out a follow up email to all the towns letting you know that that's available if anyone is interested.

BARBER: Good. Any questions?

HUGHES: I'm not on the committee just curious, what is the difference between supervising bus driver and the Head bus driver?

ABRAHAMSEN: The Supervising bus driver holds the certified examiner certificate so they can actually do training on site. My head bus driver helps a lot more with the statistics and back up for the supervising bus driver and I just put him through CE training as well so I've always got somebody in the hopper that we can, so we don't have to pay. I also have a couple contracted certified examiners in a pinch if we've got more than one to train or something happens which has happened before but basically that's what that is.

HUGHES: Thank you.

CLARK: Dori I want to thank you for all the help down in North Hudson with the Brimfield Antique show.

ABRAHAMSEN: Absolutely.

CLARK: It was pretty incredible in town a lot of people there.

ABRAHAMSEN: Yes the driver said it was booming.

CLARK: Yes, hard to get through.

BARBER: Any other questions for Dori? You're excused. Anything else to be brought up for this board? Adjourned.

As there was no further discussion to come before this DPW committee meeting it was adjourned at 9:55 a.m.

Respectfully submitted,

Judith Garrison, Clerk
Board of Supervisors