



Onondaga County Legislature

JAMIE McNAMARA
Clerk

TIMOTHY T. BURTIS
Chairman

TAMMY BARBER
Deputy Clerk

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COUNTY FACILITIES COMMITTEE MINUTES – APRIL 16, 2024 **DEBRA J. CODY, CHAIR**

MEMBERS PRESENT: Mr. Knapp, Dr. Kelly, Mr. Brown, Ms. Hernandez

ALSO ATTENDING: Chairman Burtis, also see attached list

Chair Cody called the meeting to order at 11:32 a.m. and the previous meeting's minutes were approved.

1. ONONDAGA COUNTY PUBLIC LIBRARY (OCPL): Dawn Marmor, Executive Director
a. Confirming Reappointment by the County Executive to the Onondaga County Public Library Board of Trustees (Jill Hurst-Wahl)

- Seeking reappointment approval for Jill Hurst-Wahl as a member of the Board of Trustees
- Jill has been on the Board since 2016 serving a partial term
- This would be a 2nd term, expiring in 2027

A motion was made by Mr. Knapp, seconded by Mr. Brown, to approve this item. Passed unanimously; MOTION CARRIED.

2. TRANSPORTATION: Marty Voss, Commissioner

- DOT Management Team introductions:
 - Odean Dyer – Deputy Commissioner of Operations & Facilities
 - James Fensken - Deputy Commissioner Engineering
 - Ayanna Moore – Administrative Director
 - Tim Coley – Civil Engineer (Paving Program)
 - Mark Schaub – Civil Engineer (Paving Program)
 - Chris Rauber – Civil Engineer (Project Manager/Federal Aid Projects)
 - Penny Donahue – Acting CFO
 - Patty Jeschke – Senior Project Coordinator
- Items discussed today represent the baseline that will be delivered to the County
 - May be back in June for additional funds

a. Amending the 2024 County Budget to Provide for the Appropriation of General Fund Balance for the Marcellus Maintenance Facility Sewer Connection Project (\$450,000)

Project: Marcellus Maintenance Facility Sewer Connection

Purpose: Reduce Operating Costs/Efficiency, Maintain Existing Investment, Addition Capacity

Level of Development: Intermediate

Project Description:

The project consists of installing a new sanitary sewer system extending approximately 650-feet, connecting to the Town of Marcellus public sewer system. Excavation, backfill, structures and pipe, and pavement repairs will be required to complete the work. Easements will also be required to acquire the necessary property rights for the sewer system.

Project Cost Summary:

FUNDING SOURCE:	Pre-2024	2024	2025	2026	2027	2028	2029	6yr Total	Total:
Borrowing to be Authorized	0	450						450	450
Pay as You Go	50							0	50
TOTALS	50	450						450	500

Project Detail and Status:

The Department of Transportation’s Marcellus Maintenance Facility is supported by a private sanitary septic system for sewer collection and discharge. Due to septic system limitations, DOT is unable to wash the DOT fleet with the necessary chemicals needed to maximize their useful life. In addition, reoccurring fees for septic tank cleanout are required. The goal of this project is to connect this DOT facility to the Town of Marcellus public sewer system. This will simplify daily operations, reduce fees, and result in a better maintained fleet of vehicles.

The project consists of design and construction phases. The work includes a new sanitary sewer system extending approximately 650-feet, connecting to the Town of Marcellus public sewer system. Excavation, backfill, new structures and pipe, and pavement repairs will be required in order to complete the work. Easements will also be required to acquire the necessary property rights for the sewer improvements.

The design will be completed in 2023, and bids will be received for construction to begin in 2024. To accomplish this project, \$50,000 is estimated for the design phase and \$450,000 for the construction and inspection phase.

In Spring 2024 we intend to seek legislative authorization for \$450,000 in debt.

- Town will build a Pump Station
- County will put pipe in the ground with a new manhole
- Funds will be re-appropriated from General Fund as cash

Questions/Comments from the Committee:

- Good project that will save money over time

A motion was made by Mr. Knapp, seconded by Dr. Kelly, to approve this item. Passed unanimously; MOTION CARRIED.

Overview of 2024 Highway Plan

(2024 Highway Plan on file with the Clerk)

Department of Transportation
2024 Highway Work Plan

Projects	2024 Operating Budget	2024 CHIPS**		Bond Issue	Federal/ State / Others Aid	Totals
<u>County Capital Projects</u>						
<u>Federal Aid Projects</u>						
Bear Road 2R Paving, Add'l Constr				\$1,805,500	\$17,392,000	\$22,645,000
Buckley Road 2R Paving, Bear Road to Henry Clay Boulevard, Constr					\$3,447,500	
Buckley Road 2R Paving, Hopkins Road to Taft Road, ROW Acq & Constr						
Canalways Trail - Salina Extension Trail Ph 2, Add'l Constr						
Limestone Plaza Bridge, Construction						
Oak Orchard Culvert 100% State, Design & Constr						
Old Route 57 over Oneida River, Design						
Onondaga Boulevard 2R Paving, ROW Acq						
Old Route 57 & Soule Road 2R Project, Add'l Constr						
Tuttle Road Bridge 95% Fed, Design & Constr						
West Dead Creek Bridge 95% Fed, Design						
<u>Traffic System Management</u>						
Traffic Signal Upgrades				\$380,000		\$380,000
<u>Cold Mix Bituminous Reconstruction</u>						
9.68 Equivalent Miles at \$300,000 per Mile		\$1,640,000 **		\$1,264,000		\$2,904,000
Treating 13.55 Centerline Miles						
Goal is 18.75 Equivalent Miles						
<u>Bridges</u>						
1.) Whiting Road, C-144	\$250,000			\$1,400,000		\$1,650,000
2.) East Mud Lake Road, C-165						
3.) Troop K Road , C-196						
4.) Platt Road, C-178						
<u>Hot Mix Bituminous Paving</u>						
26.80 Equivalent Miles at \$300,000 per Mile	\$930,000	\$5,147,000 **		\$1,962,500		\$8,039,500
Treating 27.87 Centerline Miles						
Goal is 45 Equivalent Miles						
<u>Guiderail</u>						
	\$625,000					\$625,000
<u>Bituminous Surface Treatment</u>						
72.15 Miles at \$40,000 per Mile	\$2,885,000					\$2,885,000
Goal is 75 Centerline Miles						
<u>Testing</u>						
	\$110,000					\$110,000
<u>Drainage</u>						
	\$1,000,000					\$1,000,000
<u>Facilities Repair</u>						
	\$200,000					\$200,000
2024 TOTALS	\$6,000,000	\$6,787,000		\$6,812,000	\$20,839,500	\$40,438,500
NOTE: Numbers refer to locations on attached maps and descriptions.						
** CHIPS (Consolidated Highway Improvement Program) was implemented in New York State in June 1982 and was designed to replace revenues previously derived from New York State Motor Fuel and New York State Vehicle License Registration fees.						
I:\office\engineer\Workplan\2024_Workplan_Start.xlsx Book 24_WP_Pave to Drain						3/21/2024

- OCDOT is funded by a combination of Federal, State, and County dollars
- Projects listed reflect all projects; not only what is being built this year
- Federal dollars flow to Federal Aid projects
 - Federal Aid ratio is 85/10/5 (Federal/State/County)
 - Federal projects take 4-6 years to complete from engineering study to construction
- CHIPS column - CHIPS is umbrella for all programs
 - \$6.787M is a baseline for known dollars coming from the State
 - Will likely be increased when State Legislature adopts budget
- Bond Issue column – local bond done every year for bridges and highways
 - Bridge bond is \$1.4M
 - Highway bond is \$5.412M
 - Some bond proceeds are used for:
 - Local share of Federal Aid projects
 - Traffic system cameras
 - Cold Mix, Hot Mix and bridges
 - More money will be going into surface treatment this year
 - Surface treatment has been holding up due to nature of winters over the last five years
- Federal/State Aid column
 - \$17.392M is Federal share
 - \$3.447M is State share
- Total of \$40M work plan for this construction season
- OCDOT assesses every road, every year
- Outside vendor does road analysis
 - Road analysis is rated internally
- Priority list is based on pavement conditions and ratings
 - Not seeing as much deterioration due to mild winters over the last 5 years
 - Able to do more pavement preservation which extends the life of asset 20-60%
- Hot Mix roads are higher volume (more than 4,000 cars per day)

Questions/Comments from the Committee:

- Does the Federal Aid go by population?
 - Federal Aid goes by project
 - The role of OCDOT is to go to Syracuse Metropolitan Transportation Council (SMTC) and move projects
 - County works with City engineering to get projects to where they can be approved
 - The State is County liaison for Federal Highway Administration (FHWA) and approves County work
- Where can the status on current projects be found?
 - Old Liverpool Road project started April 15, 2024
 - Other projects are outlined in the 2024 Highway Plan

b. BOND: A Resolution Authorizing Various Bridge Improvement Projects in and for the County of Onondaga, New York, at a Maximum Estimated Cost of \$1,400,000, and Authorizing the Issuance of \$1,400,000 Bonds of Said County to Pay Costs Thereof (\$1,400,000)

Project: Bridges

Purpose: Public/Employee Safety/Health, Reduce Operating Costs/Efficiency, Maintain Existing Investment, Federal/State Mandate, Community/Economic Development

Level of Development: Ongoing

Project Description:

This program addresses the maintenance and repair of bridges within the County highway system.

Project Cost Summary:

FUNDING SOURCE:	2023	2024	2025	2026	2027	2028	2029	6yr Total	Total:
Borrowing to be Authorized		1,400	1,456	1,514	1,575	1,638	1,703	9,286	9,286
Pay as You Go	1580	250	260	270	281	292	304	1,657	3,237
TOTALS	1,580	1,650	1,716	1,784	1,856	1,930	2,007	10,943	12,523

Project Detail and Status:

The Department of Transportation operates an ongoing bridge construction program, using Department forces, to maintain the 210 bridges within the County highway system in a safe and acceptable condition. Site selection is determined through inspection results. Contract forces, frequently with State and Federal aid, undertake larger projects.

The New York State Department of Transportation conducts an annual inspection of all bridges in the State with a span of twenty feet or greater. Each bridge receives a condition rating based on a scale of zero to seven. The Onondaga County Department of Transportation's goal is to raise the average condition rating of its bridges to over five. The increased annual funding of this project reflects the Department's efforts to meet this goal.

- Bridge bond supports County share and bridge work that needs to be done

Questions/Comments from the Committee:

- Is this the maximum cost with reimbursement later?
 - This is County share only

A motion was made by Mr. Knapp, seconded by Mr. Brown, to approve this item. Passed unanimously; MOTION CARRIED.

c. BOND: A Resolution Authorizing the Reconstruction and Construction of Improvements to Various Highways in and for the County of Onondaga, New York, at a Maximum Estimated Cost of \$5,412,000, and Authorizing the Issuance of \$5,412,000 Bonds of Said County to Pay Costs Thereof (\$5,412,000)

Project: Capital Highway Construction

Purpose: Public/Employee Safety/Health, Reduce Operating Costs/Efficiency, Maintain Existing Investment, Community/Economic Development, Maximize Outside Funding

Level of Development: Ongoing

Project Description:

This project involves construction of major highway improvements.

Project Cost Summary:

FUNDING SOURCE:	2023	2024	2025	2026	2027	2028	2029	6yr Total	Total:
Borrowing to be Authorized		1,470	400	400	400	300	300	3,270	3,270
State Aid	915	450	1,875	1,787	1,637	937	900	7,586	8,501
Federal Aid	9120	7,680	18,000	17,200	15,200	5,000	4,800	65,880	75,000
Pay as You Go	1365							0	1,365
TOTALS	11,400	9,600	18,275	19,387	17,237	6,237	6,000	76,736	88,136

Project Detail and Status:

This project encompasses major highway improvements as follows:

1. **Traffic Capacity** - includes improvements to signalization, grading, and alignment using designs based upon the projection of traffic volumes 20 years into the future.
2. **Accident Reduction** - using NYS "Accident Location Information System" (ALIS) accident rate reports, improvements to pavement quality, highway geometrics, road shoulders, turning lanes, traffic control devices, guide rail, and the elimination of roadside hazards, are made in an effort to reduce the accident rates at identified locations.
3. **Green Infrastructure** - Projects under this category would utilize means and methods of green infrastructure to encourage the retention and infiltration of storm water runoff.
4. **Maintenance Costs** - improvements such as full depth replacement of the pavement, paved shoulders, improved drainage, and provisions for sub base drainage are made to extend the pavement life of highways.
5. **Right of Way Acquisitions** – the purchase of needed Rights of Way necessary to complete the programmed projects. The program's focus is to preserve our highway system consistent with the New York State Department of Transportation's Forward Four Guiding Principles. This "preservation first" strategy is being implemented as part of this capital plan to keep pavements in a state of good repair in order to realize a lower-cost preservation cycle, as opposed to using a "worst first" approach.

Individual highway projects are at various stages of development. Due to the severely rising costs of construction and the need to maintain an even flow of funding, some projects have been funded over multiple years. The projects are the following:

Locally Administered, Federally Aided Highway and Bridge Construction projects have been funded as part of this plan. Projects include Onondaga Lake Canalways Trail Salina Extension, Old Liverpool Road Paving, and the Bear Road Paving projects.

Project: Cold Mix Bituminous Paving

Purpose: Public/Employee Safety/Health, Reduce Operating Costs/Efficiency, Maintain Existing

Level of Development: Ongoing

Project Description:

This project entails the repaving of the 375 miles of secondary County roads on a rotating basis.

Project Cost Summary:

FUNDING SOURCE:	2023	2024	2025	2026	2027	2028	2029	6yr Total	Total:
Borrowing to be Authorized		1,800	1,500	1,000	750	400		5,450	5,450
Pay as You Go	1390	500	1,700	2,800	3,500	4,500	5,450	18,450	19,840
State Aid	2099	1,640	1,640	1,640	1,640	1,640	1,640	9,840	11,939
TOTALS	3,489	3,940	4,840	5,440	5,890	6,540	7,090	33,740	37,229

Project Detail and Status:

The cold mix bituminous paving program is designed to maintain 375 centerline miles of the low volume County cold mix highway system. The cold mix bituminous pavement is laid with a paving machine, and then surface treatment is applied.

The program's focus is to preserve the cold mix roads using a data driven, system-wide decision-making approach. Consistent with the New York State Department of Transportation's Forward Four Guiding Principles, a "preservation first" strategy is being implemented as part of this capital plan to keep good cold mix roads in a state of good repair in order to realize a lower-cost preservation cycle, as opposed to using a "worst first" approach.

Pavement ratings and traffic volumes will be used as a basis in the selection of the needed highway work. In addition, the importance of each highway as it relates to the overall transportation system will be considered as well.

Project: Repaving Program (Hot Mix Bituminous)

Purpose: Public/Employee Safety/Health, Reduce Operating Costs/Efficiency, Maintain Existing Investment, Community/Economic Development, Maximize Outside Funding

Level of Development: Ongoing

Project Description:

This program provides for the repaving of major, high volume County roads to maintain our investment in the transportation system.

Project Cost Summary:

FUNDING SOURCE:	2023	2024	2025	2026	2027	2028	2029	6yr Total	Total:
State Aid	4688	5,147	5,147	5,147	5,147	5,147	5,147	30,882	35,570
Pay as You Go	3340	2,038	3,100	5,500	7,200	8,700	11,800	38,338	41,678
Borrowing to be Authorized	0	1,762	2,000	1,000	500	750		6,012	6,012
TOTALS	8,028	8,947	10,247	11,647	12,847	14,597	16,947	75,232	83,260

Project Detail and Status:

This ongoing bituminous hot mix program, which began in 1978, is designed to protect the County's investment in 428 centerline miles, equating to 477 two lane equivalent highway miles of higher-type roads.

The program's focus is to preserve the hot mix roads using a data driven, system-wide decision-making approach. Consistent with the New York State Department of Transportation's Forward Four Guiding Principles, a "preservation first" strategy is being implemented as part of this capital plan to keep good hot mix roads in a state of good repair in order to realize a lower-cost preservation cycle, as opposed to using a "worst first" approach.

Pavement ratings and traffic volumes will be used as a basis in the selection of the needed highway work. In addition, the importance of each highway as it relates to the overall transportation system will be considered as well.

Project: Traffic Systems Management

Purpose: Public/Employee Safety/Health, Reduce Operating Costs/Efficiency, Maintain Existing

Level of Development: Ongoing

Project Description:

This program addresses Traffic System improvements on County highways.

Project Cost Summary:

FUNDING SOURCE:	2023	2024	2025	2026	2027	2028	2029	6yr Total	Total:
Borrowing to be Authorized		380	395	411	427	444	462	2,519	2,519
Pay as You Go	364							0	364
TOTALS	364	380	395	411	427	444	462	2,519	2,883

Project Detail and Status:

This program provides funds to upgrade various County highway intersections to improve traffic flow and safety. Highway capacity and safety can be increased at minimal cost on many County roads through intersection improvements. These projects are identified through our ongoing traffic count program, or through the use of the Accident Location Information System (ALIS). Types of work included in this classification are:

- Traffic signal installation or modification.
- Addition of turning lanes at an intersection.
- Complete intersection reconstruction including signals, adequate lanes and shoulders, paving, striping, roadside hazard elimination, etc.

The Department is constantly working to acquire Federal and State funds to supplement this program.

- Bond supports County share and highway work that needs to be done
 - This year is about half cash, half bond

A motion was made by Ms. Hernandez, seconded by Mr. Knapp, to approve this item. Passed unanimously; MOTION CARRIED.

d. Amending the 2024 County Budget to Pay in the First Instance 100 Percent of the Federal and State Aid Eligible Costs at a Maximum Amount of \$3,800,000 for the Construction Phase of the Bear Road Paving Project, PIN 3756.77, and Authorizing Execution of Agreements (\$3,800,000)

Purpose: This legislation will authorize the Comptroller to pay in the first instance \$3,800,000 of federal and state reimbursable monies for the Construction phase of the Bear Road 2R Paving Project, PIN 3756.77.

Summary: The work will include milling with a two-course asphalt pavement treatment (including isolated full depth reconstruction) between Sandy Lane and New York State Route 11 in the Town of Clay and the Village of North Syracuse. Approximately 2700-feet of new sidewalk will also be constructed along the south side of Bear Road between Richardson Drive and NYS Route 11, which is in the vicinity of the Bear Road Elementary School. Other work consists of guide rail, striping, sign, and drainage improvements. Construction is anticipated in 2025.

Fiscal Impact: This authorization is for the Construction phase of the project, which is funded with 80% Federal dollars, 15% State dollars, and 5% local dollars. The local share cost of \$200,000 has been funded through OCDOT’s previous workplans.

- Pay in the 1st instance to be reimbursed later
- Still in design; construction anticipated to begin in 2025

A motion was made by Dr. Kelly, seconded by Ms. Hernandez, to approve this item. Passed unanimously; MOTION CARRIED.

e. Amending the Design (Scoping I-VI) and Right-of-Way Incidentals Phase of the Canalways Trail Salina Extension Project, PIN 3756.22 by \$950,000, and Increasing the Authorization to Pay in the First Instance 100% of the Federal Aid Eligible Costs by \$760,000, Amending Res No. 64-2019, and Authorizing the Execution of Agreements (\$760,000)

Purpose: This legislation will authorize the Comptroller to pay in the first instance \$760,000 of federal reimbursable monies for the Design & Right-of-Way Incidentals phases of the Canalways Trail Salina Extension Project, PIN 3756.22.

Summary: The objective of this project is to complete the County's Onondaga Lake Trail System by constructing 2.25 miles from Murphy's Island in the City of Syracuse to the trailhead at Bloody Brook in the Town of Salina. This multi-use asphalt transportation trail will be 10 feet in width. Construction is anticipated in 2026.

Fiscal Impact: Previously in 2019, OCDOT came before the Legislature (Resolution #64) to fund the preliminary design phase (including right of way incidental costs) of the project. This request for additional monies is necessary to fund the final design phase of the project, which is funded with 80% Federal Dollars and 20% local dollars. The local share cost of the project in the amount of \$190,000 has been authorized through OCDOT's Workplans.

- Requesting money for additional environmental design work to construct a bridge over Ley Creek and railroad tracks
- Objective is to get an approved design from NYS, Railroad, Utilities, DEC to complete the Loop The Lake Trail
- Start with section at Bloody Brook to just north of bridge
- Final phase will be the bridge that connects Murphy's Island to the lake side of the Parkway

Questions/Comments from the Committee:

- Do we know what the State plans are for the Parkway?
 - Final decision has not been made
 - Modeling shows that the reconfiguration of the Parkway actually works
 - SMTC re-did the model to account for Micron and it works through 2050
- How will this bridge compare to the bridge on the other side?
 - Same type of structure, but bigger
 - Will be a massive structure that will add to the skyline

A motion was made by Mr. Knapp, seconded by Mr. Brown, to approve this item. Passed unanimously; MOTION CARRIED.

f. Amending the 2024 County Budget to Pay in the First Instance of the Federal and State Aid Eligible Costs at a Maximum Amount of \$988,000 for the Construction Phase of the Lakeshore Road Bridge Over Maple Creek (C-7) Project, PIN 3756.73, and Authorizing Execution of Agreements (\$988,000)

Purpose: This legislation will authorize the Comptroller to pay in the first instance \$988,000 of federal and state reimbursable monies for the Construction phase of the Lakeshore Road Bridge over Maple Creek (C-7) Project, PIN 3756.73.

Summary: The bridge, located in the Town of Cicero approximately 1,100-feet north of NYS Route 31, is in disrepair and must be rehabilitated. It is a single span structure comprised of concrete box beams supported on concrete abutments founded on spread footings. The concrete box beams show evidence of leakage. The proposed work includes replacing the bridge superstructure with prestressed post-tensioned concrete structural slabs on which a poured concrete deck will be placed. Also, substructure concrete repairs of the abutments and wingwalls will be completed. Construction is anticipated to be in 2025.

Fiscal Impact: This authorization is for the Construction phase of the project, which is funded with 80% Federal dollars, 15% State dollars, and 5% local dollars. The local share cost of \$58,000 has been programmed through OCDOT's previous workplans.

- In the process of rehabilitating

A motion was made by Mr. Knapp, seconded by Ms. Hernandez, to approve this item. Passed unanimously; MOTION CARRIED.

g. Amending the 2024 County Budget and Authorizing the County to Pay in the First Instance 100 Percent of the Non-Federal Aid Eligible Costs at a Total Maximum Amount of \$1,175,000 for the Design (Scoping I-VI) and Construction Phases of the Oak Orchard Road Over Youngs Creek Culvert (C-123) Replacement Project, PIN 3757.32, and Authorizing Execution of Agreements (\$1,175,000)

Purpose: This legislation will authorize the Comptroller to pay in the first instance \$1,175,000 of State (non-federal) reimbursable monies for the design and construction phases of the Oak Orchard Road over Youngs Creek Culvert (C-123) Replacement Project, PIN 3757.32.

Summary: This culvert, located in the Town of Clay near the intersection of Oak Orchard Road with Caughdenoy Road, needs to be replaced. The existing three sided concrete box culvert, which was built in 1939, has deteriorated to the point where replacement is required. The extensive concrete deterioration is evident throughout the deck bottom and walls, which is covered with map cracking and efflorescence. Hands on inspection revealed areas of hollow sounding concrete, spalled concrete and exposed rebar. The concrete delamination has progressively worsened over the past decade. This structure is beyond repair and will be replaced with a four-sided precast concrete box culvert. Construction is anticipated in 2027.

Fiscal Impact: This authorization is for the design and construction phases of this project, which is funded with 0% Federal Dollars, and 100% State Dollars (non-federal share) through the Bridge NY Program. A local share cost will only be incurred if the project cost exceeds the non-federal share of \$1,175,000.

- Culvert needs to be replaced before White Pine gets built out
- Would like construction to be done in 2026

A motion was made by Mr. Knapp, seconded by Dr. Kelly, to approve this item. Passed unanimously; MOTION CARRIED.

h. Amending the 2024 County Budget to Fund in the First Instance 100 Percent of the Federal Aid Eligible Costs at a Maximum Amount of \$1,149,500 for the Design (Scoping I-VI) and Construction Phases of the Tuttle Road Bridge Over Tuttle Brook (C-218) Project, PIN 3755.76, and Authorizing Execution of Agreements, and Rescinding Resolution No. 54-2021 (\$1,149,500)

Purpose: This legislation will authorize the Comptroller to pay in the first instance \$1,149,500 of federal reimbursable monies for the Design and Construction phases of the Tuttle Road Bridge, C-218, PIN 3755.76. Because this project is now funded through the Bridge NY Program, the previous first instance construction resolution is also being rescinded.

Summary: This project, in the Town of Cicero 0.4 miles north of NYS 31, involves rehabilitating the Tuttle Road Bridge over Tuttle Brook. The work includes replacing the structural deck and the steel facia girders, repairing the existing steel girders to remain, and concrete substructure repairs. Guiderail and the approach pavement will also be improved to match the new bridge deck elevation. Construction is anticipated to be in 2025.

Fiscal Impact: This authorization is for the design and construction phases of the project, which is funded with 95% Federal Dollars through the Bridge NY Program, and 5% local dollars. The local share cost of \$56,650 is being programmed through OCDOT's workplans.

A motion was made by Mr. Knapp, seconded by Ms. Hernandez, to approve this item. Passed unanimously; MOTION CARRIED.

i. Amending the 2024 County Budget to Fund in the First Instance 100 Percent of the Federal Aid Eligible Costs at a Maximum Amount of \$1,365,150 for the Design (Scoping I-VI) and Construction Phases of the West Dead Creek Road Bridge Over Dead Creek (C-230) Project, Pin 3754.21, and Authorizing Execution of Agreements (\$1,365,150)

Purpose: This legislation will authorize the Comptroller to pay in the first instance \$1,365,150 of federal reimbursable monies for the Design and Construction phases of the West Dead Creek Road Bridge (C-230) over Dead Creek project, PIN 3757.21. This project has been awarded 95% federal funds through the Bridge NY Program.

Summary: This culvert is located in the Town of VanBuren between Gunbarrel Road and NYS Route 31, and involves rehabilitating the West Dead Creek Road Bridge over Dead Creek. The concrete deck, bearings, and approach slabs are proposed to be removed and replaced. The existing steel beams will be retained, cleaned and painted. Concrete repairs will be made to the concrete abutments, and the guiderail will be replaced to meet current standards. The approach pavement will be adjusted to match the new deck elevation. Construction is anticipated to be in 2026.

Fiscal Impact: This authorization is for the design and construction phases of the project, which is funded with 95% Federal Dollars from the Bridge NY Program, and 5% local dollars. The local share cost of \$60,500 is being programmed through OCDOT's workplans.

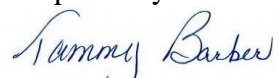
- Currently in design and scoping phase

A motion was made by Mr. Knapp, seconded by Dr. Kelly, to approve this item. Passed unanimously; MOTION CARRIED.

j. Tour of DOT Facility

The meeting was adjourned at 12:07 p.m.

Respectfully submitted,



TAMMY BARBER, Deputy Clerk
Onondaga County Legislature

ATTENDANCE

COMMITTEE: COUNTY FACILITIES COMMITTEE

DATE: APRIL 16, 2024

NAME (Please Print)	DEPARTMENT/AGENCY
Penny Donahue	Fin Ops / Trans
ODIAN DYER	OCDOT
MARISA BROWN ^{MS}	
Dan Mulvihill	DMB
Joe Franzsch	Attorney for Leg.
Auggina Moore	OCDOT
Mark Schaub	OCDOT
Tim Coley	OCDOT
CHRIS RAUBER	OCDOT
Darcie Lesniak	Leg
Jim Beebe	Leg
John DeSantis	Leg
MARY VOSS	OCDOT
Nancy Lourey	EX
Ben Yaus	Law Dept.
Patricia Jeschke	OCDOT
Dawn Marmor	OCPL
James Fensken	OCDOT
Mary Beth Primo	County Exec.