



Onondaga County Legislature

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COUNTY FACILITIES COMMITTEE MINUTES – APRIL 15, 2025 DEBRA J. CODY, CHAIR

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

ALSO ATTENDING: Chairman Burtis, Mr. Romeo; also see attached list

Chair Cody called the meeting to order at 10:38 a.m. and the previous meeting's minutes were approved.

2025 Draft Highway Plan on file with the Clerk

1. **TRANSPORTATION:** Marty Voss, Commissioner

- a. BOND: A Resolution Authorizing the Reconstruction and Construction of Improvements to Various Highways in and for the County of Onondaga, New York, at a Total Maximum Estimated Cost of \$6,000,000, and Authorizing the Issuance of \$6,000,000 Bonds of Said County to Pay Costs Thereof (\$6,000,000)**

2025 Highway Work Plan **DRAFT**

Projects	2025 Operating Budget	2025 CHIPS**	Bond Issue	Federal/ State / Others Aid	Totals
<u>County Capital Projects</u>					
<u>Federal Aid Projects</u>			\$2,380,000	\$20,671,500 \$2,178,500	\$25,230,000
7th North Paving Project - ROW Acq. & Construction					
Buckley Road 2R Paving, Bear Rd to Henry Clay Blvd - Add'l Construction					
Buckley Road 2R Paving, Hopkins to Taft - Add'l Construction					
Canalways Trail - Salina Extension Trail Ph 2 - Design & Construction					
Limestone Plaza Bridge - Add'l Construction					
Old Rt 57 Bridge over the Oneida River - Add'l Design					
Onondaga Boulevard 2R Paving - Construction and Add'l Design					
Peck Road Bridge - Design & Construction					
West Dead Creek Bridge - Construction					
<u>Traffic System Management</u>			\$391,000		\$391,000
Traffic Signal Upgrades					
<u>Cold Mix Bituminous Reconstruction</u>					
8.74 at \$325,000 per Mile	\$935,000	\$840,000 **	\$1,065,570		\$2,840,570
Treating 12.59 Centerline Miles					
Goal is 18.75 Equivalent Miles					
<u>Bridges</u>	\$250,000		\$1,450,000		\$1,700,000
<u>Hot Mix Bituminous Paving</u>	\$172,400	\$5,947,000 **	\$2,163,430		\$8,282,830
25.49 at \$325,000 per Mile					
Treating 27.98 Centerline Miles					
Goal is 45 Equivalent Miles					

<u>Guiderail</u>	\$644,000	\$644,000
<u>Bituminous Surface Treatment</u> 62.19 at \$45,000 per Mile Goal is 75 Centerline Miles	\$2,798,600	\$2,798,600
<u>Testing</u>	\$110,000	\$110,000
<u>Drainage</u>	\$1,000,000	\$1,000,000
<u>Facilities Repair</u>	\$90,000	\$90,000
2025 TOTALS	\$6,000,000	\$6,787,000

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.

- Left column shows projects, top line shows where money is coming from, bottom line shows total amount
 - Operating Budget has \$6M cash that will be put into the various programs
 - CHIPS column is State Aid based on historic State funding formula
 - May not see extra pot for infrastructure in odd numbered years
 - Will possibly see State budget in May 2025
 - Have enough carry over to get started
 - Bond Issue column is requesting to borrow \$6M for highways; \$1.450M for bridges
 - Federal Aid column is for major projects; 80-85 cents on the dollar comes from Federal Aid
- Resolutions allow for reimbursement through the State or Federal government
- Assessments are done in the winter using Ground Penetrating Radar (GPR) to determine paving projects for next year

**Onondaga County Department of Transportation
2025 Hot Mix Paving List**

DRAFT

Road	C.R. Number	Location	Pavement Width (Feet)	Shoulder Width** (Feet)	Centerline Miles	Two Lane Equivalent Miles
Section 1						
1a Apulia Road***	1	Bush Road to 1.8 miles south (Ultra Thin)	22	4	1.80	1.08
1b Broadfield Road	250	Pompey Center Road to Fraser Fir Drive	22	4	0.92	0.79
1c Henneberry Road	182	New York State Route 173 to Broadfield Road (Box Out)	22	4	1.18	1.18
1d Jamesville Road***	7	Quarry Entrance to Nottingham Road	75	14	0.60	1.20
1e Sentinel Heights Road	173	New York State Route 11 to 1.5 miles north	22	4	1.50	1.6
Section Total					6.00	5.85
Section 2						
2a Caughdenoy Road***	49	Lawton Road to Maple Road	24	6	1.00	0.60
2b Fly Road***	77	Dausman Street to Kirkville Road	24	4	0.67	0.46
2c Fremont Road	136	Kirkville Road to CSX Railroad Bridge	22	6	0.50	0.50
2d Fremont Road***	136	CSX Railroad bridge to New York State Route 290	22	6	0.61	0.69
2e Kirkville Road	53	Intersection of Fremont Road	40	8	0.89	0.71
2f Kirkville Road	53	0.50 miles East of Minoa Schepps Road to 1.0 miles West	22	4	1.00	1.10
2g Lakeshore Road***	123	Weaver Road to Mud Mill Road	22	4	0.92	0.60
2h Old Fremont Road	136	Central Avenue to Dead End	22	4	0.25	0.25
2i South Bay Road***	208	Whiting Road to Lakeshore Road (Ultra Thin)	22	6	1.19	0.86
2j Thompson Road***	13	East Molloy Road to Carrier Circle	24	8	0.76	0.79
2k Tulip Street***	47	Old Route 57 to Commerce Boulevard	22	4	0.73	0.53
2l Wetzel Road***	252	Morgan Road to Old Route 57	24	6	1.13	0.81
Section Total					9.65	7.90

Section 3

3a Bennetts Corners Road	64	Warners Road to Canal Road	22	4	1.21	1.21
3b Old Route 5***	98	Knowell Road to Dunning Drive (Mill/Inlay)	55	10	0.85	1.36
3c River Road***	38	New York State Route 370 to Patchett Road	22	4	2.05	1.31
3d Sixty Road***	140	Baldwinsville Village Line to West Entry Road (Binder RxR to Henck	22	4	0.82	0.57
3e Smokey Hollow Road***	229	Hencle Boulevard to Baldwinsville Village Line (Box Out)	22	4	0.29	0.20
3f VanBuren Road	159	New York State Route 48 to New York State Route 690 Bridge (Pave	22	4	1.05	1.05

Section Total**6.27 5.70****Section 4**

4a Amber Road	44	United States Route 20 to Collins Road	22	4	1.12	1.12
4b Coon Hill Road***	27	New York State Route 174 to Rose Hill Road	22	4	0.87	0.70
4c Halfway Road	107	New York State Route 5 to New York State Route 321 (Pave 3")	22	4	1.72	1.72
4d Otisco Valley Road	24	County Line to Bromley Road	22	4	0.91	0.91
4e Rose Hill Road	21/27	Coon Hill Road (North) to Tower Road (Mill 2"/Pave 3.5")	22	4	1.15	1.30
4f Scotch Hill Road	68	New York State Route 174 to Howlett Hill Road (Box Outs)	22	4	0.29	0.29

Section Total**6.06 6.04****County Total Miles****27.98 25.49**

- More durable Hot Mix is used when possible

**Onondaga County Department of Transportation
2025 Cold Mix Reconstruction List**

DRAFT

Road	C.R. No.	Location	Centerline Miles	Equivalent Miles
Section 1				
1a Berwyn Road***	114	United States Route 20 to Collins Road (CIPR)	2.08	1.46
1b Number 5 Road***	171	Number 4 Road to Pompey Center Road (CIPR)	1.73	1.22
Section Total			3.81	2.68
Section 2				
2a Black Creek Road***	239	Barge Canal south to Caughdenoy Road	1.15	0.70
Section Total			1.15	0.70
Section 3				
3a Kingdom Road***	120	West Dead Creek Road to Lynch Road	1.93	1.14
3b West Sorrell Hill Road	195	Hoag Road to Conners Road (Mill 2" Pave 4")	1.05	1.05
Section Total			2.98	2.19
Section 4				
4a Beef Street***	143	Howlett Hill Road to 1.15 miles south(CIPR)	1.15	0.82
4b Nunnery Road***	263	New York State Route 41 (South End) to Dave Hull Road	1.55	0.94
4c Shamrock Road***	235	Church Road to Eibert Road (CIPR)	1.50	1.04
4d Murphy Road***	202	NW Townline Road to New Seneca Tpk (Ultra Thin)	0.45	0.37
Section Total			4.65	3.17
County Total Miles			12.59	8.74

- Cold Mix is used when volumes are low

**Onondaga County Department of Transportation
2025 Bituminous Surface Treatment List
Draft**

Road	C.R. No.	Location	Centerline Miles
Section 1			
1a Bailey Road	233	New York State Route 80 to Parker Road	1.04
1b Berry Road	186	Town of Lafayette Line south to Chase Road	1.4
1c Berwyn Road***	114	United States Route 20 to Collins Road CIPR	2.08
1d Broadfield Road	250	Sweet Road to Watervale Road	1.4
1e Cardner Road	258	New York State Route 80 to Delphi Falls Road	1.75
1f Cemetery Road	170	Number 4 West Road to 0.85 mile south	0.85
1g Eager Road	232	Apulia Road to Reidy Hill Road	0.94
1h Gates Road	145	Henderson Road to Sweet Road	0.73
1i Hennecberry Road	182	Burke Road to Gates Road	1.06
1j Indian Hill Road	5	Oran Gulf Road to Oran Delphi Road	0.3
1k Number 5 Road***	171	Number 4 Road to Pompey Center Road CIPR	1.73
1l Pratts Falls Road	218	New York State Route 91 to Sweet Road (Repairs and Surface Treat)	0.85
1m Ridge Road***	128	Number 4 Road to .6 miles north	0.60
1n Sky High Road	79	Meeker Hill Road (North) to 0.90 mile south	1.00
1o Watervale Road	9	1.80 miles south of Gates Road to United States Route 20	1.22
1p West Shore Manor Road	273	Apulia Road to County Maintenance	0.4
1q Wetmore Road	257	Lake Road to Assembly Park Road	0.91
Section Total			18.26
Section 2			
2a Black Creek Road***	239	Barge Canal south to Caughdenoy Road	1.15
2b Bonstead Road	199	Maiden Road to 2018 Paving Limits (I-481 Bridge) (Repairs and Surface Treat	1.87
2c Ferguson Road	214	New York State Route 31 to Island Road	1.68
2d Ver Plank Road	141	Henry Clay Boulevard to Caughdenoy Road	1.69
Section Total			6.39
Section 3			
3a Church Road	192	Fenner Road to Prine Road	0.55
3b East Sorrell Hill Road	153	Interstate Route 690 Ramp to Ellsworth Road	1.25
3c Kingdom Road	120	Old Route 31 to Daboll Road	0.87
3d Kingdom Road***	120	West Dead Creek Road to Lynch Road	1.93
3e Laird Road	135	Peru Road to Whiting Road	1.53
3f Lamson Road Spur	30	Lamson Road to Fenner Road	0.31
3h Old Peru Road	60	Peru Road to Peru Road	0.15
3i Peru Road	60	Schapp Road (2014 Limit) to 1.0 mile east	1
3j West Sorrell Hill Road***	195	Hoag Road to Conners Road (Mill 2" Pave 4")	1.05
3k Whiting Road	183	Bennetts Corners Road to 1.0 mile west	1
3m Whiting Road	183	Whiting Road Extension to Sandbank Road	0.49
3n Whiting Road	183	Sandbank Road to Crosset Road	0.8
3o Whiting Road	183	Crosset Road to Jordan Road	1.1
Section Total			12.03
Section 4			
4a Beef Street***	143	Howlett Hill Road to 1.15 miles south	1.15
4b Benson Road	117	Giles Road to Hencoop Road	1.78
4c Cold Brook Road	25	County Line to Craig Road	1.28
4d Cold Brook Road	25	Craig Road to Willowdale Road	1.69
4e Cook Road	256	New York State Route 80 to Barker Street (Repairs and Surface Treat)	0.9
4f Coon Hill Road	27	Rose Hill Road to Shamrock Road	1.25
4g Falls Road	248	Howlett Hill Road to New York State Route 174	0.92
4h Masters Road	260	New York State Route 174 to Bishop Hill Road	1.29
4i Northeast Townline Road	168	New York State Route 175 to 1.05 miles north	1.05
4k Northwest Townline Road	202	Old Seneca Turnpike to Murphy Road (Ultra Thin)	1.00
4m Nunnery Road***	263	New York State Route 41 (South End) to Dave Hull Road	1.31
4n Pork Street	259	New York State Route 41 to Rickard Road	1.62
4o Rickard Road	259	Pork Street to Coon Hill Road	0.9
4p Sawmill Road	113	Otisco Valley Road to West Valley Road	0.58
4q Shamrock Road***	235	Chruch Road to Elbert Road CIPR	1.50
4r Solvay Road	238	Tully Farms Road to New York State Route 11A	0.5
4s Tanner Road	184	Amber Road to Cedarvale Road	1.73
4t Tanner Road	184	Makyes Road to New York State Route 80	1.31
4u Willowdale Road	26	Burma Road to 0.7 miles south of Merrill Road	1.5
4v Young Road	242	Tucker Road to New York State Route 175	1.12
Section Total			24.38
County Total Miles			61.06

- Surface Treatment is a topcoat that preserves good roads
- Treating a road is enough to get through 2 or 3 winters
- Requires less prep time and goes down quickly

Questions/Comments from the Committee:

- In terms of miles, how does the Work Plan compare to previous years?
 - Consistent
 - 2022 was a big year; post COVID and wanted to get everyone back to work
 - Still have carryover to catch up on
 - 2025 is a relatively normal year
 - 2024 was about the same as this year: bonded \$1.4M for bridges with a \$6.8M Bond
 - Cash is the same as 2024
 - Costs have gone up
 - Cold Mix is \$325,000 per mile
 - Hot Mix is \$325,000 per mile
 - Surface Treatment \$45,000 per mile
 - Let DOT know about constituent complaints; pothole response is typically less than 24 hours

***Dr. Kelly arrived at the meeting**

- Will 81/481 project effect the cost?
 - The price is what it was bid at
 - New Hot Mix vendor is not local, but buying asphalt locally from Barrett
 - Will be challenges with construction this year
 - The State is taking a lot of material out of the supply chain
 - Lead times are long; placing orders in the fall to get ahead of the curve
- Will the supply chain issue be a problem for crush and rock?
 - Have not seen that yet, mostly sourced locally from Skaneateles or Jamesville
 - Most glaring costs are with anything made with petroleum and steel
- How did DOT do with salt this year?
 - Vendor did not have enough salt production
 - Did not want to pay double or go through entire budget on salt
 - Mixed with sand and got through it
 - Will end up with a surplus in salt budget
 - Currently fully stocked with salt
- Was DOT ok with plow staff?
 - Yes, would love to have a line of people wanting a CDL and waiting to get into DOT training program
 - More employees will be retiring this fall
 - Many come back as a post retiree to work November through April
 - Have aggressive recruitment plan
 - Drug testing is still a requirement
- How is the overtime budget?
 - Overtime budget is fine
- What is the timeline on the traffic signal upgrades?
 - Will be within the 2025 calendar year
 - Upgrading to high tech AI Miovision system
 - 360 degree camera connected by cellular service that works back to Traffic Management Center
 - Have 60 up now
 - Adding upgrades to Fed Aid projects where there are intersections so they are reimbursable
 - Sheriff has read only access to the system
 - The system reads all vehicles and adapts signal timing to peak and school hours
 - Wires do not need to be buried in pavement
- Is there a large IT cost associated with it?
 - It is all web based and updated through Miovision

- Information is stored in the cloud with the vendor
- County is ahead of the State for traffic signal management
- The State is not using their 511 system for traffic management yet

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

b. BOND: A Resolution Authorizing Various Bridge Improvement Projects in and for the County of Onondaga, New York, at a Maximum Estimated Cost of \$1,450,000, and Authorizing the Issuance of \$1,450,000 Bonds of Said County to Pay Costs Thereof (\$1,450,000)

Questions/Comments from the Committee:

- Where is the bridge that is shared with Madison County?
 - The road over Chittenango Creek
 - Onondaga County doing the work; local share will be split evenly with Madison County

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

c. BOND: A Resolution Amending Bond Resolution No. 189-2017, Dated December 5, 2017, Authorizing the Issuance of \$10,000,000 Bonds of the County of Onondaga, New York, to Pay Costs Related to Improvements to the North Area Highway Maintenance Facility and for Said County (\$2,970,000)

SUMMARY

Rehabilitation project to improve the Jamesville and Marcellus DOT maintenance facilities.

FUNDING BY SOURCE (000's)

SOURCE	Prior	2025	2026	2027	2028	2029	2030	6-Year	Total
<i>Borrowing to Authorize</i>	-	500	2,150	-	-	-	-	2,650	2,650
TOTALS	-	500	2,150	-	-	-	-	2,650	2,650

SCOPE & DETAILS

The Marcellus and Jamesville DOT Maintenance Facilities were built in 1989 and 2000, respectively. Neither facility has received upgrades in recent years, and repairs are needed.

The plan includes renovating the Jamesville & Marcellus Maintenance Shops to bring them up to current standards. Specifically, the employee work areas will be upgraded including new furniture, flooring, paint, and ceilings (in breakrooms, offices, bathrooms, and locker rooms). Also, the plan includes renovating infrastructure critical to DOT operations such as replacing overhead garage doors (and motors), HVAC, plumbing, and interior and exterior walking and driving surfaces consisting of failing asphalt & concrete. These improvements are necessary to increase the useful life of the facilities and provide a safer environment in which to work.

In spring 2025 we intend to seek legislative authorization for \$2,650,000 in bonds to finance this project.

- This is to reissue the bond to include all 4 maintenance facilities instead of targeted to just North Area
- Will use the residual money for projects at Marcellus, Jamesville, and North Area
 - Marcellus - connecting to municipal sewer line in Marcellus
 - Jamesville - needs TLC
 - North Area – HVAC
- Thank you to Legislator Abbott for facilitating communications with the Village of Marcellus

Questions/Comments from the Committee:

- The bond in 2017 was for \$10M and \$2.650M of it was not spent?

- The initial plan was to tear down the North Area building on Molloy Road and rebuild for \$10M
- Revised estimate in 2018 came in at \$14M; fired engineering firm
- Renovated existed building for \$7M resulting in unused funds

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

d. Amending The Design (Scoping I-VI) and Right-of-Way Incidentals Phase of the Onondaga Boulevard (CR 240) Paving Project, PIN 3756.75, by \$150,000, and Increasing the Authorization to Pay in the First Instance 100% of the Federal Aid Eligible Costs by \$120,000, Amending Resolution No. 73-2022, and Authorizing the Execution of Agreements (\$120,000)

Purpose: This legislation will authorize the Comptroller to pay in the first instance and additional \$120,000 of federal reimbursable monies for the Design and Right-of-way Incidentals phase of the Onondaga Boulevard 2R Paving Project, PIN 3756.75.

Summary: The objective of this project is to provide a two-course pavement treatment for Onondaga Boulevard between Fay Road and Velasko Road in the City of Syracuse, and in the Towns of Onondaga and Geddes. A safety alternative to reduce speed and vehicular crashes is being investigated, and likely will include reducing the highway from four lanes to three west of the Western Lights commercial area. Given that Westhill High School is within the project limits, pedestrian and bicycle accommodations are being explored. Drainage, roadside obstacle, guiderail, signage, and striping improvements will be made as part of the project. Finally, the traffic signals at the Wegmans entrance and at Velasko Road will be replaced. Construction is anticipated to be in 2027.

Fiscal Impact: This authorization is for the Design and Right-of-way Incidentals phase of the project, which is funded with 80% Federal Dollars, and 20% local dollars. The additional local share cost of \$30,000 is being funded through OCDOT's workplans.

- Resolutions are required as part of the Federal Aid process
- Includes a small piece in the city

Questions/Comments from the Committee:

- Will this be taken down to nothing and starting over or just paving?
 - 2 course paving; multi-modal lanes near the high school
- Will infrastructure underneath be coordinated with OCWA and WEP?
 - Yes, that is done with every project

e. Amending the 2025 County Budget to Fund in the First Instance 100 Percent of the Federal Aid Eligible Costs at a Maximum Amount of \$1,120,000 for the Design (Scoping I-VI) and Right-of-Way Incidentals Phase of the Canalways Trail Salina Extension Project Phase 2, PIN 3757.02, and Authorizing the Execution of Agreements (\$1,120,000)

Purpose: This legislation will authorize the Comptroller to pay in the first instance \$1,120,000 of federal reimbursable monies for the Design & Right-of-Way Incidentals phase of the Canalways Trail Salina Extension Project Phase 2, PIN 3757.02.

Summary: The objective of Phase 2 of this project is to construct a portion of the trail along Onondaga Lake Parkway and the eight span pedestrian bridge over CSX rail lines to the trail terminus on Murphy's Island in the Town of Salina. Construction of Phase 2 is anticipated to be in 2028.

Fiscal Impact: This authorization is for the Design & Right-of-Way Incidentals phases of this project, which is funded with 80% Federal Dollars and 20% local dollars. The local share cost of the project in the amount of \$280,000 is being funded through OCDOT's workplans.

- This resolution is the next phase of design for Loop the Lake Trail
- The public hearing heard no complaints
- Construction Schedule:
 - Left off at Murphy's Island to Bloody Brook (stone wall inlet from Onondaga Lake to pump station near Heid's)
 - Phase 1
 - From Bloody Brook south to ~1700 feet south of the railroad tracks
 - Received consent from the State to put trail under railroad bridge with enhanced jersey barrier and buffering
 - Construction will be started in 2026-2027
 - Phase 2
 - The next bridge will be 250 feet longer than the bridge built behind Roth Steel
 - Has to be enclosed for 60-70 feet because it is near the railroad
 - DOT will email renderings to Legislators
 - Architectural treatment is the same as the bridge from Harbor Brook to Hiawatha Boulevard
 - There will be a landing area with a view of the lake
 - Construction will be started between 2028-2030 and potentially completed by 2030

f. Amending the 2025 County Budget to Pay in the First Instance 100 Percent of the Federal and State Aid Eligible Costs at a Maximum Amount of \$5,320,000 for the Construction Phase of the Route 57 & Soule Road Paving Project, PIN 3756.72, and Authorizing Execution of Agreements (\$5,320,000)

Purpose: *This legislation will authorize the Comptroller to pay in the first instance \$5,320,000 of federal and State reimbursable monies for the Construction phase of the Route 57 & Soule Road Paving Project, PIN 3756.72.*

Summary: *The work will include milling with a two-course asphalt pavement treatment (including isolated full depth reconstruction) on Route 57 from Pine Hollow Drive to Calder Court, and on Soule Road from Route 57 to Fairways East in the Town of Clay. Lane reductions are proposed to be implemented on Old Route 57 at the intersection with Soule Road. The objective of the lane reductions is to enhance safety and provide improved pedestrian accommodations. The number of lanes on Old Route 57 will be reduced by one lane on the north and southbound approaches. This will be accomplished through a combination of striping changes and narrowing of the pavement width. On the southbound approach, the lane reduction will allow for the installation of 800-feet of curbed sidewalk. Also, a new traffic signal will be installed at Fairways East, and all enclosed drainage and culverts within the corridor will be cleaned. Signage will be installed as needed to address existing deficiencies. Construction is anticipated in 2026.*

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 \$280,000 is being funded through OCDOT's workplans.*

g. Amending the 2025 County Budget to Pay in the First Instance 100 Percent of the Federal and State Aid Eligible Costs at a Maximum Amount of \$3,515,000 for the Construction Phase of the Buckley Road Paving Project, PIN 3756.78, and Authorizing Execution of Agreements (\$3,515,000)

Purpose: *This legislation will authorize the Comptroller to pay in the first instance \$3,515,000 of federal and State reimbursable monies for the Construction phase of the Buckley Road Paving Project, PIN 3756.78.*

Summary: *The work will include milling with a two-course asphalt pavement treatment (including isolated full depth reconstruction) between Henry Clay Blvd and Bear Road in the Town of Clay. This project includes drainage improvements, and traffic signal improvements at the Buckley Road and Bear Road intersection, which will receive new traffic signal heads. Also, the existing span wire traffic signal at the Buckley Road and Wetzel Road intersection will be fully replaced. All existing pedestrian infrastructure, including any sidewalks, curb ramps, crosswalks, and pedestrian signals, will be upgraded to meet current standards. Pedestrian facilities will be added at the Buckley Road and Wetzel Road intersection, and sidewalk will be constructed on the west side of Buckley Road from Wetzel Road to Bear Road. Construction is anticipated in 2027.*

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 \$185,000 is being funded through OCDOT's workplans.*

h. Amending the 2025 County Budget to Fund in the First Instance 100 Percent of the Federal Aid Eligible Costs at a Maximum Amount of \$1,938,000 for the Design (Scoping I-VI) and Construction Phases of the Peck Road Bridge Over Chittenango Creek (C-192) Project, PIN 3757.48, and Authorizing Execution of Agreements (\$1,938,000)

***Purpose:** This legislation will authorize the Comptroller to pay in the first instance \$1,938,000 of federal reimbursable monies for the Design and Construction phases of the Peck Road Bridge (C-192) over Chittenango Creek project, PIN 3757.48. This project has been awarded 95% federal funds through the Bridge NY Program.*

***Summary:** This Peck Road Bridge is located in the Town of Manlius near Ferstler Road and will be rehabilitated. This 150' continuous steel girder 2-span bridge was built in 1989, with the substructure and approach slabs rebuilt in 1999. Recent inspections show excessive tilt of the rocker bearings at both ends of the bridge, and the joints are at maximum compression. The reinforced concrete deck is deteriorated, and the wearing surface is worn and polished in the wheel paths. The objective of this project is to replace the deck, approach slabs, bearings and guiderail, and to repair the substructure elements. Construction is anticipated to be in 2027.*

***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. By intermunicipal agreement, the County of Madison will pay for ½ of the local share in the amount of \$51,000, therefore the OCDOT local share cost of \$51,000 is being programmed through OCDOT's workplans.*

i. Amending the 2025 County Budget to Fund in the First Instance 100 Percent of the Federal Aid Eligible Costs at a Maximum Amount of \$1,840,000 for the Design (Scoping I-VI) and Right-of-Way Incidentals Phase of the Route 57 Bridge (C-237) Over the Oneida River Project, PIN 3757.03, and Authorizing the Execution of Agreements (\$1,840,000)

***Purpose:** This legislation will authorize the Comptroller to pay in the first instance \$1,840,000 of federal reimbursable monies for the design and right of way incidentals phase of the Route 57 Bridge over the Oneida River Project, PIN 3757.03.*

***Summary:** The Three Rivers Bridge (County Bridge C-237) over the Oneida River is a three-span structure with 62-ft long steel multi-girder approach spans, and a 250 ft long steel thru-truss main span, having a reinforced concrete deck built in 1940, and it is in disrepair. The superstructure truss is similar in age to the old Belgium Road Bridge now replaced. Heavy section loss on numerous truss gusset plates and sheered anchor rods is apparent as well as deteriorated bearings. The design phase will investigate if the bridge, located in the Town of Clay, is entirely replaced or rehabilitated. Construction is anticipated in 2031.*

***Fiscal Impact:** This authorization is for the design and right of way incidental phase of the project, which is funded with 80% Federal dollars and 20% local dollars. By intermunicipal agreement, the County of Oswego will pay for ½ of the local share in the amount of \$230,000, therefore the OCDOT local share cost of \$230,000 is being programmed through OCDOT's workplans.*

j. Amending the 2025 County Budget to Pay in the First Instance 100 Percent of the Federal and State Aid Eligible Costs at a Maximum Amount of \$6,745,000 for the Construction Phase of the Buckley Road Paving Project, PIN 3756.70, and Authorizing Execution of Agreements (\$6,745,000)

***Purpose:** This legislation will authorize the Comptroller to pay in the first instance \$6,745,000 of federal and State reimbursable monies for the Construction phase of the Buckley Road Paving Project, PIN 3756.70.*

***Summary:** The work will include milling with a two-course asphalt pavement treatment (including isolated full depth reconstruction) between Hopkins Road and Taft Road in the Town of Clay. It also includes replacing the existing drainage system, widening the roadway to include turn lanes at select intersections, and removing existing concrete median areas. Improvements to the traffic signals and signs will also be included. The project will also include constructing sidewalks between Bailey Road and Taft Road to improve pedestrian accommodation and accessibility and will provide 6 ft. shoulders between Hopkins Road and Bailey Road to accommodate occasional bicyclists and pedestrians. Construction is anticipated in 2027.*

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 \$355,000 has been funded through OCDOT's workplans*

- Will not be done at the same time as item “g” from above
- Have biweekly meeting with the State DOT on where projects are in the approval process
- Projects will be done in the order that approvals are received

k. Amending the 2025 County Budget to Pay in the First Instance 100 Percent of the Federal and State Aid Eligible Costs at a Maximum Amount of \$1,900,000 for the Construction Phase of the Limestone Plaza Bridge (C-235) Over Limestone Creek Project, PIN 3756.74, and Authorizing Execution of Agreements (\$1,900,000)

Purpose: *This legislation will authorize the Comptroller to pay in the first instance \$1,900,000 of federal and State reimbursable monies for the Construction phase of the Limestone Plaza Bridge over Limestone Creek Project, PIN 3756.74.*

Summary: *The work will include the removal of the existing bridge deck, removal and storage of the existing steel superstructure, installation of scour protection, substructure repairs, reinstallation of the stored steel superstructure, construction of a new cast-in-place concrete bridge deck, and reconstruction of the roadway at the approaches, including new guide rail. The project will eliminate structural deficiencies and hydraulic vulnerabilities, and extend the service life of the crossing. This bridge is located within the Village of Fayetteville, and construction is anticipated in 2026.*

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 \$100,000 is being funded through OCDOT's workplans.*

A motion was made by Mr. Knapp, seconded by Dr. Kelly, to approve items d through k. Passed unanimously; MOTION CARRIED.

l. Authorizing the County Executive to Enter into a Five Year Agreement with the State of New York for Snow and Ice Control on State Highways for the 2024-2029 Seasons, and Superseding Resolution No. 201-2024 (\$5,339,023)

PURPOSE:

To authorize the execution of agreements for a five year term with New York State for the County to plow State roads. This resolution extends the 2019-2024 contract term authorized by Resolution No. 14- 2020 an additional five years from 2024-2029 through the 2028-2029 plow season. Revises the dollar amount per season approved in Resolution 201- 2024 based on new average annual base cost per season methodology by NYS for the 2024-2029 snow seasons.

OBJECTIVE/ WORK PLAN:

The County is reimbursed for plowing State roads based on an average of prior costs adjusted for any increase in labor, equipment, materials, and severity.

FUNDING SOURCE:

The funding source of this contract is the New York State Department of Transportation.

BUDGET:

The estimated annual base amount per season for this five year extension is \$5,339,023 which is revised from the Resolution 201- 2024 amount per season of \$4,717,185.

- County DOT plows 407 miles of State roads
- The 5 year extension requires a base amount for each season as determined by the State
 - The base amount was \$4.7M for the 5 year extension with County able to ask for increases based on actual costs
 - NYS Comptroller requested to increase the base amount to \$5.3M in order to be closer to actual costs
- This resolution results in additional revenue for the County

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

2. ONONDAGA COMMUNITY COLLEGE:

- a. Calling for a Public Hearing on the Tentative 2025-2026 Budget of the Onondaga Community College (May 27, 2025 @ 10:15 a.m.)**

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

- b. INFORMATIONAL: Micron Clean Room Simulation Lab & Tour**

The meeting was adjourned at 11:17 p.m.

Respectfully submitted,



TAMMY BARBER, Deputy Clerk
Onondaga County Legislature

ATTENDANCE

COMMITTEE: COUNTY FACILITIES COMMITTEE
DATE: APRIL 15, 2025

NAME (Please Print)	DEPARTMENT/AGENCY
Jim Beebe	Leg
Ethan L	Leg
Cyndy Johnson	Exec
John DeSauter	Leg
M. Ross	DOT
Penney Donch-e	Fin ops/ DOT
CHRIS RAYBOR	OCDOT
Dan Krantz	CE
Van Komeo	Leg
Mark Manning	OCC
Debbie Keminiski	Leg
Ben Yans	Un
Roger Mirabito	OCC
Dr. Milton	OCC
Sue Tormey	OCC