

Highway, Buildings and Grounds

Wednesday, April 27, 2022 @ 1:00 PM

Chambers/ Zoom

AGENDA

1:00 PM Call Meeting to Order

Approval of Minutes

- Approval of minutes for March 23, 2022 regular meeting minutes

Other Committee Business: Stefan Lutter, Planning Dept.

1. To Establish a Consistent Recycling Strategy Across County Buildings

Highway:

1. Authorizing the Chairman to Enter into an Agreement with Barton & Loguidice, D.P.C.
2. Designating Disposal of Surplus County Personal Property
3. Highway Highlights 4-27-22

Facilities/Maintenance:

1. Facilities Highlights
2. Central Services Monthly Report

Preferred Agenda

Next Meeting: Wednesday, May 25, 2022 @ 1:00 p.m.- Chambers

Adjourn

Highway, Buildings and Grounds

Wednesday, March 23, 2022 @ 1:00 PM

Chambers/ Zoom

MINUTES

1:00 PM Call Meeting to Order

Approval of Minutes

- Approval of minutes for February 23, 2022 regular meeting minutes

Motion by John Pinard to approve the minutes of the February 23, 2022 regular meeting. Second by greg reuter. The motion was Passed.

Absent: Walrod

Other Committee Business:

1. Presentation From Taylor Bottar, Barton & Loguidice, on the Complex Sanitary Sewer Project

Taylor Bottar from Barton & Loguidice presented the Complex Sanitary Sewer project to the committee. Maps, estimated costs and funding opportunities through grants were shared and discussed

Resolutions:

1. Authorizing the Chairman to enter into an agreement with Barton & Loguidice, D.P.C.

Motion by greg reuter to approve the resolution. Second by John Pinard. The motion was Passed.

Absent: Walrod

2. Authorizing the modification of the 2022 adopted county budget- Sanitary Sewer Project

Motion by John Pinard to approve the resolution. Second by greg reuter. The motion was Passed.

Absent: Walrod

Highway:

1. Authorizing Approval to Award All Bidders for Bid 22-12 Bituminous Concrete

Motion by Alex Stepanski to approve the resolution. Second by John Pinard. The motion was Passed.

Absent: Walrod

2. Authorizing the Modification of the 2022 Adopted County Budget (Road Machinery)

Motion by John Pinard to approve the resolution. Second by greg reuter. The motion was Passed.
Absent: Walrod

3. Authorizing the Chairman to Enter into an Agreement with Suit-Kote Corporation

Motion by John Pinard to approve the resolution. Second by greg reuter. The motion was Passed.
Absent: Walrod

4. Designating Disposal of Surplus County Personal Property

Consensus of the Committee
Absent: Walrod

5. Highway Highlights 3-23-22

Highway Superintendent, Joe Wisinski, reviewed the department highlights with the committee

Facilities/Maintenance:

1. Authorizing the modification of the 2022 adopted county budget-Brown Rd. Utilities

Motion by John Pinard to approve the resolution. Second by greg reuter. The motion was Passed.
Absent: Walrod

2. Authorizing the modification of the 2022 adopted county budget-Clockville Water District

Motion by John Pinard to approve the resolution. Second by Alex Stepanski. The motion was Passed.
Absent: Walrod

3. Authorizing the modification of the 2022 adopted county budget-Gorman Pathways Reno

Motion by Alex Stepanski to approve the resolution. Second by John Pinard. The motion was Passed.
Absent: Walrod

4. Authorizing the Chairman to execute a License Agreement with Mohican Model A Ford Club Inc

Motion by John Pinard to Approve the resolution. Second by greg reuter. The motion was Passed.
Absent: Walrod

5. Facilities Highlights

John Regan, Director of Facilities, presented the past month's Maintenance & Facilities projects highlights.

6. Central Services Monthly Report

John Regan, Director of Facilities, presented the March 2022 Central Services Report to the committee.

Preferred Agenda

It was the consensus of the Committee to allow any eligible resolution from today's meeting to be added to the preferred agenda. All resolutions were voted on and approved by the Committee. Motion by John Pinard to approve. Second by greg reuter. The motion was Passed.
Absent: Walrod

Next Meeting: Wednesday, April 27, 2022 @ 1:00 p.m. Chambers

Adjourn

Motion by Alex Stepanski to meeting adjourned at 1:48 p.m.. Second by John Pinard. The motion was Passed.
Absent: Walrod

RESOLUTION NO. _____

**TO ESTABLISH A CONSISTENT RECYCLING STRATEGY ACROSS
COUNTY BUILDINGS.**

WHEREAS, Madison County strives to minimize operational environmental impacts wherever possible, particularly in relation to reducing our carbon emissions; and

WHEREAS, the need for conveniently accessible and clearly labeled recycling receptacles in all common areas and employee workstations divert recyclable waste from trash bins and reduces landfill emissions and repurposes material; and

WHEREAS, the County's Climate Smart Task Force recommends this action to strengthen the County's status as a Climate Smart Community; and

NOW, THEREFORE, BE IT RESOLVED that the Madison County will ensure recycling bins wherever there is a trash bin, in all common areas and employee workstations.

Dated: May 10, 2022

Cliff Moses, Chairman
Planning, Economic Development,
Environmental and Intergovernmental Affairs
Committee

William Zupan, Chairman
Highway, Buildings and Grounds Committee

RESOLUTION NO. ____

**AUTHORIZING THE CHAIRMAN TO ENTER INTO AN AGREEMENT WITH
BARTON & LOGUIDICE, D.P.C.**

WHEREAS, the Highway, Buildings and Grounds Committee met on April 27, 2022 and authorized the Madison County Highway Department to proceed with the design agreement for (BIN 3308890) Solsville Road over Oriskany Creek, Town of Madison, Madison County, P.I.N. 2754.70; and

WHEREAS, the Engineering Consultant selection process is outlined in the New York State D.O.T. Locally Administered Federal Aid Project Manual (LAFAP); and

WHEREAS, Barton & Loguidice was selected to complete the design phase for Solsville Road; and

WHEREAS, the New York State Department of Transportation, has allocated the estimated cost for engineering services for design for Solsville Road as follows;

Estimated Engineering Services Design Cost \$336,000; and

WHEREAS, Federal funds have been secured for these projects at 95% Federal and 5% Local; and

WHEREAS, the amount of Federal funds would be \$2,175,116, with the total project cost of \$2,289,596, to be appropriated in the 2022 County Road Fund Budget; and

NOW, THEREFORE, BE IT RESOLVED, that the Chairman of the Board of Supervisors is hereby authorized to enter into an Agreement on behalf of the County of Madison with Barton & Loguidice, D.P.C. in the form as is on file with the Clerk to the Board.

Dated: May 10, 2022

William Zupan, Chairman,
Highway, Buildings and Grounds Committee



**Madison County
DEPARTMENT OF HIGHWAYS
139 North Court Street
P.O. Box 15
Wampsville, NY 13163**

**F. Joseph Wisinski
County Highway Superintendent**

**PH (315) 366-2221
FAX (315) 366-2677**

12-17-21

REQUEST FOR PROPOSALS/EXPRESSION OF INTEREST

MADISON COUNTY HIGHWAY DEPARTMENT

The Madison County Highway Department is seeking engineering service proposals from NYSDOT Region 2 LDSA Engineering Consultant Firms for the rehabilitation of a bridge structure, BIN # 3308890, located in the Town of Madison, CR 41 Solsville Road, in the Town of Madison. The project will utilize Bridge NY 2021 funds, with an estimated project total of \$2.175M.

One Consultant will be selected to provide design and construction inspection services necessary to complete this project. The Bridge NY project will be progressed as a federally funded bridge replacement project passed through NYSDOT with Madison County Highway Department as the sponsor. The Bridge NY funding program has specific scheduling time frames that must be adhered to, along with compliance with the "Procedures for Locally Administered Federal Aid Projects" manual.

The anticipated contract start date is February 8, 2022 and selection of a Consultant will be based on

- 1) Availability of Staff to meet scheduling deadlines (please describe work load for key staff members and their names, along with their role in the project)
- 2) Familiarity with Madison County policies and procedures. (please include ability to enter a contract with Madison County and meet project deadlines.)
- 3) Project management (please include how project communications are managed or anticipated during design and construction inspection phases)
- 4) Ability to find cost effective solutions. (please identify examples)

These factors will be weighted at 25% for each category.

Interested consultants should submit a brief one (1) page maximum letter to Madison County Highway Department via email to Joseph Wisinski at joe.wisinski@madisoncounty.ny.gov , or regular mail, stating the firm name, phone number, contact person, and expression of interest, using the 4 factors described above.

Due date for submission of proposals is January 7th, 2022.

For additional information, please contact:

F. Joseph Wisinski
County Highway Superintendent/Madison County
139 North Court Street
Wampsville, NY 13163
315-366-2221
Joe.wisinski@madisoncounty.ny.gov



January 7, 2022

F. Joseph Wisinski, County Highway Superintendent
Madison County
Via Email: joe.wisinski@madisoncountyny.gov

Re: CR 41 Solsville Road, BIN3308890, Town of Madison BridgeNY

Dear Mr. Wisinski:

Foit-Albert Associates, Architecture, Engineering and Surveying, P.C. (DBE/MBE) is proud to provide this proposal to Madison County for the above referenced project. We have the staff, experience, and expertise to successfully complete this project and we appreciate your consideration.

Availability of Staff/Workload: Overall, the workload in Foit-Albert's engineering group will be low by the time this project starts. The majority of our current projects within the engineering group will be totally completed or in final design by the time we negotiate this contract. Our environmental group has a moderate workload at this time and can begin upon notice to proceed. By the time survey and mapping are complete, our design squads will be finalizing current projects and can switch over to this project with no delay. We will fully commit the staff and resources to meet the schedule of this project. Our Project Manager and design personnel are currently working on projects that are close to completion and we can guarantee that we can fully dedicate our staff to this project. We know the importance of meeting dates that are set by NYSDOT and the tracking/reporting that is required to NYSDOT. The following descriptions provide a glimpse of our highly qualified team.

Key Staff	Years of Exper	LDSA Exper	Workload
John (Jack) Robson, PE Role: Principal-in-Charge	40	Yes	Available to commit to this project based on our low workload
Gerard (Jerry) Sentz, PE Role: Project Manager	38	Yes	With a low workload, Jerry can commit to seeing this project to its successful conclusion
Mike Cox Role: Project Engineer	36	Yes	Once current projects are done, Mike has no future assignments
Deanne Pericak, PE Role: Hydraulic Engineer	21	Yes	Deanne and her staff have ample time to undertake a HEC-RAS model for this bridge
Karen Carling Role: Environmental Scientist	19	Yes	Environmental currently has a low workload
Michael Pohl, PLS Role: Chief of Survey	44	Yes	As soon as weather breaks, Survey is ready to mobilize
Craig Wocher Role: Construction Inspector	22	Yes	Current 2022 and 2023 CI projects are very light right now.

Familiarity with Madison County: Foit-Albert is well known by Madison County. For instance, we completed the Wickwire Road Bridge Project and we also provided services for North Court St. Bridge over the railroad. While this did not come to fruition, this still gave us valuable insight into working with the County. Additionally, Don Morey of our firm served as the Oswego County Commissioner of Public Works for 16 years. During his years at Oswego County Don often coordinated with Madison County on construction projects which resulted in obtaining knowledge of Madison County's policies and procedures. We are available to enter a contract with Madison County immediately and will be able to meet all project deadlines.

Project Management: Jerry will be your point of contact on any issues. He can be reached at 716.544.4839 or gsentz@foit-albert.com. Jerry has worked on many projects of this type and is well versed in coordinating this team. By you having one point of contact, there is never a doubt which person to call for a question.

Cost Effective Solutions: We are very familiar with LDSA procedures and have very recent experience on many projects. Over the last three years, the major LDSA projects that were bid and for which Foit-Albert was a prime consultant, the bids have been very close and there were few addenda if any. When there isn't an addendum and the bids are very close, it is an indication of a set of plans which the contractors understand and is constructible. We look at "constructability" at every step and try to find cost effective solutions to stay within or under budget. With Bridge NY, any overage comes directly from your pocket so it is imperative to keep the line on the budget.

We hope you agree that our very recent experience with these kinds of projects makes us highly qualified and eliminates the "familiarization" portion of the job. We look forward to working with you on this project and introducing our truly talented team of professionals and encourage you to contact us if you have any questions or need additional information.

Sincerely,
Foit-Albert Associates Architecture, Engineering and Surveying, P.C.

Jack Robson, PE, Executive Vice President

EXPRESSION OF INTEREST
MADISON COUNTY HIGHWAY DEPARTMENT
SOLSVILLE ROAD (CR 41) OVER ORISKANY CREEK BIN#3308890

Bridges are a huge part of transportation infrastructure health. **M.J. Engineering and Land Surveying, P.C. (MJ)** is passionate about bridge design and eager to work with the Madison County Highway Department. We are a full-service consulting firm specializing in bridge and transportation design, headquartered in Clifton Park, New York. Our staff of 150 professionals have been providing bridge rehabilitation and replacement services since our inception four decades ago. Our services are centered around developing, **cost effective and innovative solutions** in order to reach the long-term goals of our clients.

FAMILIARITY WITH MADISON COUNTY

MJ has served as a major team member on the Madison County NY Rising Community Reconstruction Program project. From this experience, MJ became highly aware of the needs and challenges faced by Madison County. Our project involvement makes us thoroughly aware of the County's assets and risks, and how age of a structure can impact infrastructure.

PROJECT MANAGEMENT

MJ has produced many BridgeNY projects with excellent success. All of the BridgeNY projects designed by MJ have been completed at or below the grant amount. This is primarily due to thorough project scoping and disciplined project management. MJ's project management role is to keep the project on schedule and on budget and to notify the County (the Sponsor) and the NYSDOT Local Project Liaison of any issues that may affect either of those items. MJ's project manager will provide monthly progress reports to the County and will facilitate any public meetings during the design process. With decades of local project experience, MJ prides itself in immersing ourselves in the local community in order to anticipate any issues that may arise before they become a problem. This is accomplished by talking to local government leaders and stakeholders, as well as the local residents to gain "local knowledge" of the project and surrounding elements. MJ will prepare any public outreach materials (emails, letters, advertising, etc.) for the County as needed through the scoping, design and letting process. MJ prides itself in opening and maintaining open avenues of communication internally and with the project stakeholders throughout all facets of any project.

ABILITY TO FIND COST EFFECTIVE SOLUTIONS

MJ understands that in BridgeNY projects, any project costs over the grant amount are borne by the sponsor (Madison County). We are conscious of scoping a project which will minimize ROW costs, utilize low cost readily available structure materials, and propose a structure type which lends itself to conventional construction methods. This generally is going to promote a large bidder pool which will lead to competitive pricing. MJ will also choose a structure type with maintenance friendly details to minimize life cycle costs for the County.

An example of this would be Peaceable Street in the town of Charlton, Saratoga County. This BridgeNY Project involved replacing a deteriorated culvert with a bridge sized structure in order to accommodate bank full width through the opening. MJ chose to use a pre-cast three-sided frame for multiple reasons. Pre-cast components are fast to erect which lessens the total time the detour needs to be in place (user costs). And as a buried structure, there would be essentially no maintenance costs during the lifetime of the bridge (life cycle costs). While construction cost was essentially the same as a conventional multi-girder structure, the speed of construction and minimal life cycle costs made this selection the best value for the Town.

OUR STAFF



Douglas Rose P.E., Project Manager, 25%

Doug's current workload allows for the project management of this bridge replacement project.



Daniel Eckert, P.E. Senior Bridge Design Lead, 25%

Dan's current workload allows for design guidance to be applied to the project on an "as-needed" basis which usually amounts to 5% of the time of the design phase.



Kimberly Dix, Bridge Engineer, 50%

Kim's workload is such that, upon notice to proceed, she will be able to give her full attention on the project through completion of design (through PS&E).



January 7, 2022

F. Joseph Wisinski
County Highway Superintendent
Madison County
139 North Court Street, P.O. Box 15
Wampsville, New York 13163

*Professional Engineering Services for
Madison County Bridge NY Project
BIN #3308890 – CR 41 Solsville Road over Oriskany Creek
Town of Madison*

Dear Mr. Wisinski:

Thank you for the opportunity to present our qualifications to provide the design and construction inspection services necessary to complete this Bridge NY Project. We have visited the site and assembled a project team with experience on locally administered federally aided bridge projects and bridge design experience working with NYSDOT Region 2 personnel.

- 1) **Project Team:** The project team will be led by Scott Prior who will be supported by the same team that recently completed a similar project in Jefferson County *ahead of schedule and under budget in all phases*. Jason Messenger, PE will be the project structural engineer. Jonathan Ottman, PE will be the hydraulics engineer. Bryan Bancroft, CPESC will be the environmental task specialist. Joseph Lomonico will be the Resident Engineer. Mr. Lomonico is a retired NYSDOT Region 2 EIC who lives in Utica. We would utilize Prudent Engineering (D/MBE) to perform survey and mapping services. As we just completed the construction phase of the Jefferson County LAFA project, our bridge workload is currently zero with each team member currently utilized at 50% which will allow us to easily work within the project schedule. This will be accomplished by strong communication amongst this project team that has been working together for 15 years.
- 2) **Familiarity with Madison County Policies and Procedures:** While this would be our first project with Madison County, Lu Engineers has completed similar locally administered federal aid bridge projects with many Counties throughout New York. As a small firm, you get our best team. Our size allows us to provide a high level of service and senior level experience throughout every project. Our project team has worked together for 15 years which has developed operational efficiencies that produce projects ahead of schedule and under budget.
- 3) **Project Management:** Our Project Manager will work in concert with County personnel about an acceptable communication plan throughout all phases of the project. We anticipate Zoom meetings, site meetings, phone and email will be forms of communication during this project. We anticipate project deliverables (Reports, Plans, Estimates, Invoicing) to be in electronic format unless the County wants paper copies. Lu Engineers utilizes a standardized checklist for review of content deliverables during each phase of the project. Project deliverables are reviewed for accuracy, consistency, and proper presentation. Our Project Manager will oversee the quality of work performed by all team members. Our Project Team uses quality control tools to monitor the quality management process, which includes a constructability review of the Contract Documents prior to advertising by our Resident Engineer. Lu Engineers will follow the guidelines outlined in the "Local Projects Manual". One of the first steps will be to develop a Project Management Plan (PMP). The PMP will serve as a map showing the required deliverables and milestones required by the federal aid process and sound project management principles. We believe that the success of any project is dependent on maintaining realistic project schedule milestones. Our Project Manager understands the importance of adhering to your schedule to ensure a steady pace of project development so that your funding is not jeopardized due to delays. Prior to construction, we will develop a Construction Management Plan (CMP) that will serve as a guide to identify roles/responsibilities of construction monitoring and staffing; quality control (QC)/quality assurance (QA) plan for major items; material QA testing; project recordkeeping documentation; order-on-contract process; and pay estimate review process.
- 4) **Ability to find cost effective solutions:** This stone arch bridge (21' span) over Oriskany Creek on CR 41 (Solsville Road) was built in 1889 and underwent rehabilitation in 1968. This bridge does have historic significance to the local community. Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and brush restrict the channel. Feasible cost-effective solutions include: 1. Three-sided concrete frame, 2. prestressed concrete slab units and 3. steel multi-girder (rolled). Each alternative would require a deep foundation (piles) or founded on bedrock. Alternative 2 and 3 would require concrete abutments. Due to the local historic significance, a stone form line could be applied to the concrete surface of the three-sided concrete frame and the concrete abutments/wingwalls. Selecting a feasible solution will require necessary public participation and support.

Respectfully Submitted,



R. Scott Prior, P.E. Project Manager

December 22, 2021

Mr. F. Joseph Wisinski
County Highway Superintendent
Madison County Department of Highways
139 North Court Street
Wampsville, NY 13163



RE: Rehabilitation of Bridge Structure – BIN 3308890, CR 41 Solsville Road, Town of Madison

Dear Mr. Wisinski:

LaBella Associates is pleased to submit this proposal for engineering services for rehabilitation of the CR 41 Solsville Road Bridge. We believe that we are the best-suited firm to complete this project for Madison County because of our past experience in successfully delivering Bridge NY rehabilitation projects like this to our County clients. The Bridge NY deliverable schedule is well defined and requires projects stay on track to maintain funding. LaBella Associates has Transportation professionals available to successfully complete this project within the Bridge NY allotted timeframe and budget.

PROJECT TEAM

Wayne Frye, PE | Project Manager, Lead Design Engineer, Lead Contact brings over 27 years of bridge design experience and manages our Syracuse, NY office. His recent Bridge NY projects include the W. Colvin St. Bridge rehabilitation for the City of Syracuse, Madison Ave. Bridge rehabilitation for Chemung County, and a bridge replacement project for the City of Rome. He has extensive experience with Locally Administered Federal Aid Projects and working with NYSDOT R2 staff. He has designed and managed preventive maintenance repairs and rehabilitations on more than 40 LAFA bridge structures over the past seven years with an emphasis on developing cost effective rehabilitation solutions. His workload includes 2 bridge replacement projects for NYSDOT R2, 1 Bridge NY rehabilitation for the City of Rome, 4 large culvert replacements for NYSDOT R2 (one in Madison County), and 1 LAFA bridge rehabilitation for Onondaga County. These projects account for approximately 70% of his time. The schedules for these projects are structured to allow him to focus attention on the Solsville Road bridge project. **Steve Gauthier, PE, Sr. Project Engineer** has over 26 years of experience and has worked on more than 50 bridge reconstruction projects which include a wide variety of bridge replacement and rehabilitation projects. Steve's involvement will include in-depth inspection, structural analysis, and constructability of the rehabilitation. Steve's primary workload includes two bridge rehabilitations for NYSDOT R3 which require approximately 60% of his time. **Chris Bayer, PE | Project Engineer** has over 10 years of experience in bridge engineering and is instrumental in LAFA bridge projects for LaBella. His role will include written reports, plans, and cost estimate development. His workload involves 2 Bridge NY projects and 1 Culvert NY project which accounts for approximately 70% of his time.

FAMILIARITY WITH MADISON COUNTY POLICY AND PROCEDURES

LaBella has designed or is in the process of designing over 10 projects with Madison County and we are familiar with the County's policy and procedures. Representative projects include the Madison County Courthouse Renovation and the Madison County Road Patrol Renovation project. We have an excellent working relationship with the County and continue to be selected for projects. We realize that LaBella's transportation department does not have a record of past performance with the County, but our repeat work for the NYSDOT, municipalities, and local bridge contractors within Region 2 demonstrates our ability to successfully deliver this type of project.

PROJECT MANAGEMENT

LaBella's Transportation Division works diligently on open and interactive management and communication. The large issues on this project will require a pro-active Project Manager like Wayne to be in front of our client, Madison County, to ensure all coordination issues are resolved. While Wayne will be the County's direct contact, we have an experienced team behind him to insure a successful project. We also have an excellent working relationship with NYSDOT R2 local projects staff as well as the structures, environmental, and construction staff. We develop, and follow, a detailed project schedule at the inception of the project to account for time critical tasks such as environmental screenings, utility coordination, and right-of-way concerns. We will continually update the County and involve you throughout the entire design and construction process.

ABILITY TO FIND COST EFFECTIVE SOLUTIONS

LaBella takes great pride in our ability to deliver a product that will not only be considered contractor friendly, but owner friendly, by being the most cost effective. This starts with how LaBella as a company operates and results in our having one of the lowest overhead rates in our industry. Project examples include the Groton City Rd. Bridge in Tompkins County where LaBella bid the pre-cast units separately to get on the pre-cast schedule earlier and thereby saving money and at CR60 over Dry Brook for Chemung County, where we were able to design an invert slab for the pre-cast arch which eliminated significant foundation costs. We have recently used link slabs to remove bridge joints and use innovative materials like AKKRO-7T admixture for curb grout and Hybrid Composite Synthetic Concrete (HCSC) to lower life cycle costs. HCSC, the first use in NY, was used to obtain a 70-year service life for the bridge deck overlay on the recently completed W. Colvin St. bridge in Syracuse.

If you require any additional information, please call (315) 401-5345 or email me at wfrye@labellapc.com.

Sincerely,

LaBella Associates

A handwritten signature in black ink that reads 'Wayne Frye'.

316 South Clinton Street, 2nd Floor | Syracuse, NY 13202 | p (315) 766-1128 | f (585) 454-3066

www.labellapc.com

EOI - Rehabilitation of the CR 41 Solsville Road Bridge (BIN 3308890), Madison County, NY

GPI is pleased to submit our qualifications for the design phase of this project and demonstrating our ability to understand the scope of services and work to be done. We hope our EOI reflects what you are seeking in an engineering firm.

Contact Person: John Simkulet, PE, Director of Bridge Engineering, 518.898.9544, jsimkulet@gpinet.com

Availability of Staff to Meet Scheduling Deadlines

GPI has worked on 14 Bridge NY projects. We have experienced staff that understands the requirements to meet your schedule. Our proposed staff are all available to commit their efforts for the duration of this project.

- ◀ **Mr. John Simkulet, PE (GPI)** will serve as the **Project Manager**. Mr. Simkulet has 34+ years of experience in bridge design and has designed or managed over all Bridge NY Projects for GPI since the program's inception. He will serve as the primary point of contact with the County, assign project tasks, coordinate with subconsultants and subcontractors, perform the overall QA/QC and oversee the project budget.
- ◀ **Mr. Daniel Thomas, MS, PE (GPI)** has 13+ years of bridge design experience and will perform the bridge design and construction support as **Lead Structural Engineer**. Mr. Thomas has recently completed the Bridge NY replacement design of PIN 1760.67 CR 21 Bridge over Kayaderosseras Creek and checked PIN 1761.15 CR 59 over Tributary of Gordon Creek and PIN 2754.37 CR 6 Bridge over Hatch Brook
- ◀ **Mr. Brian Weaver, PE (GPI)** is a **Structural Engineer** and will assist in the bridge design and construction support. Mr. Weaver recently completed the Bridge NY design of PIN 8761.68 CR 21 over the Tributary of Agawamuck Creek.
- ◀ **Mr. Willy Grimmke, MS, PE (GPI)** is our **Construction Supervisor** who will oversee the Resident Engineer assigned for the inspection. Mr. Grimmke will perform periodic site visits to assure all paperwork is completed for reimbursement.

Familiarity with Madison County Policies & Procedures

Madison County policies mirror those of the NYSDOT where design will be completed following the AASHTO LRFD Bridge Design Specifications, NYSDOT Bridge Manual and Standard Specifications. All submittals will be sent to the County and NYSDOT for review and authorization to assure reimbursement. The Bridge NY program has strict timelines of 24 months for design and 30 months for construction that will be met. MBE/WBE firms will be utilized in accordance with the policies set in the Bridge NY program and NYSDOT FIN forms will be used for all invoices. GPI will be able to enter a contract with Madison County at meet the Bridge NY timelines.

Project Management

Our professional and technical competence, as well as experience makes us well-suited for this project. GPI's project structure utilizes our Project Manager to oversee the entire project and all staff. The Project Manager is the main point of contact for any issues or concerns on the project. The PM oversees both design (Lead Structural Engineer) and inspection (Construction Supervisor). Day-to-day design operations are handled by the Lead Structural Engineer who reports to the PM. During the design process the Lead Structural Engineer will coordinate directly with the County's PM to streamline design questions. The Lead Structural Engineer remains involved through construction reviewing shop drawings and answering questions that arise during construction. The Lead Structural engineer will make periodic site visits or review photos sent from the field to assure compliance with the design. The Lead Structural Engineer will also attend the final walk-through. Our assigned full-time Resident Engineer reports to a Construction Supervisor. The Construction Supervisor makes periodic site visits to assure that all paperwork is filled out and completed prior to future state audits and performs overall quality review of the construction. The Resident Engineer will be in constant contact with the Lead Structural Engineer covering progress, upcoming schedule, and addressing any construction issues that may come up.

Ability to Find Cost Effective Solutions

This project will rehabilitate one bridge structure. The goal is to find cost-effective solutions to complete the project under the maximum allocated funding amount. GPI has recently designed two Bridge NY projects prior to the COVID shutdown. When the two projects were out to bid, two bid contractors submitted bids and both costs were very high due to the uncertainty of work schedules and delivery of materials and as a result, both bids were rejected. We subsequently revisited each design to look for ways to reduce costs. For one of the projects, the County had unused Tappan Zee panels that we incorporated into the new structure, eliminating the need to utilize a new fabricated structure. For the other project, we utilized a four-sided box culvert instead of the original 3-sided culvert on piles to eliminate the footings and piles. Both projects are scheduled for bidding in early 2022 where we are hopeful that our efforts will result in more favorable construction costs.



January 7, 2022

Madison County Department of Highways
139 North Court Street, PO Box 15
Wampsville, NY 13163

Via email: joe.wisinski@madisoncounty.ny.gov

RE: Request for Proposals/Expression of Interest: Engineering Services for BIN#3308890, CR 41 Solsville Road, Town of Madison
JMT No. 21-01931

Dear Mr. Wisinski,

JMT of New York, Inc. (JMT) is pleased to submit our proposal for engineering services for the rehabilitation of bridge structure, BIN#3308890, CR 41 Solsville Road, in the Town of Madison. The work for this project will be administered from JMT's Syracuse, NY office, located approximately one hour from the project site.

AVAILABILITY OF STAFF – Our proposed **Project Manager, Michael Fuller, PE, PMP**, is a highly-qualified engineer who has worked on dozens of projects for NYSDOT Region 3 Design Group Structures Unit for the last 12 years. Our proposed **Project Engineer, Lauren Wheelock, PE** has designed multiple similar small bridge and large culvert structures for State and County clients. **Ted Fox, PE** our **Resident Engineer** has worked with NYSDOT, the NYS Canal Corporation, and various private firms bringing 23 years of experience with heavy highway construction and inspection. All three core staff members are approximately 25% utilized at the time of this letter and are available to begin scoping and preliminary design tasks immediately. In addition, we have the capability of utilizing staff from our other offices where it is our policy as "One JMT" to ensure qualified staff is available to assist with projects throughout our more than 40 offices. **Charles Kincaid, PE**, our **Principal-in-Charge**, is the Office Manager for both JMT's Syracuse and Utica offices and has more than 39 years of experience managing projects. His role will be to provide general oversight and ensure client satisfaction with JMT's effort.

FAMILIARITY WITH MADISON COUNTY POLICIES AND PROCEDURES – JMT (as Spectra Engineers) has worked with Madison County previously, so we are familiar with the County's Policy and Procedures. We also have historical and current on-going structures projects designed to the same NYSDOT procedures and AASHTO standards required in the RFP. We have existing working relationships with various DBE, MBE, WBE and SDVOB firms in the area to ensure that all federal aid and state aid requirements are met. JMT has experience successfully delivering projects funded by the Local Aid / Federal Aid program in New York State. We are intimately familiar with NYSDOT's policies, procedures, and approvals processes. Our project management plan and deliverables are centric around the Local Program Manual to ensure that the schedule and budget risks associated with stakeholder agency reviews are minimized. In addition, JMT engineers inspected the existing stone arch structure on Solsville Road in 2020 and are thoroughly familiar with the site conditions at the bridge, as we are with all Madison County bridges having inspected Region 2 bridges for the past 6 years with NYSDOT.

PROJECT MANAGEMENT – Mr. Fuller is a licensed professional engineer with 20 years of experience with a background in construction, civil, and structural engineering disciplines. He has a positive track record of successfully collaborating on projects involving agency-wide representation, policy development, training, and deployment of new construction project administration business models. His experience includes 12 years as a Project Manager, working at the New York State Department of Transportation for regional structures and bridge design. JMT's communication plan incorporates monthly written progress notes; e-mail, or telephone notifications to the County for any changes to schedule, budget, and scope; and an auditable log of correspondence and quality control practices. The design project engineer and the construction resident engineer both relay all communications through Mr. Fuller who will oversee the entire project from design through construction. He will serve as a single point of contact for the County's project manager and NYSDOT's RLPL.

ABILITY TO FIND COST-EFFECTIVE SOLUTIONS – JMT has a network of interoffice communication that enables us to keep abreast of the latest technologies and latest solutions that may be utilized for this project. Examples include using the latest self-cleaning bridge joint details, monolithic substructures to eliminate closure pours on three sided frames, and staying current with fabricator options. This will minimize right-of-way acquisition, construction costs, disturbance duration, maintenance requirements, and longevity.

If you have any questions or need further information, please do not hesitate to contact me at 315-471-2101 or ckincaid@jmt.com.

Very truly yours,

JMT of New York, Inc.

Charles H. Kincaid, PE, Vice President
CHK/ty

MADISON COUNTY (BRIDGE NY) - REHABILITATION OF BRIDGE STRUCTURE (BIN 3308890)- CR 41 SOLSVILLE ROAD

Delta Engineers, Architects, & Land Surveyors, & Landscape Architects, DPC (Delta) is very interested in providing the requested bridge services for Madison County. Based on our review of the RFP/EOI, it is our understanding that the project includes providing design and construction inspection services for the rehabilitation of Bridge Structure (BIN 3308890), CR 41 Solsville Road. We understand that the consultant notice to proceed for the project will be February 8, 2022.

AVAILABILITY OF STAFF TO MEET SCHEDULING DEADLINES

Delta is an established transportation infrastructure consulting firm that is well-known for providing transportation engineering design services since 1990. Our Transportation Group is staffed by 17 people, which includes seven professional engineers, and five seasonal construction inspectors. Based on our recent experience completing multiple Bridge NY projects within the mandated compressed schedules, we are confident that we can complete this project within the required time frame. Our Project Manager for this project will be **Joe Mieczkowski, PE**. Joe has over 30 years of experience and has managed dozens of federal aid bridge projects over his career, **Brian Haas, PE** will serve as the Project Engineer on the project. Based on our current workload, Joe and Brian have ample capacity to complete the project and meet the necessary schedule milestones.

FAMILIARITY WITH MADISON COUNTY POLICIES AND PROCEDURES

Delta has past project experience working with Madison County and Joe Wisinski, having provided the design for the Creek Road over Clockville Creek and South Court Street over Clockville Creek bridge replacement projects. As a result of our involvement with those projects, **Delta** developed an excellent understanding of County operations and the importance of constant coordination with County officials and project stakeholders.

PROJECT MANAGEMENT

Our Project Manager, **Joe Mieczkowski, PE** will be the County's main point of contact from the start of design through completion of construction. Joe will keep the County informed of any significant project issues during the project and provide a monthly progress report detailing work completed to date and anticipated future work. During construction, our Construction Supervisor, **Dennis Wilson, PE** (40+ years of experience) and our assigned Resident Engineer will coordinate directly with the County as appropriate to expedite any construction issues.

RECENT BRIDGE NY PROJECT EXPERIENCE

PROJECT NAME	CLIENT	REGION	PROJECT DESCRIPTION
Woodhull Road over Woodhull Creek	Oneida County	2	Bridge Rehabilitation – Deck Replacement
Utica Street over Oriskany Creek	Oneida County	2	Bridge Rehabilitation – Steel Beam Superstr. Replacement
CR 360 over Shawangunk Kill	Sullivan County	9	Bridge Rehabilitation – Superstr. Replacement (Link Slab)
Juneberry Road over Big Choconut Creek	Broome County	9	Bridge Replacement – Integral Abuts. P/S Adj. Box Beam
Twist Run/Nanticoke Drive Culverts	Broome County	9	Replacement of 4 Box Culverts
N. Aurora St. over Cascadilla Creek	City of Ithaca	3	Bridge Rehabilitation – Steel Beam Superstr. Replacement
Bridge St. over Chemung River	City of Corning	6	Truss Rehabilitation and Painting (3 span continuous)
Country Club Rd. over Patterson Creek	Broome County	9	Bridge Rehab. – Superstr. Replacement (ABC Construction)
West Creek Rd over W. Branch Owego Creek	Tioga County	9	Bridge Rehab. – Superstr. Replacement (2 -Span)
Cecil A. Malone over Relief Channel	City of Ithaca	3	Bridge Replacement – Integral Abuts. – Steel Beams

ABILITY TO FIND COST EFFECTIVE SOLUTIONS

We utilize our extensive in-house project experience, as well as the experience of our subconsultants, to arrive at the most economical solution that considers initial cost and long-term maintenance when preparing project designs. This is accomplished through:

- Consideration of avoiding ROW, utility, and environmental impacts that affect the project schedule during preliminary design
- Utilizing "jointless" bridge details and "Link Slab Technology" where feasible to eliminate deck joints
- Providing superstructure geometry that incorporates MPT needs for future deck rehabilitation projects
- Using precast elements when feasible to reduce project impacts and provide better quality materials
- Bridge Staging Details (investigating one lane with signal or bridge widening to accommodate two lanes)
- Investigation of required contractor requirements that impact project costs/schedules such as cofferdam types, superstructure erection requirements, and causeway stream impacts
- Sizing hydraulic openings for structures that promote sediment transport through structures
- Proper design of scour protection measures/self-sustaining drainage structures and E&S measures
- In-house development of a cost-effective and time saving Precast Abutment System (PAS) utilized on past Madison County project
- Applying our Contractor Support design experience to develop constructable, cost effective designs.

If you have any questions or require any additional information, please do not hesitate to contact me at 607-231-6670 or via email at jmieczkowski@delta-eas.com.

Respectfully,

DELTA ENGINEERS, ARCHITECTS, LAND SURVEYORS, & LANDSCAPE ARCHITECTS, DPC



Joseph J. Mieczkowski, PE Director of Transportation Services

1. Availability—Meeting Scheduling Deadlines

Our bridge team currently has workload capacity and stands ready to assist the County. This project will fit into our workload for 2022 perfectly. Our last federal aid selection for a bridge assignment for the County Highway Department was in 2018, and **currently we have minimal workload with the County** finalizing the closeout for New Boston Street Bridge. Our key team members include:

John Freeman, PE, Project Manager—26 years of experience in bridge design and project management for NYSDOT, NYSTA, counties, and cities. John is 50% available managing two bridge design projects.

Jessica Bauer, PE, Project Engineer—22 years of experience in bridge and structural design for locally administered projects. Jessica is 50% available designing two bridge projects.

Jim Craig, PE, QC Engineer—25 years of experience focused on bridge inspection, design, and construction inspection for locally administered federally funded projects. Jim is fully available to provide QC on this project.

Chuck Stanton, PE, Construction Supervisor—25 years of experience in bridge design and construction administration for locally administered federally funded projects. Chuck will be fully available to provide construction administration.

2. Familiarity—Madison County Policies/Procedures

For over 15 years, C&S has successfully partnered with the County on more than 10 bridges. John lives within 20 minutes of the County highway office and will provide prompt service. John is very familiar with County policies and processes. As examples, C&S is adept at preparing the County form of agreement and John has an established working relationship with multiple highway department personnel. John worked closely with the County to complete the Eaton Road bridge replacement with an improved alignment, with the County performing the highway work and recently completed New Boston Street Bridge. John and the team are very familiar with NYSDOT Region 2 and Chris Mosher, having worked on over 15 federal aid projects within Region 2.

3. Project Management

John Freeman will be the County's sole point of contact. John will be responsible for managing the C&S bridge design team, all subcontractors and subconsultants, right-of-way (if necessary), and utility coordination (if necessary). John will participate in all project related meetings and any correspondence with Chris at Region 2. John would also handle coordination with the Town of Madison.

John has managed over 25 locally administered federal aid projects and is very familiar with the Bridge NY process as C&S has worked on over 20 projects from the first and second round of which John managed 5 projects totaling \$12M.

Exceeding the Bridge NY schedule is the expectation of the County to continue receiving funding from future program allotments, and C&S will assure that this project stays within budget and ahead of schedule. One effective tool is to have project update conference calls every two weeks to keep the project on track and County informed.

4. Ability—Finding Cost Effective Solutions

From our experience with providing cost-effective solutions on similar bridges, we have listed several ways to save costs.

Project Considerations—A couple of ideas for long-term rehabilitation for this 133 year stone arch bridge to be investigated during preliminary design, but not limited to:

Contact Information

Firm Name:
C&S Engineers, Inc.

Contact Name:
John Freeman, PE

Phone:
(315) 455-2000

Email:
jrfreeman@cscos.com

1. Slip-Lining: Since this structure is eligible for the National Register of Historic Places any rehabilitation work must be deemed to have no adverse effect to the structure. The inside barrel of the arch has deteriorating mortar, leakage between stones and heavy efflorescence. A long term repair option would be to slip line the barrel. This would consist of placing a steel arch underneath the structure as close to the structure as possible and then grout in-between. We completed a similar project for the City of Syracuse for Erie Blvd over Onondaga Creek. We slip lined one span as shown in the attached photo.



2. Waterproofing Membrane: The fill above the structure could be removed down to just above the very top crown of the arch and then install a waterproof membrane sloped with positive drainage and underdrain pipe to either outlet into the stream below or closed drainage system along the roadway. This was also done with the previously mentioned Erie Blvd Arch as shown in the attached photo.

These are a couple of major work items that would add 30+ years of service life to the bridge, satisfy Bridge NY requirements, and were determined to have no adverse effect on the similarly historic Erie Blvd Arch. Other work could include repairing stones and mortar to both fascias of the bridge and repairing/refacing concrete wing walls.



For all work items proposed the following would be considered/investigated: hydraulics, stream bed impacts, environmental impacts, property impacts, utility impacts, public concerns, service life, maintenance and cost. A summary would be provided to the County to choose the most cost-effective solution.

Close Proximity to Sites and County—John Freeman and Tom McPhilly (proposed construction inspector and former NYSDOT R3 Materials Engineer), live close to the site and the County highway office. Tom lives in Fenner approximately 20 minutes from the site, saving time and mileage expenses.

Design Team Size—A small efficient design team would be used, saving time and labor costs.

Schedule Management—Efficient management of time will be key. The first priority will be to coordinate with SHPO on the proposed rehabilitation work to be done to the bridge to get a determination of no adverse effect and simultaneously identify any required utility relocations, environmental permitting issues and property impacts as these issues will drive the schedule. We have developed a Bridge NY specific task spreadsheet to keep the projects on track.

Our proposed project schedule to exceed Bridge NY scheduling requirements for the third round of funding:

- Project Start: 2/8/22
- Design Phase Complete: 12/31/22
- Letting: Spring 2023
- **Construction Complete: Fall 2023 (ahead of Bridge NY schedule by 2 years)**

1. Availability of Staff

Colliers Engineering and Design (CED) is pleased to submit this EOI for the **Madison County BIN 3308890 rehabilitation** project. Our Bridges and Structures Team has grown significantly with the **addition of Bergmann, Inc.** This merger allows for greater technical proficiencies as well as the ability to service Madison County. We do NOT currently have any ongoing projects with Madison County and would be available to start this project as soon as the winter weather allowed.



The anticipated staff for this assignment is:

Brett Reynolds, PE, Project Manager – 18 years' experience in LAFA, Bridge NY, Culvert NY, Counties and Agencies. Brett is 60% available for managing this project.

Joel Astyk, PE, Structural Engineer – 18 years' experience in AASHTO, NYSDOT, NYSTA, Federal aid and namely masonry projects. He has over 45 bridge projects. Joel is 50% available for overseeing structural design.

Mark DeLor, PLS – 26 years' experience in NYSDOT compliant survey, ROW, topographic and 3D laser scanning projects. Mark is fully available to provide his expertise on this project.

Scott Aichner – 18 years+ of design and drafting experience. Scott lives in Madison County (City of Oneida) within 30 minutes to the project site and will function as project engineer for the project. He is 75% available for this project.

CED Projects designed under the **Bridge NY** and **Culvert NY** programs:

\$3.2M, 232-ft CR115 Bridge over the Canisteo River for Steuben County.

\$1.1M Stop 13 Bridge over Wynants Kill for Town of Sand Lake.

Leon 40 Bridge over Conewango Creek for Cattaraugus County.

7 box and three-sided culverts for Tompkins County.

Morner Road Culvert over Mill Creek for Town of East Greenbush.

Main St. Culvert over Glenwood Creek for the City of Oneonta.

Additionally, working **directly for NYSDOT Main Office** during the **2018 Bridge NY** program, portions of the Team performed quality assurance and completeness pre-reviews for **98 Culvert NY** and **44 Bridge NY** grant applications submitted by 60 different counties, towns and municipalities across six DOT Regions.

2. Familiarity with Madison County

With offices in Syracuse and Albany, along with staff in residing in Madison County the project team is familiar with the project site and challenges. While the Team hasn't had a project with Madison County, we have a large history of successful projects in adjacent Counties and Regions (1 and 3). We have worked with a wide array of DOT, Authority and Municipal clients and feel confident that we can work efficiently and successfully.

3. Project Management

The project manager, **Brett Reynolds** will be the main point of contact for this project. All subcontractors and subconsultants, and coordination from the County and NYSDOT will go through him. However, based on discussions, the specifics can be adjusted to align with the preferences of the County during the kick-off meeting. Brett has managed projects in multiple NYSDOT Regions, including Bridge NY, Culvert NY and a wide range of LAFA Projects. One key to the project will be **starting the Permitting (namely SHPO) concurrence** early.

4. Ability to Find Cost Effective Solutions

The project team is familiar with Masonry Arch Structures and the pitfalls and costs associated with them. From the start of the project, the design team will be cognizant of the **budget (\$2.175 M)** and tracking costs as the project progresses.

Design Considerations for Stone Masonry (Cost Effectiveness):

- **Repointing** - surface preparation is critical to long term durability and needs to be monitored carefully during construction. Joints and masonry surfaces shall be carefully cleaned and free of all contaminants and thoroughly wetted prior to repointing (long term effectiveness/cost).
- **Mortar** – Must be carefully selected in design when specifying or approving Mortar type and mix proportioning to ensure that it is compatible with the existing stone masonry. New mortar with higher strength than existing can lead to damaging the existing stone masonry and more long-term costs.
- **Payment for Masonry Repointing** – Contract plans must be very clear in specifying the measurement and payment limits for stone masonry repointing to avoid potential change orders.
- **Drainage** – Recommend replacement of existing fill over the arch barrel with new free-draining backfill and installing a drainage system to reduce leakage through arch. Can also install weep drains as needed to drain arch barrel, spandrel walls and wingwalls. Extreme care must always be taken during excavation operations to ensure the integrity of the arch.
- **Foundations** – Field inspections during design to determine the extent of scour/undermining of the existing foundations. Will perform a hydraulic analysis to evaluate flow conditions through the bridge and design rip-rap stone protection for foundations and slopes adjacent to wingwalls (if necessary). The hydraulic analysis will account to the condition of the upstream dam.
- **Wingwalls** – Field inspections to determine conditions of wingwalls and parapets. In-place rehabilitation options exist. If required CIP or precast systems may be options (only if required).

Specific Savings Example No. 1: The project team is a full-service design company, which can provide every service line required for this project. This aids in project coordination with subconsultants while also providing another layer of technical review for the project. In addition, we have experts in-house in masonry structures, canals, scour remediation and survey services.

Specific Savings Example No. 2: CED has a large assortment of laser scanning survey equipment and drone capabilities. This combination will allow for visual inspections (to supplement hands on) as well as 3D LIDAR data for the existing masonry arch structure. With laser scanning, we will have very accurate geometrical data of the existing arch which can serve as a benchmark for future movements. With this data, we will be able to minimize field time, as well as ensuring proposed solutions will accurately solve any geometrical discrepancies and track any movement.

Local Staff: As stated, one of the design engineers lives within 30 minutes of the project site and will be a vital piece of the design team.

Anticipated Schedule:

The following date assumes no delays and provides ample time in case of delays to be complete well before any of the guidelines.

Start Date – February 8, 2022

Design Phase – February 2023

Letting – Spring 2023

Anticipated Construction completion – End of 2023

CED also understands the importance of completing as early as possible, with the potential for future Bridge NY opportunities.

The Barton & Loguidice, D.P.C. (B&L) team brings experience with both the BridgeNY Program and the Locally Administered Federal Aid (LAFAP) process. Our staff has been intimately involved with the BridgeNY program since its inception, helping complete over 50 projects under the first two rounds of funding. B&L is also one of the most experienced firms in New York State with the LAFAP process, being selected as the prime consultant for design and/or construction services for more than 300 LAFAP assignments. This vast experience with both programs has equipped B&L with the tools and knowledge necessary to effectively complete your project. Our main goal is to serve as a partner with Madison County to deliver a project that meets the needs of the County and surrounding community.

Availability of Staff to Meet Deadlines – B&L proposes to utilize the same staff that successfully completed the last five Madison County sponsored LAFAP/BridgeNY projects. **Bryan Tremblay, P.E.**, will again serve as the project manager and County's direct point of contact, and **Zachary Dale** will serve as the lead bridge engineer. We are able to begin work on this assignment immediately and have sufficient staff and resources available to meet the schedule requirements of the BridgeNY program. As with the recent projects completed for Madison County, we also have the ability to complete the project on an accelerated schedule and provide **PS&E documents by January 2023**. We will utilize the services of Prudent Engineers, LLP, certified D/MBE firm, to complete the surveying and mapping for the project, who is also available to meet the project schedule.

Familiarity with Madison County Policies and Procedures – B&L has worked in Madison County for more than 30 years and was recently selected as the design consultant on nine federally and locally funded Madison County bridge and culvert projects over the past 5 years:

- Madison County Large Culvert Replacements (Local)
- Bolivar Road over Chittenango Creek (BridgeNY)
- McGraw Road over Chittenango Creek (LAFAP)
- Green Road over Sangerfield River (LAFAP)
- Oxbow Road over Oneida Creek (BridgeNY)
- CR 99 (Beaver Creek Road) over West Creek (BridgeNY)
- Valley Mills Road over Oneida Creek (Local)
- North Court Street over CSX Rail (Local)
- South Hamilton Road over Pleasant Brook (Local)

B&L has a thorough understanding of the County's policies and procedures, and fully comprehends the County's expectations for their projects. Teaming with a consultant that understands the County's processes will ensure that all of the time and energy is focused on the delivery of the project, rather than getting up-to-speed with procedures and protocols. B&L has proven time and again that we are efficient working as a partner with Madison County, delivering high quality projects on time and within budget.

Project Management – B&L understands that effective communication is vital to the success of the project. As with

previous Madison County LAFAP/BridgeNY projects, B&L will work closely with NYSDOT Region 2 regional local project liaisons (RLPLs) and the Madison County Highway Department to efficiently move this project through the LAFAP process. Mr. Tremblay will continue to provide regular email status updates on the progress of the project and call face-to-face meetings to discuss any major concepts or alternatives. It is important to ensure that all project stakeholders are abreast of the project details and involved in the decision making to avoid costly steps backwards in the progression of the project. During construction, B&L will continue to hold bi-weekly construction meetings to ensure that any construction issues can be identified and addressed quickly to minimize impacts to cost or schedule.

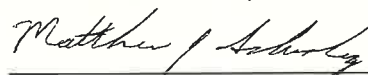
Ability to Find Cost-Effective Solutions – B&L's extensive experience with bridge design and construction inspection provides the necessary tools to develop cost-effective solutions meeting the needs and expectations of our clients. Not only will it be important to determine the most cost-effective rehabilitation alternative, but it will be equally important for the design consultant to move through the federal aid design process resourcefully to minimize project dollars spent on the design and to maximize the dollars available to pay for the construction.

The recent Madison County sponsored LAFAP and BridgeNY projects are prime examples of cost-effective projects, beginning with design and carried through construction. B&L worked closely with the County and NYSDOT to approve cost-effective construction details that differed from the NYSDOT standards. These construction details, in combination with a clear and concise set of construction documents, resulted in both bridges being constructed within budget.

Why Select B&L?

- We have more than 30 years of experience working with Madison County and are highly proficient with the policies and procedures of the County.
- We have completed 9 bridge and culvert replacement projects over the past 5 years, all delivered utilizing cost-effective replacement alternatives.
- We have completed more than 300 LAFAP projects, including over 50 BridgeNY projects, and understand the necessary steps and approval process required to keep your project on time and within budget.
- Our experience with the LAFAP process allows us to identify potential roadblocks, such as cultural resources, environmental permits and utilities, and deal with them early in the project development to avoid delays.
- We have a proven track record of meeting aggressive schedules and designing cost-effective solutions.

BARTON & LOGUIDICE, D.P.C.



Matthew J. Schooley, P.E., Principal

CONSULTANT EVALUATION and SCORING SUMMARY
EOI/ BRIDGE NY 10-22-18

CRITERIA

- 1) Availability of Staff
- 2) Familiarity of Madison County policies and procedures
- 3) Recent experience with Federally Funded Bridge projects
- 4) Ability to find cost effective solutions

Name of Firm	Criteria Number 1				Criteria Number 2				Criteria Number 3				Criteria Number 4				TOTAL	Rank
	Jacob	Brad	Joe	Ave	Jacob	Brad	Joe	Ave	Jacob	Brad	Joe	Ave	Jacob	Brad	Joe	Ave		
B&L	25	20	20	21.67	25	25	25	25	25	25	25	25	25	25	25	25	96.67	1
GPI	25	20	15	20	15	10	15	13.3	25	20	20	22	20	20	20	20	75	6
C&S	25	20	25	23.33	25	25	25	25	25	25	20	23	25	25	20	23.3	95	2
Lochner	25	20	25	23.33	20	15	20	18.3	15	20	20	18	20	20	20	20	80	tie 5
Foit-Albert	25	15	25	21.67	20	15	20	18.3	20	20	20	20	20	20	20	20	80	tie 5
MJ	25	15	20	20	20	15	20	18.3	20	20	20	20	20	25	25	23.3	81.67	4
Delta	25	20	15	20	20	20	20	20	25	20	25	23	20	25	25	23.3	86.67	tie 3
AECOM	25	20	20	21.67	20	20	20	20	20	25	15	20	20	25	10	18.3	80	tie 5
JMT	20	15	15	16.67	15	15	20	16.7	15	25	15	18	15	20	10	15	66.67	7
Labella	25	20	20	21.67	20	20	20	20	25	25	25	25	20	20	20	20	86.67	tie 3

Reviewers

F. Joseph Wisinski
Brad Newman
Jacob Wall



**Madison County
DEPARTMENT OF HIGHWAYS
139 North Court Street
P.O. Box 15
Wampsville, NY 13163**

**F. Joseph Wisinski
County Highway Superintendent**

**PH (315) 366-2221
FAX (315) 366-2677**

1-13-2022

Matt Schooley, PE
Barton and Loguidice
443 Electronics Parkway
Liverpool, NY 13088

RE: NYSDOT Bridge NY 2022

Dear Mr. Schooley,

This letter is to inform you of Madison County's decision to tentatively designate your firm to perform Engineering Consultant, Design, and Construction Inspection services for the rehabilitation of the bridge structure along CR 41 Solsville Road, in the Town of Madison, to be funded through the Bridge NY program.

This is a locally administered Federal Aid Transportation project, with PIN# 275432 assigned to Oxbow Road over Oneida Creek, BIN#3367300, and, PIN# 275431 assigned to Beaver Creek Road over West Creek, BIN#3308620. Your firm should be represented at a scope of services meeting to be held at the Madison County Highway department at 9:00am on Monday January 17th. At the scope of services meeting, a date will be established by which you are to submit your staffing and direct non-salary cost proposal to the Madison County Highway department.

The selection of your firm was based on an evaluation of the qualifications and information provided by firms who have expressed an interest in performing these services for Madison County. This assignment is based upon the criteria listed in the Request sent by Madison County on 12-17-21.

This information will all be reviewed by the Madison County Highway Buildings and Grounds Committee on January 27th, 2022, and as such, it should be understood that a final contract is contingent upon the approval of the Full Board of Supervisors with an Agreement to be executed by the Chairman of the Board.

Sincerely,

F. Joseph Wisinski
Madison County Highway Superintendent

RESOLUTION NO. _____

DESIGNATING DISPOSAL OF SURPLUS COUNTY PERSONAL PROPERTY

WHEREAS, in accordance with Madison County Purchasing Policy and Procedures, certain County personal property is required to be declared surplus by the Board of Supervisors before disposal; and

WHEREAS, the current County personal property waiting surplus designation is listed below; and

WHEREAS, the list of items has been reviewed and approved by the Administration and Oversight Committee;

NOW, THEREFORE, BE IT RESOLVED, the Board of Supervisors declares the list of said items as surplus.

ITEM	DEPARTMENT	MILEAGE	CONDITION	COMMENT
BM7581 – 2016 Ford F250	Facilities	54,200	Good	Enterprise
BM3233 – 2019 Chevy Silverado 3500	Facilities	37,926	Good	Enterprise
BM4293 – 2019 Chevy Silverado 1500	Facilities	24,122	Good	Enterprise
WAM5772 – 2018 Chevy Suburban	Highway	59,770	Good	Enterprise
HWY9272 – 2017 Chevy Equinox	Highway	33,501	Good	Enterprise
HWY5908 – 2017 Chevy Malibu	Highway	41,163	Good	Enterprise
HWY9352 – 2018 Chevy Impala	Highway	22,027	Good	Enterprise
HWY3589 – 2018 Dodge Caravan	Highway	15,284	Good	Enterprise
MOR7929 – 2017 Chevy Silverado 3500	Highway	39,614	Good	Enterprise
WAM2318 – 2018 Chevy Silverado 3500	Highway	13,913	Good	Enterprise
MOR9717 – 2019 Chevy Silverado 3500	Highway	20,489	Good	Enterprise
WAM3257 – 2017 Chevy Silverado 2500	Highway	20,239	Good	Enterprise
WAM9929 – 2019 Chevy Silverado 2500	Highway	14,236	Good	Enterprise
MOR3329 – 2017 Chevy Silverado 2500	Highway	48,884	Good	Enterprise
MOR0597 – 2019 Chevy Silverado 2500	Highway	56,432	Good	Enterprise
WAM8965 – 2017 Chevy Silverado 3500	Highway	32,711	Good	Enterprise
WAM2522 – 2017 Chevy Silverado 3500	Highway	36,729	Good	Enterprise
MOR3420 – 2017 Chevy Silverado 3500	Highway	55,779	Good	Enterprise
MOR2370 – 2017 Chevy Silverado 3500	Highway	37,721	Good	Enterprise
WAM0412 – 2017 Chevy Silverado 1500	Highway	39,005	Good	Enterprise
WAM2837 – 2019 Chevy Silverado 1500	Highway	43,356	Good	Enterprise
WAM0276 – 2017 Chevy Silverado 1500	Highway	44,208	Good	Enterprise
WAM1025 – 2019 Chevy Silverado 1500	Highway	32,274	Good	Enterprise
WAM3439 – 2017 Chevy Silverado 1500	Highway	38,855	Good	Enterprise
WAM1596 – 2019 Chevy Silverado 1500	Highway	65,050	Good	Enterprise
MOR0676 – 2017 Chevy Silverado 1500	Highway	66,000	Good	Enterprise

MOR2669 – 2019 Chevy Silverado 1500	Highway	38,087	Good	Enterprise
MOR2816 – 2017 Chevy Silverado 1500	Highway	53,074	Good	Enterprise
MOR2745 – 2019 Chevy Silverado 1500	Highway	67,618	Good	Enterprise
PH0967 – 2017 Chevy Equinox	Public Health	18,483	Good	Enterprise
PH0536 – 2017 Chevy Equinox	Public Health	29,610	Good	Enterprise
PH9719 – 2018 Chevy Equinox	Public Health	26,585	Good	Enterprise
PH8777 – 2018 Chevy Equinox	Public Health	15,379	Good	Enterprise
PH1256 – 2018 Chevy Equinox	Public Health	30,495	Good	Enterprise
PH4713 – 2016 Chevy Impala	Public Health	28,809	Good	Enterprise
PH9404 – 2017 Chevy Equinox	Public Health	28,808	Good	Enterprise
PH4990 – 2016 Chevy Impala	Public Health	38,902	Good	Enterprise
PH4875 – 2016 Chevy Impala	Public Health	26,971	Good	Enterprise
PH1688 – 2017 Chevy Equinox	Public Health	25,543	Good	Enterprise
SH1444 – 2020 Chevy Traverse	Sheriff	8,876	Good	Enterprise
SH1235 – 2017 Chevy Express Van	Sheriff	47,700	Good	Enterprise
SS0699 – 2017 Chevy Impala	Social Services	39,152	Good	Enterprise
SS0960 – 2017 Chevy Impala	Social Services	42,833	Good	Enterprise
SS5186 – 2018 Chevy Impala	Social Services	30,078	Good	Enterprise
SS4002 – 2018 Chevy Impala	Social Services	48,724	Good	Enterprise
SW0733 – 2018 Chevy Equinox (SW218)	Solid Waste	15,701	Good	Enterprise
SW3243 – 2011 Dodge Ram (SW202)	Solid Waste	106,945	Good	Enterprise
SH2014 – 2020 Chevy Tahoe	Sheriff	9,315	Good	Enterprise
SH6240 – 2017 Chevy Impala	Sheriff	25,690	Good	Enterprise
SH8149 – 2019 Ford Taurus Interceptor	Sheriff	20,514	Good	Enterprise
SH3024 – 2017 Ford Explorer	Sheriff	56,066	Good	Enterprise
SH3740 – 2018 Ford Taurus Interceptor	Sheriff	73,673	Good	Enterprise
SH9187 – 2019 Ford Explorer	Sheriff	98,415	Good	Enterprise
SH9186 – 2019 Ford Explorer	Sheriff	71,543	Good	Enterprise
SH9185 – 2019 Ford Explorer	Sheriff	80,600	Good	Enterprise
SH9188 – 2019 Ford Explorer	Sheriff	85,745	Good	Enterprise
SH8245 – 2018 Ford Explorer	Sheriff	76,119	Good	Enterprise
SH7320 – 2017 Ford Explorer	Sheriff	104,981	Good	Enterprise
SH8244 – 2018 Ford Explorer	Sheriff	47,854	Good	Enterprise
SH3741 – 2018 Ford Taurus Interceptor	Sheriff	59,227	Good	Enterprise
SH3764 – 2018 Ford Taurus Interceptor	Sheriff	47,623	Good	Enterprise
SH9189 – 2019 Ford Explorer	Sheriff	80,487	Good	Enterprise
SH9191 – 2019 Ford Explorer	Sheriff	62,908	Good	Enterprise
SH9190 – 2019 Ford Explorer	Sheriff	62,617	Good	Enterprise
SH4824 – 2018 Chevy Silverado 1500	Sheriff	69,174	Good	Enterprise
SH8243 – 2018 Ford Explorer	Sheriff	27,161	Good	Enterprise
SH6202 – 2019 Chevy Tahoe	Sheriff	79,213	Good	Enterprise
SH0632 – 2019 Chevy Tahoe	Sheriff	67,991	Good	Enterprise
SH1722 – 2019 Chevy Tahoe	Sheriff	52,870	Good	Enterprise

Dated: May 10, 2022

David Jones, Chairman
Administration and Oversight Committee

Highway Highlights 4/27/2022

1. The National APWA Snow Conference was held in Pittsburgh, PA, April 10-12. Rich Durant and Eric DeGroat attended. It was very educational and informative.
2. We started getting out more with crews to begin road projects and the spring snow created a lot of down trees and limbs, which will take us nearly a week to clean up. The new facility at Brown road was utilized by Emergency Management for dry ice pick up and emergency shelter.
3. Our Road rehabilitation work will begin with In-place recycling, approximately the week of May 23rd. Brad Newman and I, attended a Town Board meeting to update residents in the Town of Smithfield on Tuesday April 12th. There were several questions from residents related to tree work, permitting, drainage, and traffic.
4. Our Gravel bed crushing operation was completed by the contractor with about 15,000 tons of material processed.
5. We are planning to do another test pit excavation at the Cedar Street facility with B&L and Facilities department.

Facilities Updates 4/27/22

Maintenance Highlights

- Processed 509 Q-Ware requests in the first quarter of 2022 and 192 since the last committee meeting
- Painted sump pump covers in all buildings
- Performed touch-up work/punch-list items at Pathways
- Completed CAC soundproofing
- Currently coordinating surplus distribution from Cedar Street in Morrisville – have met with several town highway superintendents to date
- Preparing cooling towers for startup
- Addressed post-power outage generator issues and alarms
- Yard cleanup and preparation for mowing season
- Ran cable and electrical in OEM
- Installed new flooring in the DSS elevator
- Installed new detention benches at the Brown Road Highway facility and LEB
- Addressed items included in the state inspection checklist from November's visit
- Started painting in DSS – near elevators and entrance areas

Facilities Projects:

County Sewer Project

- We are awaiting grant funding through the WIIA Grant 25%. \$1,638,750 (didn't receive for 2021 we will reapply for 2022)
- We applied for funding through Claudia Tenney 80% of the project could be funded \$5,200,000.
- We are applying for funding Northern borders Regional Commission \$1,000,000.
- Design should be complete early 2023, construction 2023 -2024.

Cedar Street Highway Garage

- Sequin Surveying \$3,500
- Phase One Environmental Site Assessment complete. \$3250.00
- Phase Two Pre- Demolition Hazardous Material Building Survey (15) boring at various location on site will be performed to gather more information to use for Phase Three design this better prevents the possibility of Change Order Work for unsuitable soils once the project get started.
- The Phase Two was Budgeted at \$10,900.00 the actual cost to perform this service is \$17,500.00.
- The Amended B&L Agreement for Phase Two Services has been sent to John Becker office to sign.
- The Construction Estimate Range for Contracted Demolition and Abatement was \$200,000 - \$300,000 this was assumed that vermiculite wasn't in the exterior block walls. The Phase One did find vermiculite present in the block walls. We will have to budget an additional 50% more for this scope of work. Revised Budget number for Demolition and Abatement \$300,000 - \$450,000.
- Site Slab and Asphalt Removal. \$100,000 - \$150,000.
- Tank Closures. \$50,000 - \$80,000.
- Contaminated Soil Allowance. \$50,000.
- Phase Three Design Budget \$52,300.
- Phase Four Total Construction Budget \$550,000 - \$730,000.

Stand –By Generator Project

Proposed Schedule Madison County Generator Upgrade

1-1-22 thru 1-15-22	Field Work
1-15-22 thru 1-30-22	Design Report
1-31-22 thru 2-11-22	County Review of design Report
2-14-22	Design Report Review Meeting
2-15-22 thru 4-28-22	90% Construction Documents
4-18-29 thru 5-08-22	Submit 90% Construction Documents for client review
5-08 thru 5-13-22	Finish 100% Construction Documents
5-13-22 thru 6-1-22	Advertise and Bid Construction Documents
6-1-22 thru 6-15-22	Contractual Procurement
6-15-22-thru 7-30-22	Generator and equipment lead time
8-1-22 thru 8-30-22	Construction
9-1-22 thru 9-30-22	Project Close Out

- Option #1 400Kw needed budget \$450,000.
- Option #2 300Kw needed budget \$350,000.
- Option #3 175Kw and the existing 125KW remains in use needed budget \$250,000.
-

Clockville Water District

- WIIA Grant- Madison County was awarded 1.6 million. This will go towards the construction cost that is owed by the residence of the District.

Highway Garage North / L.E.B. Project

- This project has been has been placed on hold.

Roofing Project for Public Health

Please see the attached document containing the results from the diagnostics on the Public Health Building.

There was 17% wet coverboard (wood fiber) the polyiso insulation was dry and was verified by a roof core. This wet was to be expected due to the previously failed coating.

With the weather finally starting to turn we are still on schedule for a project start mid-May. I will keep you updated.

Cowaseleon Creek

- Bidding for the mowing of 3.5 miles this July & August 2022 is out. Bid opening May 12th, Board approval June 14th.

ROOF DIAGNOSTIC SURVEY FOR COUNTY OF MADISON PUBLIC HEALTH BUILDING

138 NORTH COURT STREET - WAMPSVILLE, NY 13163

DRAWINGS

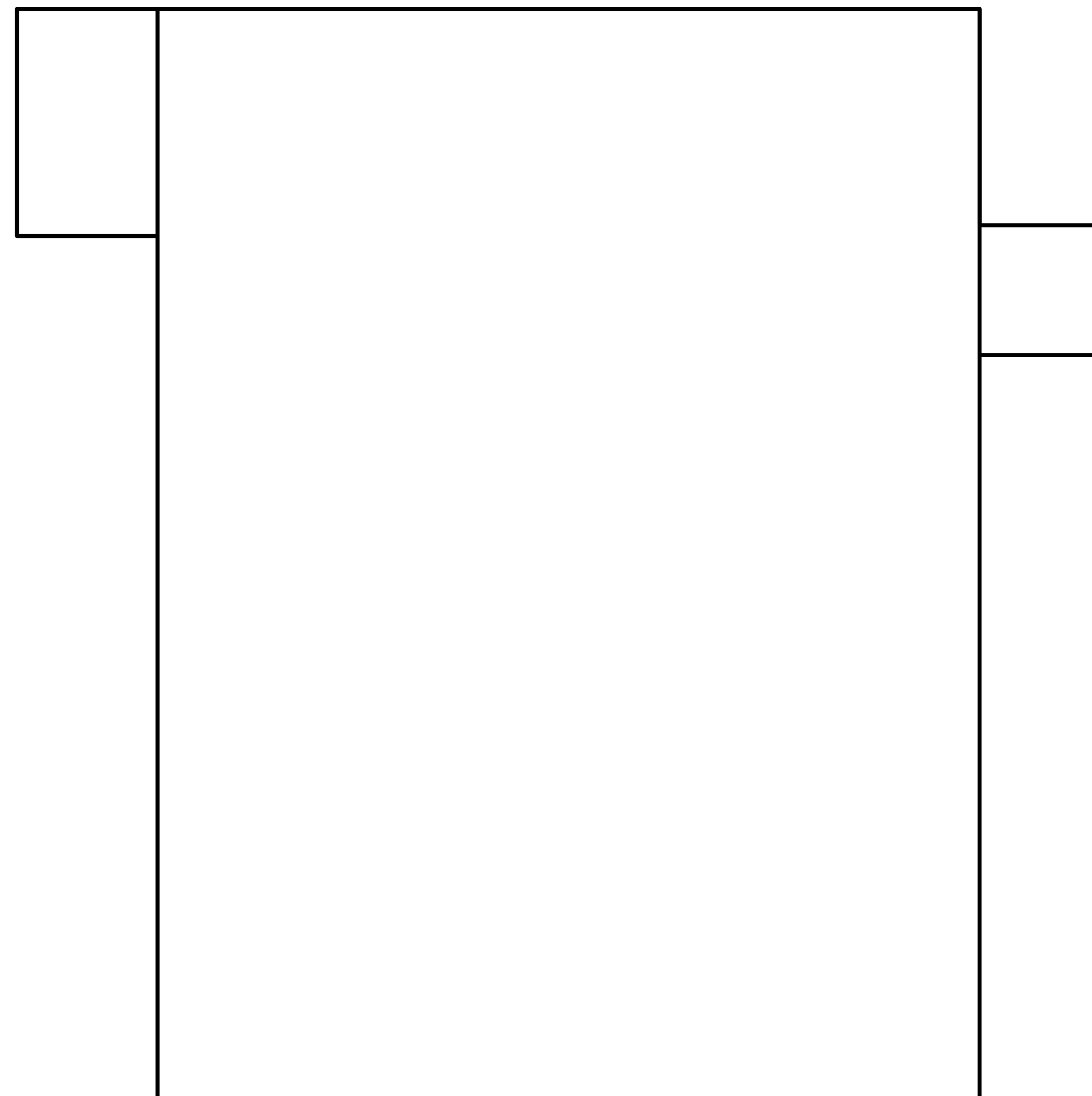
TITLE PAGE

SHEET A

SHEET B

MOISTURE SURVEY

ROOF DATA & PHOTOS



N
ROOF PLAN
SCALE: NO SCALE

How An Infrared Survey Works:



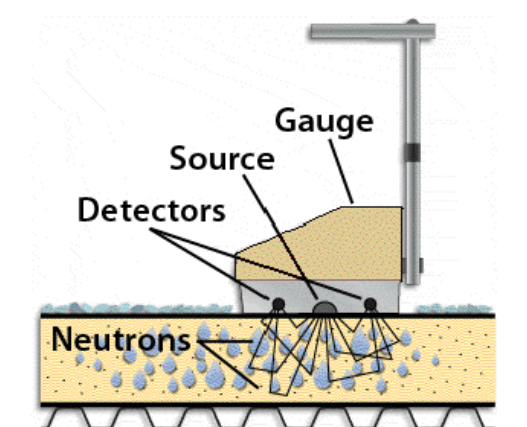
During the daytime, wet roof insulation absorbs more solar energy from the sun than dry roof insulation. During the nighttime, after the roof surface cools, the wet roof insulation will retain more solar energy than dry insulation and these temperature differences are detected by the infrared camera.

The wet roof areas are marked on the roof surface with visible paint markings. The wet roof areas are verified through core cuts and/or a Roof Moisture Meter.

How A Moisture Meter Works:

During the daytime, readings are taken and recorded in random locations and at wet areas found by the infrared camera.

Fast neutrons are emitted from the source in the Roof Moisture Meter into the roof system. The presence of hydrogen in the roof system slows the neutrons. These slowed neutrons as well as the fast neutrons are detected by the Roof Moisture Meter. A reading is displayed in the digital readout and gets recorded.

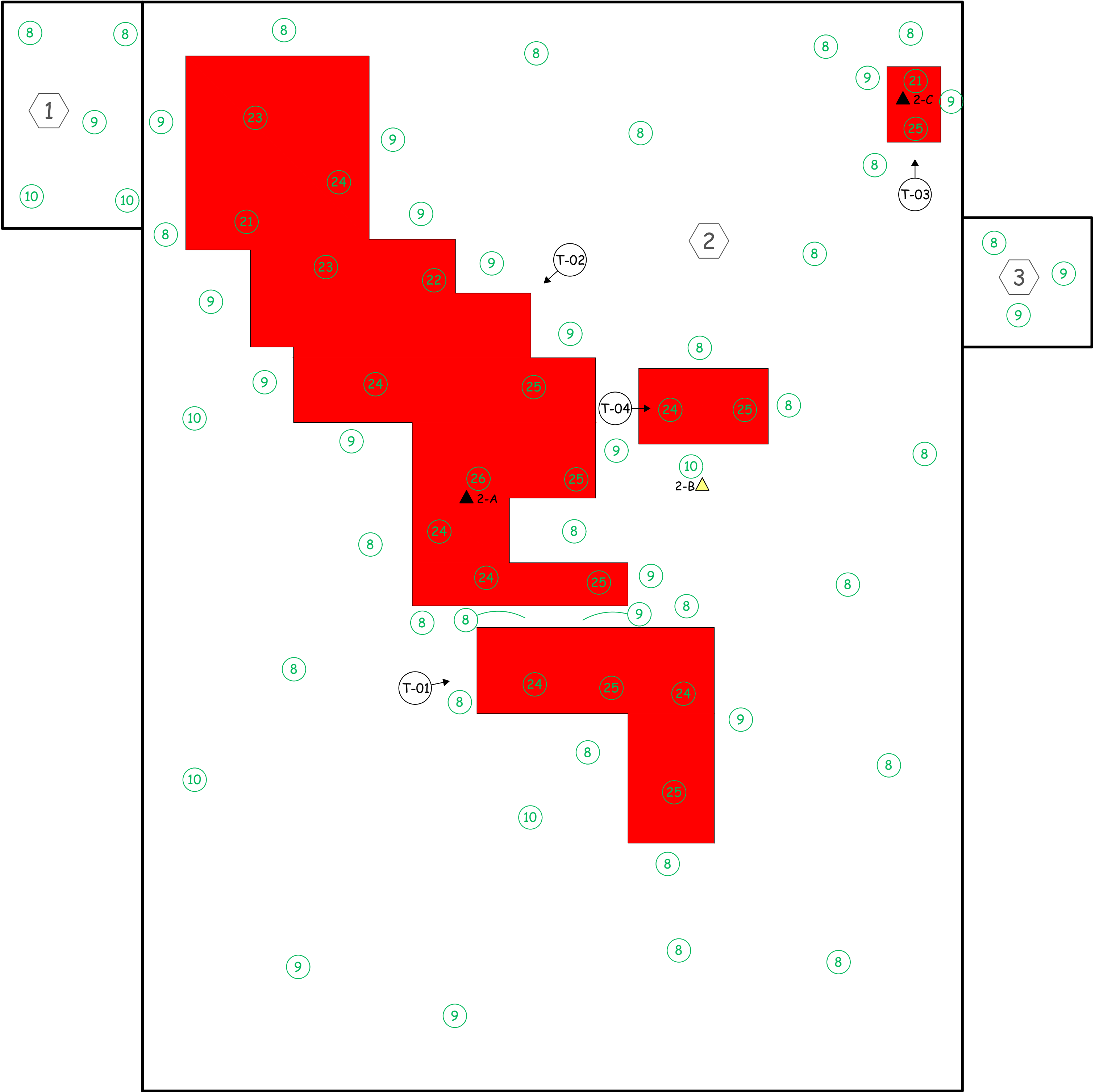


Core cuts are taken to determine a baseline for dry roof materials. Then wet roof areas are marked on the roof surface with visible paint markings.



Roofing & Building Maintenance

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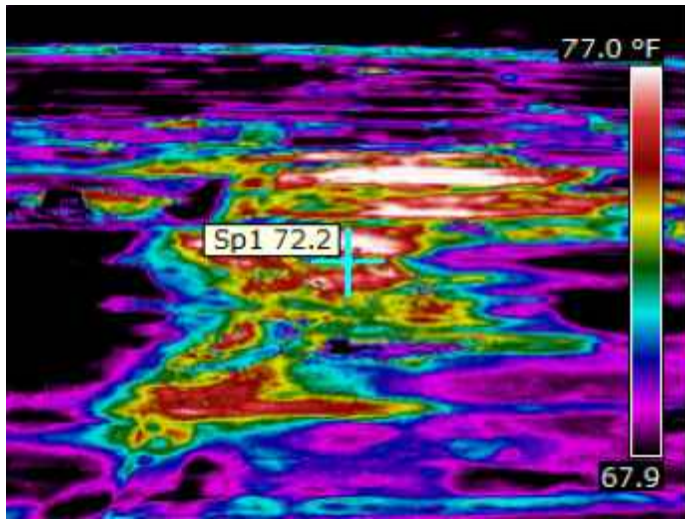
ROOF PLAN
SCALE: NO SCALE

STANDARD KEY OF SYMBOLS	
ROOF SECTION	PHOTO
DRY CORE	THERMOGRAM
WET CORE	N.A.F. (NO ANOMALIES FOUND)
WET INSULATION	R.I.M. (RANDOM INTERMITTENT MOISTURE)
MOISTURE GRID	TRACE CORE
MOISTURE READING	

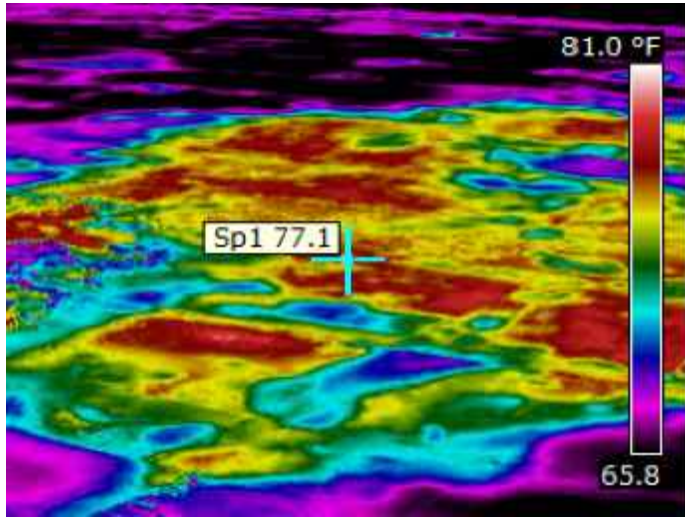


COUNTY OF MADISON
PUBLIC HEALTH BUILDING
138 NORTH COURT STREET
WAMPSVILLE, NEW YORK 13163

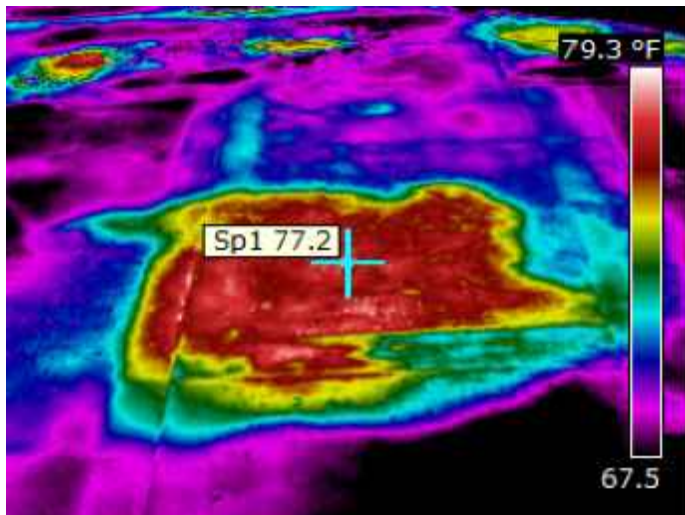
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DRAWN BY: C.W. WATSON MK	SHEET NO.: A
DATE: 4/12/22	



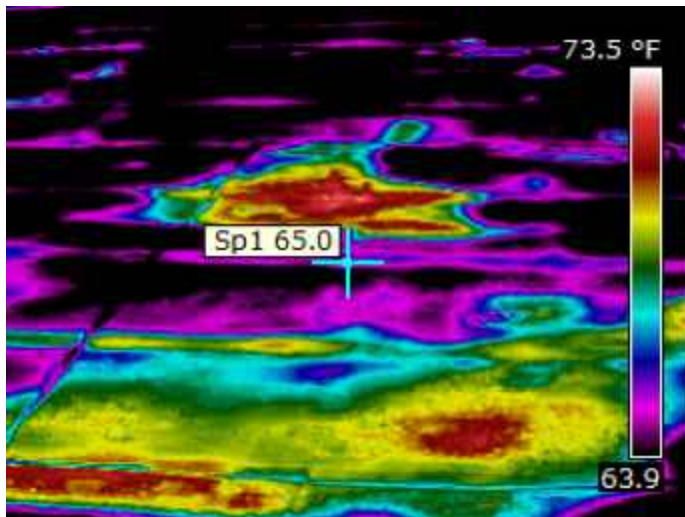
Thermogram T-01



Thermogram T-02



Thermogram T-03



Thermogram T-04



ROOF SECTION	CORE CUT NUMBER	MOISTURE READING	MOISTURE PERCENTAGE	ROOF CONSTRUCTION
2	2-A	26	0%	MODIFIED ROOF SYSTEM W/GRANULES & COATING
			100%	1/2" WOODFIBER INSULATION
			0%	1-1/2" POLYISOCYANURATE INSULATION
			0%	3" POLYISOCYANURATE INSULATION
			0%	1/2" GYPSUM BOARD
			N/A	METAL DECK
ROOF SECTION	CORE CUT NUMBER	MOISTURE READING	MOISTURE PERCENTAGE	ROOF CONSTRUCTION
2	2-B	10	0%	MODIFIED ROOF SYSTEM W/GRANULES & COATING
			0%	1/2" WOODFIBER INSULATION
			0%	1-1/2" POLYISOCYANURATE INSULATION
			0%	2" POLYISOCYANURATE INSULATION
			0%	1/2" GYPSUM BOARD
			N/A	METAL DECK
ROOF SECTION	CORE CUT NUMBER	MOISTURE READING	MOISTURE PERCENTAGE	ROOF CONSTRUCTION
2	2-C	21	0%	MODIFIED ROOF SYSTEM W/GRANULES & COATING
			80%	1/2" WOODFIBER INSULATION
			0%	1-1/2" POLYISOCYANURATE INSULATION
			0%	2-1/2" POLYISOCYANURATE INSULATION
			0%	1/2" GYPSUM BOARD
			N/A	METAL DECK

ROOF AREA DATA			
ROOF SECTION	SIZE (S.F.)	WET (S.F.)	% WET
1	273	0	0.00%
2	7,676	1,354	17.64%
3	144	0	0.00%
TOTALS	8,093	1,354	17.64%

STANDARD KEY OF SYMBOLS			
# ROOF SECTION	P-# PHOTO	WET INSULATION	N.I.C.
Δ DRY CORE	T-# THERMOGRAM	R.I.M. (RANDOM INTERMITTENT MOISTURE)	MOISTURE GRID
▲ WET CORE	N.A.F. (NO ANOMALIES FOUND)		TRACE CORE
			# MOISTURE READING



COUNTY OF MADISON
PUBLIC HEALTH BUILDING
138 NORTH COURT STREET
WAMPSVILLE, NEW YORK 13163

DIAGNOSTIC TECHNICIAN: OSIKA/SOLARINO	PROJECT NO.: 9714201
DRAWN BY: C.W. WATSON MK	SHEET NO.: B
DATE: 4/12/22	

MADISON COUNTY CENTRAL SERVICES

PO Box 546
Wampsville, New York 13163
(315) 366 2380

To: Buildings & Grounds Committee
From: Todd Russell - Central Services Technician
Subject: Central Services Monthly Report
Report Date: April 5, 2022

Listed below are the totals for the Central Services Department for the month of:

March 2022

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Year to Date
Printing													
Jobs	36	62	39										137
Charge Back	\$4,152.02	\$2,899.01	\$2,675.68										\$9,726.71
		NEW PRICING											
Sheets of Paper Printed			24,782										24782
Envelopes Printed	3,000	17,500	12,000										32500
Cases of Blank Paper	20	18	20										58
US Mail Postage													
Pieces Processed	11,065	9,204	10,072										30341
Charged Postage	\$13,797.29	\$7,004.96	\$8,085.30										\$28,887.55
UPS/FEDEX/Other													
UPS Incoming Pkgs.	206	156	207										569
UPS Outgoing Pkgs.	68	58	79										205
FedEx Incoming Pkgs.	101	56	69										226
Other Incoming Pkgs.	12	24	35										71
Freight & Other Delivers													
	22	7	16										45