

# Delaware County DPW Facility Sites Top Sites

Hybrid Site #11A & 7A and Site # 3

March 14, 2018

# How We Got Here

Site Selection Process – Original 12 sites

- 1. Facility Programing**
- 2. Typical Building/Site Layout**
- 3. Candidate Sites**
  - Sites 3, 4 and 6 originally by County Planning,
  - plus 8 volunteered sites and existing site
  - Confirmed availability of all
  - Site 6 off list due to unavailability
- 4. Establish Selection Criteria**
  - Supervisor Input
- 5. Score Sites (1 – 10)**
  - Site visits on 5/30/17 and 5/31/17
- 6. Establish Criteria Weight Parameters**
  - Supervisor Input
- 7. Ranking of Sites**
  - (Score x Average Weighting)
- 8. Board Direction 6/28/17**
  - Due diligence on top 4 ranked sites
- 9. Public Meeting 7/12/17**
- 10. Board Meeting 9/27/17**

# We Reviewed a List of Environmental Impact Factors

- **Environmental Fatal Flaw**
- **Floodplain**
- **Steep Slopes**
- **Federal Wetlands**
- **State Wetlands**
- **Archaeology**
- **Historic Buildings**
- **Agricultural District**
- **Critical Environmental Area**
- **Principal Aquifer**
- **Streams/Waterbodies**
- **NYC Watershed**

# Direction Since September 27, 2017 Board Meeting

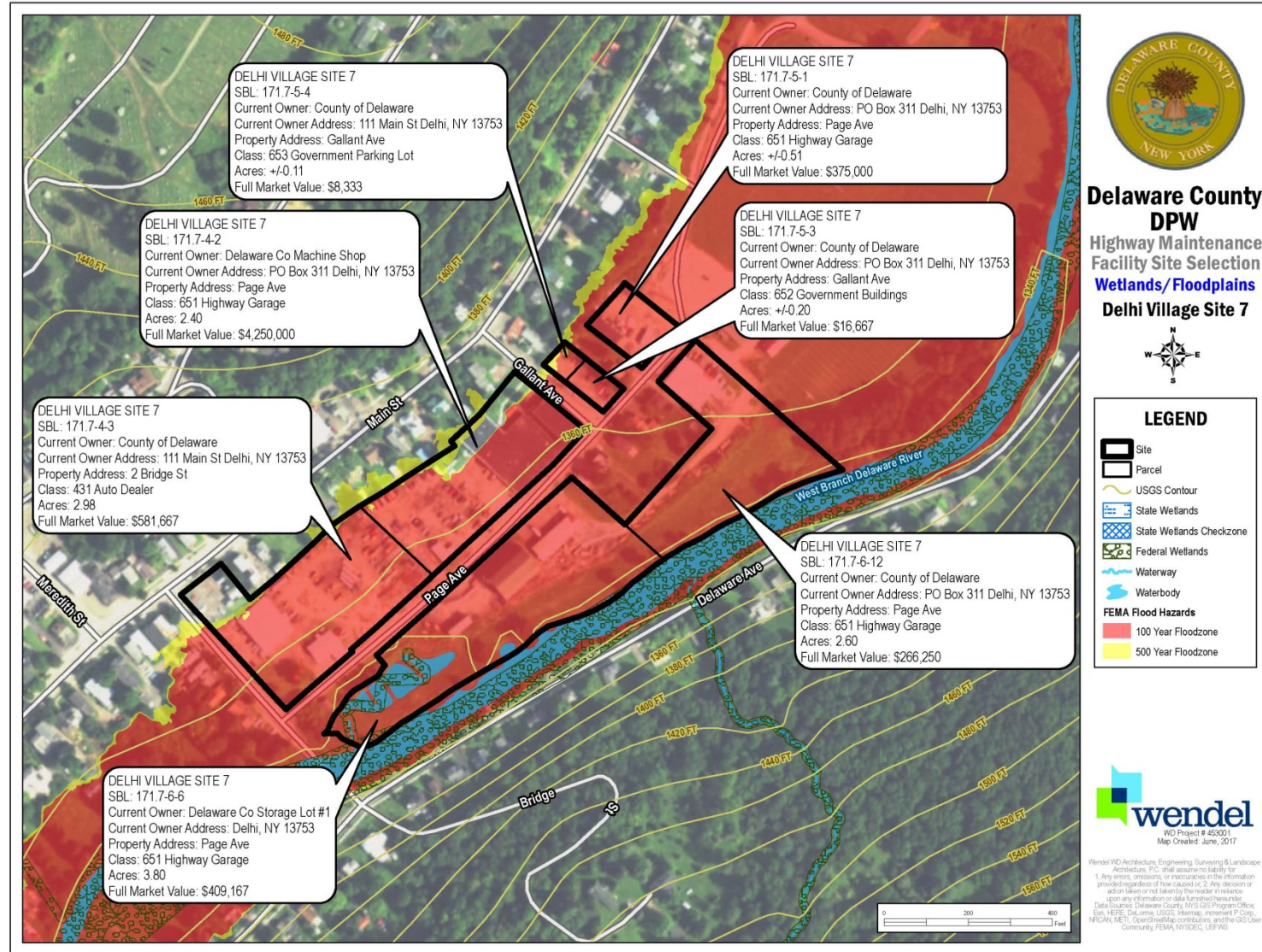
- **Committee moved to further evaluate Hybrid Site #11A and #7A and Site # 3**

# Hybrid Site Option

## **Sites # 11A plus Site # 7A:**

- Rather than relocate all Existing DPW operations to a single site, Wendel was directed by the DPW Committee to prepare a Hybrid Option that distributed the Program to two (2) sites as follows:
  - **Site # 7A (Existing Site):**
    - Construct an approximately 12,000 SF structure for two (2) Road Patrols to serve their respective areas east of Delhi
    - Salt shed and cold storage remain in flood way
    - Incorporate Oil Water Separator pump-outs from other DPW facilities to be discharged into the Village sanitary as currently permitted
    - Existing Wickham building, DPW Administration and Elections, VA and OET would be maintained in their current locations temporarily, but demolish and remove structurally compromised existing Patrols Building
    - Relocate heavy/light maintenance garage to site #11A
    - Relocate DPW Administration on site TBD outside of flood way
    - Elections, VA and OET to be determined
  - **Site # 11A (Bishop Site):**
    - Construct the balance of the DPW program including heavy and light maintenance, wash bay, sign and guiderail shops, storage and parts, paint striper, vacuum truck, etc. – plus a fuel depot
    - Provisions for a future salt shed, bridge fabrication shop and additional Road Patrols space
  - **Offsite Improvement:**
    - Reconstruction of Hoags Crossing Bridge Structure approach roadway

# Site #7A Existing Conditions



# Site #7A

## **Positive Attributes**

- Owned by County
- Utilities Present
- Distance to C.O.
- Existing Adjacent Neighborhood

## **Negative Attributes**

- Entire site in Floodplain
- Capital Costs: Build-up Site
- Fill at Old Mill Pond – Deep Foundation Costs
- Must retain Patrols at this location to serve their respective areas east of Delhi

# Site #11A Existing Conditions





# Site #11A Hybrid

## Positive Attributes

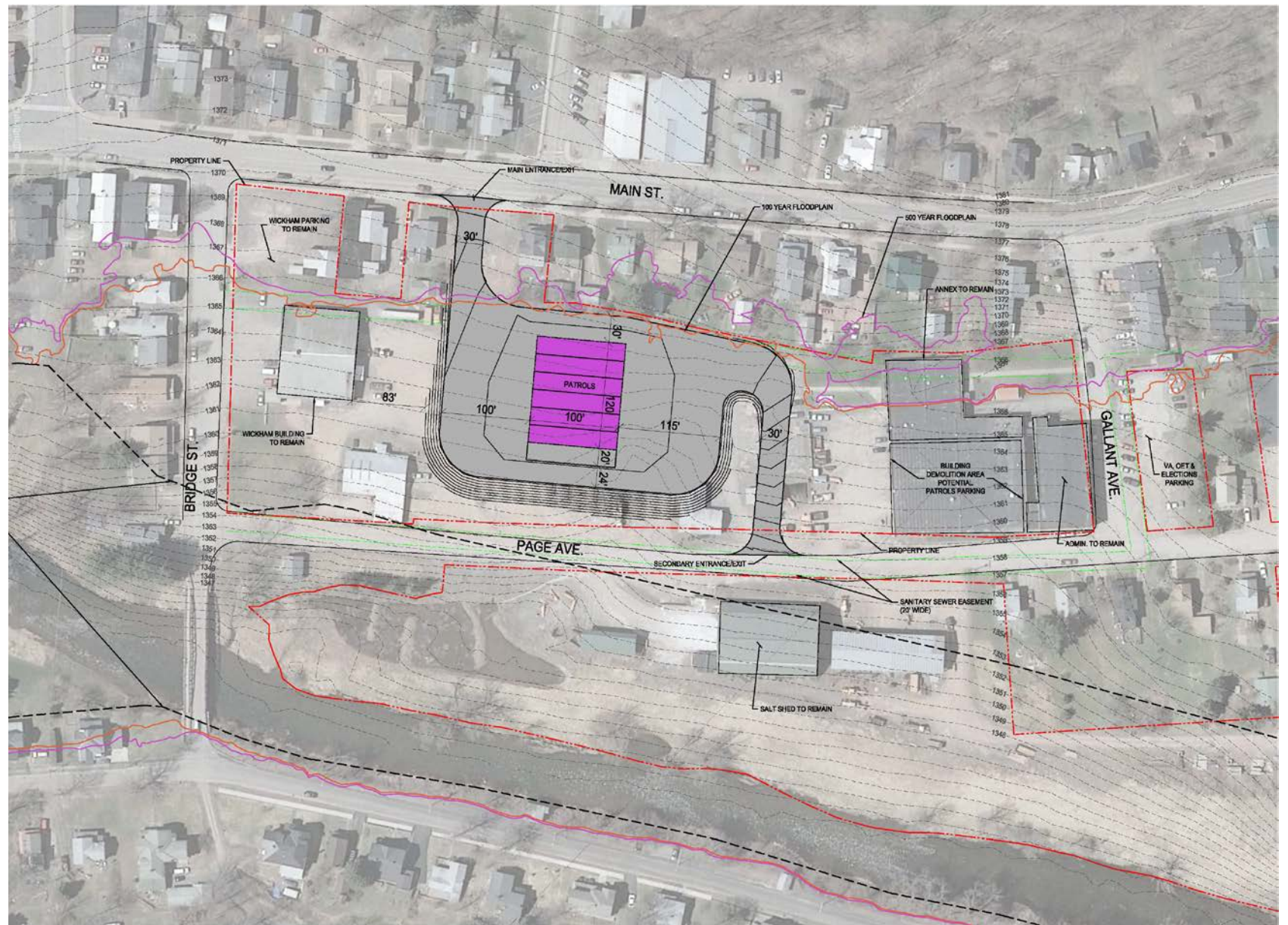
- Capital Costs
- Flat area for Development
- Development area Out of Floodplain
- NYSEG/ARC & Commercial Enterprises in Proximity



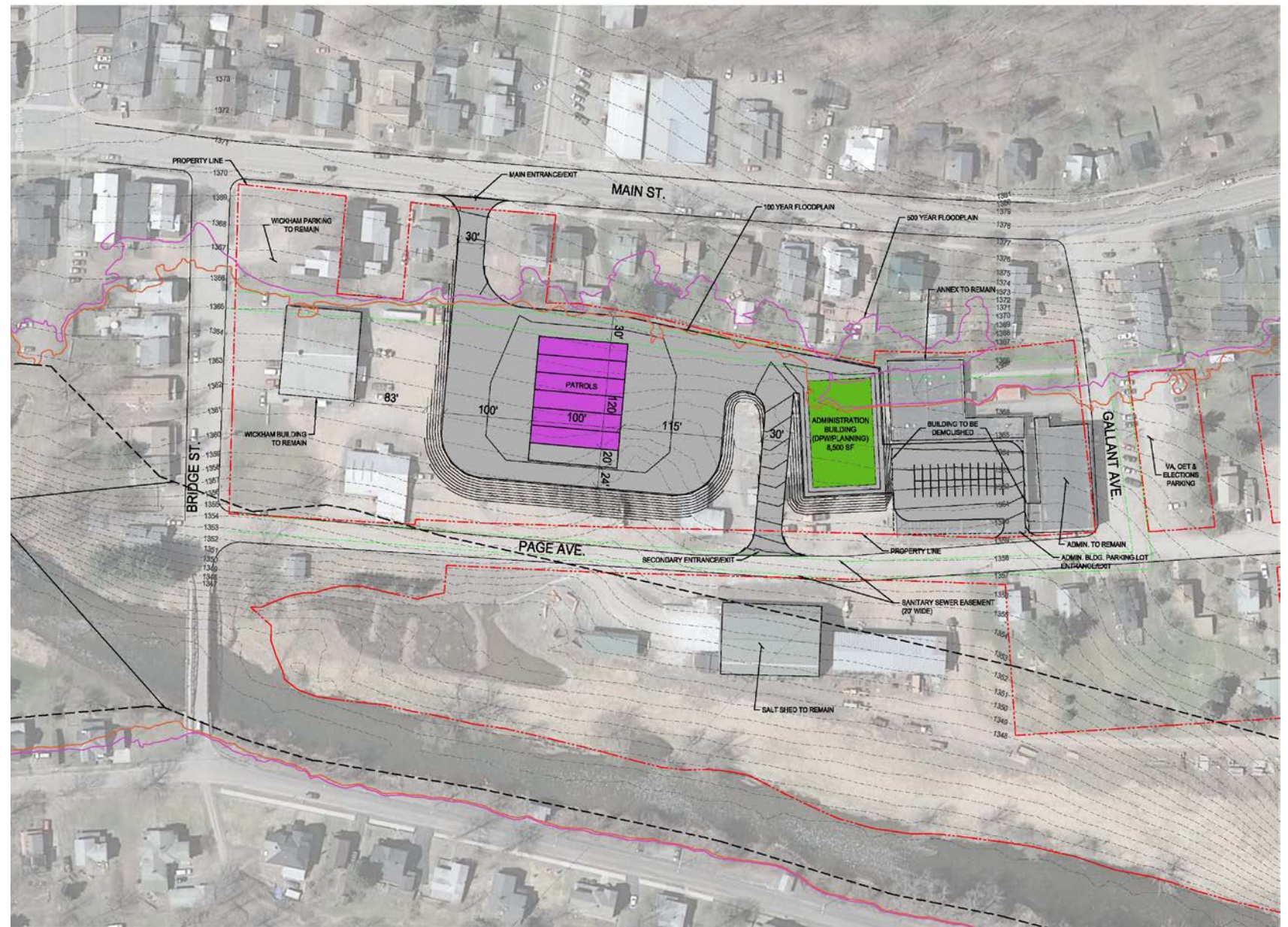
## Negative Attributes

- Distance to C.O. (10 Miles)
- Capital Cost – Bridge/Road Required
- Does not include new salt shed
- Neighborhood and Historic Structure
- Access, Speed Limit & Sight Distance
- Acquisition and Demolition

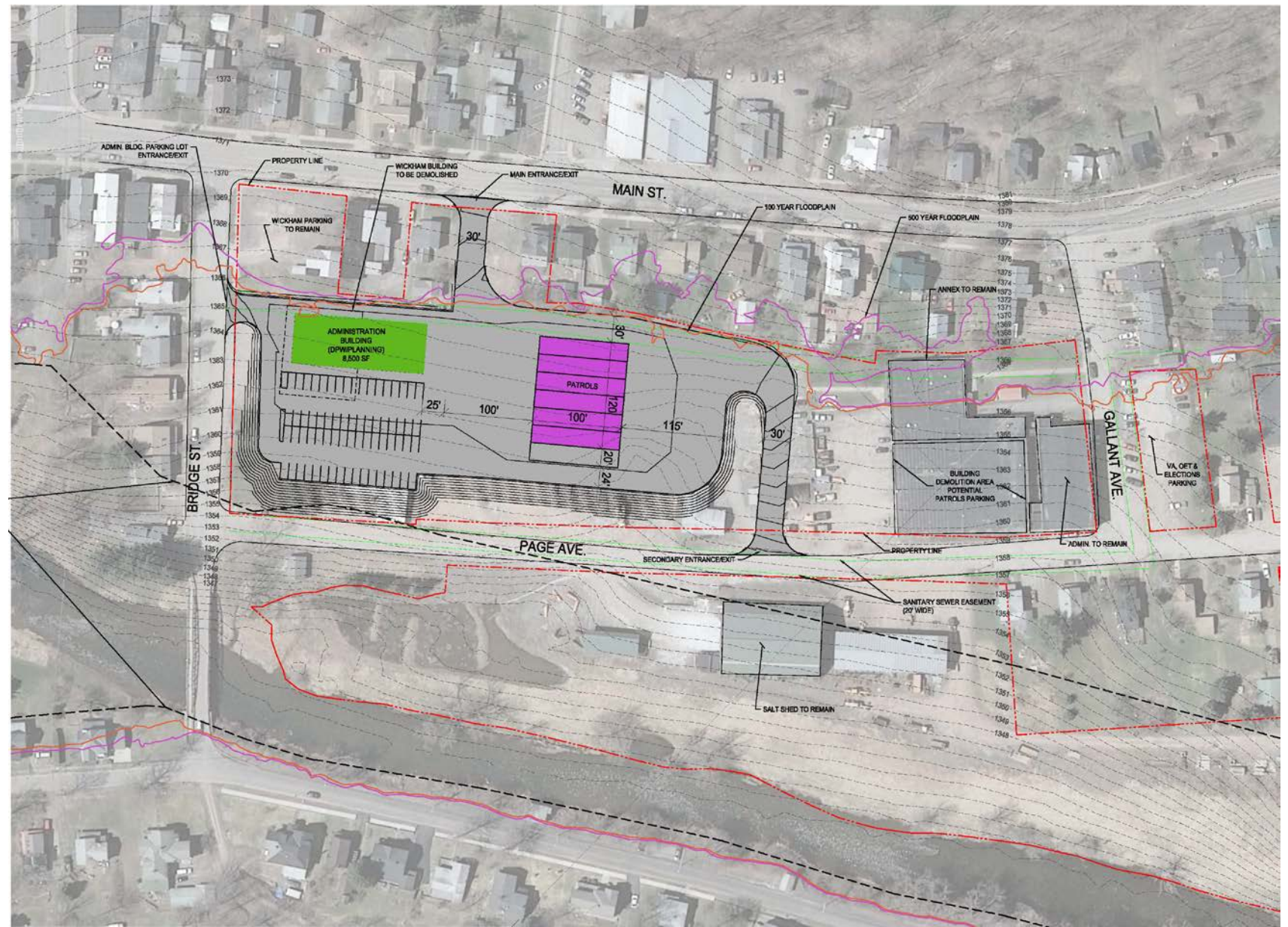
# Site #7A Hybrid Patrol Garage Only



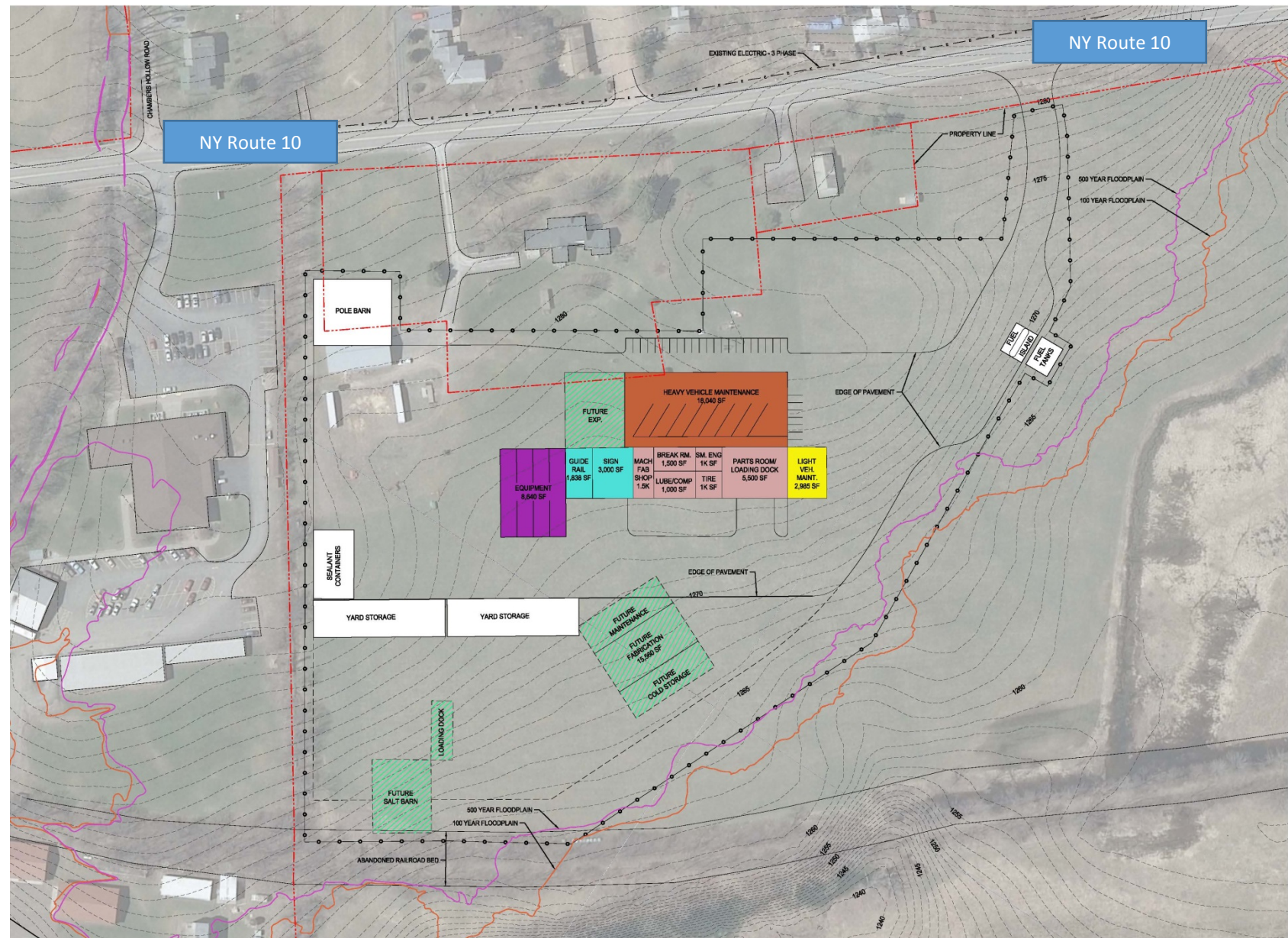
# Site 7A-1



# Site 7A-2



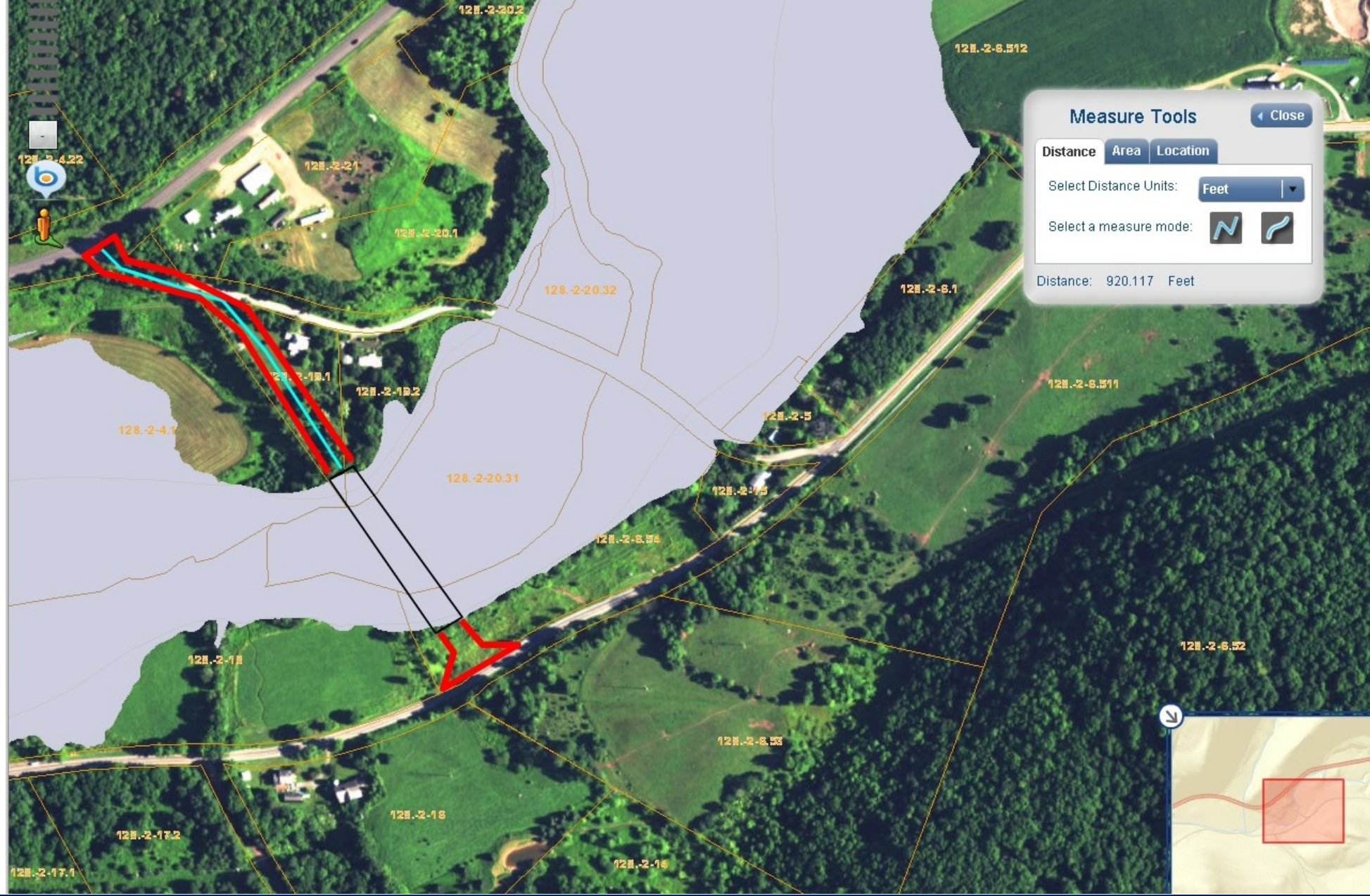
# Site #11A Hybrid Balance Of Program



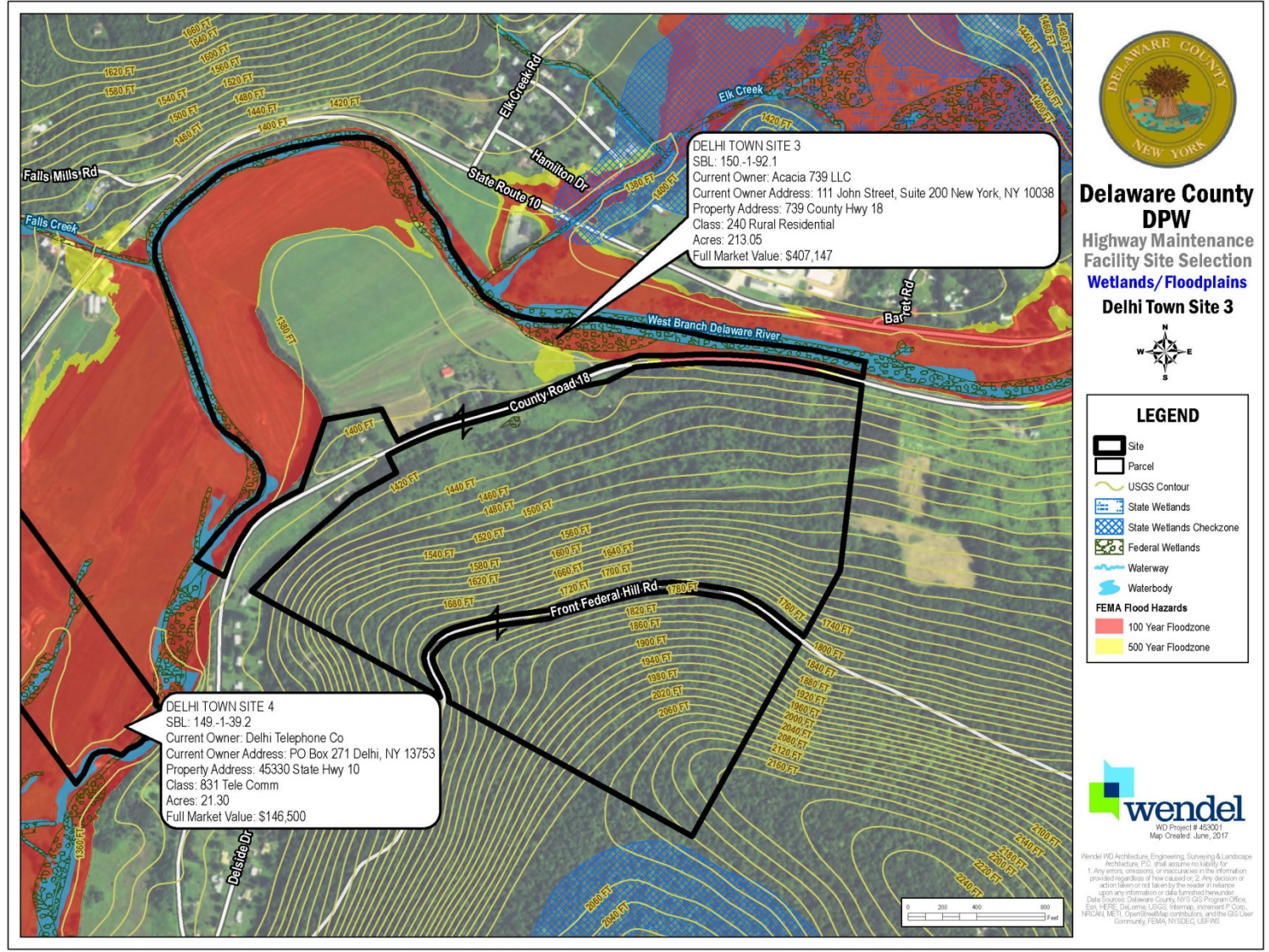
# Site #11A Hoags Crossing Existing



# Site #11A Hoags Crossing Proposed



# Site #3 Existing Conditions





# Site # 3 Full Build Out

## Positive Attributes

- Distance to C.O. Approximately 2 Miles
- Flat area for development
- Useable area out of Floodplain
- Gravel Soils
- Alternate Access to CR18
- Includes new salt shed

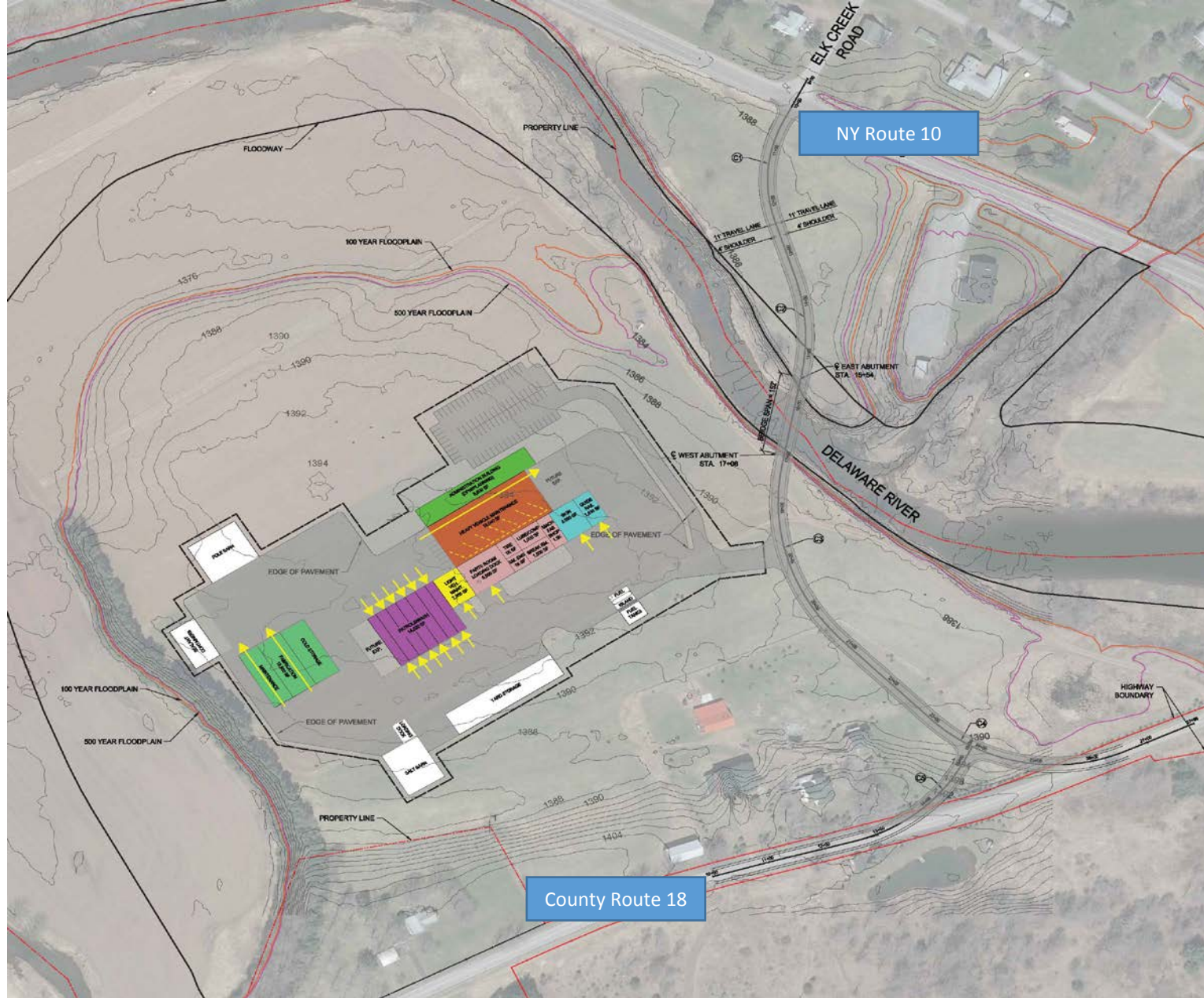


## Negative Attributes

- Access and Acquisition
- Capital Cost – Bridge/Road Required
- Neighborhood
- Archaeological



# Site # 3 Full Build Out



# Site # 3 Flyover

# Probable Capitol Cost Summary

- **Site # 3:** **\$26.30 Million (Phase 1 )**
  - Bridge and Road included in this cost
- **Hybrid Site # 11A & Site #7A:** **\$27.47 Million (Phase 1)**
  - \$6.96m Bridge and Road at Hoags Crossing are not included in this cost

# O&M Cost Summary of Move

- Site # 3: \$240,426 Additional - 20 years includes vehicle and plow
- Hybrid Site # 11A & Site #7A: \$1,940,260 Additional - 20 years vehicle maintenance only
  - Plows maintained in Delhi

# OM For Maintaining County Fleet at 11A

Used Average 130 Vehicles = 680 Trips Annually

Used 10 Miles (\$0.60 mi)

\$20.00 HR x 2 Personnel = \$40.00

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**Total Average Cost for Mileage \$24,410**

**Total Personnel Cost \$72,533**

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**Total Annually \$97,013 vehicle maintenance moving to 11A**

**20 Years = \$1,940,260 at 2018 costs**

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# Next Steps

## **TOP RANKED ALTERNATIVE**

- Maintain Administration, Temporary Patrols Operation and Demolition of Patrols Building
- Preliminary Design/Cost Estimate
- SEQR
  - Detailed Impact Assessments
- Acquisition
- Final Design/Cost Estimate
- Bidding
- Construction

# Questions



# Site #11 Full Build Out



# OM Impact on Plow Routes moving to 11A

## **Delhi Total Miles: 193.7**

Labor 2 Persons \$61.07 Per Hour

Truck (Fuel, Repairs, Oil) \$1.50 Per Mile

## **Hamden Total Miles: 228**

35 Miles x Labor x Equipment Cost = \$160.00

Average of 145 Trips x \$160.00 = Approx. \$23,200 Per Year

\$23,200 x 20 = \$464,000 at Today's Cost