

# ***GREENE COUNTY HIGHWAY DEPARTMENT & SOLID WASTE***

**Sunset Road Bridge  
- Haines Falls,  
Town of Hunter**

**2018**

**Robert Van Valkenburg  
Superintendent**

**ANNUAL REPORT**

**Scott Templeton  
Deputy Superintendent**





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**Greene County  
Highway and Solid Waste  
Department**

240 West Main Street  
Post Office Box 485  
Catskill, New York 12414

**Robert J. Van Valkenburg**  
Superintendent



Greene County Legislature  
411 Main Street  
Catskill, N.Y. 12414

RE: 2018 Annual Report

Dear Legislators:

The following pages detail the work of the Highway and Solid Waste Department for 2018.

On the Highway side, our department is responsible for the overall maintenance and repair of 262.5 centerline miles of roadway. The work we do is diverse, wide ranging and has a significant impact on the taxpayers, businesses and tourists in Greene County. Generally, the work includes everything necessary to maintain, preserve and improve our transportation infrastructure and provide the safe and efficient traveling conditions the public expects. This includes, but is not limited to, snow and ice control, emergency response to flooding and other events, paving, pavement marking, patching potholes, cleaning and replacement of cross over pipes and driveway pipes, cleaning and improving roadside drainage ditches, placing shoulders, maintaining guiderail, mowing and tree removal within the right of way. We also are responsible for maintenance and repair of 138 bridges, over 15,000 signs, 184 culverts larger than 4' and hundreds of smaller culverts and pipes. Our employees, management team, consultants and contractors have each done their part to meet this immense responsibility and effectively meet the transportation needs of the travelling public.

Our main office and administrative staff is located in Catskill. Operationally, the county is divided into four work areas, covered by highway facilities in Athens, Ashland, Freehold and Hunter. Our work force, including Administration, Engineering, Traffic, Road and Machinery staff totaled 55 employees with two budgeted vacancies. With the current strong economy and demand for CDL drivers and other workers in the private sector, retention of our experienced workforce and recruiting of qualified candidates to replace retirees has emerged as a significant problem over the past year. Replacing the experience and knowledge that is lost when an experienced employee retires, whether in the work force or management is very challenging and an important priority for the department and Greene County.

In 2018 we were again able to take full advantage of funding from the state funded Consolidated Highway Improvement (CHIPS), Extreme Weather Recovery and PAVE NY programs. Taken together, these reimbursement programs fund a significant portion of our paving and locally funded bridge programs and increased from a total of \$1,852,938 in 2014 (prior to PAVE NY) to \$2,333,039 in 2017 and was stable at \$2,332,990 in 2018. There was no guarantee however, that the Extreme Winter Recovery funding of \$245,698.48 would be available again in 2019.

Revenues derived from these programs covered approximately 71% of capital costs for transportation improvements completed in 2018 with county taxes directly funding only about 29%. Therefore, any reduction in these state funding programs without a corresponding increase in budget appropriations would have a significant impact on our programs. This year we were able to overlay 12.95 miles of road with asphalt paving. This is a decrease of 6.55 miles or 33.6% over 2017. This reduction was due to several factors including substantially higher asphalt prices, poor paving weather, high contractor demand and reallocation of funding to bridge and culvert replacement projects. Hot mix paving this year required over 18,846 tons of asphalt compared to 30,375 tons in 2017 and 27,000 tons in 2016. An increased budget appropriation for pavement marking allowed us to increase centerline marking by 12.45 miles or 5.9% and edge line marking by 31.92 miles or 11.9%. Potential cost increases in a new bid for pavement marking will likely offset some of this increased mileage in 2019.

Before a road can be paved, a significant amount of preparation work is required, including drainage improvements, pipe replacements, tree trimming and then shoulder placement work after the paving is done. Realistically, asphalt pavements should have approximately a 10 year life cycle before additional treatment is necessary. Therefore our goal is to address 10% of our system, or 26.2 miles each year. This is not possible with the current level of funding, and in 2018 we were able to address only about half of that annual mileage.

Given the high cost of construction and maintenance of major transportation infrastructure, the ability to access, utilize and properly administer Federal and State aid is critically important to our department and the county. In 2018, we were working on a total of four Federally and State Aided Projects in various stages of design and four others in the closeout phase. Generally, these project are funded by an 80% Federal share, 15% State share and 5% local share. This allows us to leverage local funding and to complete large, costly infrastructure projects that would be impossible without the federal and state funding. Under the County funded portion of our program we were able to replace three bridges in 2018, Sunset Road over the Kaaterskill Creek,

Hervey Street over the Thorpe Creek and South Road over the Glen Brook. These projects were completed utilizing our Miscellaneous Bridge Contractor program allowing significant savings with Greene County purchasing and supplying materials. Because the Sunset Road Bridge replacement was needed to facilitate their private sewer project, the Twilight Cottagers Association partnered with us, funding the costs of the required temporary detour bridge, securing additional savings for county taxpayers. Design work was advanced for two future bridge replacements and two large culvert replacement projects were being planned in cooperation with the Greene County Soil and Water District. As defined by NYSDOT a structure with a span of less than 25' is considered a culvert and a structure with a span of 25' or more is defined as a bridge. In addition to having jurisdiction over bridges on county roads, by resolution, the department is responsible for all bridges on town roads with a span of 25 feet or more. Over the years our strong bridge program has paid dividends. In 2018 the number of county bridges considered deficient was reduced again down to 12 as compared to 21 in 2016.

The term deficient not mean that the bridges in this classification are unsafe, rather that the bridge is not functioning as it was originally designed. Three new bridges were turned over by towns this year and added to our inventory bringing the total number of bridges to 138. Of course, with this number of bridges in our system, this is an ongoing process. Even as structures are replaced or rehabilitated, others continue to deteriorate and become deficient.

During the winter months, snow and ice control dominates our operations. This is a highly visible and measurable service with high public expectations and is a significant focus of the department. Our costs are largely driven by the weather and like the winter season, spread over two budget years. Conditions were seasonable in 2018 but we saw numerous small storms that required treatment and consumed material. Our work force and supervisors efficiently handled these operations, working long hours, often in difficult conditions to meet or exceed the level of service expected by the travelling public and emergency responders. In 2018 we continued a shift toward increased use of straight salt on appropriate plow runs both in the valley and on the mountain top with good results. While the material cost for using straight salt is higher, that expense is offset on appropriate plow runs by reduced costs for labor and equipment and resulted in noticeably better road conditions. In August, we increased our salt requirement by 11%, to a total of 5,838 tons, continuing straight salt use on five plow runs in the valley, increasing the percentage of salt added to abrasives on the mountain top and adding a new straight salt run on CR 6. We continue to review the effectiveness of our salt and abrasives usage and further adjustments will be

made next year. With several retirements during the year we encountered great difficulty replacing qualified and experienced CDL drivers making operations more difficult.

After labor, our trucks and machinery are the most important and expensive asset required to accomplish our work. While our mechanics have done outstanding work on repairs and overhauls that extend the service life of our heavier vehicles, the deteriorating reliability and increasing age of the vehicles in our fleet, especially during snow and ice control or other emergency operations had become a major concern. In 2018 we continued implementation of our Capital Improvement Plan and were able to purchase and place into service two additional wheel loaders, one four wheel drive tractor with 60" rotary boom flail, one tandem truck with snow and ice equipment and two four wheel drive pickup trucks with snow plows. This significant capital investment has allowed us to address our most pressing and immediate concerns and greatly improved our snow and ice control capabilities. The use of several new, electronically controlled sand/salt spreaders with electronic controls has enhanced our ability to convert from the use of abrasives to straight salt where appropriate. With the support of the Legislature, we are planning to continue to address our capital needs in 2019.

On the Solid Waste side, our staff continued to successfully meet the challenges of providing solid waste management and recycling services to our residents at a reasonable cost. The department again accepted and disposed of a record volume of waste. 65,594.68 tons of Municipal Solid Waste (MSW) and Construction and Demolition Debris (C&D) was processed through the transfer station system in 2018, compared to 59,770.96 in 2017 and 58,038.32 in 2016. The increase in volume this year was 5823.72 tons or approximately 9.7%. This compares with volume of 54,822.37 tons in 2015, 51,407 tons in 2014, 50,122 tons in 2013, 50,014 tons in 2012 and 38,579 tons in 2011. This work was completed with a workforce of 18 full time employees one more employee than we had in 2000, when we processed a total of 10,358 tons of MSW and C&D.

In 2018 we were able to continue implementation of our Capital Improvement Plan with the purchase of a new excavator and skid steer as well as a used yard tractor and a used bucket truck. We were also able to complete the implementation of our scale software to allow electronic processing of all transactions and eliminate paperwork that was previously done manually at the stations and then reconciled in the office. This change has not only ensured the fast, accurate recording and processing of all transactions but also automated the reconciliation and invoicing processes



and provided real time reporting across many categories. We also published a Request for Proposals for engineering work necessary to upgrade the Transfer Station system and reconfigure the Transfer Stations at Hunter and Cossackie in order to allow loading and direct shipment of waste in large transfer trailers from each site to the landfill. After a careful review of the three responses received, Barton & Loguidice Engineering was selected to perform the work. Preliminary design was under way at the end of the year. Community Service workers continue to assist with cleanup and recyclable sorting at the stations and are provided by Social Services and the Probation Department. Inmates from the County Jail also assisted with cleanup at Catskill on a regular basis. A three year collective bargaining agreement was in place with Teamsters Local 294 for Solid Waste employees and will run through December 2019.

In June, we held our twelfth annual Household Hazardous Waste Collection event at the Highway Department facility in Athens, again utilizing the services of MXI Environmental for sorting, packaging, recycling and disposal of the waste. As in the past the public participation was very strong. Our costs are based on unit prices for each of the various types of hazardous materials collected and were closer to average this year after a very heavy year in 2017. The cost for this year's event was \$33,549.16 as compared to \$41,472 in 2017 and \$32,699.60 in 2016, reflecting continued strong participation, even after twelve collections, due to increased advertising and outreach efforts. The collection event is eligible for a 50% reimbursement under the NYS Household Hazardous Waste Assistance program. Our staff was assisted by the Highway and the Sheriff's Departments with each providing personnel and equipment for the event.

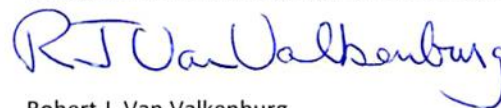
2018 was the second year of a four year agreement with Seneca Meadows Inc. for solid waste transportation and disposal. This agreement also gives us the option of two possible one year extensions and of separating and shipping C&D for disposal at a lower cost landfill, providing a considerable savings. We were able to use this option to assist the Industrial Development Agency with the demolition of the 21 Lodge property, increasing our volume, expediting the project and reducing costs.

We also maintained a Disposal Agreement with County Waste Ulster LLC, to accept the MSW and C&D they collect locally, stabilizing the volume coming into our system. County Waste is the largest private hauler operating within the County and utilizes the Catskill Transfer Station for disposal along with several other high volume haulers.

Recycling markets were very difficult in 2018 and prices were depressed due to decreased demand. We continued to accept, process and market eleven different source separated materials generating over \$96,000 in revenue. The department processed a total of 1683.98 tons of recyclables in 2018 as compared to 1675.67 tons of recyclables in 2017 and 1506.92 tons of recyclables in 2016. Department staff regularly reviewed markets with our recyclables brokers to obtain the best pricing for the products. Electronics are collected year round at all Transfer Stations at no charge to residents and transported to Catskill. They are then sorted, packed and loaded into trailers provided by the market. We collected 93.86 compared to 67.7 tons, equal to 7.6 tractor trailer loads in 2017.

The Needle Smart Initiative continues to be an important program and helps protect our staff by removing sharps from the solid waste stream. We continued our partnership with the Public Health Department on the Needle Smart Initiative, servicing eight kiosks located throughout the County where residents can drop off used sharps. In 2018 we collected, transported and appropriately disposed of 2,432 pounds of used sharps compared to 2,395 pounds in 2017. We also continued to transport and dispose of waste accepted locally by the Towns of Greenville and Halcott and provided on site recycling services for the Towns of Cairo, Halcott, Greenville, Durham and New Baltimore. We also were able to assist multiple towns and villages with their annual clean up days and provide trash disposal services for the County Youth Fair in Cairo.

2018 was a busy and productive year for the Highway and Solid Waste Department. Our work could not be accomplished without the strong efforts and dedication of our exceptional employees. Higher costs, increased regulation, limited resources and the need to do more with less are all serious and ongoing challenges. Our department's primary goals are to provide efficient and cost effective transportation and solid waste management services. We look forward to continuing our work with you in fulfilling this commitment to the residents of Greene County. As always, we thank the Public Works Committee, chaired by Legislator Pat Linger and the full legislature for its ongoing support and guidance throughout the year.



Robert J. Van Valkenburg  
County Highway and Solid Waste Superintendent



## ***Mission Statement***

***THE GREENE COUNTY HIGHWAY DEPARTMENT EXISTS TO  
EFFECTIVELY MAINTAIN AND IMPROVE THE HIGHWAY  
AND BRIDGE INFRASTRUCTURE OF GREENE COUNTY, FOR  
THE EFFICIENT AND SAFE USE OF THE TRAVELING PUBLIC.***

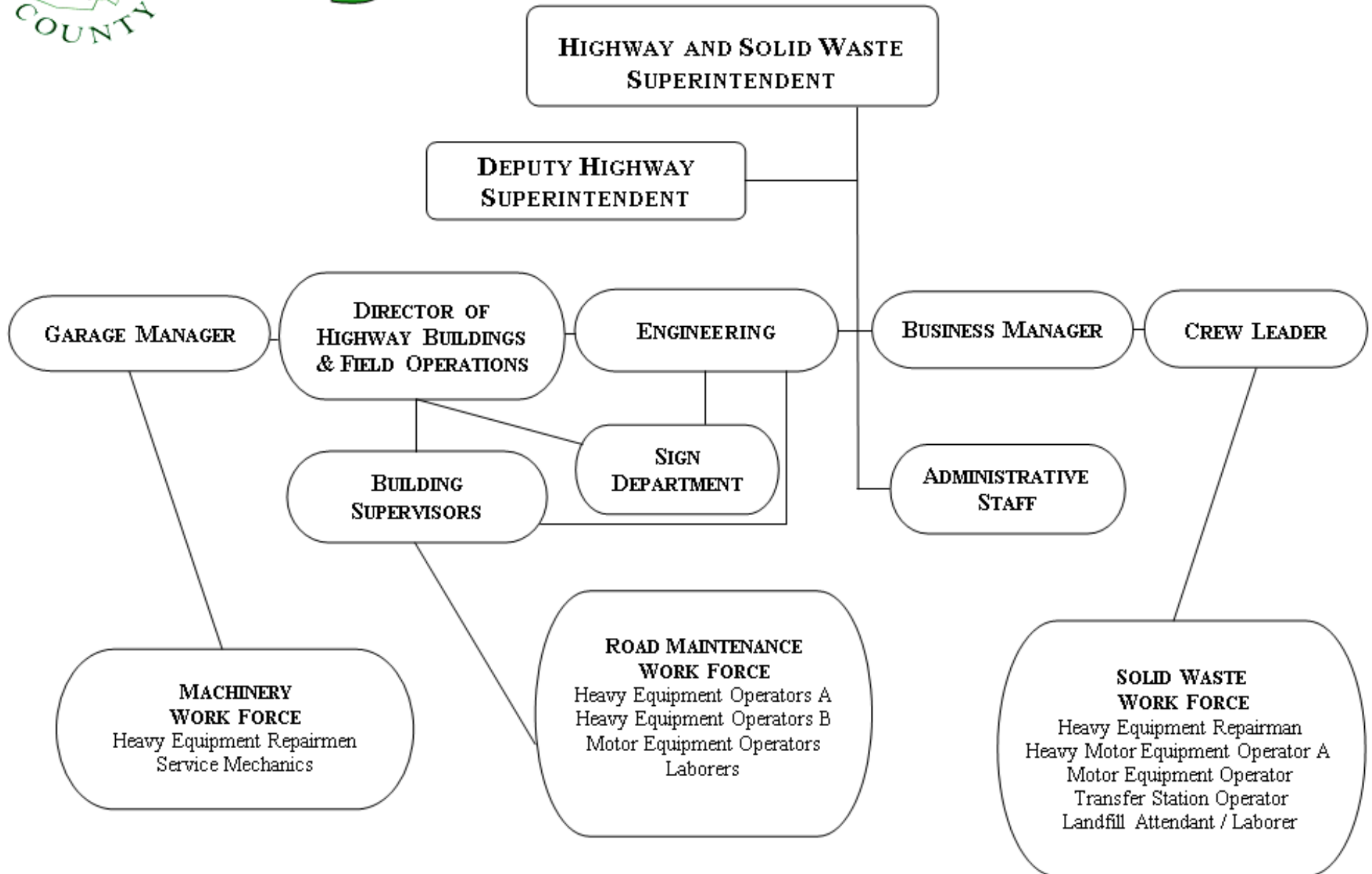


## ***Mission Statement***

***THE MISSION OF THE GREENE COUNTY SOLID WASTE DEPARTMENT IS TO ACCEPT AND EFFICIENTLY DISPOSE OF THE MUNICIPAL SOLID WASTE STREAM, INCLUDING CONSTRUCTION AND DEMOLITION DEBRIS, AND TO PROCESS AND MARKET THE SOURCE SEPARATED RECYCLABLES GENERATED BY THE COUNTY'S RESIDENTS AND BUSINESSES.***



# Organizational Chart







# Highways in Greene County

Mileage of each class of highway in Greene County is as follows:

Class 1 – State Highways.....	220.88 miles
Class 2 – Controlled Access Highways .....	9.77 miles
Class 3 – State Thruways .....	23.83 miles
Class 4 – County Roads.....	262.52 miles
County Roads within Villages.....	3.70 miles
Class 5- Town Roads.....	663.61 miles

	County Roads in Towns	County Roads in Villages	County Roads	Town Highway Total
Ashland	16.59	--	16.59	17.99
Athens	11.97	2.75	14.72	31.67
Cairo	30.21	--	30.09	91.34
Catskill	18.68	--	18.56	83.39
Coxsackie	17.73	0.56	18.29	49.42
Durham	22.67	--	22.67	80.02
Greenville	23.59	--	23.59	62.51
Halcott	7.16	--	7.16	16.34
Hunter	14.01	0.39	14.40	38.97
Jewett	23.88	--	23.88	39.07
Lexington	16.79	--	16.79	34.97
New Baltimore	23.83	--	23.83	63.18
Prattsville	12.62	--	12.62	18.91
Windham	19.07	--	19.07	35.83
	258.82	3.70	262.52	663.61

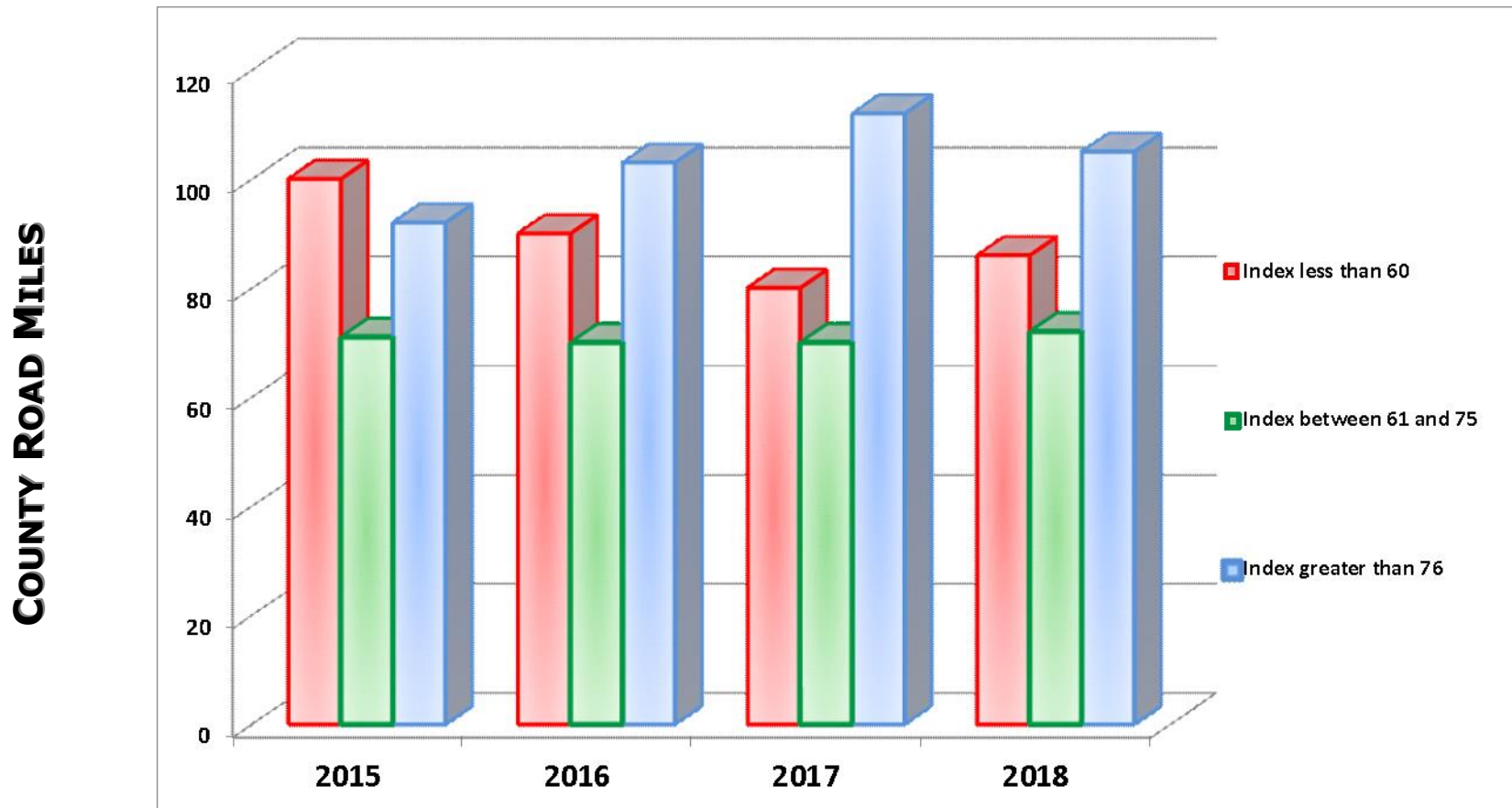


# *Pavement Condition Summary*

**P**avement **C**ondition **I**ndex, or also known as **PCI**, is the Value assigned to each road Section that indicates the road condition based on a 0 to 94 value system. Zero being the worst and 94 being the Best.

Total County Road Miles	= <b><u>262.52 Miles</u></b>
Total Number of Pavement Management Sections	= <b><u>306 Sections</u></b>
Average Length of each Section	= <b><u>0.89 Miles</u></b>

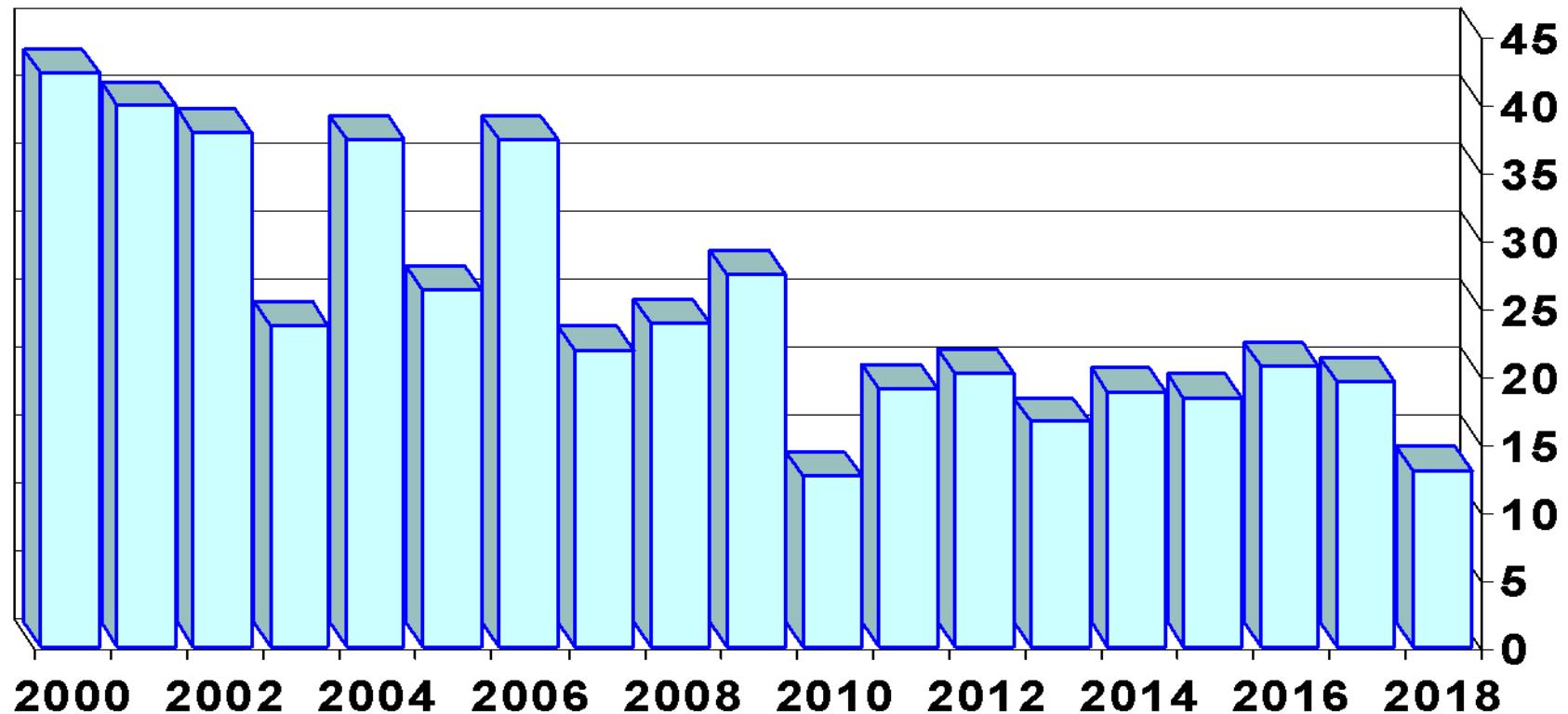
## **THE NUMBER OF COUNTY ROAD MILES VERSES CALENDAR YEAR**





# ***Pavement Treatment Summary***

<b>Treatment</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Asphalt Paving	11.60 mi.	12.58 mi.	11.14 mi.	13.19 mi.	17.77 mi.	19.50 mi.	12.95 mi.
Motor Paving	0.00 mi.	0.00 mi.	0.00 mi.	1.10 mi.	2.84 mi.	0.00 mi.	0.00 mi.
Chip Seal	8.52 mi.	3.93 mi.	7.62 mi.	5.11 mi.	2.84 mi.	0.00 mi.	0.00 mi.
Nova Chipping	0.00 mi.	0.00 mi.	0.00 mi.	0.00 mi.	0.00 mi.	0.00 mi.	0.00 mi.
Hot-In-Place Rec.	2.58 mi.	2.10 mi.	0.00 mi.	0.00 mi.	0.00 mi.	0.00 mi.	0.00 mi.
<b>Total Miles</b>	<b>20.12 mi.</b>	<b>16.51 mi.</b>	<b>18.76 mi.</b>	<b>18.3 mi.</b>	<b>20.61 mi.</b>	<b>19.50 mi.</b>	<b>12.95 mi.</b>



***Total Number of Treated Miles Verses Calendar Year***



# GREENE COUNTY HIGHWAY DEPARTMENT



## 2018 Quick Quote: Paving Contract Roads, Sections & Over / Under Tonnages

Road Name	Town	From	To	Road Width (feet)	Length (miles)	US Tons Estimated	US Tons Actual	Over / Under Tons
Cr. 02	Prattsville	Barney Moore Road	Don Irwin Road	21.0	1.26	1,979.21	1,856.05	-123.16
CR. 06	Lexington	Auffarth Road / Evergreen Road	Spruceton Road / Wolff Road	21.0	2.22	3,487.18	3,051.78	-435.40
CR. 10	Ashland	Dent Road	County Road 63	21.0	2.21	3,471.47	3,379.01	-92.46
CR. 23C	Lexington	Maben Mountain (Top of Hill @ New Pavement)	County Road 52	21.0	2.02	3,173.02	3,055.81	-117.21
CR. 31	Cairo	County Road 39	County Road 24	21.0	2.19	3,440.05	2,736.96	-703.09
CR. 51	New Baltimore	Jennings Road	Shady Lane	21.0	1.90	2,984.52	2,667.90	-316.62
CR. 74	Athens	US Route 9W	County Road 53	21.0	1.15	2,018.94	2,099.41	80.47
				Grand Total				
				12.95	20,554.38	18,846.92	-1,707.46	



# 2018 FEDERAL & STATE AID PROJECT SUMMARY

<u>BIN / PIN</u>	<u>PROJECT DESCRIPTION</u>	<u>FUND APPROPRIATION</u>	<u>CONTRACT COST</u>
<b>BIN 3-30296-0</b> <b>PIN 1760.21</b> (Federal Aid)	<b>CR 06 Over the West Kill (3rd.) Bridge Replacement</b> Engineering - Clark Patterson & Lee ROW Incidentals - Clark Patterson & Lee	<b>Project 90</b> (2016 & On Going)	 \$268,900.00 \$26,000.00
<b>PIN 1760.21</b> (Federal Aid)	<b>CR 12 (South Street) Bicycle Lane Project</b> Engineering - Barton & Loguidice, P.C. ROW Incidentals - Barton & Loguidice, P.C	<b>Project 91</b> (2016 & On Going)	 \$241,423.00 \$49,136.00
<b>PIN 1760.23</b> (Federal Aid)	<b>CR 83 Culvert and Pedestrian Bridge</b> Engineering - CDM Smith ROW Incidentals - CDM Smith	<b>Project 93</b> (2017 & On Going)	 \$193,719.00 \$14,962.00
<b>BIN 3-30328-0</b> <b>PIN 1760.24</b> (Federal Aid)	<b>CR 23B Over the Shingle Kill</b> Engineering - Creighton Manning Engineering, LLP ROW Incidentals - Creighton Manning Engineering, LLP	<b>Project 94</b> (2017 & On Going)	 \$135,000.00 \$26,753.00

# 2018 LOCAL FUNDED PROJECT SUMMARY

<u>BIN / CIN</u>	<u>PROJECT DESCRIPTION</u>	<u>FUND APPROPRIATION</u>	<u>CONTRACT COST</u>
CIN 78-01-384 JEW	County Road 78 Culvert /Tributary to East kill Engineering Design & Construction Inspection Services – Creighton Manning Engineering, LLP (Note: \$100,000 Stream Management Plan Implementation Project Funding through Soil & Water )	D5112.2160 MISCELLANEOUS BRIDGES	
CIN 02-02-059 LEX	County Road 02 Culvert /Tributary to Little West kill Engineering Design & Construction Inspection Services – Creighton Manning Engineering, LLP (Note: \$100,000 Stream Management Plan Implementation Project Funding through Soil & Water )	D5112.2160 MISCELLANEOUS BRIDGES	

*County Road 02 - Culvert In the Town of  
Lexington. (current condition)*





# 2018 LOCAL FUNDED PROJECT SUMMARY

## BIN / CIN

## PROJECT DESCRIPTION

## FUND APPROPRIATION

## CONTRACT COST

**BIN 3-20110 Sunset Road Bridge / Kaaterskill Creek**

Engineering Design & Construction Inspection Services –

Creighton Manning Engineering, LLP

Construction - HVB Construction, Inc.

**D5112.2160**

**MISCELLANEOUS BRIDGES**

\$13,500.00 (Final Cost)

\$274,700.00 (Final Cost)

*Sunset Road Bridge -  
In the Town of Hunter*





# 2018 LOCAL FUNDED PROJECT SUMMARY

<u>BIN / CIN</u>	<u>PROJECT DESCRIPTION</u>	<u>FUND APPROPRIATION</u>	<u>CONTRACT COST</u>
3-20092-0	<b>Hervey Street / Thorpe Creek</b> Engineering Design & Construction Inspection Services – Barton and Loguidice, P.C. Construction - Wm. Keller & Sons Construction Corp.	<b>D5112.2160</b> <b>MISCELLANEOUS BRIDGES</b>	\$18,940.00 \$89,614.54 (Final Cost)



*Hervey Street in  
the town of Durham*

# 2018 LOCAL FUNDED PROJECT SUMMARY

<u>BIN / CIN</u>	<u>PROJECT DESCRIPTION</u>	<u>FUND APPROPRIATION</u>	<u>CONTRACT COST</u>
3-20092-0	<b>South Road Bridge / Glen Brook</b> Engineering Design & Construction Inspection Services – Clark Patterson Lee Design Professionals. Construction - Advanced Enterprise Concrete & Excavation	<b>D5112.2160</b> <b>MISCELLANEOUS BRIDGES</b>	\$24,580.00 (Final Cost) \$173,053.56 (Final Cost)





# 2018 Sign Program

Pursuant to MUTCD requirements for management, the sign department utilizes the **“Blanket Method Management System”** where all signs are replaced along the entire county road. In 2018 seven more county roads have had all new signs installed; for a total of 40 county roads that have had complete restoration with New High Intensity Prismatic Material, (HIPM) in an effort to conform with the national standard for control devices. This year, 376 new HIPM signs were either installed or replaced due damage or because of Non-Reflectiveness. The Sign Department recycles all old signs that are taken down for Non-Reflectivity then reapplying new Prismatic Sheeting Material faces. This is a cost effective way to meet the new standards.

The Greene County Sign Department is responsible for over 15,000 road signs. These signs include Pedestrian Crossings, Hidden Driveways, School Bus Ahead, Signal Arrows and Chevrons. The Sign Department is also often called upon to design and implement complete highway closure detours for construction projects. These closures include bridges, paving, culvert replacements and a road stabilization projects. The Sign Department is also responsible for 240 miles of centerline striping, and 422 miles of edge line striping. With budgetary constraints, 231.07 miles of centerline and 301.06 miles of edge line were striped, in 2018.

***Greene County Sign Department working in conjunction with NYS DOT Region 1 placed 80 Wayfindings signs within the Catskill Park.***



A structure with less than a 20-foot span is considered a culvert, and over a 20-foot span is considered a bridge. When a structure has a span of 25-feet or more on a town highway it is to be under County jurisdiction.

The Town of Windham acquired by deed, the lands surrounding two previously private bridges adjacent to County Road 56, in Maplecrest. The town then by resolution, converted the private roads into town highways. Thus the two bridges previously on private roads, are now located along Town Highways and under County jurisdiction.

RESOLUTION NO. 128-78

ASSIGNING COUNTY SUPERINTENDENT OF HIGHWAYS JURISDICTION OF ALL BRIDGES IN TOWNS AND VILLAGES WITH SPANS OF 25 FEET OR MORE

Legislator Hebert offered the following resolution and moved its adoption:

WHEREAS, by resolution dated September 17, 1928, the Board of Supervisors of Greene County did adopt a resolution regarding bridges having a span of 25 feet or more on town highways, whereby such bridges were taken over by the county, and

WHEREAS, on November 12, 1965, the Board of Supervisors of Greene County did duly adopt a resolution which "reaffirms the position of its predecessors and recognizes that all bridges located in towns within the County on town highways having a span of 25 feet or more, located on town highways are and shall continue to be under the jurisdiction of the County Superintendent of Highways, subject to provisions of Article 9 of the Highway Law,"

NOW, THEREFORE, BE IT RESOLVED, that all bridges located within towns and villages within the county having a span of 25 feet or more shall be under the jurisdiction of the County Superintendent of Highways, subject to the appropriate sections of the Highway Law of the State of New York.

Seconded by Legislator Jones

Ayes 7 Noes 5 Absent 0 Carried.

Armstrong  
Lane  
Mason  
Sutton  
Vermilyea

STATE OF NEW YORK)  
ss.:  
COUNTY OF GREENE )

I, the undersigned, Clerk of the Greene County Legislature,

DO HEREBY CERTIFY, that I have compared the above copy of a resolution adopted April 19, 1978, with the original record in this office and that the same is a correct transcript thereof and of the whole of said original record.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the official seal of said Greene County Legislature this 20 day of April, 1978



*Milton MacGlashan Bridge - above*

*Leon MacGlashan Bridge - below*

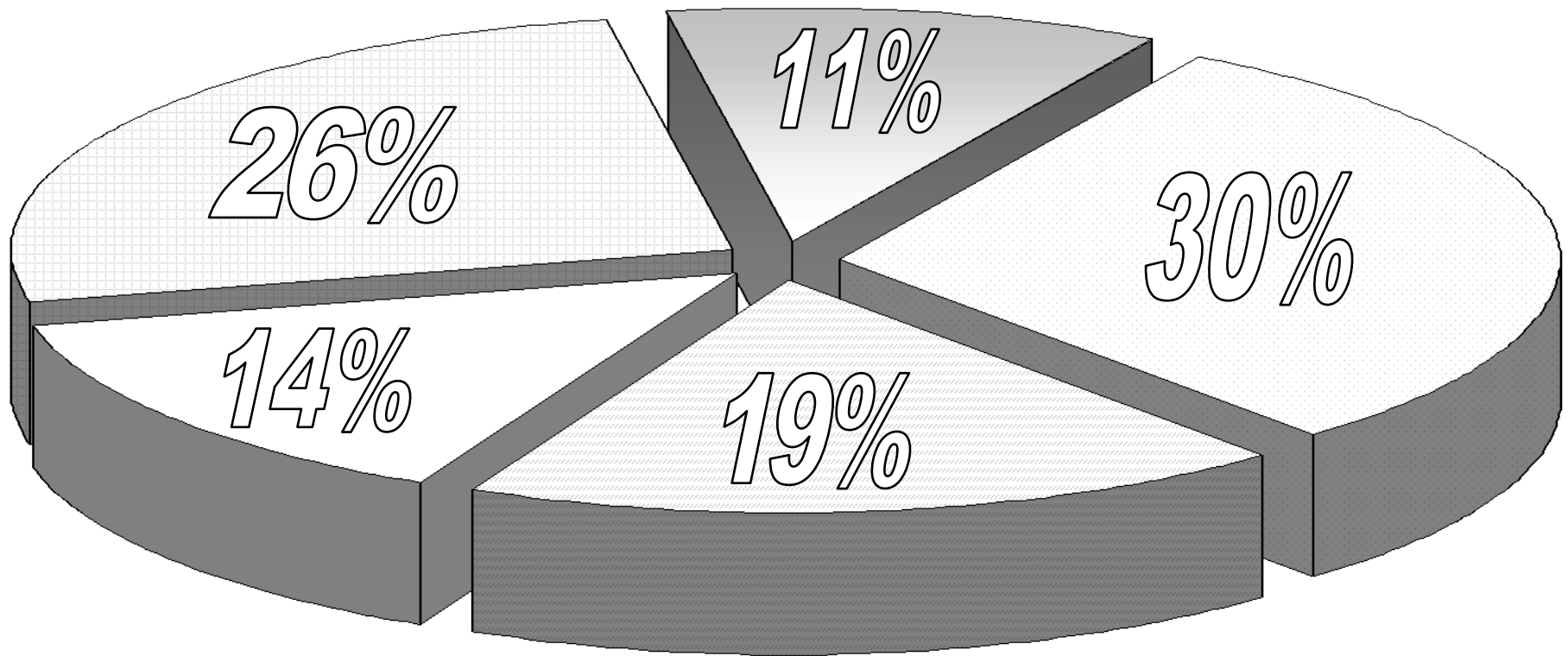






# ***GREENE COUNTY***

## ***138 BRIDGES***



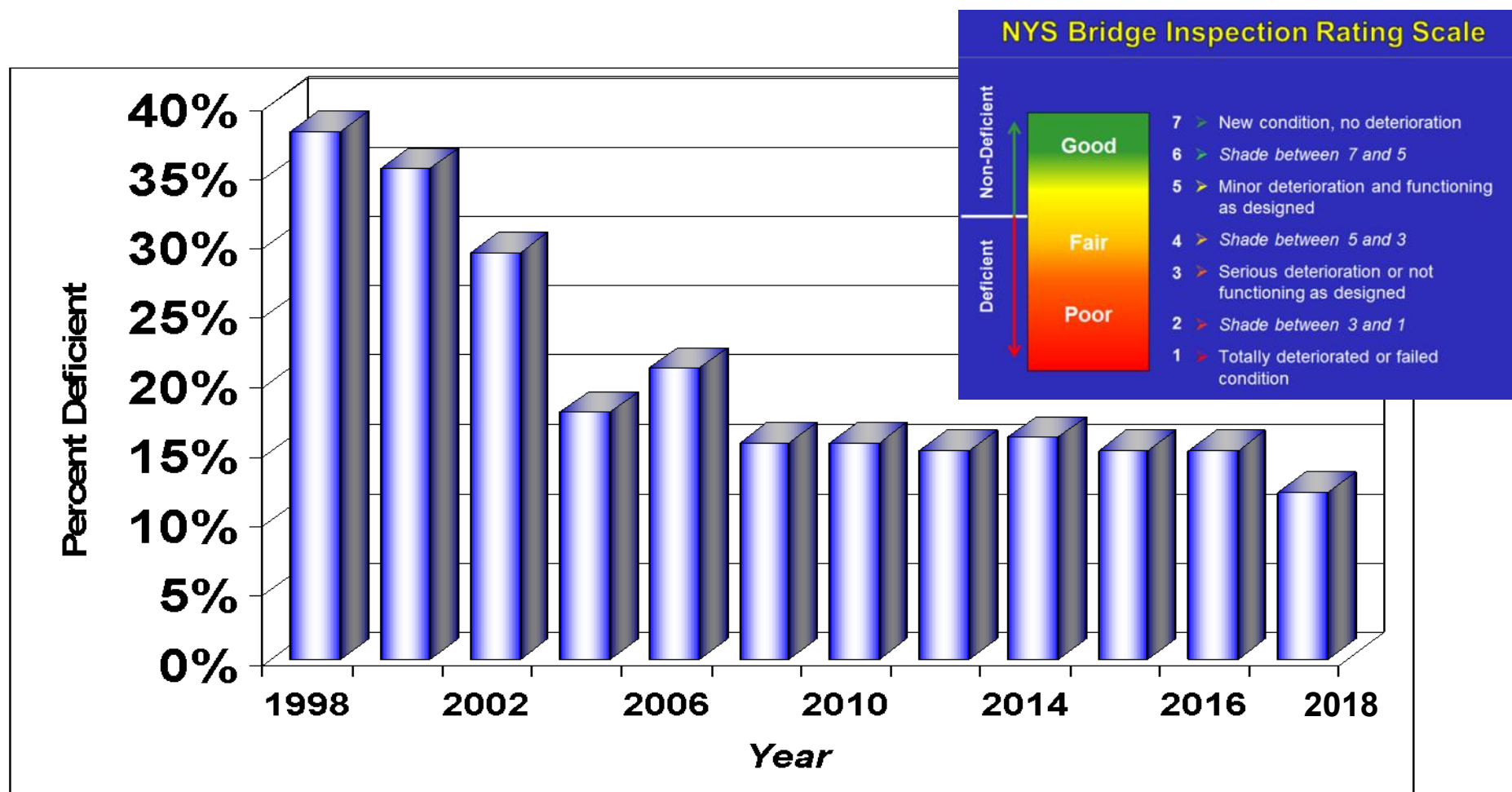
***2018 Bridge Length Inventory***





# Deficient Bridge Status History

*From 1998 to 2018*



A Bridge with an Overall General Recommendation of less than 5.0 is considered NOT to be performing as it was designed and is, therefore, considered “DEFICIENT”. The term “DEFICIENT” does NOT mean, however that a Bridge is Unsafe. Currently there are 12 County owned bridges that are rated less than 5.0, down from 21 bridges in 2016. *However, presently there are 24 bridges that are rated a 5 and potentially dropping to a 4, in the near future.*



# *Bridge Structural Flags*

New York State Department of Transportation administers an annual or bi-annual inspection of all publicly owned bridges located in Greene County. The Engineering Division receives from New York State Department of Transportation the inspection reports and any “Flag” information resulting from those bridge inspections. Red Structural Flags require immediate response in the form of a site inspection, by the County’s General Consultant Engineer, and subsequent repair plan formulated and submitted to New York State Department of Transportation within 24 hours or 6 weeks from the initial notification, depending on the designated urgency of the flagged condition.

Yellow Structural Flags are reviewed and a proposed plan to effect repairs is formulated before the flagged condition worsens, resulting in a red flag.

The Engineering Division monitors all structural and safety flags received from New York State Department of Transportation and then updates the files in our Bridge Management database. In 2018, there were a total of 16 Structural Flags, 10 Yellow, 1 Safety, and 5 Red.

The table below indicates the number of Red and Yellow Flags received over the past thirteen years:

<b>YEAR</b>	<b>RED</b>	<b>YELLOW</b>
<b>2018</b>	<b>5</b>	<b>10</b>
<b>2017</b>	<b>1</b>	<b>9</b>
<b>2016</b>	<b>5</b>	<b>11</b>
<b>2015</b>	<b>3</b>	<b>18</b>
<b>2014</b>	<b>6</b>	<b>14</b>
<b>2013</b>	<b>10</b>	<b>19</b>
<b>2012</b>	<b>12</b>	<b>11</b>
<b>2011</b>	<b>5</b>	<b>23</b>
<b>2010</b>	<b>1</b>	<b>21</b>
<b>2009</b>	<b>10</b>	<b>23</b>
<b>2008</b>	<b>4</b>	<b>10</b>
<b>2007</b>	<b>2</b>	<b>8</b>
<b>2006</b>	<b>1</b>	<b>6</b>

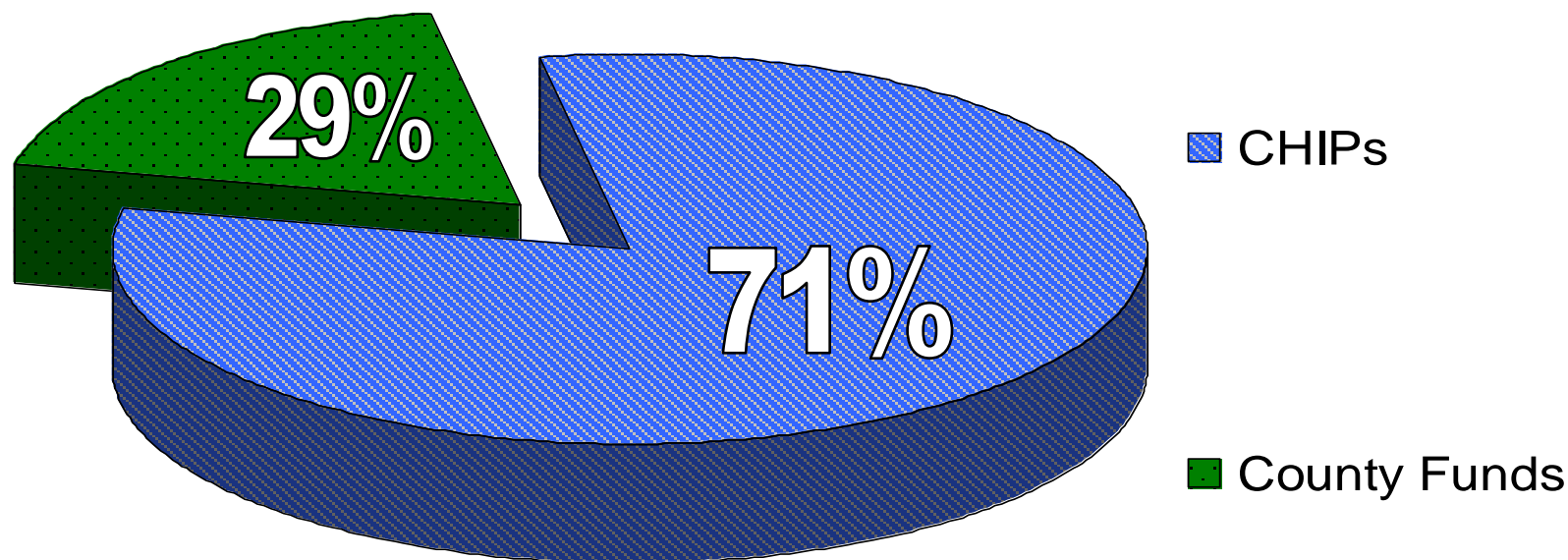
# *Where the Money Comes From*

## ***Greene County Funds***

***VS***

## ***Consolidated Local Street and Highway Improvement Program - "CHIPS"***

State legislators enacted the "**Extreme Winter Recovery Appropriations,"** (EWR) which we have received since 2013. This reimbursement to local governments is to help offset repair costs to roads and bridges damaged during the winter season. Like CHIPS, it is a reimbursement grant for eligible costs of local highway and bridge projects and the money is allocated via the CHIPS formula.



*OF THE \$3,278,972.00 BUDGETED IN 2018 FOR TRANSPORTATION IMPROVEMENTS, \$2,332,990.00 OR 71% WAS FUNDED THROUGH THE CHIPS, EWR, AND PAVENY PROGRAMS. ONLY \$945,982.00 WAS FUNDED BY COUNTY TAXPAYERS*

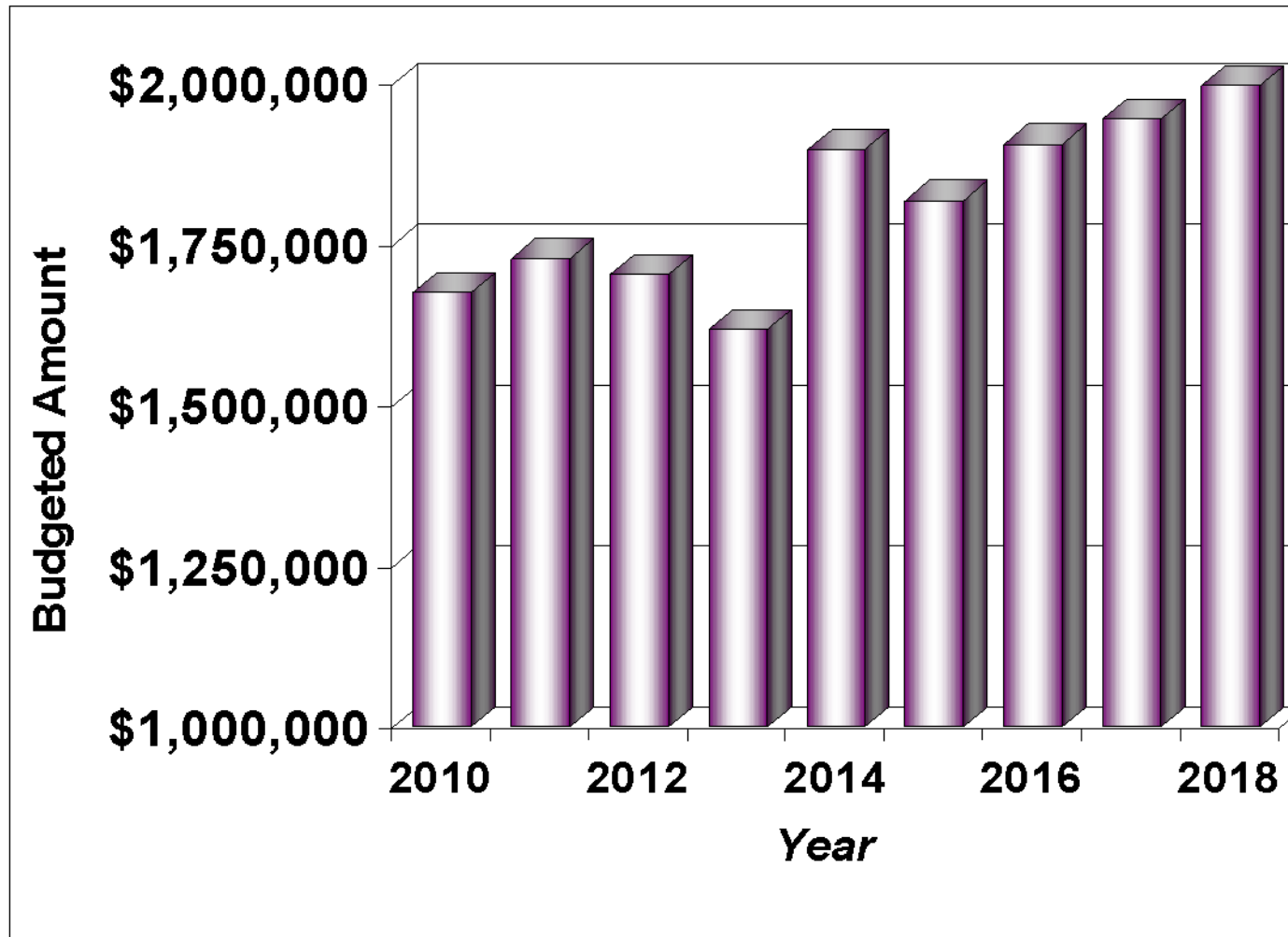
**2018 Annual Total: \$3,278,972.00**





# *Annual Road Maintenance Money*

## *From 2010 to 2018*

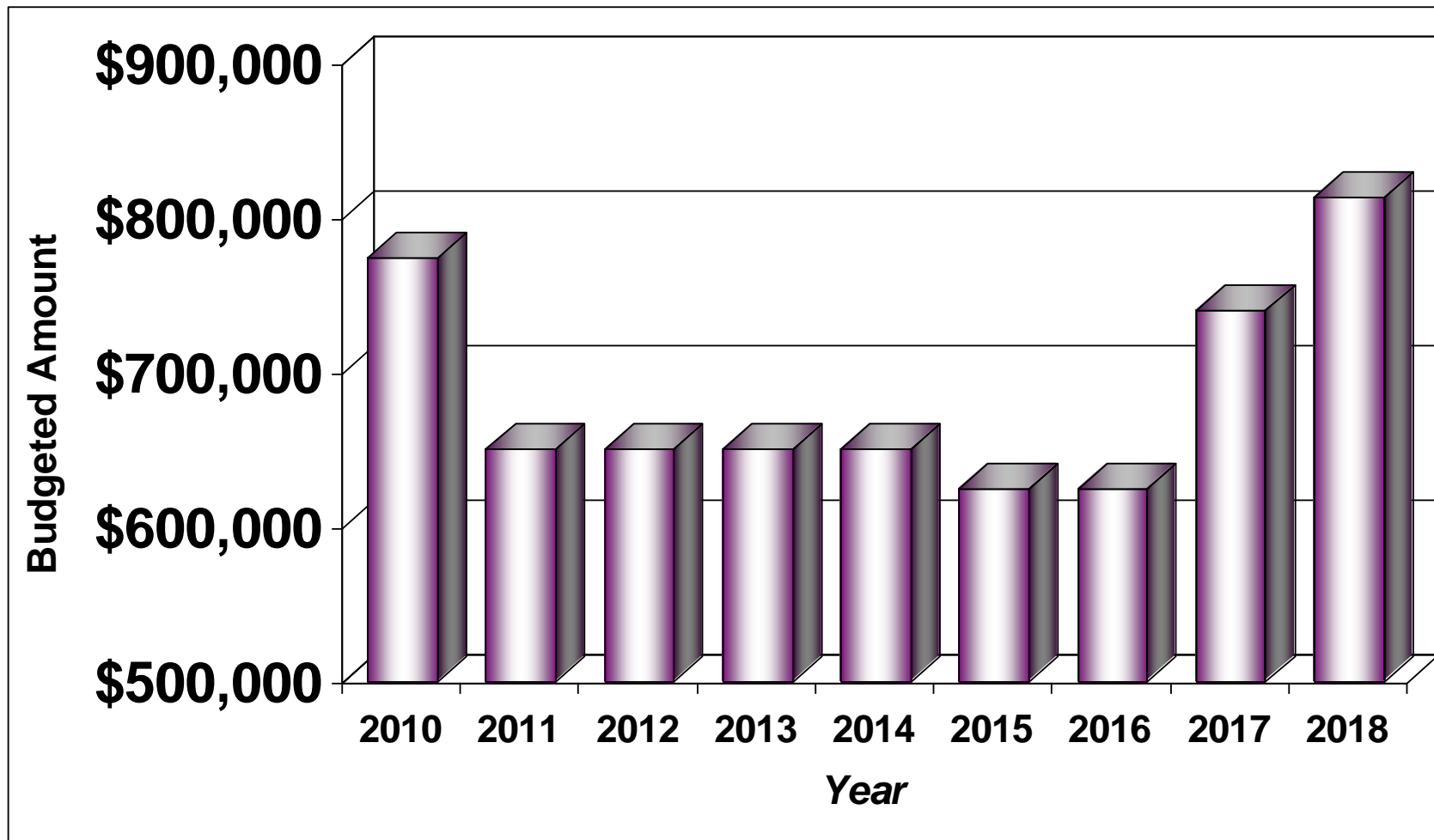


***THIS GRAPH DOES NOT REFLECT CULVERT & GUIDERAIL MAINTENANCE MONEY, WHICH IS PROPORTIONED BETWEEN BRIDGES AND ROADS.***



# *Annual Bridge Maintenance Money*

## *From 2010 to 2018*



# County Vehicle List

ID. Num.	VEHICLE DESCRIPTION	ID. Num.	VEHICLE DESCRIPTION	ID. Num.	VEHICLE DESCRIPTION
14-01	14 Dodge Durango	15-33	15 Ford F350 Crew Cab 1 Ton Pickup	02-67	02 Int'l Dump Truck
14-02	14 Dodge Durango	13-34	13 Ford F350 Pickup Crew Cab	02-68	02 Int'l Dump Tandem Truck
19-03	19 Ford F250 3/4 Ton 4x4 Pickup	01-35	01 Ford F 450 XL Utility 1 Ton Truck	02-69	02 Ford F450 1 Ton w/Stake Body
13-04	13 Ford F250 3/4 Ton 4x4 Pickup	00-36	00 GMC Sierra 1 Ton Utility Truck	06-70	06 Int'l Dump
19-05	19 Ford F250 3/4 Ton 4x4 Pickup	89-37	89 Oshkosh Dump Truck	71	
06		16-38	16 Ford F350 Pickup Crew Cab	72	
16-07	16 Ford F250 3/4 Ton 4x4 Pickup	16-39	16 Ford F350 Pickup Crew Cab	10-73	10 Int'l Tandem Snow Plow / Dump
16-08	16 Ford F250 3/4 Ton 4x4 Pickup	88-40	88 Int'l Cab Chassis Stake Body Flat Bed	74	
15-09	15 Ford F250 3/4 Ton 4x4 Pickup	08-41	08 Int'l Tandem Dump Truck w/plow	75	
06-10	06 Ford Expedition	00-42	00 Volvo Dump Truck	06-76	06 Ford Taurus
15-11	15 Ford F250 3/4 Ton 4x4 Pickup	02-43	02 Int'l 4700 w/16' Flat Bed Rack Truck	77	
12		83-44	83 Oshkosh Snow Plow	78	
04-13	04 Dodge 2500 3/4 ton 4x4 Pickup	07-45	07 Int'l 7500 Dump Truck	05-79	05 Johnson Sweeper – Freightliner
14		46		07-80	07 Freightliner 55-ft. Bucket Truck
01-15	01 Ford F550 Dump	03-47	02 Int'l Dump Truck	01-81	01 Int'l Altec + F11 65-ft. Bucket Truck
14-16	14 Dodge Durango	13-48	13 Ford F250 Pickup	01-82	01 Sterling Elgin Eagle Pavement Sweeper
08-17	08 Ford F250 3/4 Ton 4x4 Pickup	95-49	95 Int'l Dump w/plow model 4900	18-83	18 Freightliner Tymco Broom
04-18	04 Dodge 2500 3/4 ton 4x4 Pickup	86-50	86 Int'l Tractor	88-84	88 Oshkosh Tandem Dump
04-19	04 Ford 550 Dump Truck ( <i>Out of Serv.</i> )	97-51	97 Oshkosh Snow Plow	00-85	00 Int'l Eagle Paystar Tri-Axle Dump Truck
86-20	86 Oshkosh Snow Plow	95-52	95 Oshkosh Snow Plow	01-86	01 Int'l Eagle Paystar Tri-Axle Dump Truck
18-21	18 Dodge Ram 5500 Dump w/plow	04-53	04 Mack Single Axel Dump	00-87	00 Int'l Tractor
92-22	92 International Dump Truck	03-54	03 Int'l 7400 Dump	88	
18-23	18 Dodge Ram 5500 Dump w/plow	90-55	90 Ford/Oshkosh 4x4 Snow Plow	00-89	00 Oshkosh Snow Plow w/spreader
17-24	17 Dodge Ram 5500 Dump	91-56	91 Int'l Dump	88-90	88 Oshkosh Snow Plow w/spreader
17-25	17 Dodge Ram 5500 Dump	57		91	
01-26	01 Int'l 4700 Crew Cab ( <i>Out of Service</i> )	17-58	17 Western Star Dump Truck w/plow	92	
91-27	91 Int'l 4600 Crew Cab Dump Truck	58-59	58 Oshkosh Snow Blower (Durham)	91-93	91 Int'l Dump Crew Cab (Water Truck)
28		01-60	01 Int'l Dump	05-94	05 Int'l Paystar Dump Truck w/plow
92-29	92 Int'l Dump Truck	01-61	01 Int'l Dump (Out of service)	95	
03-30	03 Ford F350 4x4 Utility Service Truck	16-62	Freightliner Tandem Dump w/plow	96	
87-31	87 Oshkosh Snow Plow	01-63	01 Int'l Dump	97	
07-32	07 Int'l 7500 Dump Truck	14-64	Freightliner Tandem Dump w/plow	98	
		65		99	
		01-66	01 Int'l Paystar Plow	100	



# County Equipment List

ID. Num.	DESCRIPTION	ID. Num.	DESCRIPTION
81-E02	81 Power Pack 605 Road Widener 3 cy. / 18 hp.	99-E53	99 Gradall G3WD / 8cy. / 190 hp.
99-E06	99 Case 650G Dozer, 80 hp. 2.2cy.	97-E54	97 Gradall Excavator
99-E07	20 Ton Tagalong Trail King Trailer	95-E55	95 Gradall Excavator
97-E09	97 Ford 555 Backhoe / Loader 1cy. / 65 hp.	00-E56	00 Big Tex 6 Ton Trailer
19-E12	19 John Deere 544K Loader	00-E57	00 Big Tex 6 Ton Trailer
63-E15	63 Lincoln Welder	19-E68	19 John Deere 544K Loader
87-E16	87 Mastercraft Forklift	01-E70	01 Ingersoll-Rand 873 Bobcat 73 hp.
17-E17	John Deere 544K Loader	94-E74(A)	94 Gradall XL-4100 8 cy. / 145 hp. (Upper Structure)
18-E22	John Deere Tractor w/Boom Mower	93-E81	93 Morbark 290 Eagle Chipper
00-E23	00 Ingersoll-Rand DD12 1/2 ton Roller / 16.5 hp.	00-E85	00 Case 590 Super L Backhoe
00-E24	00 Ingersoll-Rand DD12 1/2 ton Roller / 16.5 hp.	01-E86	01 John Deere 4x4 624 Loader / 2.5 cy.
00-E25	00 Big Tex 5 Ton Trailer	01-E87	01 Ingersoll-Rand Roller DD110 / 120 hp.
01-E26	01 Stone Wolfpac 2500 Vibratory Roller / 18 hp.	00-E87T	00 Talbert 35 Ton Trailer
04-E27	04 Stone Wolfpac 3100 Vibratory Roller / 18 hp.	98-E88	98 Miller Welder
17-E28	17 John Deere 544K Loader	98-E90	98 Vermeer 1230A Chipper 4 cy. / 86 hp.
05-E29	05 Brim Trailer	98-E91	98 Vermeer 1230A Chipper 4 cy. / 86 hp.
03-E35	03 Broce Broom RJ350 Street Sweeper 80 hp.	00-E92	00 Salsco Chipper / 4.21 cy. Diesel
05-E39	John Deere Tractor / Boom Flail Mower	00-E93	00 Salsco Chipper / 4.21 cy. Diesel
15-E40	15 John Deere 5085M Tractor / Flail Mower	02-E96	02 Case 590 Backhoe 4cyl. / 99 hp.
17-E41	John Deere 5085M Tractor Mower	80-E108	80 Hauck Steam Culvert Thawer
02-E44	02 John Deere 5320 Diesel Tractor Mower 4 cy.	83-E111	83 Sullair Air Comp. 68 hp., 185 cfm.
91-E45	91 Rexworks SP-910B Roller 87 hp.	88-E112	88 Sullair Air Comp. 78 hp., 185 cfm.
00-E46	00 John Deere 5310 Tractor Mower 55 hp.	07-E115	07 Caterpillar 314C Excavator Track
01-E48	01 John Deere 5320 Diesel Tractor Mower	89-E120	89 Caterpillar Grader 120 hp.



# ***SOLID WASTE MANAGEMENT***

## **Municipal Solid Waste and Construction & Demolition**

**2017**

### **MSW and C&D**

January	4,099.58
February	3,675.01
March	4,657.31
April	4,491.72
May	4,889.24
June	6,393.39
July	5,326.29
August	5,084.35
September	6,121.05
October	5,096.25
November	4,635.08
December	5,301.69
<b>Total</b>	<b>59,770.96</b>

**2018**

### **MSW and C&D**

January	4,518.04
February	4,204.15
March	4,646.67
April	5,189.53
May	5,499.30
June	5,898.89
July	6,353.21
August	6,424.68
September	5,922.05
October	6,209.69
November	5,378.26
December	5,353.21
<b>Total</b>	<b>65,594.68</b>

**Percentage of 2017 Total**

**109.74%**



# SOLID WASTE MANAGEMENT

## RECYCLABLES SHIPPED

2017

2018

			Previous Totals	Current Totals	Total Tons	Percentage of 2016 Total
Batteries	6.23	Batteries	6.92	0.00	6.92	111.08%
Cans	67.35	Cans	65.44	8.50	73.94	109.78%
Cardboard	179.84	Cardboard	162.65	23.88	186.53	103.72%
Electronics	84.04	Electronics	69.93	0.00	69.93	83.21%
Glass	254.47	Glass	234.23	20.59	254.82	100.14%
Metal	660.50	Metal	617.31	44.96	662.27	100.27%
Paper	302.28	Paper	215.61	27.08	242.69	80.29%
Plastic	16.44	Plastic	103.30	6.64	109.94	N/A
Textiles	47.25	Textiles	39.75	5.25	45.00	95.24%
Tires	73.65	Tires	31.94	0.00	31.94	43.37%





# 2018 Solid Waste VEHICLES & EQUIPMENT LIST

## ID. Num.

## Description

### VEHICLES

SW-1	2018	DODGE	RAM 1500 PICKUP
SW-2	2003	FORD	350 PICKUP
SW-3	2007	CHEVROLET	2500 VAN
SW-4	2001	INTERNATIONAL	DUMP TRUCK W/ SANDER
SW-6	2000	GMC	3500 BUCKET TRUCK
SW-10	1996	MACK	TRACTOR
SW-12	2004	INTERNATIONAL	BOX TRUCK
SW-13	2004	INTERNATIONAL	ROLL OFF TRUCK
SW-16	2006	INTERNATIONAL	TRACTOR
SW-17	1979	OTTAWA	YARD TRACTOR
SW-18	1986	OTTAWA	YARD TRACTOR
SW-19	2008	KALMAR	YARD TRACTOR
SW-20	2013	VOLVO	TRACTOR
SW-49	1992	INTERNATIONAL	TRACTOR

### TRAILERS

SWT-9	2003	GALBREATH	TRIAxLE TILT TRAILER
SWT-10	2003	GALBREATH	TRIAxLE TILT TRAILER
SWT-21	2004	SPEC TEC	COMPACTOR TRAILER
SWT-22	2004	SPEC TEC	COMPACTOR TRAILER

### EQUIPMENT

SW130G	2019	JOHN DEERE	EXCAVATOR
SW-310G	2006	JOHN DEERE	BACKHOE
SW-S550	2019	BOB CAT	SKID STEER LOADER
SW-510B	1988	JOHN DEERE	BACKHOE
SW-416E	2007	CATERPILLAR	BACKHOE
SW-416E1	2008	CATERPILLAR	BACKHOE
SW-92	2002	YALE	FORK TRUCK
SW-914 K	2016	CATERPILLAR	LOADER

### STORAGE CONTAINERS

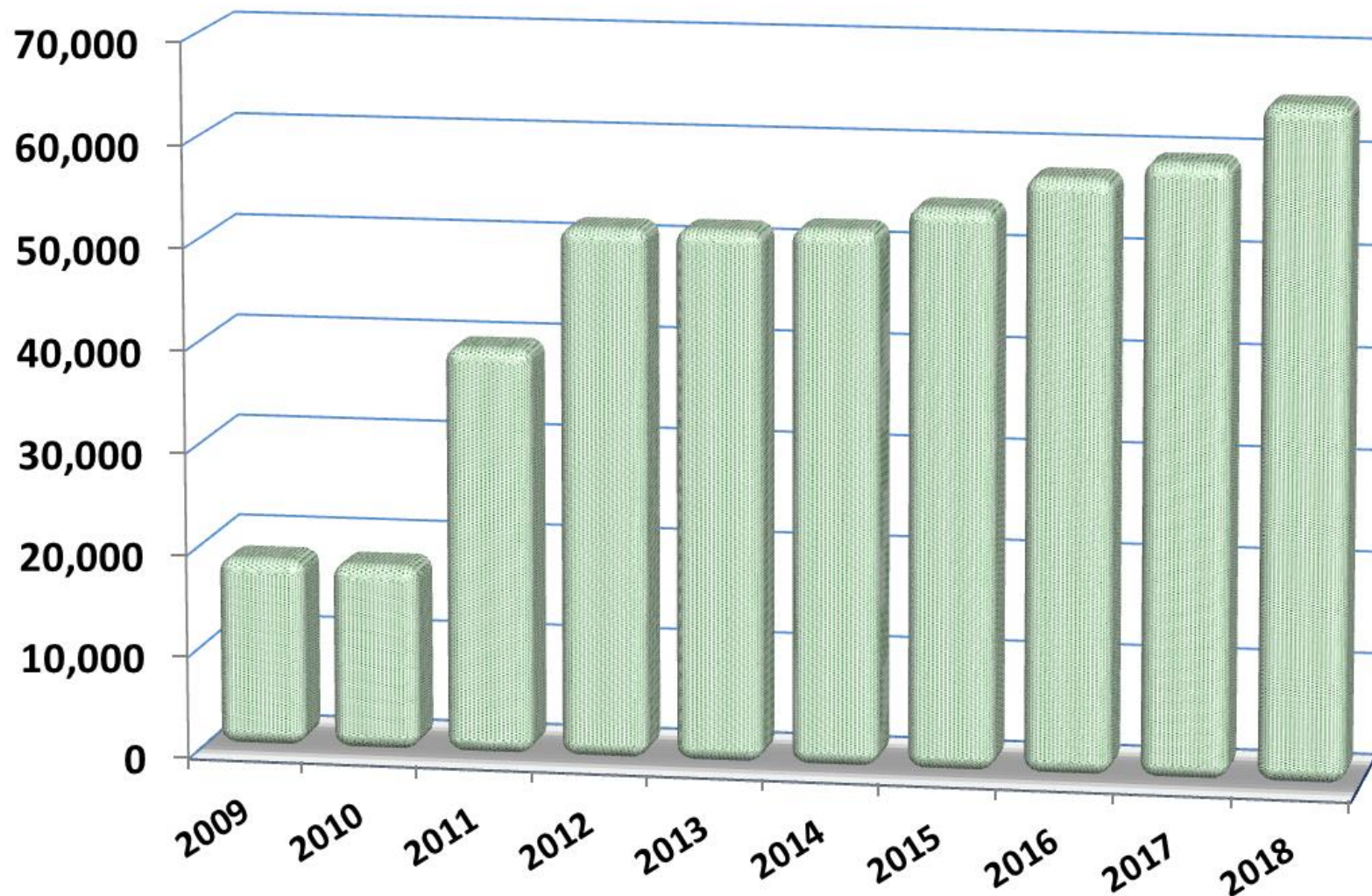
SWT-15	1980	STECO	COMPACTOR TRAILER
SWT-16	1980	STECO	COMPACTOR TRAILER
SWT-18	1980	STECO	COMPACTOR TRAILER
SWT-20	1974	FRUEHAUF	BOX TRAILER
No #	1989	STRICK	BOX TRAILER
No #	1992	STRICK	BOX TRAILER



# ***SOLID WASTE MANAGEMENT***

***TOTAL VOLUME OF MUNICIPAL SOLID WASTE BY YEAR.***

**US Tons**



**Tons of Municipal Solid Waste and Construction & Demolition Debris Per Year.**



# 2018 TRAINING and SEMINARS

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DATE	EVENT	ATTENDEES
July 19 <sup>th</sup> & 23 <sup>rd</sup>	PESH Annual Safety Meeting	Highway Staff
August 15 <sup>th</sup>	Drugs and Alcohol in The Workplace	Van Valkenburg, Albright, Wilson & Vosburgh Solid Waste Employees
August 20 <sup>th</sup>	Bloodborne Pathogens Prevention Training	
October	Workplace Violence Prevention, Title VI and Active Shooter Presentation	All Staff
December	Discrimination and Harassment Training	All Staff



## COUNTY ROAD 83 (SKI BOWL ROAD) - SLOPE STABILIZATION PROJECT



Stream bank stabilization required to repair the south bank which was severely eroded as a result of heavy summer rains.

Damaged Facility: Roadway

Project Type: Slope failure



***After securing D.E.C. and Army Corp. permits, County Forces utilizing a rented, long reach excavator; armored the South Bank of the Schoharie Creek with 171 tons of heavy stone fill.***

Heavy Stone fill being placed along the toe of slope, above the stream elevation. Where Geo-technical fabric was placed to prevent future erosion.





# ***COUNTY ROAD 83 (SKI BOWL ROAD) - SLOPE STABILIZATION PROJECT***

***Completed Project.***





## *COUNTY ROAD 10 - TOWN OF ASHLAND*



### **Quick Quote:**

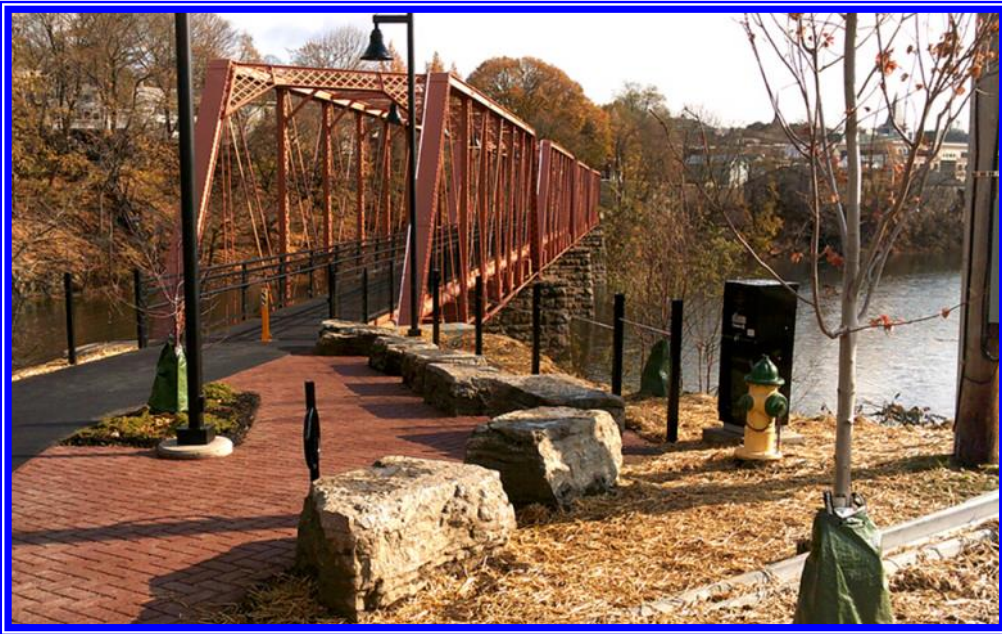
The New York State Office of General Services (NYSOGS) solicits bids each year for many of the highway paving products and services that are needed. The quick quote bid is a format option that is highly recommended to obtain lowest possible prices from paving contractors; in this instance, the county's In - Place Asphalt Paving. Each quick quote situation is unique and the price is firm for

that particular project only. However at no time, may a quick quote price exceed the contract price.

In 2018, Callanan Industries was awarded Greene County's Asphalt Paving Contract, where the paving, hauling, and material costs were 13% less than the state bid asphalt FOB price alone.

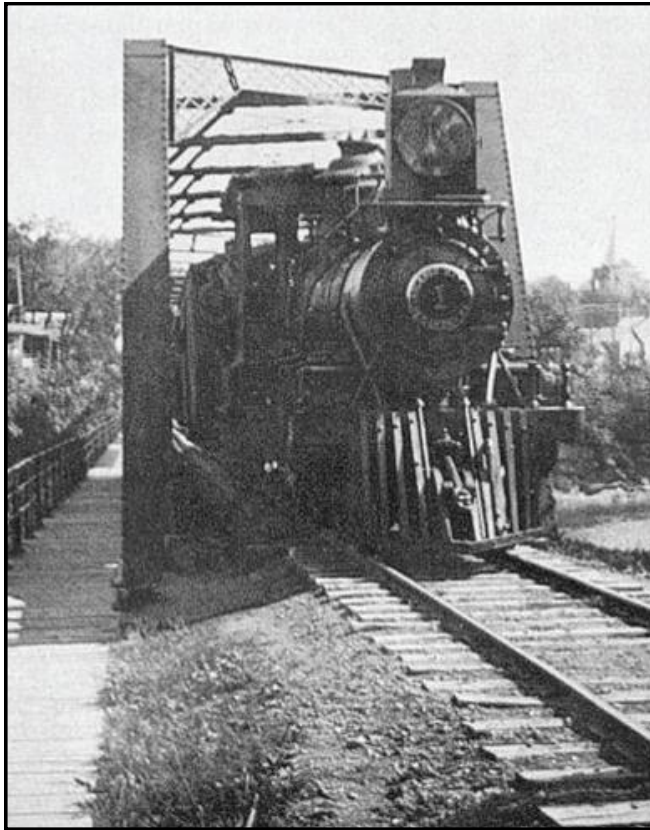


# Catskill Mountain Railroad Bridge (Black Bridge) over Catskill Creek.





# Catskill Mountain Railroad Bridge (Black Bridge) over Catskill Creek.



The American Public Works Association (APWA) Capital Branch has awarded the Greene County Highway Department the 2018 Project of the Year award in the Historical Restoration/Preservation Category for the rehabilitation of the Catskill Mountain Railroad Bridge (Black Bridge) over Catskill Creek. The project has also been nominated for a statewide award.

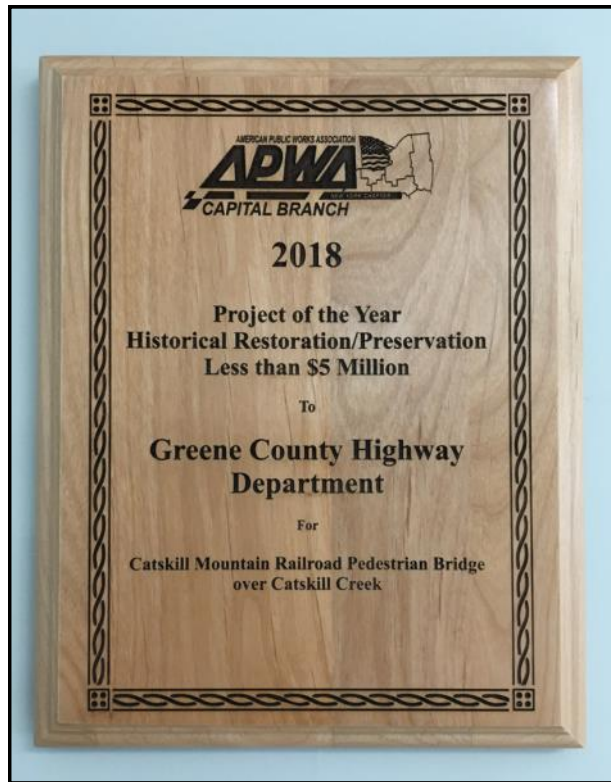
The Locally Administered Federal Aid project was initiated by the Village of Catskill, as the owner of the bridge and Greene County due to the bridge's historical significance to the surrounding area and its support for utilities that cross the Catskill Creek. The County Highway Department administered the work due to its extensive experience with Federal and State aided projects. The bridge was originally constructed in 1882 and is one of the last remaining usable pieces of the Catskill Mountain Railway. It is owned by the Village of Catskill and is an integral part of the Village's Walking Loop. The bridge abutments required significant repair after they were damaged by severe flooding during Tropical Storm Irene. The superstructure had deteriorated over time to a point where the bridge had to be closed to pedestrian traffic. Rehabilitation of the bridge was consistent with both the Village of Catskill Comprehensive Plan and the Downtown and Waterfront Revitalization Plan.



This project preserved and rehabilitated the existing 440 ft. long four-span structure to bring it up to current pedestrian bridge standards and installed a new deck system for pedestrians and bicyclists. Existing deteriorated truss members were repaired while maintaining the historic character of the structure. A new deck, railing, and LED lighting system were installed, existing major utilities were maintained, and the entire structure was painted in a color to match surrounding structures. The result was an aesthetically pleasing and functional structure that will be preserved for future generations to enjoy. The \$2.8 million project was funded through a New York State Department of Transportation grant and federal funds, with the Village of Catskill funding the local share to complete the rehabilitation project.



# Catskill Mountain Railroad Bridge (Black Bridge) over Catskill Creek.

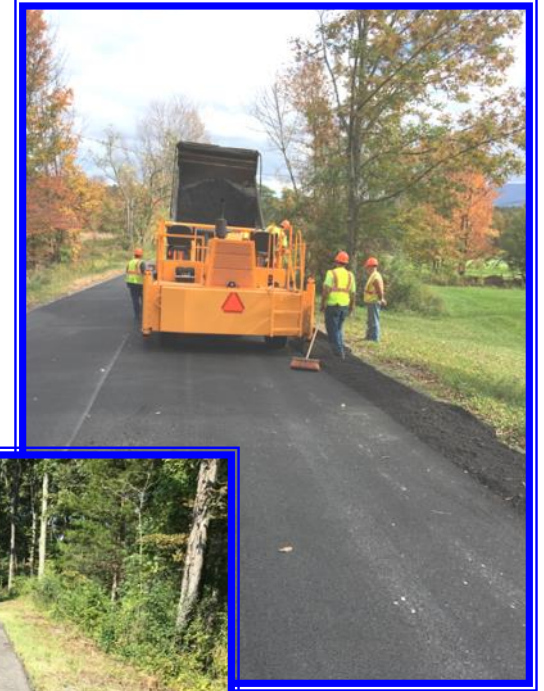




## ***MAKING OUR OWN SHOULDER BACKUP MATERIAL***



**Crushing & Stockpiling the recycled asphalt millings located at the County Farm, in the Town of Cairo.**



**When N.Y.S. D.O.T. milled off 2.0-inches of old blacktop from State Route 23 in Cairo, County Forces partnered with Callanan Industries to accept the recycled asphalt millings in exchange for hauling them off site. We collected enough asphalt millings to backup the shoulders for all the newly paved roads.**

***(NOTE: In 2017, we used 6,843 tons of shoulder backup material.)***



# *Greene County Highway 2018*

## **55 - HIGHWAY EMPLOYEES**

Superintendent

Deputy Superintendent

1- Director of Highway Buildings & Field Operations

4- Highway Building Supervisor

8- Motor Equipment Operators

8- Heavy Equipment Operators B

1- Heavy Equipment Operator A

1- Sign Maintenance Worker

1- Sign Maintenance Assistant

16- Laborers

## **SHOP 1 EMPLOYEES**

Garage Manager

4- Heavy Equipment Repairmen

1- Senior Mechanic

## **CSEA EMPLOYEES**

2 - Senior Engineering Tech.

Business Manager

Administration Assistant

Senior Account Clerk

Stenographer

Account Clerk Typist

# *Greene County Highway Quick Facts for 2018*

## **REQUESTS FOR SERVICE** (Complaints)

325 logged requests.

## **COUNTY WORK PERMITS**

110 Requested permits for *Work to be completed within Greene County Right-of-Way.*

## **ASPHALT PAVING**

12.95 miles of road paved.

18,846.92 Tons of Asphalt used on sections of 7 county roads.

### *In Preparation for Paving*

25 Crossover pipes replaced.

15 lane miles of ditching, (approx.) tree trimming, and brush removal.

Provided traffic control and Construction Inspection.

Used -

2,292.04 Tons of asphalt for patching.

Zero Tons of material purchased for shoulder backup. (All material was recycled asphalt.)

## **ROAD SWEEPING**

261 miles of roadway and 137 bridges were swept.

Utilized - 2 Rental sweepers.

2 Truck mounted. (A third sweeper purchased this year.)

1 Broce Broom Street Sweeper.

4 Water trucks.

### ***In Hamlets located within the Watershed***

33 Days of sweeping.

252 Cubic yards collected.

528 Man hours of labor.

12 Catch basins cleaned.



## *Greene County Highway Quick Facts for 2018*

### **MISCELLANEOUS BRIDGE PROJECTS.**     *(G.C.H.D. Supplied necessary material and trucking.)*

3 Bridge Projects. (Sunset Road Bridge, Hervey Street Bridge & South Road Bridge)

### **SIGN DEPARTMENT**

12,710.54 Gallons of paint for Striping

231.07 Center line miles

301.06 Edge line miles

456 new HIPM (High Intensity Prismatic Material) signs were installed or replaced.

Mapped and lettered all new county equipment and vehicles.

### **SHOP 1**

78 Vehicles serviced, maintained, or repaired. (Highway only – does not include other agencies.)

48 Pieces of Equipment serviced, maintained, or repaired.

144,119.6 Gallons of fuel used.

30,679.1 Gallons of Unleaded Gasoline.

113,440.5 Gallons of Diesel Fuel.

### **RIGHT-OF-WAY MOWING**

4 Rounds of mowing.



## *Greene County Solid Waste 2018*

**\$5,348,068 TOTAL SOLID WASTE BUDGET**

### **18- SOLID WASTE WORK FORCE EMPLOYEES**

- 9 Landfill Attendant / Laborer
- 3 Transfer Station Operator
- 1 Motor Equipment Operator
- 3 Heavy Motor Equipment Operator A
- 1 Solid Waste Crew Leader
- 1 Heavy Equipment Repairman

### **1- SOLID WASTE CLERICAL**

- 1 Account Clerk



***Residential Drop off located at  
the Catskill Transfer Station***

## *Greene County Solid Waste Quick Facts for 2018*

- The average person generates approximately 4.5 lbs. of waste each day. (average)
- The average 30 gallon black trash bag weighs approximately 30 lbs. So the average person generates about one bag per week.
- At 30 lbs. it takes 67 bags to make a ton.
- 65,595 tons, our 2018 volume would equal 4,394,847 bags.
- Approximately 1,929 trailer loads were disposed of last year.
- 152,359 customer visits in 2018. Coxsackie had the most visits and was the only station open six days per week.
- Our Municipal Solid Waste, approximately 81% of the waste stream is transported to the Seneca Meadows Landfill in Waterloo, NY for disposal. The landfill is the largest in NYS and covers approximately 400 acres on a 2,600 acre site and has a maximum height of 280'. It accepts up to 7,700 tons per day, or over 2,400,000 tons per year. The landfill is required to maintain a total of 50 operating permits covering air, water and solid waste. Reported revenues are near \$48,000,000 per year.
- The trash hauling is done by MBI, a subcontractor to Seneca Meadows. The transfer trailers have four axles and a capacity of 156 CY with a maximum legal payload of 39 tons. The average load is about 34 tons.
- In 2000 our total volume was 10,358 tons with a workforce of 18 Full time employees (FTEs). We handled 65,595 tons in 2018 with the same workforce of 18 FTEs.
- Enough methane gas is produced and collected at the landfill to generate 18 Megawatts of electrical power, enough to power about 16,500 homes.



## *Greene County Solid Waste Quick Facts for 2018*

- Each round trip to Seneca Meadows is 428 miles. The drivers make one trip per day. The trucks average fuel economy is 4.9 MPG and each trip requires 95 gallons of diesel fuel. For the 48,600 tons that will go to Seneca Meadows this year it will take around 1,429 trips that will require around 135,755 gallons of diesel fuel. At a cost near \$3.00 per gallon that's a total cost of \$ 407,265.
- Approximately 19% of the waste stream is Construction and Demolition debris which is separated and transported to the Dunn C&D Landfill in Rensselaer for disposal. The costs for both transportation and disposal there are significantly lower.
- Catskill Transfer is permitted by NYSDEC to accept up to 223 tons per day. The other stations are registered with NYSDEC and can accept up to 11,500 tons per year.
- Seneca Meadows was selected as the lowest cost option out of two proposals received in response to our RFP last year. We are finishing the second year of a three year contract for transportation and disposal. Our current actual cost per ton is several dollars per ton less then we paid in 2004.
- We processed and marketed over 1,683 tons or 3,366,000 lbs. of source separated recyclable material last year. This includes 1,324,540 lbs. of metal, 373,060 lbs. of cardboard, 219,880 lbs. of plastic, 139,860 lbs. of electronics and 62,980 lbs. of tires. CW does not bring us any of the recycling they pick up.
- 85% of the electronics by weight accepted for recycling were televisions.

## *Greene County Solid Waste Quick Facts for 2018*

- Working with Public Health we picked up and transported to nursing homes for disposal 2,432 lbs. of needles from eight Needle Smart sites throughout the county.
- Disposed of waste from sites at the Towns of Greenville and Halcott and recycling from five municipal sites and numerous county departments.
- Assisted most of the towns and villages with their clean up days and the county Youth Fair with trash disposal.
- We collected and delivered approximately 199,795 nickel bottles for redemption to ARC and held our annual HHW collection disposing of two trailer loads of hazardous waste.

***Annual Household Hazardous Waste Collection held at Building #2 in Athens.***

