

# TRANSPORTATION

# PROJECT REPORT

## FINAL DESIGN REPORT ( Volume 2 of 2)

- Appendix B – Correspondence
- Appendix C – Level of Service Analysis
- Appendix D – Accident Information
- Appendix E – Cost Estimates
- Appendix F – Geotechnical Report
- Appendix G - Forms

COUNTY ROUTE 119  
CODDINGTON ROAD  
DANBY TOWN LINE TO  
CITY OF ITHACA LINE

PIN 3753.24

TOWN OF ITHACA  
TOMPKINS COUNTY, NEW YORK

AUGUST 2007



UNITED STATES  
DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION



NEW YORK STATE DEPARTMENT OF TRANSPORTATION



# APPENDIX B

## CORRESPONDENCE

Contents:  
Correspondence  
Meeting Minutes

FINAL DESIGN REPORT

CODDINGTON ROAD  
(COUNTY ROUTE 119)

DANBY TOWN LINE TO CITY OF ITHACA LINE

TOWN OF ITHACA  
TOMPKINS COUNTY, NEW YORK

NYSDOT PIN 3753.24

AUGUST 2007

4024  
CORRESP  
--COUNTRY

**Askinazi, David**

---

**From:** ~~Centola, Ronald~~  
**Sent:** Monday, February 14, 2005 1:39 PM  
**To:** Askinazi, David  
**Subject:** FW: (Fwd) Re: To John Lampman re: Coddington Rd. project

FYI,

Ron

-----Original Message-----

From: John Lampman [mailto:jlampman@tompkins-co.org]  
Sent: Wednesday, February 09, 2005 4:35 PM  
To: Centola, Ronald  
Subject: (Fwd) Re: To John Lampman re: Coddington Rd. project

----- Forwarded message follows -----

Date sent: Tue, 8 Feb 2005 12:29:00 -0500  
From: Dave Ritchie <ritchied@usadatanet.net>  
To: jlampman@tompkins-co.org  
Subject: Re: To John Lampman re: Coddington Rd. project

Mr. Lampman--

Glad you got what I sent. I see that it got sent 4 times and in an incomplete form each time, though I hope you see what I was driving at (pun intended) when my computer and I had a disagreement and I figured I'd better send what I'd written before it disappeared.

Perhaps an additional advantage of scaling back the construction for this King Rd/Burns Rd set of intersections except for bettering the line of sight on Coddington, would be that East King/Burns Rd would not be seen as a bypass from Rte 96B to Rte 79 and beyond by commercial traffic, as several of the other meeting participants noted. It is vital that East King/Burns not be envisioned this way, because the housing along East King is only going to get denser and there is enough of a danger now with the pedestrian traffic to and from the South Hill Recreation Way by people parking on Burns, that more traffic, heavier vehicles, and higher speeds can only cause more problems.

Certainly if there is some money available in the project to acquire some land off the lane on the other side of Burns Rd. (opposite the entrance to the Recreation Way) for the town to build a parking lot to get those parked cars off the side of Burns Rd., that also would be worthwhile.

Finally, have you any further info about another public meeting on the project? Thanks.

Dave Ritchie

Quoting John Lampman <jlampman@tompkins-co.org>:

> Mr. Ritchie,  
>  
> Thank you for the comments and suggestions. I am copying them to  
> our consultant and we will be considering them during design.  
>  
> John Lampman  
>  
>  
> Date sent: Tue, 1 Feb 2005 23:56:46 -0500  
> From: Dave Ritchie <ritchied@usadatanet.net>  
> To: glockwood@tompkins-co.org, jlampman@tompkins-co.org  
> Subject: To John Lampman re: Coddington Rd. project  
>

> >  
> > This is a message to John Lampman, County Highway Dept, regarding  
> > the Coddington Rd. proposed project. I see only a link to  
> > glockwood@tompkins-co.org on the Highway Dept web page, but I  
> > extrapolated to a similar address for Mr. Lampman.  
> > If that address is incorrect, please either re-send to Mr.  
> > Lampman's correct  
> > address, or print a copy of this email and give it to him. Thank  
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> > Mr. Lampman--

> > After your presentation about he Coddington Rd project at the  
> > Coddington Rd Community Center, I have been thinking about some  
> > aspects of the proposed project.

> > One proposal that I think should be re-examined is the idea of  
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> > East King Rd with the present Burns Rd, or a bridge over the  
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> > up Burns Rd with the present East King Rd.  
> > Either way is very expensive and may bring the road very close to  
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> > A better configuration would be to fill the dip on Coddington at  
> > the Burns Rd intersection -- something already on your list of  
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> > the Rte 366 intersections with Pine Tree Rd and Judd Falls Rd,  
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> >  
>  
>  
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----- End of forwarded message -----

Coddington  
4024

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----- End of forwarded message -----

**SIDEWALK POLICY FOR THE  
TOWN OF ITHACA**

**Adopted 10/23/03**

I. NEWLY DEVELOPED AREAS

A. Subdivisions with internal roads

Considerations:

- Children walk to school
- Current or likely future presence of numerous children in an environment where, in the absence of a sidewalk, many children can be expected to be present on the road shoulder
- Bus stop within convenient walking distance
- Connected to other sidewalks
- Provide access to trail system or public park
- Safety for pedestrians

If any item applies, then the Planning Board at its discretion may require the developer to include sidewalks with the development. Maintenance will be the responsibility of the homeowners, or the resident association unless other arrangements are made.

B. On existing roads

If a new sidewalk would result in a connection to existing sidewalks or sidewalk system planned by the Town of Ithaca, the Planning Board may require sidewalks as part of the development. Maintenance will be the responsibility of the homeowners fronting on the sidewalks unless other arrangements are made.

II. PREVIOUSLY DEVELOPED AREAS

A. Petition for establishment of a sidewalk benefit district

On a positive vote of the owners of at least one half of the assessed valuation of all the taxable real property in the proposed benefit district. Maintenance will be the responsibility of the homeowners fronting on the sidewalks unless other arrangements are made.

B. At Town expense

On recommendation of the Planning Board and approval of the Town Board if at least three of the following conditions apply:

- Within convenient walking distance to school, church or other place of regular public use,
- Links existing or probable future sidewalks,
- Existing or planned road shoulders inadequate for bicycles and pedestrians,
- Proximate access to public transportation,

- Right of way is sufficient for existing/planned roadway plus sidewalk, or an easement can be reasonably obtained from adjacent landowner(s).
- Planned sidewalk does not dead end without reasonable expectation of extension/connection in foreseeable future,
- Peak hour traffic volume is at least moderate, defined as 350- 500 vehicles per hour, and
- Shown as part of a town wide pedestrian circulation system in Town of Ithaca Transportation Plan.

Maintenance will be the responsibility of the homeowners fronting on the sidewalks, unless other arrangements are made.

- Examples of Town and County roads with that volume of peak hour traffic includes Five Mile Drive, Ellis Hollow Rd., Coddington Rd. (west of Juniper), Judd Falls Rd., Pine Tree Rd., and Forest Home Drive.

### III. CONSTRUCTION SPECIFICATIONS

Unless other arrangements are approved by the Planning Department, standard sidewalk construction shall consist of concrete four (4) feet wide. Where conditions apply, and if supported by owners of at least half the assessed value of real property in the benefit district, a walkway may be substituted for a sidewalk. Compared with a sidewalk, a walkway will typically be set further from the road edge and will be more curvy, often being constructed of asphalt.

~~3733~~  
4024

RECEIVED  
JUL 12 2005  
BY: *[Signature]*

345 Coddington Road  
Ithaca, NY 14850

March 5, 2005

RECEIVED  
MAR 7 2005

John Lampman  
Tompkins County Highway Division  
170 Bostwick Road  
Ithaca, NY 14850

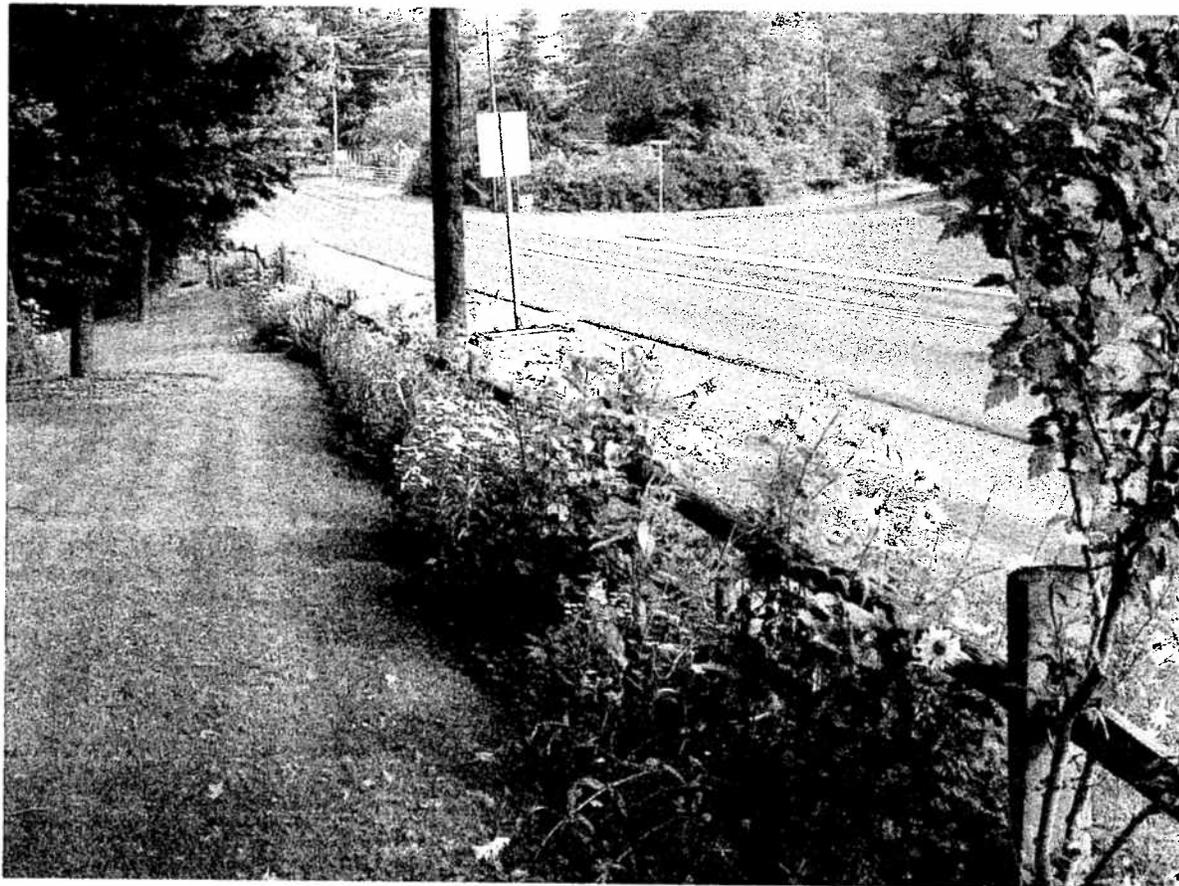
Dear Mr. Lampman

Thank you for the opportunity to make input to the rebuilding of Coddington Road provided during the community meeting on March 1, 2005. I was one of the people who requested that we have opportunity to hear comments from the floor rather than breaking into small groups. The reason for that request was that even very skilled facilitators are hard pressed to retain the context and richness of comments when they are translated into the shorthand that becomes a group summary. The comments below are the same as ones made in the small group in which my spouse and I participated.

**Reported out of the small group: "flower garden in front of 345 Coddington Road"** The actual comment related to both a private interest and a public interest. The private interest obviously is that it appears we will lose this important amenity, sound abatement, and safety feature from our property with any redesign that doesn't involve moving the road center to the West. We installed the fence for the safety of our children and others using our property and started the gardens in 1977 and have maintained them since. The next page shows what it looks like when not snow covered.

If the project encroaches significantly on our property, we will not have opportunity to simply move the fence because we have a very limited front yard as it is. In short, losing the fence and garden would represent a significant loss of property value.

The public dimension of this concern relates to a theme that was raised in Bill Lesser's opening comments but then lost through the fragmented group reports—maintaining the character of the road. One of the primary reasons we have worked to maintain and upgrade the gardens is that area residents and even people just driving through often take the time to comment about how much they appreciate them. It is a community amenity as well as private. In the grand scale of the project, our concern may seem trivial but incremental changes like that will, in fact, change the character of the road and community.



**Reported out of the small group: "sight problem at Northview"** Accident reports may or may not flag it but living on the corner of Northview and Coddington we experience screeching brakes and blaring horns on a regular basis. Entering Coddington, particularly from Northview East, is a risky process. Cars speeding northward, as was documented a significant portion do, have inadequate line of sight when approaching the Northview intersection. To resolve that issue via construction would involve either significantly lowering the grade south of Northview, raising it significantly at the intersection, or some combination of both plus clearing lines of sight at the corners. Any such scenario likely would involve significant disturbances for two historic homes and major changes to the properties of 4-5 additional properties (several parcels come together at the intersection or in the immediate vicinity). The only viable solution appears to be dealing with the root cause, traffic speed. Installing stop signs at Northview could potentially make the problem worse since people entering Coddington might be inappropriately confident that others would stop. That situation was the origin of our suggestion to consider an all-way stop at Troy Road.

**Reported out of the small group: "I can't remember or read this one, urban something."** The actual comment related to the well-documented phenomenon that improving spoke roads tends to accelerate urban sprawl in cyclic fashion: "We have development. We need a bigger road. We get a bigger road. We get more development. We need a bigger road. etc." With the dramatic loss of woodland and open space that is happening in that section of the Town of Ithaca, we hope and expect that there is coordination with the Town and County Planning boards and that specific consideration be given to the influence of an "upgraded" road on development patterns.

Sincerely,



Michael W. Duttweiler

cc: Michael Koplinka-Koehr  
Bill Lesser

**Centola, Ronald**

---

**From:** Duncan Bell [dab12@cornell.edu]  
**Sent:** Wednesday, March 09, 2005 5:08 PM  
**To:** jlampman@tomkins-co.org  
**Cc:** Centola, Ronald  
**Subject:** Feedback on Coddington Road meeting/sidewalks

Coddington Road Reconstruction Feedback

From Duncan Bell

Resident at 213 W. Northview Road with 2 children at South Hill School.

Dear John,

Thanks for having us break up in smaller groups-that helped despite some vocal opposition and grumblings of "divide and conquer." I felt the meeting was good and by breaking up in small groups we all got to discuss the issues rather than having a few people making speeches in front of a large group. However, I was a bit dismayed when reading in the Ithaca Journal yesterday an article with the misleading title "Residents rail against sidewalk." (Ithaca Journal, March 8th, page B1). Maybe some residents are against having any sidewalks, but my impression was that we want sidewalks up to a certain point. The exact location of where they should end may be up for discussion and the article even mentioned the petition supported sidewalks up to Juniper (this petition was a bit misleading though, since it grouped three points into one petition and I'm sure many people just signed it because they agreed with one or two of the points, not necessarily all three).

My opinion is that sidewalks should go up to Troy Road. I feel the phrase "preserve the rural character" is being a bit overused and not really true at the north end of Coddington. Up through Troy (and especially since Troy will soon have a large new development on it) it is so obviously suburban. Troy is only a little over mile from city limits. Maybe 20 years ago it was rural, but rural means to me large spaces between houses, agricultural lands and/or woods. Coddington isn't like that until after Troy and not really rural until after Burns! Also, sidewalks have over and over again been cited as positive enhancements for quality of life, community adhesion, and safety, especially for children. It's true that many adults tend to want to drive everywhere so they probably really truly don't see why anybody would care about them. However, it's the municipal governments' responsibility to think about the overall value of construction and public safety issues, even if some people are negatively impacted by it. Certain people who live on Coddington should not have the ability to completely veto enhancements to the larger community even if they may feel inversely impacted by having slightly less front yard space.

The road is a community resource that everybody pays for and potentially uses (i.e. the local bike groups that use Coddington for group rides, all the IC students who run along Coddington everyday, etc.). I just heard Judith Pastel recently at an Ithaca City School meeting lament the lack of sidewalks in many of the new town developments. She felt the lack of sidewalks was a big bus stop safety issue. Furthermore, all sorts of groups and committees in Ithaca talk endlessly about developing alternative modes of transportation to lessen our dependence on cars. Well the most obvious first step is to allow people to have safe and efficient means to bike or walk. It's time the town and country really focused on this.

I'm not advocating super double wide sidewalks, but on at least one side up to Troy Road would be such an enhancement for the community and the kids. This is even more important since the town

3/10/2005

representative at the meeting indicated that the town was likely to require the proposed Troy Road development to have sidewalks. It seems that these sidewalks would lead to nowhere if not connected to a Coddington Road sidewalk that went to the city limits. In general the area bounded by King-Troy-Coddington Roads is now so completely suburban with many families that eventually there should be complete sidewalks on all of these roads. My kids are on West Northview and have friends on Troy, and Juniper. It would be great if I didn't have to jump in the car to drive 2 minutes to a friend's house and instead we could walk over, or my older daughter could just walk herself. That is currently not feasible and without sidewalks it still wouldn't be safe.

### **Other Ideas**

#### **Speed Issues**

There definitely needs to be something in place to force slower speeds and since police enforcement can not be counted on very often other means should be considered.

1) One or more 4 or 3-way intersections with stop signs could be established along Coddington. The Northview intersection would be a good place to have a 4-way stop. Cars come over the hump from the south very fast--they haven't really hit the residential areas at that point and aren't paying attention yet. I'm very concerned about children crossing over Coddington at that intersection. A school bus stops at the corner of Northview and Coddington every morning with a fair number of kids waiting.

The intersection of Troy and Coddington could have a 3-way stop. Also, if the town is approving a 50+ development on Troy there will be a lot more families, traffic, bikes, peds etc.

The Burns and Coddington intersection could also be a 4 way stop. This is the place I feel Coddington changes from suburban to rural. This is also where the traffic changes. Many people use the Burns cross-over to go to Coddington or King from 79 so past burns the traffic becomes rural and infrequent. Prior to Burns it's pretty busy.

2) Has anybody considered putting up an electronic speed sensor sign? I've driven through the Village of Aurora up the lake and noticed they have a permanent speed indicator sign at the start of their 30mph zone.

3) Clearly painted ped cross-walks with signs at IC, Juniper, Northview, etc.

#### **Bike Lanes**

I feel that bike lanes probably don't need to be "official" bike lanes. A level paved shoulder of 4 ft. would be fine (I actually bike on Coddington in nice weather so I'm pretty aware of all the problems). Someone at the meeting mentioned the Warren Road shoulders with the markings and green paint. That looked good, but the paint has worn off now--is there a way to have more permanent coloring?

After Burns the shoulders could be smaller since there are less runners (the IC students tend to run from IC to Burns/King and back) and bikes can manage with narrower shoulders since the traffic is much less frequent and there are less instances of traffic coming both ways at the same time that a car is passing a biker. This happens a bit between Hudson and Burns--frustrating for both the drivers and the bikers. Cars rightfully don't want to have to drive 10mph or less until they can safely pass a biker and bikers don't want to have to leave the paved road to let the drivers pass easily.

#### **Rec Way Trail Access:**

Another public access road/path to the trail from Coddington would be great. Right now the only two public access points are at Juniper and at the Hudson/Coddington intersection. One further down by

Troy would be good if there is right of way-I have no idea what lands might be available for a small parking area with a trail to the Rec. Way.

**Road Width**

I would support the call for a 10ft. road if possible. If that helps make room for shoulder and a sidewalk it would be worthwhile.

Thanks,  
Duncan

Duncan A. Bell  
Registrar, College of Engineering  
158 Olin Hall, Cornell University  
Ithaca, NY 14853, PH# 607-255-7140



700 Alliance Building  
183 East Main Street  
Rochester, New York 14604-1617

585 232 4128  
585 232 4129 fax  
www.dewberry.com

File  
4024

March 8, 2005

Mr. Eric Whitney  
City Of Ithaca Water & Sewer Division  
510 First Street  
Ithaca, NY 14850

**RE: REQUEST FOR INFORMATION**  
**Coddington Road Reconstruction Project**  
**Town of Ithaca, Tompkins County, NY PIN 3753.24**

Dear Mr. Whitney:

Dewberry-Goodkind, Inc. has been retained by Tompkins County to provide Engineering Services for the above mentioned project. We have begun the project and need accurate information regarding all aerial and buried utilities within the project limits. Please provide us with record mapping of your organization/company's facilities along the project including approximately 300 feet up each side street within the project limits. In addition, please indicate if you have plans to expand, replace, relocate or abandon these facilities.

Enclosed, please find a general location map of the project area, which can be used as a reference. We request that you provide us this information by March 29, 2005.

If you have further questions about this request for information, please call David Askinazi, P.E., Project Engineer at (585) 232-4128.

Sincerely,

**Dewberry-Goodkind, Inc.**

Ronald Centola, P.E.  
Project Manager

dba

Enclosure

cc: John Lampman, (Tompkins County)  
Siv Ananda, (NYSDOT R-3, PPMG)  
Ted St. Germain, P.E., (Dewberry-Goodkind, Inc.)

Q:\4024\Adm\Letters\Coddington Request for Information 3-08-2005.doc



700 Alliance Building  
183 East Main Street  
Rochester, New York 14604-1617

585 232 4128  
585 232 4129 fax  
www.dewberry.com

March 8, 2005

Mr. Doug Volbrecht  
NYSEG – Electric  
1387 Ithaca/Dryden Road  
Ithaca, NY 14850-9861

**RE: REQUEST FOR INFORMATION  
Coddington Road Reconstruction Project  
Town of Ithaca, Tompkins County, NY PIN 3753.24**

Dear Mr. Volbrecht:

Dewberry-Goodkind, Inc. has been retained by Tompkins County to provide Engineering Services for the above mentioned project. We have begun the project and need accurate information regarding all aerial and buried utilities within the project limits. Please provide us with record mapping of your organization/company's facilities along the project including approximately 300 feet up each side street within the project limits. In addition, please indicate if you have plans to expand, replace, relocate or abandon these facilities.

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**Dewberry-Goodkind, Inc.**

Ronald Centola, P.E.  
Project Manager

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585 232 4129 fax  
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March 8, 2005

Mr. Bill Murray  
Design Engineer  
TEPPCO Gas  
P.O. Box 99  
Corning NY, 14830

**RE: REQUEST FOR INFORMATION  
Coddington Road Reconstruction Project  
Town of Ithaca, Tompkins County, NY PIN 3753.24**

Dear Mr. Murray:

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Ronald Centola, P.E.  
Project Manager

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Siv Ananda, (NYSDOT R-3, PPMG)  
Ted St. Germain, P.E. (Dewberry-Goodkind, Inc.)

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700 Alliance Building  
183 East Main Street  
Rochester, New York 14604-1617

585 232 4128  
585 232 4129 fax  
www.dewberry.com

March 8, 2005

Mr. Dan Walker  
Town Engineer  
Town of Ithaca  
215 N. Tioga Street  
Ithaca, NY 14850

**RE: REQUEST FOR INFORMATION  
Coddington Road Reconstruction Project  
Town of Ithaca, Tompkins County, NY PIN 3753.24**

Dear Mr. Walker:

Dewberry-Goodkind, Inc. has been retained by Tompkins County to provide Engineering Services for the above mentioned project. We have begun the project and need accurate information regarding all aerial and buried utilities within the project limits. Please provide us with record mapping of your organization/company's facilities along the project including approximately 300 feet up each side street within the project limits. In addition, please indicate if you have plans to expand, replace, relocate or abandon these facilities.

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Ted St. Germain, P.E., (Dewberry-Goodkind, Inc.)

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March 8, 2005

Mr. Dave Comer  
Verizon  
108-116 West Gray Street  
Elmira, NY 14901

**RE: REQUEST FOR INFORMATION  
Coddington Road Reconstruction Project  
Town of Ithaca, Tompkins County, NY PIN 3753.24**

Dear Mr. Comer:

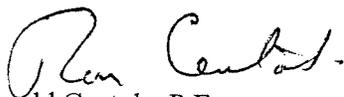
Dewberry-Goodkind, Inc. has been retained by Tompkins County to provide Engineering Services for the above mentioned project. We have begun the project and need accurate information regarding all aerial and buried utilities within the project limits. Please provide us with record mapping of your organization/company's facilities along the project including approximately 300 feet up each side street within the project limits. In addition, please indicate if you have plans to expand, replace, relocate or abandon these facilities.

Enclosed, please find a general location map of the project area, which can be used as a reference. We request that you provide us this information by March 29, 2005.

If you have further questions about this request for information, please call David Askinazi, P.E., Project Engineer at (585) 232-4128.

Sincerely,

**Dewberry-Goodkind, Inc.**



Ronald Centola, P.E.  
Project Manager

dba

Enclosure

cc: John Lampman, (Tompkins County)  
Siv Ananda, (NYSDOT R-3, PPMG)  
Ted St. Germain, P.E., (Dewberry-Goodkind, Inc.)



700 Alliance Building  
183 East Main Street  
Rochester, New York 14604-1617

585 232 4128  
585 232 4129 fax  
www.dewberry.com

March 8, 2005

Mr. Eric Grdgon  
Dominion Gas Transmission  
445 W. Main Street  
Clarksburg, WV 26301

**RE: REQUEST FOR INFORMATION  
Coddington Road Reconstruction Project  
Town of Ithaca, Tompkins County, NY PIN 3753.24**

Dear Mr. Grdgon:

Dewberry-Goodkind, Inc. has been retained by Tompkins County to provide Engineering Services for the above mentioned project. We have begun the project and need accurate information regarding all aerial and buried utilities within the project limits. Please provide us with record mapping of your organization/company's facilities along the project including approximately 300 feet up each side street within the project limits. In addition, please indicate if you have plans to expand, replace, relocate or abandon these facilities.

Enclosed, please find a general location map of the project area, which can be used as a reference. We request that you provide us this information by March 29, 2005.

If you have further questions about this request for information, please call David Askinazi, P.E., Project Engineer at (585) 232-4128.

Sincerely,

**Dewberry-Goodkind, Inc.**

Ronald Centola, P.E.  
Project Manager

dba

Enclosure

cc: John Lampman, (Tompkins County)  
Siv Ananda, (NYSDOT R-3, PPMG)  
Ted St. Germain, P.E. (Dewberry-Goodkind, Inc.)

Q:\4024\Adm\Letters\Coddington Request for Information 3-08-2005.doc



700 Alliance Building  
183 East Main Street  
Rochester, New York 14604-1617

585 232 4128  
585 232 4129 fax  
www.dewberry.com

March 8, 2005

Mr. Stan Shaw  
Time Warner Cable - Ithaca  
519 West State Street  
Ithaca, NY 14850

**RE: REQUEST FOR INFORMATION  
Coddington Road Reconstruction Project  
Town of Ithaca, Tompkins County, NY PIN 3753.24**

Dear Mr. Shaw:

Dewberry-Goodkind, Inc. has been retained by Tompkins County to provide Engineering Services for the above mentioned project. We have begun the project and need accurate information regarding all aerial and buried utilities within the project limits. Please provide us with record mapping of your organization/company's facilities along the project including approximately 300 feet up each side street within the project limits. In addition, please indicate if you have plans to expand, replace, relocate or abandon these facilities.

Enclosed, please find a general location map of the project area, which can be used as a reference. We request that you provide us this information by March 29, 2005.

If you have further questions about this request for information, please call David Askinazi, P.E., Project Engineer at (585) 232-4128.

Sincerely,

**Dewberry-Goodkind, Inc.**

Ronald Centola, P.E.  
Project Manager

dba

Enclosure

cc: John Lampman, (Tompkins County)  
Siv Ananda, (NYSDOT R-3, PPMG)  
Ted St. Germain, P.E. (Dewberry-Goodkind, Inc.)

Q:\4024\Adm\Letters\Coddington Request for Information 3-08-2005.doc



700 Alliance Building  
183 East Main Street  
Rochester, New York 14604-1617

585 232 4128  
585 232 4129 fax  
www.dewberry.com

March 8, 2005

Mr. Don Beal  
NYSEG –Gas  
1387 Ithaca/Dryden Road  
Ithaca NY 14850-9861

**RE: REQUEST FOR INFORMATION  
Coddington Road Reconstruction Project  
Town of Ithaca, Tompkins County, NY PIN 3753.24**

Dear Mr. Beal:

Dewberry-Goodkind, Inc. has been retained by Tompkins County to provide Engineering Services for the above mentioned project. We have begun the project and need accurate information regarding all aerial and buried utilities within the project limits. Please provide us with record mapping of your organization/company's facilities along the project including approximately 300 feet up each side street within the project limits. In addition, please indicate if you have plans to expand, replace, relocate or abandon these facilities.

Enclosed, please find a general location map of the project area, which can be used as a reference. We request that you provide us this information by March 29, 2005.

If you have further questions about this request for information, please call David Askinazi, P.E., Project Engineer at (585) 232-4128.

Sincerely,

**Dewberry-Goodkind, Inc.**

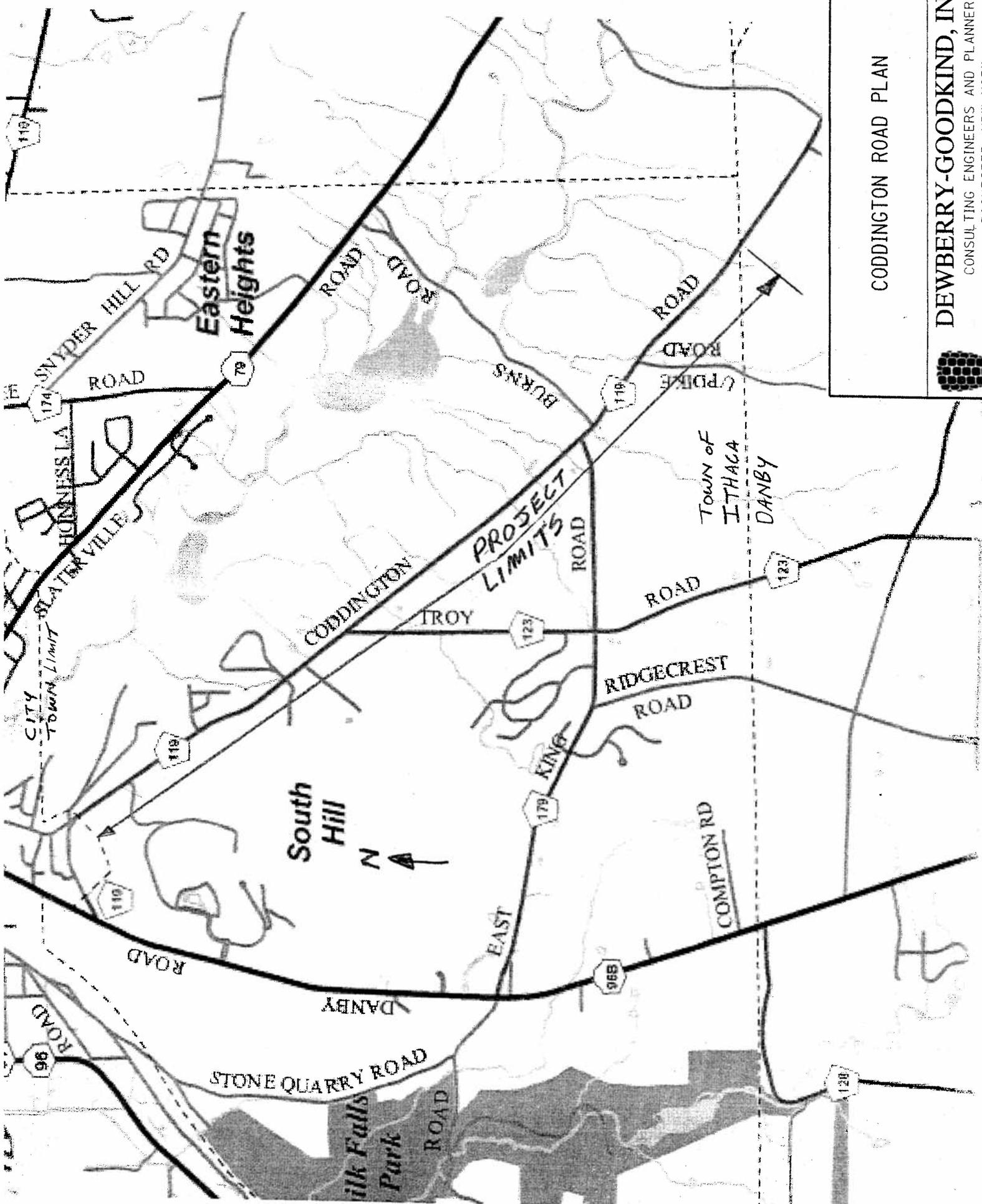
Ronald Centola, P.E.  
Project Manager

dba

Enclosure

cc: John Lampman, (Tompkins County)  
Siv Ananda, (NYSDOT R-3, PPMG)  
Ted St. Germain, P.E., (Dewberry-Goodkind, Inc.)

Q:\4024\Adm\Letters\Coddington Request for Information 3-08-2005.doc



CODDINGTON ROAD PLAN



**DEWBERRY-GOODKIND, INC.**  
 CONSULTING ENGINEERS AND PLANNERS  
 ROCHESTER, NEW YORK

**Askinazi, David**

---

**From:** Centola, Ronald  
**Sent:** Monday, March 07, 2005 2:02 PM  
**To:** Askinazi, David  
**Subject:** FW: (Fwd) Coddington Rd. meeting 3/04/2005.

FYI,  
Ron

-----Original Message-----

From: John Lampman [mailto:jlampman@tompkins-co.org]  
Sent: Friday, March 04, 2005 4:20 PM  
To: Centola, Ronald  
Subject: (Fwd) Coddington Rd. meeting 3/04/2005.

Ron,

The meeting went well. Many good comments. Here are some comments from someone that did not stay until the end.

John

----- Forwarded message follows -----

Date sent: Fri, 04 Mar 2005 13:28:10 -0500  
From: "Elizabeth A. Smith" <esmith@ithaca.edu>  
Subject: Coddington Rd. meeting 3/04/2005.  
To: jlampman@tompkins-co.org

Mr. Lampman - I attended the meeting last Wednesday night and was pleased to see so many people turn out for this meeting. I thought it went well, until you forced us to break up into groups (do you realize many people left at that point?). In the future, please 1) introduce (re-introduce) the group leaders/facilitors) and 2) perhaps break up group in a more thoughtful, productive way (by location, concern, etc.). I left shortly after breaking into the groups because it was hard to voice my concerns.

I do not live on Coddington Road, but I do live in the Town of Ithaca and I work at Ithaca College. I would love to walk to work everyday, but it is too hazardous, so I ride the bus (TCAT). I was very encouraged to hear the plan for the sidewalks and paved shoulders (bike lanes). PLEASE - do not let the sidewalks get lost in the scope & cost of this project (often sidewalks will be the first to be eliminated due to the cost). Also - no mention of crosswalks - we need to have pavement marked to facilitate safe crossing.

Another point to keep in mind as you sift through the comments: The residents seem to be concerned about the traffic amount & speed on Coddington. However, if you surveyed their own driving habits, I suspect you would find out that most of them drive solo (solo occupancy vehicles) and few ride the bus. Hmmm - we can't have it all ways - so please keep this in mind (the residents have to realize that they are part of the problem also!). I base my concern about solo occupancy vehicles because, as I wait for the bus on Hudson St., lots of vehicles coming from Coddington are occupied by just one person (also - these folks rarely yield the right of way to me as a pedestrian - just another point to emphasize the "it's ok for me to do what I want, but you can't " philosophy).

In closing, I reiterate the need for pedestrian & bike safety. We (pedestrians & bikers) are the true traffic calmers - and our rights to safe access have long been ignored. Please do not let our safety continued to be jeopardized, and make sure the reconstruction plan for Coddington Road includes these long delayed but much needed safety improvements.

I will be more than willing to meet (and walk) with any representatives on this project to

further clarify the best travel routes for pedestrians (especially after you meet with Ithaca College and try to get them to admit what they are planning in regards to the reconstruction/relocation of the "back entrance" to the college).

Please do not hesitate to contact me, either via email or by phone at 607-277-1573, to discuss any of these points in further detail. Thank you in advance for consideration of this letter.

Elizabeth A. Smith  
163 Pearsall Pl.  
Ithaca (Town of)

----- End of forwarded message -----

**Askinazi, David**

**From:** John Lampman [jlampman@tompkins-co.org]  
**Sent:** Friday, March 18, 2005 2:02 PM  
**To:** Askinazi, David; Centola, Ronald  
**Subject:** (Fwd) Feedback on Coddington Road meeting/sidewalks

Hers's another set of comments. (Judith Pastel is Superintendent of the Ithaca City School District.)

John

----- Forwarded message follows -----  
Date sent: Wed, 09 Mar 2005 17:08:02 -0500  
To: jlampman@tompkins-co.org  
From: Duncan Bell <dab12@cornell.edu>  
Subject: Feedback on Coddington Road meeting/sidewalks  
Copies to: rcentola@dewberry.com

Coddington Road Reconstruction Feedback  
From Duncan Bell

Resident at 213 W. Northview Road with 2 children at South Hill School.

Dear John,

Thanks for having us break up in smaller groups-that helped despite some vocal opposition and grumblings of "divide and conquer." I felt the meeting was good and by breaking up in small groups we all got to discuss the issues rather than having a few people making speeches in front of a large group. However, I was a bit dismayed when reading in the Ithaca Journal yesterday an article with the misleading title "Residents rail against sidewalk." (Ithaca Journal, March 8th, page B1). Maybe some residents are against having any sidewalks, but my impression was that we want sidewalks up to a certain point. The exact location of where they should end may be up for discussion and the article even mentioned the petition supported sidewalks up to Juniper (this petition was a bit misleading though, since it grouped three points into one petition and I'm sure many people just signed it because they agreed with one or two of the points, not necessarily all three).

My opinion is that sidewalks should go up to Troy Road. I feel the phrase "preserve the rural character" is being a bit overused and not really true at the north end of Coddington. Up through Troy (and especially since Troy will soon have a large new development on it) it is so obviously suburban. Troy is only a little over mile from city limits. Maybe 20 years ago it was rural, but rural means to me large spaces between houses, agricultural lands and/or woods.

Coddington isn't like that until after Troy and not really rural until after Burns! Also, sidewalks have over and over again been cited as positive enhancements for quality of life, community adhesion, and safety, especially for children. It's true that many adults tend to want to drive everywhere so they probably really truly don't see why anybody would care about them. However, it's the municipal governments' responsibility to think about the overall value of construction and public safety issues, even if some people are negatively impacted by it. Certain people who live on Coddington should not have the ability to completely veto enhancements to the larger community even if they may feel inversely impacted by having slightly less front yard space.

The road is a community resource that everybody pays for and potentially uses (i.e. the local bike groups that use Coddington for group rides, all the IC students who run along Coddington everyday, etc.). I just heard Judith Pastel recently at an Ithaca City School meeting lament the lack of sidewalks in many of the new town developments. She felt the lack of sidewalks was a big bus stop safety issue. Furthermore, all sorts of groups and committees in Ithaca talk endlessly about developing alternative modes of transportation to lessen our dependence on cars. Well the most obvious first step is to allow people to have safe and efficient means to bike or walk. It's time the town and country really focused on this.

I'm not advocating super double wide sidewalks, but on at least one side up to Troy Road

would be such an enhancement for the community and the kids. This is even more important since the town representative at the meeting indicated that the town was likely to require the proposed Troy Road development to have sidewalks. It seems that these sidewalks would lead to nowhere if not connected to a Coddington Road sidewalk that went to the city limits. In general the area bounded by King-Troy-Coddington Roads is now so completely suburban with many families that eventually there should be complete sidewalks on all of these roads. My kids are on West Northview and have friends on Troy, and Juniper. It would be great if I didn't have to jump in the car to drive 2 minutes to a friend's house and instead we could walk over, or my older daughter could just walk herself. That is currently not feasible and without sidewalks it still wouldn't be safe.

#### Other Ideas

##### Speed Issues

There definitely needs to be something in place to force slower speeds and since police enforcement can not be counted on very often other means should be considered.

1) One or more 4 or 3-way intersections with stop signs could be established along Coddington. The Northview intersection would be a good place to have a 4-way stop. Cars come over the hump from the south very fast--they haven't really hit the residential areas at that point and aren't paying attention yet. I'm very concerned about children crossing over Coddington at that intersection. A school bus stops at the corner of Northview and Coddington every morning with a fair number of kids waiting.

The intersection of Troy and Coddington could have a 3-way stop. Also, if the town is approving a 50+ development on Troy there will be a lot more families, traffic, bikes, peds etc.

The Burns and Coddington intersection could also be a 4 way stop. This is the place I feel Coddington changes from suburban to rural. This is also where the traffic changes. Many people use the Burns cross-over to go to Coddington or King from 79 so past burns the traffic becomes rural and infrequent. Prior to Burns it's pretty busy.

2) Has anybody considered putting up an electronic speed sensor sign? I've driven through the Village of Aurora up the lake and noticed they have a permanent speed indicator sign at the start of their 30mph zone.

3) Clearly painted ped cross-walks with signs at IC, Juniper, Northview, etc.

##### Bike Lanes

I feel that bike lanes probably don't need to be "official" bike

lanes. A level paved shoulder of 4 ft. would be fine (I actually bike on Coddington in nice weather so I'm pretty aware of all the problems). Someone at the meeting mentioned the Warren Road shoulders with the markings and green paint. That looked good, but the paint has worn off now--is there a way to have more permanent coloring?

After Burns the shoulders could be smaller since there are less runners (the IC students tend to run from IC to Burns/King and back) and bikes can manage with narrower shoulders since the traffic is much less frequent and there are less instances of traffic coming both ways at the same time that a car is passing a biker. This happens a bit between Hudson and Burns--frustrating for both the drivers and the bikers. Cars rightfully don't want to have to drive 10mph or less until they can safely pass a biker and bikers don't want to have to leave the paved road to let the drivers pass easily.

##### Rec Way Trail Access:

Another public access road/path to the trail from Coddington would be great. Right now the only two public access points are at Juniper and at the Hudson/Coddington intersection. One further down by Troy would be good if there is right of way--I have no idea what lands might be available for a small parking area with a trail to the Rec. Way.

##### Road Width

I would support the call for a 10ft. road if possible. If that helps make room for shoulder and a sidewalk it would be worthwhile.

Thanks,  
Duncan

Duncan A. Bell  
Registrar, College of Engineering  
158 Olin Hall, Cornell University  
Ithaca, NY 14853, PH# 607-255-7140  
----- End of forwarded message -----

**Askinazi, David**

**From:** John Lampman [jlampman@tomkins-co.org]  
**Sent:** Tuesday, March 22, 2005 11:50 AM  
**To:** Askinazi, David; Centola, Ronald  
**Subject:** (Fwd) Coddington Rd. "improvements"

FYI.....(I think I did not forward this before.)

John

----- Forwarded message follows -----  
Date sent: Wed, 2 Mar 2005 20:37:04 -0500  
To: jlampman@tomkins-co.org  
From: NYSEMA <nysema@nysema.com>  
Subject: Coddington Rd. "improvements"  
Copies to: <cgrigoro@twcny.rr.com>, <constancebruce@aol.com>

Hello John,

I'm ill so can't attend the meeting tonight re: reconstruction of Coddington Rd. I'd like to register my input, though, using the issues you outline in your postcard.

**Pavement:** There's nothing wrong with the current pavement. This was put down only a few years ago, and to spend money on this now would be wasteful.

**Alignment:** You don't define this, so I don't know how to comment.

**Traffic, safety:** Lowering the speed limit, say, to 35 mph would solve all traffic and safety problems and cost almost nothing.

**Drainage:** There are problems here, but I would have to see the design alternatives you say will be available this summer.

**Pedestrians/bicyclists/busses:** I understand a bike/pedestrian walkway is under consideration. This is a good idea; you have my encouragement. I assume that in mentioning busses you will propose extending T-Cat service out at least as far as Troy Rd. This, too, is a good idea, worth spending federal \$\$ on.

**Social concerns, aesthetics, environment:** Coddington Rd. is a country road and we'd like to keep it that way. Widening, enabling cars to go faster, and encouraging more traffic is contrary to any reasonable aesthetic and certainly detrimental to the environment.

Other areas on the outskirts of Ithaca have been "improved" with the same dreary results one can observe in most American towns; please don't let that happen to Coddington Road. We moved here because this isn't like so many other places in the USA.

**Local economy:** Many people hold the view that expanding, making bigger or grander, is good for the economy. Creating more ugliness may work in the short run, but will prove ruinous in the long run.

yrs,  
Peter Hedrick  
616 Coddington Rd.

----- End of forwarded message -----

**Askinazi, David**

---

**From:** John Lampman [jlampman@tompkins-co.org]  
**Sent:** Friday, March 18, 2005 4:31 PM  
**To:** Askinazi, David; Centola, Ronald  
**Subject:** (Fwd) Coddington Rd

----- Forwarded message follows -----  
From: "Angela Zhe" <angela@youngbros.com>  
To: <jlampman@tompkins-co.org>  
Subject: Coddington Rd  
Date sent: Fri, 18 Mar 2005 14:45:21 -0500

To Mr. Lampman from John Young via Angela Zhe:

Please let Mr. Lampman know that we are excited about the project, and would have no objection to sidewalks, bike lanes or whatever on our frontage. If a few trees need to be moved or pruned, we can always plant more, but I would certainly be happy going along with whatever the neighborhood as a whole wants in that regard. I would also agree that making things safe and convenient for people visiting and using the Coddington Community Center should be a top priority. Keeping speeds on the road down in that vicinity would be a nice improvement on its own!

Jack

----- End of forwarded message -----

**Askinazi, David**

**From:** John Lampman [jlampman@tompkins-co.org]  
**Sent:** Friday, March 18, 2005 4:50 PM  
**To:** Askinazi, David; Centola, Ronald  
**Subject:** (Fwd) Coddington Road meeting Kudos

This one is from a County legislator that represents the area.

John

----- Forwarded message follows -----

Date sent: Fri, 11 Mar 2005 10:07:23 -0500  
 To: emarx@tompkins-co.org, "John Lampman" <jlampman@tompkins-co.org>  
 From: "Michael A. Koplinka-Loehr" <mak11@cornell.edu>  
 Subject: Coddington Road meeting Kudos

Great meeting re: Coddington Road, John (& Ed) last week. It was a surly crowd and you narrowly averted a mutiny about breaking into small groups there. Thanks also for attending the FH traffic calming session this week.

I am wondering, re: Coddington Road, if it would be beneficial to craft a 1-page summary of the minimum improvements that MUST happen (like grinding and repaving due to unsafe surface

conditions) so residents will know what is open for discussion/input and what is not.

Anyway, Here's a note from a former Coddington Road resident who now lives a bit farther out that travel-way. Keep up the great work, -Mike ----- Date: Fri, 11 Mar 2005 09:35:42 -0500

Subject:  
 Coddington Road From: Jim Houghton  
 <graphict@baka.com> To: "Michael A.  
 Koplinka-Loehr" <mak11@cornell.edu>

Hi, Michael,

Saw you at the Coddington meeting last week. I'm not sure what position you're in on this, but I think the following points need to be made to the residents of the Coddington project area:

- 1) The road is going to be rebuilt, which means it loses its grandfather clausung and must be brought up to current state standards.
- 2) State standards are pretty aggressive and favor lots of space and long sight lines, often to the detriment of people living on those roads, at least IMHO. They are definitely nonnegotiable.  
 The petitions  
 are good but they will not prevail.

So I would strongly advise residents to learn, right away, what the state will absolutely require, and decide if they want this project at all. I doubt they will like what they find. The PD is making it sound like the design phase is wide open to input, but in fact most of the choices may already have been made through the very decision to rebuild the road. If there is no broad consensus by residents that the road needs rebuilding (and I didn't sense one), if residents were never polled on whether they wanted it before it was set in motion, then they should really have the opportunity to halt the project before it become a fait accompli...if it isn't already.

BTW, it is not unexpected, probably legal but nonetheless disingenuous for the PD to figure that they can avoid involving Danby or Caroline by ending the rebuild at the Ithaca town line. If the road looks like I expect it will, it will have a dramatic impact on speed (already a big problem), and drivers won't suddenly slow down when the road narrows dramatically. Our own involvement (we're in Caroline now, just off Coddington) stems from the fact that, in all likelihood, the county will wish to rebuild Coddington the rest of the way in the future, and will insist on the same standards established here. Our valley got hornswoiggled some years back by NYSEG, which bifurcated the approval of a pipeline project to avoid troublemakers; I don't wish to see it happen again.

Jim Houghton  
5 Deputron Hollow Road  
Brooktondale, NY 14817  
(H) 607-539-7678 (W) 607- 539-7871

--

-----  
Mike Koplinka-Loehr  
(Legislature: 607-274-5434; H: 607-257-2329, Fax: 607-  
274-5434)

----- End of forwarded message -----

File  
u027

**Centola, Ronald**

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**From:** John Lampman [jlampman@tompkins-co.org]  
**Sent:** Friday, March 18, 2005 1:12 PM  
**To:** Centola, Ronald; Askinazi@owasco.co.tompkins.ny.us; Dave@owasco.co.tompkins.ny.us  
**Subject:** (Fwd) Coddington Rd. Meeting

Guys,  
Here is another Coddington Rd comment for your review.  
There will be more coming.

Also, the Town historic survey information went in the mail to you yesterday.

John

----- Forwarded message follows -----  
**To:** jlampman@tompkins-co.org  
**Date sent:** Mon, 28 Feb 2005 13:00:32 -0500  
**Subject:** Coddington Rd. Meeting  
**From:** "Franklin F. Butler" <ffb30@juno.com>

Dear Mr. Lampman:

Thank you for notifying us about the upcoming Coddington Road meeting.  
We are planning to come.

Here are several thoughts on the subject, in case we don't have an opportunity to speak at the meeting:

At the January 13th meeting someone suggested that four-way stops are preferable to installing traffic lights. We firmly agree.

Eleven-foot driving lanes are preferable to ten foot. Many vehicles are quite wide. We occasionally see very big 18 wheel trucks on our part of Coddington Road.

Someone suggested eleven foot driving lanes and four foot paved shoulders. This would be preferable to ten foot driving lanes and five foot shoulders (which someone else had suggested,) and also preferable to eleven foot lanes and five foot shoulders which would eat up even more of residents' property.

Visibility is quite poor at the Burns Road intersection especially for a vehicle entering Coddington from Burns. Perhaps this intersection would be a candidate for a four-way stop?

We feel that sidewalks are not necessary between the Coddington Road entrance to Ithaca College and Troy Road. There is adequate room for pedestrians to walk beside the road, and the proposed shoulders will help also.

Curbs are certainly not necessary either.

Environment and aesthetics and retaining the rural flavor of the area was

quite important to those of us who attended the January 13th meeting.  
We want to retain the non-urban aspects of living outside of the  
city.

We would welcome a crackdown on speeders so that our lives are not in  
danger when exiting our driveway.

The speed limit increases just before the hill and curve on the approach to  
our driveway (332 Coddington Road.) We understand that these speed limits  
are decided by persons in Albany. A local decision would be more sensible.  
We would like to request that the speed limit be lowered for several  
hundred feet past said hill and curve so that we and our neighbors can exit  
our driveways without worrying.

Thank you for your help.

Sincerely,

Janis and Franklin Butler

----- End of forwarded message -----

**Askinazi, David**

---

**From:** glockwood@tompkins-co.org  
**Sent:** Monday, June 13, 2005 7:50 AM  
**To:** Askinazi, David  
**Subject:** Re: Coddington Road

David,

Good morning! Yes, Coddington Road experienced a deer- kill of 4.26/mile in 2004.

Thanks,  
Geri

Priority: normal  
Subject: Coddington Road  
Date sent: Fri, 10 Jun 2005 16:53:33 -0400  
From: "Askinazi, David" <DASKINAZI@dewberry.com>  
To: <glockwood@tompkins-co.org>

Geri,

I was visiting the Tompkins County web site earlier today and noticed the "Top Ten County Roads-High Deer-Kill Pickups" list.

Coddington Road is on the list with 4.26 kills per mile. Is this correct? I have a hard time reading the number since it overlaps the bar chart.

Thanks,

David Askinazi, P.E.  
Project Manager  
Dewberry  
183 E. Main Street, Suite 700  
Rochester, NY 14604  
(585) 232-4128 ext. 103  
(585) 232-4129 fax  
www.dewberry.com  
<file:///C:/Documents%20and%20Settings/daskinazi/Application%20Data/Microsoft/Signatures/www.dewberry.com>

Visit Dewberry's website at [www.dewberry.com](http://www.dewberry.com)

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**Askinazi, David**

---

**From:** John Lampman [jlampman@tompkins-co.org]  
**Sent:** Wednesday, May 25, 2005 5:03 PM  
**To:** Askinazi, David  
**Subject:** (Fwd) Coddington Road Reconstruction

Dave,

FYI

John

----- Forwarded message follows -----  
**To:** jlampman@tompkins-co.org  
**Copies to:** penniman@lightlink.com  
**Subject:** Coddington Road Reconstruction  
**From:** jan.klotz@wachovia.com  
**Date sent:** Tue, 24 May 2005 09:27:26 -0400

Dear Mr. Lampman,

I have resided at 612 Coddington Road since July 27, 1992. I attended the meeting at the South Hill school in March, but was unable to stay for the small group discussion. Based on my understanding that safety and drainage are top priorities of this project I would like to provide information that I hope will be helpful to you in the design phase.

There is an inadequate under the road drainage, a culvert that is between 616 and 618 Coddington Road. The stream that feeds this runs between these properties and is fed by runoff from upper Troy Road.

The culvert is inadequate as water during heavy rain events crosses the road in front of 612 Coddington Road. Water over the road is also probably exasperated by the covered ditch at 614 Coddington Road. I discussed this situation on several occasions, and on a site visit by Ward Hungerford a number of years ago. I recall Ward saying that whenever water crosses the road your department is concerned. We have actually been lucky that there has been no accident to date as cars come speeding into the flooded area. There have been efforts to clean ditches, and improve runoff east of the road on the Grigorov property, but those efforts have not solved the problem. I have pictures of three of the events if you would care to see them. I will cite for you seven occasions of water crossing Coddington Road since 1992.

July 29, 1992, imagine my surprise having closed on my house two days before. January 19, 1996 July 1998 May 13, 2002 July 22, 2003 August 30, 2004 April 2, 2005

The reason I have kept record of these dates is that when, and only when the water crosses Coddington Road it also comes into my basement.

Only one inch, but enough to be aggravating. Obviously if we can solve the safety and drainage problems my other problem will be alleviated.

Thanks for listening. I appreciate your support and consideration in this endeavor. Let me know if I can answer questions.

Thank You,

Jan D. Klotz

office 607.272.6564  
fax 607.275.3437  
mobile 607 227 0928

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**Askinazi, David**

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**From:** Mike Harris [mharris@tompkins-co.org]  
**Sent:** Tuesday, June 07, 2005 7:38 AM  
**To:** Askinazi, David  
**Subject:** Re: Coddington Road

Dave,

If our latest functional classifications are approved by the FHWA, which we are assuming they will be, Coddington Rd. will be an Urban Collector from the City of Ithaca Line to Burns Rd. From there it will be a Rural Major Collector. Hope this helps.

Mike Harris  
Assistant Highway Manager  
Tompkins County,  
Ithaca NY  
14850  
Ph: (607)274-0328  
Fax: (607)272-8489  
E-mail: mharris@tompkins-co.org

**MEETING MINUTES**  
**CODDINGTON ROAD IMPROVEMENTS PROJECT**  
**P.I.N. 3753.24**

**DATE:** January 12, 2005  
**TIME:** 9:30 A.M.  
**LOCATION** NYSDOT Region 3, 7<sup>th</sup> Floor  
**SUBJECT:** Project Get Start / Scoping Meeting

**Attendees:**

<u>NAME</u>	<u>REPRESENTING</u>	<u>PHONE</u>
Steve Vetter	NYSDOT, PPMG	315-428-4409
Paul Young	NYSDOT, PPMG	315-428-3232
Siv Ananda	NYSDOT, PPMG	315-428-4410
Bruce Turnbull	NYSDOT, Real Estate	315-428-7323
John Lampman	Tompkins County Highway	607-274-0307
Ron Centola → file	Dewberry-Goodkind, Inc	585-232-4128
David Askinazi	Dewberry-Goodkind, Inc	585-232-4128

Steve began the meeting by stating that this was a "Get Start" meeting intended to set some ground rules for the project. John Lampman distributed the latest Coddington Road TIP/IPP. The following points were discussed and agreed upon:

1. Additional problems/tasks/features identified during design that are deemed "out of scope" must be approved by the NYSDOT prior to proceeding with these items. Failure to follow this procedure may result in the rejection of work by NYSDOT for reimbursement. Communication of new tasks with the NYSDOT is critical prior to proceeding.
2. NYSDOT is concerned about recent pattern of projects not being completed on schedule and on budget. The NYSDOT intends to remain more involved with this and future Pass-Through Projects.
3. Additional funding for this project will result in loss of funding for future projects for Tompkins County.
4. Benefit/Cost Ratio for this project should be around "5".
5. Coddington Road Project perceived pitfalls to be closely monitored are:
  - Culvert replacement costs
  - ROW acquisition costs
  - Community participation resulting in "scope creep"
6. If proposed construction costs exceed funding, Tompkins County can consider the following actions:
  - Segment project and build part now, part later
  - Reduce scope of project
  - Seek alternate funding sources
7. Coddington Road will probably be categorized as a Reconstruction Project, and not a 3R Project due to the pavement condition. This will make it difficult to justify retaining some non-standard features such as current lack of pedestrian or mass transit accommodations.
8. NYSDOT would like to see a revised project schedule that includes the completion of construction date.
9. The NYSDOT suggested that preparing a scoping document to better define the project, and then proceed to planning and design. Therefore, Tompkins County should consider proceeding with

select tasks such as scoping and survey and mapping to determine project needs and costs before authorizing final design tasks.

10. It will be important to determine early in the process that construction costs are comparable to the funds available. If not Tompkins County will need to scale back the scope of the project.
11. Focus on priorities, and approach the public with limited scope in mind to determine the project needs. Dewberry will determine the scoping tasks necessary to better define the project. Dewberry recommends awarding the Planning and Design Contract with upset limits for various scoping tasks. A written notice to proceed would be required to advance the project beyond previously authorized tasks.
12. Tompkins County will inform the NYSDOT of what planning dollar amount and what tasks will be authorized prior to proceeding.
13. Tompkins County will inform the NYSDOT of what type of document will be prepared that will summarize the findings of these tasks: i.e. Technical Memo.

With no additional business to discuss, the meeting was adjourned. If these meeting minutes do not reflect your understanding of the meeting, please notify the writer immediately.

Respectfully submitted,

**Dewberry-Goodkind, Inc.**



David Askinazi, P.E.  
Project Manager

dba

Attachments: TIP/IPP

cc: Attendees  
E. Schaubert – Ravi Engineering  
C. Eller – Fisher Associates  
T. St. Germain - Dewberry-Goodkind, Inc.

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**Transportation Improvement Program (TIP)  
Initial Project Proposal (IPP)**

**SECTION I. GENERAL PROJECT INFORMATION (Required)**

Date Prepared: December 8, 2004

Project Identification Number (PIN): 3753.24 (To be assigned by NYSDOT)

Project Name: Coddington Road Reconstruction

Applicant: Tompkins County

Project Location & Limits (attach required Map): CR 119, Ithaca City line to Danby Town line.

Implementing Agency (if different from Applicant): Same

Contact Person: John Lampman Title: Associate Civil Engineer

Organization: Tompkins County Highway Department

Address: 170 Bostwick Road  
Ithaca, NY 14850

Phone: (607) 274-0300 Fax: (607) 272-8489 E-Mail: jlampman@tomkins-co.org

Municipality/County: Tompkins MPO: ITCTC

Senate District: 53 Assembly District: 125 Congressional District: 23

Is this project in the current TIP? Yes X No        If "Yes", what is the PIN? 3753.24

**Project Description (Please attach additional pages if necessary):** Reconstruct Coddington Rd. from the Ithaca City Line to the Danby Town line.

- Selective subbase reconstruction and asphalt pavement recycling with asphalt pavement overlay to improve ridability and safety.
- Improve travel lanes and shoulders. Improve Pedestrian and Bicycle accommodations.
- Improve drainage facilities. I.e., closed storm drainage from the City line past Ithaca College entrance, Upgrade/replace inadequate existing ditches and drainage structures throughout the project. Provide scour protection where necessary at drainage structures.
- Provide safety improvements (realignment?) at E. King Rd., Burns Rd., and other intersections.
- Provide curbing, crosswalks and sidewalks between Ithaca City Line (to tie in to Hudson Street improvements done in early 1990's) and Troy Road, approximately 1.2 miles.
- Upgrade striping and highway signs; improve clear zone.

**Project Justification/Problem Identification (Please attach additional pages if necessary):**

*Coddington Rd. directly serves Ithaca College and is a main link between the South/South-East portion of Tompkins County and the City of Ithaca. At the city line intersecting streets were upgraded in the early 90's with appropriate "traffic calming" measures, lane and shoulder widths, sidewalks etc. Coddington Rd. is residential and highly multi-modal throughout the project limits and is served by municipal water and sewer. There is a Community Center between Updike Rd. and the Town of Ithaca line. Coddington Rd is also a commuter route to and from Ithaca's South Hill and a key link in continued County economic development. It also serves as a detour/alternate route for NYS Rt. 96B and Rt. 79, to and from Ithaca.*

1. The pavement is in poor condition (NYSDOT Pavement Rating approx. 5.)
2. Current roadway width is 24'+/- (with ~2' -5' gravel shoulders) and is of insufficient width to provide space for immobilized vehicles or the high volume of pedestrians and bicyclists who use the road daily, emergency maneuver room, or speed change lanes for vehicles turning into driveways.
3. Significant heavy truck traffic uses this corridor. The roadbed strength is insufficient for traffic loads. Poor subbase and substandard drainage facilities contribute to the weakness of the roadbed.
4. Subbase structure & drainage problems are a primary contributor to weakness in roadbed.
5. Insufficient roadside clear distances exist due to trees and utility poles in close proximity to the road.
6. A lack of appropriate surface water drainage facilities contributes to flooding and icy road conditions.
7. Poor vertical and horizontal alignments create insufficient sight distances throughout the project area. Poor sight distance is especially hazardous at the intersections of Coddington with both East King Road and Burns Road.

**Project Objective (Please attach additional pages if necessary):**

- Improve safety (sight distances, lane and shoulder width, clear zone, etc).
- Upgrade condition and ridability.
- Upgrade travel lanes to 11' where necessary.
- Upgrade existing shoulders to 5' paved shoulders.
- Relieve flooding and icy road conditions throughout the project limits.
- Eliminate subbase drainage and structural problems.
- Provide appropriate roadside clear area.
- Provide high quality striping and signage.
- Provide ADA compliant pedestrian facilities, including granite curbing, sidewalks, crosswalks and other traffic calming measures in appropriate locations between Ithaca City line (to tie in to Hudson Street improvements done in early 1990's) and Troy Road, approximately 1.2 miles.

**Goal Category (%)**

80 Mobility/Reliability  
20 Safety  
 \_\_\_\_\_ Environmental Conditions  
 \_\_\_\_\_ Economic Competitiveness  
 \_\_\_\_\_ Security

**Transportation Mode (%)**

90 Pavement  
 \_\_\_\_\_ Bridge  
10 Bicycle/Pedestrian  
 \_\_\_\_\_ Railroads  
 \_\_\_\_\_ Transit  
 \_\_\_\_\_ Canal/Waterway

**Mode Category:**

Highways & Bridges       X        
 Goods Movement \_\_\_\_\_  
 Bicycle & Pedestrian       X        
 Public Transportation \_\_\_\_\_  
 Other (Water Transport, TDM, etc.) \_\_\_\_\_

Worksheet(s) Attached: Location Map

If applicant is proposing multiple projects, what is this project's priority? \_\_\_\_\_ (e.g. 1 of x projects).

**SECTION II. DETAILED PROJECT INFORMATION (Required)**

Estimated Project Costs and Schedule:

Project Phase	Total Project Cost (\$)	Federal Funds Requested (\$)	Desired Obligation Date (Month/Year)	Fund Source (To be assigned by NYSDOT)
S, P	\$490,000	\$392,000	December, 04	
D	\$325,000	\$260,000	December, 04	
N	\$200,000	\$160,000	December, 04	
R	\$560,000	\$400,000	September, 05	
C,I	\$5,075,000	\$4,060,000	February, 06	
O	\$0	\$0	NA	
<b>TOTAL</b>	<b>\$6,590,000</b>	<b>\$5,272,000</b>		

S, P – Scoping and Preliminary Engineering      D – Detailed Design      N – Right of Way Incidentals  
 R – Right of Way Acquisition      C, I – Construction and Inspection      O - Other

a. Estimated Project Costs and Schedule is based on:

Professional Judgment   X   Scoping Report \_\_\_\_\_  
 Preliminary Engineering Report \_\_\_\_\_  
 Plan, Specifications & Estimate review (PS&E) \_\_\_\_\_  
 Other \_\_\_\_\_

b. Likely source(s) and amounts of matching funds (assume a 20% local match requirement):

Source	Amount (\$)
15% from State Marchiselli Funds	\$1,007,250
5% from County Funds	\$335,750

Describe any additional financial or non-financial resources that leverage federal funds (i.e., over and above the 20% local match required.)

None Foreseen

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Does the project advance a recommendation(s) of a specific plan or study? Please list (include date):

No

Describe any supportive local policies/regulations in place/pending that support project's success?

Principle 7 of the *Vital Communities Development and Preservation Principles*, adopted by the Tompkins County Board of Representatives, June 4, 2002, seeks to "Promote a multi-modal transportation system that encourages economic health and community vitality." Sub-principle A proposes to, "Enhance and promote the use of bicycles and walking as viable forms of transportation by providing safe public facilities, including multi-use trails, bicycle routes, bicycle lanes, and sidewalks."

Does the project enhance the region's attractiveness to new and/or existing businesses? Please describe the direct and material fashion in which this occurs.

Improves access to existing gravel mine on Coddington Road, located just south of Tompkins County line. Also, as stated above, further development of the County's multi-modal transportation system will encourage economic health and community vitality.

Other information that supports this project for potential inclusion in the TIP.

Not Applicable

Anticipated Project Management Process (To be completed by NYSDOT):

- A
- B
- C

RPPM Approval \_\_\_\_\_

Date \_\_\_\_\_

### SECTION III. MODE-SPECIFIC INFORMATION

*Provide mode-specific information only for the mode category you checked in SECTION I.*

#### HIGHWAY OR BRIDGE PROPOSALS

1. What is the Functional Classification?
  - Principal Arterial
  - Minor Arterial
  - Urban Collector
  - Rural Minor Collector
  - Rural Major Collector
  - Local Road
2. What is the Annual Average Daily Traffic (AADT)\* of this facility: 9400 Year: 2002
3. What is the Length of the Project? 5 kilometers (3.1 miles)
4. What is the number of lanes? Two lanes
5. What is the Pavement Condition Score\* of this facility: 5 Year: 2002
6. What is the Bridge Condition Rating\* of this facility: N/A Year: \_\_\_\_\_
7. Is a Bridge Benefits Economic Analysis Worksheet attached?  
Yes \_\_\_\_\_ No \_\_\_\_\_ Not Applicable (Not a Bridge Project) X  
*(Worksheets are found in Appendix I)*
8. What is the Bridge Identification Number (BIN)\*? N/A
9. Is project on a transit route? Yes X No \_\_\_\_\_  
If yes, which route(s)? TCAT routes 11, 12, and 60
10. Is project on a designated emergency services route(s)? Yes X No \_\_\_\_\_
11. Is project on a school bus route(s) Yes X No \_\_\_\_\_
12. Does project add travel lanes (capacity) Yes \_\_\_\_\_ No X
13. Does project include bicycle accommodations? Yes X No \_\_\_\_\_  
Describe: Paved, wider shoulders would accommodate bicycles, but no bike route markings or signage are planned.
14. Does the project include pedestrian accommodations? Yes X No \_\_\_\_\_  
Describe: Paved, wider shoulders would accommodate pedestrians in more rural area. Sidewalks and crosswalks may be provided in near city limits and college..
15. Does the project include transit accommodations Yes X No \_\_\_\_\_  
Describe: The need for transit accommodations will be considered in scoping.

16. Does the project include goods movement accommodations? Yes  No

Describe: Wider & more structurally competent road cross-section would facilitate movement of goods and services.

17. Does the project address a Priority Investigation Location (PIL), High Accident Location (HAL), or other safety concern identified through an accepted safety priority ranking system?

a. Yes  No

b. Identify safety ranking system and specific concern: \_\_\_\_\_

18. Is a Safety Benefit Evaluation Form (TE 164) attached?

Yes  No  Not Applicable (Not a Safety Project)

*(Worksheets are found in Appendix I)*

*\*See TIP Guidebook Contact Page for sources of supporting information (e.g. Pavement and Bridge Ratings, Traffic Counts, etc.)*

## BICYCLE & PEDESTRIAN PROPOSALS

1. Does the project (check one):

- Construct a new bicycle and/or pedestrian facility?  
 Reconstruct/rehabilitate an existing bicycle and/or pedestrian facility?  
 Other project type (bicycle parking, signage, etc.)?

2. Does the project address a recognized safety concern? Yes  X  No \_\_\_\_\_

Describe: This project is the location of a fatal pedestrian-vehicular accident in the past several years. Anecdotal reports of several other bicycle, pedestrian and vehicle accidents have also been received.

3. Does the project enhance bicycle and/or pedestrian access to/from employment, education, services, and/or community facilities? Yes  X  No \_\_\_\_\_

Describe: This project will establish sidewalk connection between the City of Ithaca and Ithaca College, an education, employment and community facility. By providing sidewalks and/or expanded bicycle accommodations the project will enhance and promote bicycle and pedestrian access between the City and the College as well as residences on Coddington Road. Coddington Road is the most bicycle/pedestrian friendly access to Ithaca College; the alternative being a four-lane state highway without any bike/ped facilities. Coddington Rd. is highly multi-modal throughout the project limits. There is also a Community Center south of Updike Road.

4. Does the project construct an accessible facility or correct an existing inaccessible facility per the standards established by the Americans with Disabilities Act (1990)? Yes  X  No \_\_\_\_\_

Describe: This project will provide ADA compliant pedestrian facilities, including granite curbing, sidewalks, crosswalks and other traffic calming measures in appropriate locations between Ithaca City line and Troy Road.

5. Does the project employ accepted design standards and/or guidance (e.g. AASHTO, ADAAG, State Design Manual)? Yes  X  No \_\_\_\_\_

Describe: This project will apply appropriate AASHTO, and State Design Manual standards.

6. Does the project improve connections with the existing transportation system? Yes  X  No \_\_\_\_\_

Describe: At the city line intersecting streets were upgraded in the early 90's with appropriate traffic calming measures, lane and shoulder widths, sidewalks etc. This project will provide ADA compliant connections between these existing transportation facilities.

7. Is the project on a transit route? Yes  X  No \_\_\_\_\_

If yes, which route(s)? \_\_\_\_\_ TCAT routes 11, 12, and 60

2. Does the project improve the convenience and attractiveness of the bicycle and/or pedestrian network? Yes  X  No \_\_\_\_\_

Describe the direct and material fashion in which this occurs:

This project will complete sidewalk connections between the City of Ithaca, Ithaca College, and residences on Coddington Road. By providing these accommodations the project will enhance multi-modal access between the City and the College. Intersecting city streets upgraded in the early 90's with appropriate traffic calming measures, lane and shoulder widths, sidewalks etc, will now be extended to provide ADA compliant connections to the immediate area's primary educational, cultural, and employment destination.

9. What is the relationship of the project to the federal-aid surface transportation network?

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Notes from the Coddington Road Neighborhood Meeting on Road Reconstruction  
January 13, 2005

Cali Grigorov welcomed the large group of neighbors who turned out for the meeting. She introduced Bill Lesser, chair of the Town of Ithaca's Transportation Committee. Bill passed out a handout outlining basic points known about the project. He stated that Coddington is a County road and that this is a County project, not a Town project. This meeting was arranged by Town representatives/residents to alert residents this project is coming. The County will hold their own meetings on the project, probably starting in about one month. Bill stated that he has lived on Coddington for 27 years. The underpinnings of the road are not in good shape and need repair. Coddington is classified as a rural major collector and the standards typically used for this type of road are 11 foot driving lanes and 5 foot paved shoulders. Now there are 10 foot driving lanes, no paved shoulders, no shoulder at all in many places. Some other possible aspects of the plan include addressing the Burns Road intersection safety problems with possible alignment of Burns with King, taking out dips in the road to improve site distances, installing sidewalks with curbs, piping and covering the currently open ditches and additional clearing of the roadsides.

John Lampman, the County's Highway Manager (Superintendent) was introduced and opened his remarks by noting that more right of way may need to be acquired for the project. Tompkins County's current right of way on Coddington Road is 50 feet. A question about whether sewer is part of this project was raised. Sewer is a town matter and is not part of this project. John Lampman stated that maintenance of ditches on the road is a problem for the County.

A question about how speed limits are set was raised with a concern about speeding. Bill Lesser explained that speed limits are set by the state. Wider roads make for higher speeds and with the cuts in the County Sheriff's budget, enforcement is nearly non-existent. A resident raised concerns about speeding heavy trucks creating a safety hazard. A resident who had done a survey of 83 other residents of Coddington Road noted that they had all been concerned about speeding on the road and mentioned the idea of putting curves in the road to slow traffic.

John Lampman stated that the road is falling apart and needs a lot of work. Between King Road and the Town of Ithaca line the road is classified as a rural collector. Between King and the Ithaca College entrance it is classified as an urban collector. There seems to be a need for sidewalks near the IC entrance with many pedestrians walking in the road. Some of the dips in Coddington are dangerous since both pedestrians and bicyclists can disappear from a driver's view. Traffic calming can be done--the question is how to do it. The timetable for this project has been delayed because of funding delays. There was a meeting with State Department of Transportation (DOT) representatives yesterday to get started with the design. Dewberry, Goodkind from Rochester has been hired to do the design work. The County's public meeting process will start in approximately one month. Highly traveled roads normally have paved shoulders and the shoulders should be uniform. There is

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some room for compromise but not with the Americans with Disabilities Act standards which he believes require a minimum 4 foot width shoulder. This will be a \$6-7 million project. A project requirement is to take care of pedestrian needs.

Many resident comments followed. One comment was strongly in favor of paved shoulders. Another that there are many ways to address the Burns/King Road problem, not all of them calling for alignment. Concerns were expressed about trucks coming down King, tractor-trailer trucks on Coddington with substantial weight, also trucks possibly skipping the truck brake test requirement on 96B by looping on Coddington. John Lampman stated since Coddington is a county collector road, trucks cannot be excluded.

A question about lighting on the road was raised. Bill Lesser stated that lighting is handled by the Town and explained that there is a legal process to follow. If a majority of neighbors in an area want lights and are willing to pay for the installation and ongoing costs, it can be done. The Town Clerk's office should be contacted for more information.

A question was asked about the potential impact on lots in terms of number of feet. John Lampman stated that they won't be able to save everybody's trees. The County now owns a right of way which is 25 feet from the centerline of the road. A resident stated that she was concerned about John Lampman's previous use of the word "highway" to describe Coddington. She stated that it was not a "highway" and she was concerned about the speed of vehicles. Another resident commented that the road should be dead-ended. John Lampman said that 'highway' is merely a word he uses for road given his work for the "Highway" Department.

A resident stated that her house is 150 years old and any enlargement of the road will be a significant encroachment on her property. She stated that an additional 10-15 feet would be on her doorstep and asked if there was money in the project budget to move houses because her house will have to be moved. John Lampman answered that cultural and historic preservation are an important part of the project and that a cultural expert will be hired to assist the County with this aspect. Bill Lesser alerted John Lampman that the Town had recently completed a survey of its historic homes and that that information is readily available at the Town offices. John Lampman stated that the State Historic Preservation Office could require that there be no impacts on historic properties from the project.

An independent appraiser will be hired for appraisals of any additional right of way required by the project. The large diameter culverts that cross the road require the involvement of the State Department of Environmental Conservation (DEC) in the project. A resident raised a concern about flooding culverts. John Lampman stated that those are things they definitely want to hear about and address with the project.

A resident raised a concern about curbs blocking mailboxes. John Lampman replied that he didn't expect there to be curbs too far past Ithaca College and that

mailboxes could be moved.

A resident made a statement that the width of the road needs to be limited and that the rural character of the road is very important to the community to preserve. Another resident stated that trees are a part of the road's historic landscape and part of the road's character.

A resident asked if it was possible to narrow the travel lanes of the road to 9 feet. John Lampman thought it might be possible. He will check on this. A resident suggested that Ithaca College's input on the project should be sought. Another resident mentioned that the road is very suburban close to IC and there is a need for more speed control there. A resident stated that another connection to the South Hill Trail is needed.

The resident who had done the survey stated that in order to preserve the road's rural character the speed limit should be lowered, stop signs or blinking lights should be installed at intersections and curves in the road should be created.

John Lampman stated that State DOT is concerned that the scope of the project is too large for the funding available and wants there to be careful scoping of the project to assess the needs and preferences of the community. The road needs to be rebuilt, that portion of the project will clearly have to be funded. The proportion of funds for projects under the federal ISTEA statute has traditionally been Federal 80%, State 15%, and County 5%. The County has received money for the design phase of the project, but is contributing 15% on the first part of design.

**Deleted:** Metropolitan Planning Organization (MPO)

Bill Lesser asked if there was general support in favor of the following project characteristics: 9 foot travel lanes with 4 foot paved shoulders. A clear consensus was not apparent. John Lampman said he could not limit the designers to only this proposal and Bill Lesser said he was not suggesting that he do so.

**Deleted:** There was a clear majority in favor.

**Deleted:** was afraid to

A resident mentioned that a City owned lot could be used for additional access to the South Hill Trail from Coddington. Sidewalks would be appropriate to Juniper Drive and the rural character should be preserved from Juniper out to the Town line.

A gentleman who operates commercial vehicles stated that the 9 foot travel lane would give commercial vehicles, many of which are 8 foot 6 inches, including school buses, only a 3 inch clearance. Snowplows were also mentioned. A suggestion was made that the trucks could use the paved shoulder with doubt also being expressed about the legality/feasibility of that. Shoulder specifications are not the same as roadbed specifications. The question of whether the base could be extended under the shoulders was raised. Some residents expressed support for 10 foot travel lanes. What is the minimum that will be allowed? John Lampman will research the minimum allowed and agreed that the character of the area is important. A resident stated the road should be kept narrow and the trees next to the road should be kept since they are very important in preserving the rural character.

Comments can be addressed to John Lampman at [jlampman@tompkins-co.org](mailto:jlampman@tompkins-co.org) or to the County MPO website.

Notes prepared by Mary Russell, 955 Coddington Road.

*File*

**MEETING MINUTES  
CODDINGTON ROAD IMPROVEMENTS PROJECT  
P.I.N. 3753.24**

**DATE:** March 2, 2005  
**TIME:** 7:00 P.M.  
**LOCATION** South Hill School, 520 Hudson Street  
**SUBJECT:** Public Information Meeting

**Attendees:**

<u>NAME</u>	<u>REPRESENTING</u>	<u>PHONE</u>
John Lampman	Tompkins County Highway	607-274-0307
Mike Harris	Tompkins County Highway	607-274-0307
Jerry Stern	Tompkins County Highway	607-274-0307
David Askinazi	Dewberry-Goodkind, Inc.	585-232-4128

See attached sign in sheets for additional attendees

John Lampman began the meeting by stating that this was a public informational meeting and that the objective of the meeting was to gather as much information about the project corridor as possible from the residents and the community.

John gave a brief summary of the project history to date and then Dave Askinazi gave a brief overview of the NYSDOT Federally administered project process which Tompkins County is obligated to follow due to the Federal and State Funding.

The meeting was then opened up to a short question and answer period:

Q: Can you please describe the Eminent Domain process for this project?  
A: The Eminent Domain process allows the property owner to participate in an arbitration process over the value of the property to be acquired while not further inhibiting the project from advancing. The property is eventually acquired as part of this process even without the consent of the property owner. Only the ultimate amount of compensation is further considered.

Q: How was Dewberry chosen to perform the Planning and Design?  
A: Dewberry is one of 15 firms on a pre-qualified list of firms to perform Federally Aided projects such as this one. This list is prepared by the Regional office of the NYSDOT in Syracuse. Tompkins County requested that 6 of these firms prepare presentations of their approach and qualifications for this project and the County chose Dewberry to perform the work.

Q: Why does the project stop at the Danby Town Line?  
A: The initial project proposal for Federal funding included a larger section of Coddington Road but due to funding limits and logistical reasons, the project was cut off at the Town Line. The



County plans to submit future funding requests for the more southern sections of Coddington Road in the near future.

Q: Has Ithaca College been contacted as part of your coordination?

A: Yes.

Q: Does Coddington Road contain a Deeded ROW?

A: We are not sure at this time what the ROW officially consists of. Dewberry's surveyors will justify the ROW based on property and Deed research, along with field information such as property pins and markers.

Q: Why did we choose the scope of improvements and why did it take so long to establish the funding?

A: The proposed scope of improvements is a "place holder" used to obtain the Federal and State funding. The final scope of improvements will be determined as a result of the planning process which you are participating in as part of this meeting. Tompkins County originally identified Coddington Road as a candidate for this project about 10 years ago when the poor road and drainage conditions were first noted. Since that time other projects which had higher priorities pushed back the funding commitment for this project to its current status. As a result, the County was forced to implement a pavement overlay project two years ago as a "Stop Gap" measure intended to prolong the life of the pavement until this project could be implemented.

Bill Lesser, Town of Coddington Board member, read a prepared statement to the audience (see attachments). John Lampman thanked him and stated that the County was fully aware of Context Sensitive Design techniques and that these techniques must be balanced with the County's responsibility to meet minimum design standards.

Q: Is Ithaca College providing any funding for the installation of sidewalks or curbs?

A: Not at this time.

Q: Will the project include the installation of a sanitary sewer along Coddington Road south of Troy Road?

A: Dan Walker, Town of Ithaca Engineer, responded to this question stating that the sewers are the Town's responsibility and that the concept of installing a sewer along Coddington Road from Troy Road to the south was considered but dismissed by the Town Board as not economically feasible at this time. Dan further stated that if in the future a sewer was proposed that the Town could install the sewer along the edge of the ROW or on easement and not disturb the new pavement.

One of the residents presented to the County a historical study of Coddington Road which was completed as part of a 1997 Cornell University Student project. This study documents the History of Coddington Road back to the original settlers in the early 1800s. It also includes a brief survey of 13 homes along Coddington Road which were built between 1825 and 1868 and will likely be historically significant according to SHPO. Any negative impact to these properties such as road relocation or significant tree removal could affect the character of these homes.

An additional written statement (see attachments) was submitted by Valerie Codd (699 Coddington Road) and Louise and Frank Murdrak (693 Coddington Road).

At the conclusion of the question and answer period, John broke the assembled group into four smaller groups for the purpose of gathering additional issues and information about the project that other individuals would not have had the chance to share in a larger group setting. The attached sheets summarize the information recorded during the four breakout sessions.

Once the breakout sessions were completed, the entire group reassembled and each of the four group facilitators summarized for the entire group the information and gathered during the breakout sessions.

With no additional business to discuss, the meeting was adjourned. If these meeting minutes do not reflect your understanding of the meeting, please notify the writer immediately.

Respectfully submitted,

**Dewberry-Goodkind, Inc.**



David Askinazi, P.E.  
Project Manager

dba

Attachments: attendance sheets, breakout session summary notes, written statements.

cc: John Lampman, (Tompkins County Highway)  
Siv Ananda, (NYSDOT R3, PPMG)  
Ted. St. Germain, (Dewberry-Goodkind, Inc.)

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