

REHABILITATION OF CODDINGTON ROAD (C.R. 119)

Hudson Street (City Line) to Town of Danby Line

PIN 3753.24

Public Information Meeting - Wednesday, March 2, 2005

Please Print

NAME	MAIL ADDRESS	PHONE / E-MAIL
MARY RAPONI	341 Coddington Rd	(607) 272-1448
Elizabeth Teskey	403 Coddington Rd	277-4584 et14@cornell.edu
Charles Pauck	643 Coddington Rd	273-8403
Paul Scovelli	327 Coddington Rd	272-6361
Orlando Scovelli	347 Coddington Rd	277-5647
ELIZABETH SMITH	163 PEARSALE PL., ITHACA	ESMITH@ITHACA.EDU
Michael Downing	698 Coddington Rd.	272-2207
Ron Tate	572 Coddington Rd	273-8496 (rust4@cornell.edu)
David Rubin	955 Coddington Rd.	273-2199
Mary Russell	"	"
Tom Pfaff	642 Coddington Rd	273-4122
George Maylin	676 Coddington Rd	277-7804
Vicki Estabrook	259 Coddington Rd	272-1070
Quince Lee	548 Coddington Rd	272-1347
JOHN GRAVES	319 PLEASANT ST	272-6415
VALERIE CODD	699 CODDINGTON ROAD	273-8061
Louise Mudrak	693 Coddington Rd	273-3825
Michael Dutweiler	345 Coddington Rd	277-0006 mdutweil@fairway.vr.vt.edu
Greg Shaw	102 update Rd	277-7000
NANCAN BELL	213 W. NORTHVIEW RD.	272-6761 dob12@cornell.edu
BONNIE SIMPSON	112 PINEVIEW TERR	273-0599
Charles Gibson	630 Coddington Rd	273-2530 C Gibson 92 Town
Diane McPherson	950 Coddington Rd	277-3590
MIKE KOPLINKA	124 CREST LAKE	257-2329 (mak11@cornell.edu)
Jeffrey Hall	873 Coddington Rd	272-0550

REEL ABOLITION OF CODDINGTON ROAD (C.R. 119)

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PIN 3753.24

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NAME	MAIL ADDRESS	PHONE / E-MAIL
PETER H. DEGRAFF	151 Northview Rd	PDEGRAFF@TWCNY.ORG
Jane DeGraff	(same)	272-5108
JOHN RAWLINS	127 Troy Road	272-7341 JPR@cornell.edu
GEORGE BENJAMIN	329 Coddington Rd	272-1554
William Evans	337 Coddington Rd	273-2577 waes3@cornell.edu
Bary Choi Ks Field	1429 Coddington Rd	273-6471 barychoi@msn.com
HELEN DAVIS	221 CODDINGTON RD.	272-3918
Michael Faber	180 German Cross Rd.	273-9421 faber@thaca.edu
John Orak	646 Coddington Rd	272-5483
Stephanie Orak	646 Coddington Rd	272-5483 S010@cornell.edu
TRAVIS Cleveland	723 Hudson St	272-0296
GALE Smith	930 Coddington	277-4136/mam1016@twcny.org
Jeff White	305 Goodrich Hill Rd	657-2544
Chris Ollick	100 SPRUCE way	273-4774 CEO4@cornell.edu
Frank Butler	332 Coddington Rd	272-9222 FEB30@JUNECOR
JAMES BUTLER	332 CODDINGTON RD.	272-9222 FEB30@JUNECOR
JIM HOUGHTON	5 DEPUTON HOLLOW RD	539-7678 graphic@juncor.com
Judith Sterling	5 Deputon Hollow Rd Bdale	539-7678 judi13@juncor.com
David Deach	132 Lyndale Rd	272-3469
Paul Deach	" "	" "
VON KANTER	TOWN OF ITHACA	273-1747
William Kesser	406 Coddington	277-0827 wtk1@cornell.edu
Bob Nicholas	107 Update Rd	277-5359 bnicholas@tamplaw-co.org
Rsy Terapka	501 Coddington Rd.	277-0260 rterapka@twcny.org
Tyler Liddick	816 Snyder Hill Rd.	256-8487

REHABILITATION OF CODDINGTON ROAD (C.R. 119)
Hudson Street (City Line) to Town of Danby Line
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Public Information Meeting - Wednesday, March 2, 2005

Please Print

NAME	MAIL ADDRESS	PHONE / E-MAIL
Nicholas + DIANE ^{DEMUETH}	P.O. Box #896 Ithaca NY ¹⁴⁸⁵²	1-607-273-5433
Richard Ladd	352 Coddington ¹⁴⁸⁵²	607-277-5345
A. Stem Karandeyer	158 Nelson Rd	607-273-1324
Robert Boote	662 Coddington	607 273 1236
DOUGLAS STEELE	680 CODDINGTON	273-9148
MIMI JOHANN	921 CODDINGTON	273-0268
RAIDA ZARATE	340 Coddington	645-0023
Sylvie + John Asselin	668 Coddington	257-7116
Sue Massari	1219 Coddington 14817	277 5025
CALIGRIGOROV	629 Columbia Rd.	273 6372
GP GRIGOROV	629 - u - 11	- u - 11 -
Marianne Brugner	611 Coddington Rd	273-8318
PETER GRIGOROV	611 Coddington Rd	273-8318
JANETTE McCORD	853 CODDINGTON RD	275-0213
RON SIMPSON	112 PINE VIEW TERRACE	273-0599
JOHN TROY	679 Coddington RD	273-6551
CAROL TROY	" "	" "
Margarita Zarate.	1111 Coddington Rd.	277 3514
Alicia Masoli	104 Crescent Place	273-0673
Kinga Gergely	106 Juniper Dr	272-3832
Zoltan + Melissa Gergely	838 Coddington Rd	272-0309
Emil Lobkovsky	336 - u -	272-5635
Juan Rojas	340 Coddington Rd.	645-0023 - jrojas19@erlink.net
Rich DePaolo	126 Northview Rd	275-9054
Bonnie Tyler	1109 Coddington	273-6084 342-3361 bmt3@cornell.edu

Coddington Road Public Meeting

March 2, 2005

(Dave A.)

“Burns / King Intersection South Group”

Existing Conditions:

- high speeds
- poor site distance (at King / Burns and south of Updike)
- historic houses on both sides of intersection (King / Burns)
- on west side (#702, south of King) – steep slope to house foundation with loose stone foundation
- culverts undersized
- new developments uphill causing more runoff
- narrower pavement controls speed
- unstable soils in creek beds create erosion (north and south of King)
- high bike traffic (clubs) – meet at Community Center and ride two-four wide
- extra wide “pull off” area between King and Burns used extensively
- big trees in front of homes lend character

Coddington Road Community Center (CRCC) Concerns:

- speed
 - traffic in and out creates accidents
 - building is historic
 - original school house
 - large valuable maples in front
 - parking is at capacity – can’t lose any
 - going to petition to make area in front of CRCC into a “school zone”
 - ball field behind CRCC – difficult to relocate parking to rear
-
- four-house subdivision just south of CRCC all approved
 - poor edge delineation
 - high number deer collisions (study on website www.town.ithaca.ny.us) studies done
 - low traffic volume King-Troy
 - high speeds
 - culvert undersized – debris blocking opening causing water to overtop culvert and erode downstream and expose gas main

(John L.)

- deer – accidents
 - between Troy and King is worst
 - between Juniper and Spruce
- blind spots at big dips south of Troy
 - near Northview and south of Juniper
 - poor driveway visibility - #679 / 221
- passing zones between King and Troy are short; encourage speeding
- don't want driveway slopes worsened (some bad already!)
- Burns Road – intersection is very dangerous
- sewer ends at #636, extend to CRCC; could coordinate with construction
- many gravel trucks, tractor-trailers
- intersection control – “four-way stop”
- ditches too flat – need maintenance
 - flooding
- drainage problems
 - over the road at house #620 and #677
 - Troy Road intersection
 - road crossing south of Rich Road doesn't take flow
 - road crossing south of IC entrance
- trees; many mature, are important to neighborhood
- Hudson Street intersection and thru traffic – encourage traffic away from Hudson Street
- street lights to Troy now, more not needed
- Tioga Transit flag stops south of IC
- one TCAT route south of IC?
 - move bus stop to IC entrance, instead of on Coddington Road
- speed – discourages pedestrians
- bikes – recreation club use weekly
 - commuters
- bike / car accident in 2003 at house #685
- bike / pedestrian accident north of IC entrance several years ago
- cross-country runners / joggers / pedestrians / trail
- sidewalk maintenance a concern
 - tree lawns could reduce snow removal concern

(John L. - continued)

- speed limits could be lower
- change appearance to discourage speed
- road dangerous to kids, mail, community
- historic houses
- bigger speed limit signs
- crosswalks at Hudson and IC and Northview
- daycare centers at CRCC and house #307 (drop off parking)
- trail access and trail-head parking are not adequate
 - could City ROW to trail north of #665 be public access?
 - more trail-head parking on Burns Road is needed
 - more trail-head parking needed near Juniper and at Hudson Street
- major school bus stop at Northview
- substandard parking available from Hudson to IC – also illegal parking
- could IC supply sidewalk onto campus from Hudson Street intersection?
- destinations and developments
 - East King Road developments
 - Hospicare, Montessori
 - new hotel at 96B
 - CU via Burns Road

(Mike H.)

- project start / stop points could be changed
 - neighborhood characteristics similar from Hudson to Burns – isn't that a logical ending point?
 - project boundary should be extended to German Cross Road
- would like to have 10' lanes
- speed is a major concern
- consider four-way / three-way stops at Burns and Troy
- geometry at Juniper is such that sight distance needs improvement
- re-align Hudson and Coddington to promote thru traffic to stay on Coddington until Rt. 96B
- sidewalk to Troy from Hudson Street
- ask for "bikeable" width shoulder
- re-align Burns to improve sight distance

(Jerry S.)

- Burns, Updike, Northview – sight visibility concerns – sight distance needs to be improved
- lane width – keep 10'
- overweight – restrict overweight / large truck hauling (East King Road to Ithaca City line a big concern)
- consider using traffic calming techniques
- paved shoulders – some concerns that 4-5' wide paved shoulders would create the perception of a wider roadway and encourage higher speeds (local bike club ride four, side-by-side and do not yield to vehicular traffic to slow vehicles down, and sometimes have bottles and litter thrown at them, as they do not feel safe riding on paved shoulders due to traffic speed and litter on shoulders)
- #345 garden trees – resident is concerned that they may need to be removed
- urban sprawl; preserve rural feeling
- #328 profile – concerned how grade changes will affect property – all present concerned about land and easements
- #253 – 24-30" drainage – will drainage improvements generate more water for property owners?
- all – no change (the group would prefer to see the road remain as-is, but later stated that paved shoulders would benefit bikers and pedestrians)
- #668 – drainage – concerned about drainage from property to roadway and how it would tie into a storm sewer (if installed)
- IC / Troy Road – four-way stop (would a four-way stop work at these intersections?)
- #406 – old trees in yard, house close to road (will old trees be protected? could road be shifted away from house?)
- #642 – close to road (could roadway be shifted away from house and preserve front yard?)
- #647 – bedrock under the roadway – water migrating under roadway

Coddington/King/Burns Road Safety Improvement Suggestions (3/2/2005) Please see attached map.

Respectfully submitted by Valerie Codd (resident of 699 Coddington Road for 10 years) 273-3825
and Louise and Frank Mudrak (residents of 693 Coddington Road for 26 years).

Valerie Codd
273-8061

Louise Mudrak
Frank Mudrak

Problem 1: Existing speed limits of 45 mph are too fast!

Solution: The speed limits need to be lowered to 35mph. Thirty-five mph should be the maximum speed along Coddington, across Burns and down King Road. In addition, Stop Signs should be placed on Coddington Road southbound at King Road, and also on Coddington Road northbound at Burns Road. Routes 79 and 96 are designed for higher speeds, so people who need speed should use those roads.

(Mudrak comment): Last summer, a van going well above the speed limit screamed past our houses toward town. I heard the crash as he hit an IC student on a bicycle a few blocks past our house. The van kept going. While awaiting the ambulance, with the injured girl still in the road, my son and I got large flashlights and tried to slow and reroute the City-bound traffic on Coddington. She was airlifted by medical helicopter and survived. She was lucky. The speed of that van was typical of most traffic going past our house. We have seen three other speeding vehicles lose control at the Burns intersection and come into our yard. They have clipped a 6-inch diameter tree, taken off our 4x4 post mailbox, and one panel truck spun into our yard and missed our front door by 10 feet! We were lucky we weren't in our front yard during any of these accidents. In another incident, a gravel truck sped through the Burns Road intersection, lost control and tipped over on the road.

(Valerie Codd comment): I live at 699 Coddington Road, the house directly opposite E. King Road. Many accidents have occurred when vehicles traveling too fast towards the intersection with Coddington Road fail to stop. Last winter alone, three of these cars crashed into my front yard. In one of these cases, a truck coming along Coddington was hit by a car coming so fast down King Road, that it couldn't stop. Prior to last winter, there have been no less than six other cars in our yard because they couldn't negotiate the stop at the King/Coddington intersection.

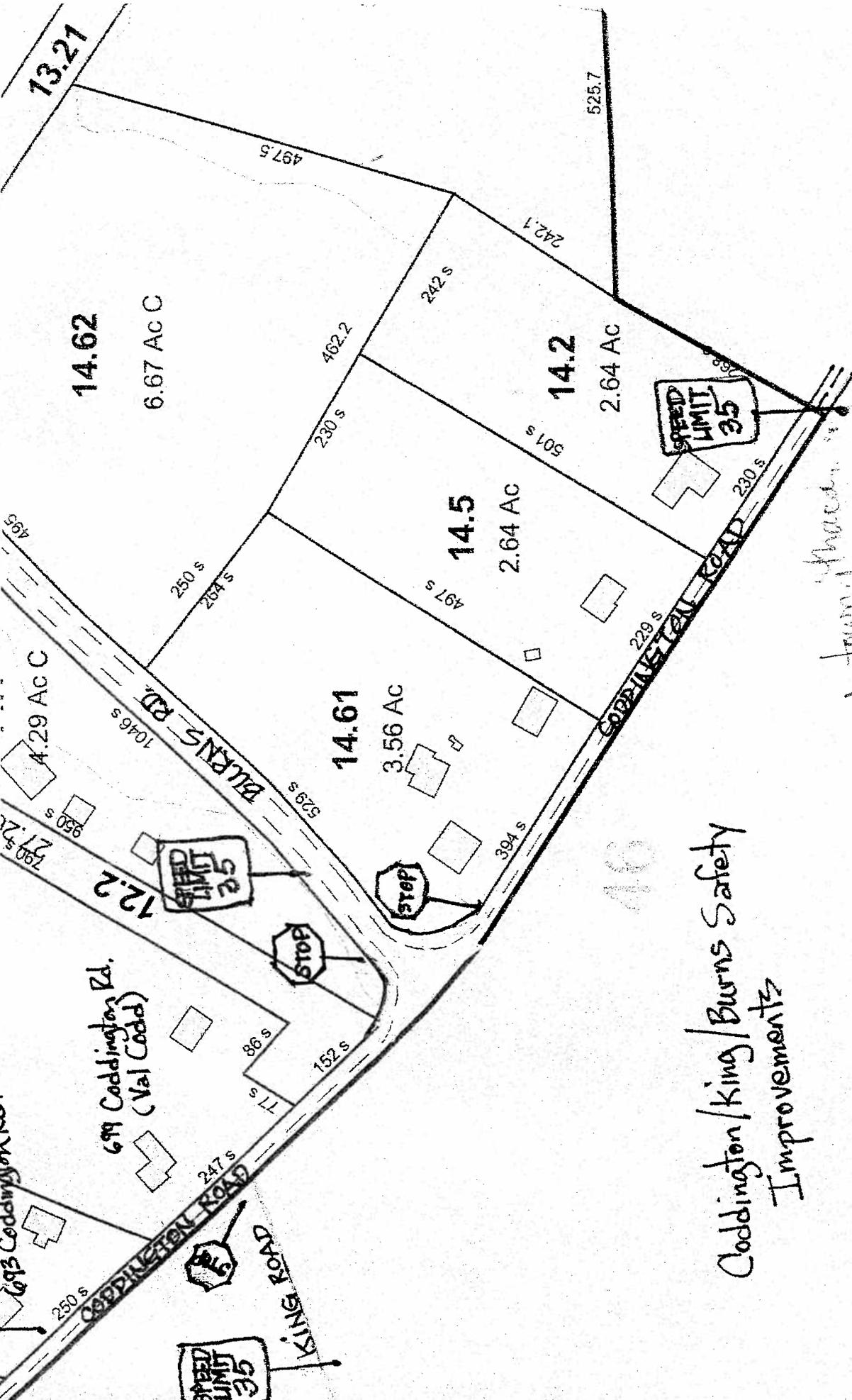
There has been some mention of realigning Burns Road with E. King. I think this would probably cause more problems because it would not slow the traffic on Coddington. Even if a traffic signal were erected, cars along Coddington that got a green light would not have to slow down at all. Stop signs are cheaper and will slow all traffic.

Problem 2: Visibility is terrible to non-existent!

Solution: Level Coddington Road from both north and south and the approach from the Burns Road intersection. Also, widen Burns Road at the Coddington Road intersection (see attached map).

If you are on Burns Road and arrive at Coddington, there is NO visibility. Burns Road itself might be able to be realigned maybe 5 feet to the south, and it may be possible to widen Coddington at that point.

01612005
(3/2/2005)



14.62
6.67 AC C

14.2
2.64 AC

14.5
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14.61
3.56 AC

699 Coddington Rd.
(Val Codd)

(Mudrok)
693 Coddington Rd.

www.townofhudson.ny.us

Coddington/King/Burns Safety
Improvements

Submitted by Val Codd, Frank and Louise Mudrok

STATEMENT OF WILLIAM LESSER, CHAIR
TRANSPORTATION COMMITTEE OF THE TOWN OF ITHACA
AND CODDINGTON ROAD RESIDENT

At the March 2, 2005 Coddington Road Reconstruction Planning Meeting

The Town of Ithaca is nearing completion of a Transportation Plan which, even in its current form, provides a context for some comments on the proposed standards for the Coddington Road reconstruction.

Plan Goals and Objectives

The draft Goals and Objectives call in Goal 1: Access and Mobility:

“Relate highway design guidelines to intended use and community character” and

Goal 2: Livability:

”When modifying or rebuilding roads in residential areas, work to beautify streetscapes, restore roadways to a human scale, and improve the character and livability of the neighborhoods through which they pass.”

The recently-completed ITCTC 2025 Long Range Transportation Plan Update reflects similar concerns especially in 2 Goal 1: Objective G, “Apply Context Sensitive Solutions in the design of transportation projects.”

The “Context Sensitive Solutions” of course refers to NYDOT policy (<http://www.dot.state.ny.us/design/css/about.html>), including:

- The project is in harmony with the community and it preserves the environmental, scenic, cultural and natural resources of the area.
- The project satisfies both transportation and community needs as agreed to by a full range of stakeholders i. e. local governments, community groups, facility users, other agencies and the Department.

The proposed construction standards of 11 foot drive lanes and 5 foot paved shoulders will involve a considerably larger roadway than the present 10 foot lanes and unpaved shoulders and are in apparent contradiction to both Town of Ithaca and DOT policies for that residential road.

Traffic Volumes

Indeed, the proposed standards are identical to the footprint of Route 79 at Pine Tree Road. Yet Rt. 79 carries approximately 6,500 vehicles a day (2002) vs. 2,621 (April 2004) for Coddington Road (near Rich Road), or 2.5 times the volume. Moreover, the proposal exceeds the size of Triphammer Road north of the mall, one of the more heavily traveled roads in the County. Thus, the scale of the proposal seems completely out of line with the current and likely future use of Coddington Road and the residential character of that roadway.

The size of the proposed road also makes little sense as Coddington Road leads to Hudson Street - a city street unintended and unsafe for high traffic volumes and presently in poor repair in parts.

Speeding

There is another reason to be concerned about the proposed size of the roadway, along with the leveling and straightening which are planned. That reason is speeding.

Speeding on Coddington Road is well documented as a significant problem:

• (Sept –Oct 2003) 30 mph section	10+ over	37%
	15+ over	14%
	20+ over	4%

Speeding is not a surprise as roads like Coddington which change in character from rural to suburban are well known for the conflicts between commuters and residents who see and use the roads very differently. Enlarging and straightening/leveling the roadway will only make the speeding problem more pronounced. That too is a well documented transportation principal – motorists travel at a ‘comfortable’ speed based on road geometry – expand the comfort zone and speeds rise.

Why, one might ask, not control speeds through enforcement? The responsibility is that of the County Sheriff’s Department, but budget cuts have reduced staffing so most time is now devoted to emergencies and mandated services. For several years the Town of Ithaca has been hiring overtime officers to provide additional traffic patrolling on problem roads in the Town, including Coddington. Officers liken traffic enforcement there to shooting fish in a barrel, but despite that, the staff is so tight the Town cannot even hire overtime deputies on a predictable basis. Coddington Road residents are then understandably concerned that a larger road footprint will inevitably lead to yet more speeding – which they and the Town government will be powerless to control.

It is our hope that the County will use this opportunity to work with NYDOT to reduce the speed limits on Coddington. Since wider travel lanes make speeding more likely, we urge you to narrow the travel lanes instead and to encourage NYDOT to reduce the speed limits at the same time to help ensure pedestrian and bicyclist safety and the preservation of the rural character of the Coddington Road neighborhood. I have a signed petition to that effect.

Petition

In response to these concerns, some Coddington Road residents circulated a second petitions based on discussions at a community meeting held January 13th. It supports a smaller footprint of 9 foot lanes and 4 foot paved shoulders. A total of 111 signatures representing 76 households (out of 135, or 56%) fronting on Coddington Road were obtained. I have been asked to present that petition to John Lampman of the Tompkins County Highway Division. The petition also supports a sidewalk from Hudson Street past the Ithaca College entrance to Juniper Road. The bulk of IC student renters live within that section. It also complies with a NYDOT policy to favor sidewalks within one half mile of a destination, such as a bus stop. A bus does stop on Coddington at the IC entrance, just over a half mile west of Juniper. The recent Town of Ithaca Sidewalk Policy also identifies a destination within a reasonable distance as a consideration for establishing sidewalks.

file
COT

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

DATE: July 6, 2005
TIME: 10:00 A.M.
LOCATION: NYSDOT Region 3 Office Building
SUBJECT: Progress Meeting #2

Attendees:

<u>NAME</u>	<u>REPRESENTING</u>	<u>PHONE</u>
Mark Frechette	NYSDOT R3, PPMG	315-428-4409
Paul Young	NYSDOT R3, PPMG	315-428-3232
Siv Ananda	NYSDOT R3, PPMG	315-428-4410
John Lampman	Tompkins County Highway	607-274-0307
Ron Centola	Dewberry-Goodkind, Inc.	585-232-4128
David Askinazi	Dewberry-Goodkind, Inc.	585-232-4128
Susan Weibel	Dewberry-Goodkind, Inc.	585-232-4128

Dave opened the meeting by reviewing the progress to date as follows:

- a) Completed Survey and Mapping
- b) Letters send to Utility/Agencies
- c) Started Draft of Project Scoping Report
- d) Prepared preliminary cost estimate
- e) Prepared conceptual design alternatives for:
 - Entire main line on "existing" horizontal alignment with minor changes
 - Burns/King intersection- existing alignment and new alignment
 - Section from Ithaca College to North Limit w/ parallel parking and sidewalk

Dave noted that there is a discrepancy between the traffic volumes in the IPP and the volumes contained in the traffic counts. (IPP shows 9400 AADT and traffic counts show 1000 to 2100 AADT).

Dave continued the meeting by discussing the preliminary alternatives to date:

- a) Main line on "existing" horizontal alignment. Design speeds: 90km/hr, south limit to Troy Road. 70km/hr, Troy Road to north limit. Based on 85th percentile speeds and posted speed limits.
 - Section south of Troy Road has severe cuts and fills due to sight distance requirements.
 - Typical Section 1 1ft. lanes, 4 ft shoulders
 - Considerable ROW implications especially at historical properties.
 - Enclosed drainage system incorporated to limit project "foot print"
 - 1 on 4 slopes used in most areas
 - Cost Estimate is over \$10 million. This number could be reduced significantly by switching to a lower design speed or by justifying several non-standard features.
- b) Burns /King intersection alternatives
 - Design speeds: 90km/hr on Main line, 70km/hr on Burns Road. Based on 85th percentile speeds and posted speed limits.
 - Existing alignment- profile grade between 8-9% grade (same as existing +/-)

- New alignment alternative designed to minimum radius allowed. We may be able to justify reducing horizontal curves to tighten the alignment further since we are dealing with a stop condition and not a continuous through movement.
 - Burns Road is classified as an Urban Collector.
 - Impact on historical properties: corner of property at # 699 will need to be acquired.
 - A roundabout at the intersection would allow for an offset alignment for Burns Road Dewberry will prepare a conceptual alternative for this option.
- c) Ithaca College to North Limit w/ parallel parking along east side and sidewalk along west side
- Alignment may need to shift to minimize ROW impacts
 - 11 ft lanes, 4 ft. shoulders, 7 ft. parking lane, 5 ft. sidewalk
 - 1 on 2 slopes with guide rail will be necessary to limit takings
 - May need retaining walls along eastside
 - A similar option with sidewalk on the east side was also presented which will help access the east side of the parking lane due to the need for guide rail.
 - John asked Dewberry to revise the alternative to include reconfiguration of the Hudson Avenue / Coddington Road intersection to make Coddington the “through movement” and Hudson a stop condition.
- d) Preliminary cost estimates
- Main line on “existing” horizontal alignment is over \$11 million (attachment)
 - The project has approximately \$4.5 million available for construction.
 - Which sections need the most work? – based on pavement evaluations, borings, other preliminary analysis such as traffic/accident analysis, drainage studies.
- e) Maintenance and Protection of Traffic
- One way detour will likely be necessary to provide contractor room to construct
 - Challenges with cut and fill areas. May need temporary pavement to create enough room for construction unless County allows traffic to drive on unpaved gravel surfaces.

Mark suggested that the PSR must document that a 12 ft. lane and 6 ft. shoulder alternative was evaluated and that the ROW impacts were too severe to consider it further. The DOT does allow some flexibility in highway design standards but if traffic data or drainage design indicates a specific problem we will be forced to address these problems.

The HDM does contain a method or procedure for reducing the speed limit along a roadway.

Based on the amount of information we have provided to date, the NYSDOT has authorized the County and Dewberry to proceed with the remaining preliminary design tasks. The DOT would like to see more preliminary design tasks such as traffic, drainage, pavement analysis and historic screenings completed before we have our next public meeting.

The Town of Ithaca has additional historic screening information which John Lampman will acquire and provide to Dewberry.

Schedule

- Public Meeting September 2005
- Scoping approval September 2005
- Start appraisals by end of September 2005
- Design approval November 2005
- Start ROW acquisition November 2005
- Design complete by February 2006
- Private utility construction winter 2005-2006 through spring 2006
- Begin road construction by spring 2006 with substantial completion by fall 2007

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: Preliminary Cost Estimate, Meeting Agenda

cc: Attendees
Ted St. Germain - Dewberry-Goodkind, Inc.

Q:\4024\Admin\Meetings\minutes\Coddington Progress meeting minutes 7-6-05.doc

Askinazi, David

From: Susan Ritter [SRitter@town.ithaca.ny.us]
Sent: Wednesday, July 06, 2005 10:17 AM
To: Askinazi, David
Subject: RE: Coddington Road Improvements
Attachments: TCounty_municipalities_profile1970-2000.pdf

David,

I have attached a PDF file containing Census population data for Tompkins County, as well as all of the individual municipalities in Tompkins County. Amongst the data is percent change in population between 1970 and 2000, as well as percent change broken down between the decades. As shown in the data, over the 10 year period between 1990 and 2000, the Town of Ithaca increased in population by 5.13%, or about +/-0.5% per year. Tompkins County increased over 10 years by 2.55%.

Hope this helps. Please call if you have any questions.

Sue Ritter

*Susan Ritter
Assistant Director of Planning
Town of Ithaca Planning Department
215 N. Tioga Street
Ithaca, New York 14850
(607) 273-1747 Ext. 127
(607) 273-1704 (Fax)
sritter@town.ithaca.ny.us*

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

From: Askinazi, David [mailto:DASKINAZI@Dewberry.com]
Sent: Tuesday, July 05, 2005 4:26 PM
To: Susan Ritter
Subject: Coddington Road Improvements

Susan,

Dewberry has been hired by Tompkins County to provide planning and design services for the Coddington Road improvements.

Do you have any growth rate information (from census data or similar sources) for the Town of Ithaca or surrounding area?

Thanks for your help.

David Askinazi, P.E.

Project Manager

7/6/2005

CODDINGTON ROAD IMPROVEMENTS
Tompkins County
Town of Ithaca

PROGRESS MEETING AGENDA

DATE: July 6, 2005
TIME: 10:00 A.M.
LOCATION: NYSDOT Region 3 Offices

- I. Progress to Date
- a) Completed Survey and Mapping
 - b) Letters send to Utility/Agencies
 - c) Started Draft of PSR
 - d) Prepared preliminary cost estimate
 - e) Prepared conceptual design alternatives for:
 - Entire main line on "existing" horizontal alignment with minor changes
 - Burns/King intersection- existing alignment and new alignment
 - Section from IC to North Limit w/ parallel parking and sidewalk
- II. Discussion Points
- a) Main line on "existing" horizontal alignment
 - Design speeds: 90km/hr, south limit to Troy Road. 70km/hr, Troy Road to north limit. Based on 85th percentile speeds and posted speed limits.
 - Section south of Troy Road has severe cuts and fills due to sight distance requirements.
 - ROW implications especially at historical properties.
 - Sections based on enclosed drainage system to limit project "foot print"
 - 1 on 4 slopes in most areas
 - **Non-standard features to be retained – What will the FHWA allow?**
 - b) Burns /King intersection alternatives
 - Current Design speeds: 90km/hr on Main line, 70km/hr on Burns Road.
 - Use stop condition to justify lower design speed on Burns Road (50 km/hr?)
 - Existing alignment- profile grade between 8-9% grade (same as existing +/-)
 - Impact on historical properties
 - c) IC to North Limit w/ parallel parking and sidewalk
 - Alignment may need to shift to minimize ROW impacts
 - 1 on 2 slopes with guide rail
 - May need retaining walls along east side
 - d) Preliminary cost estimates
 - Main line on "existing" horizontal alignment
 - How much can we afford to build?
 - Which sections need the most work? – based on pavement evaluations and borings.
- III. Schedule
- a) Meet with Citizens Advisory Committee – by end of July 2005
 - b) Public meeting – early August 2005
 - c) Scoping approval - August 2005
 - d) Begin property appraisals – September 2005
 - e) Design approval - November 2005
 - f) Start ROW acquisition - November 2005
 - g) Design complete - February 2006
 - h) Private utility construction winter 2006 through spring 2006
 - i) Begin road construction by spring 2006 with substantial completion by fall 2007

TABLE -DESIGN CRITERIA

Main Line Design Criteria							
Element		South of Burns Road		Burns Rd. to Troy Rd.		North of Troy Road	
		NYSDOT HDM Chapter 2	Proposed	NYSDOT HDM Chapter 2	Proposed	NYSDOT HDM Chapter 2	Proposed
a	Roadway Classification	Rural Collector		Urban Collector		Urban Collector	
b	Design Speed	90 km/hr	70 km/hr	90 km/hr	70 km/hr	70 km/hr	70 km/hr
c	Lane Width	3.6 m (min.)	3.3 m	3.6 m (min.)	3.3 m	3.3 m (min.)	3.3 m
d	Shoulder Width						
	Left	1.8 m	1.2 m	1.8 m	1.2 m	1.8 m	1.2 m
	Right	1.8 m	1.2 m	1.8 m	1.2 m	1.8 m	1.2 m
e	Bridge Roadway Width	N/A	N/A	N/A	N/A	N/A	N/A
f	Grade	7.0% (max.)	9.0%	8.0% (max.)	9.0%	9.0% (max.)	9.0%
g	Horizontal Curvature	304 m (min.)	203 m	375 m (min.)	203 m	203 m (min.)	203 m
h	Superelevation Rate	8.0% (max.)	4.0%	4.0% (max.)	4.0%	4.0% (max.)	4.0%
i	Stopping Sight Distance (Horizontal & Vertical)	160 m (min.)	105 m	160 m (min.)	105 m	105 m (min.)	105 m
j	Lateral Clearance	3.0 m (min.)	0.5 m, 1.0 m @ intersect	0.5 m (min.) [1.0 m (min.) @ intersect.]	0.5 m, 1.0 m @ intersect	0.5 m (min.) [1.0 m (min.) @ intersect.]	0.5 m, 1.0 m @ intersect
k	Vertical Clearance	N/A	N/A	N/A	N/A	N/A	N/A
l	Pavement Cross Slope	1.5 % (min.) 2.0 % (max.)	2%	1.5 % (min.) 2.0 % (max.)	2%	1.5 % (min.) 2.0 % (max.)	2%
m	Rollover between lanes -	4.0% (max.)	4.0%	4.0% (max.)	4.0%	4.0% (max.)	4.0%
	Rollover at edge of traveled way -	8.0% (max.) (10%, e>6%)	8.0%	8.0% (max.)	8.0%	8.0% (max.)	8.0%
n	Structural Capacity -	N/A	N/A	N/A	N/A	N/A	N/A
o	Level of Service						
p	Pedestrian Accommodations	Comply w/ ADA & HDM Chapter 18	same	Comply w/ ADA & HDM Chapter 18	same	Comply w/ ADA & HDM Chapter 18	same
q	Median Width	N/A	N/A	N/A	N/A	N/A	N/A
r	Bicycle Lane Width	1.2 m (min.)	1.2 m	1.2 m (min.)	1.2 m	1.2 m (min.)	1.2 m

Project: Coddington Road Improvements Project			Prepared By: Dewberry-Goodkind, Inc.		
PIN 3753.24			700 Alliance Building		
Preliminary Construction Estimate			Date: 07/05/05		
			183 East Main Street		
			Rochester, NY 14604		
Item			TOTAL CONTRACT		
Number	Description	Unit	Unit Price	Quantity	Total Amount
203.02 M	UNCLASSIFIED EXCAVATION AND DISPOSAL -75%	CM	\$12.50	19500.00	\$243,750.00
	ROCK EXCAVATION -25%	CM	\$95.00	6500.00	\$617,500.00
203.03 M	EMBANKMENT IN PLACE	CM	\$9.00	33000.00	\$297,000.00
203.07 M	SELECT GRANULAR FILL	CM	\$30.00	12124.91	\$363,747.32
206.02 M	TRENCH AND CULVERT EXCAVATION	CM	\$22.00	14600.00	\$321,200.00
209.XXXX M	EROSION CONTROL MEASURES	LS	\$50,000.00	1.00	\$50,000.00
304.15 M	SUBBASE COARSE, OPTIONAL TYPE	CM	\$30.00	20020.00	\$600,600.00
402.376901 M	37.5MM F9 SUPVE HMA,60 SERIES COMPACTION	MT	\$45.00	32500.00	\$1,462,500.00
402.256901 M	25MM F9 SUPVE HMA, 60 SERIES COMPACTION	MT	\$45.00	16300.00	\$733,500.00
402.126301 M	12.5MM F3 SUPVE HMA,60 SERIES COMPACTION	MT	\$44.00	6500.00	\$286,000.00
407.01 M	TACK COAT	LITER	\$0.75	10800.00	\$8,100.00
490.xxxx M	INPLACE RECYCLING OF BITUMINOUS CONCRETE-FULL DEPTH	SM	\$10.00	7300.00	\$73,000.00
490.30 M	MISCELLANEOUS COLD MILLING OF BITUMINOUS CONCRETE	SM	\$8.00	200.00	\$1,600.00
	CROSS CULVERT INSTALLATIONS	LS	\$400,000.00	1.00	\$400,000.00
604.300103 M	RECTANGULAR DRAINAGE STRUCTURE, TYPE A FOR #3 WELDED FRAME	M	\$850.00	200.00	\$170,000.00
605.0901 M	UNDERDRAIN FILTER, TYPE I	CM	\$60.00	7060.00	\$423,600.00
605.17xx M	OPTIONAL UNDERDRAIN PIPE, 150 mm DIAMETER	M	\$9.00	1130.00	\$10,170.00
18605.981018 M	SMOOTH INTERIOR PERFORATED CORRUGATED POLYETHELENE UNDERDRAIN PIPE, 450 mm DIA	M	\$45.00	8825.00	\$397,125.00
606.XXXX M	BOX BEAM GUIDERAIL	M	\$75.00	8900.00	\$667,500.00
606.XXXX M	END SECTIONS	EACH	\$800.00	62.00	\$49,600.00
608.0101 M	CONCRETE SIDEWALKS AND DRIVEWAYS	CM	\$350.00	100.00	\$35,000.00
608.020101 M	ASPHALT CONCRETE SIDEWALKS, DRIVEWAYS, AND BICYCLE PATHS	MT	\$120.00	3190.00	\$382,800.00
609.XXXX M	CONCRETE GUTTER	M	\$35.00	4950.00	\$173,250.00
609.0201 M	GRANITE CURB (TYPE A)	M	\$64.00	3800.00	\$243,200.00
610.0203 M	ESTABLISHING TURF	SM	\$0.75	112300	\$84,225.00
S611.0101XXM	PLANTING - MAJOR DECIDUOUS TREES	EACH	\$550.00	50.00	\$27,500.00
613.0101 M	TOPSOIL	CM	\$25.00	11200.00	\$280,000.00
614.XXX M	TREE REMOVAL	EACH	\$500.00	25.00	\$12,500.00
619.01 M	BASIC MAINTENANCE AND PROTECTION OF TRAFFIC	LS	\$250,000.00	1.00	\$250,000.00
619.02 M	CONSTRUCTION SIGNS	LS	\$50,000.00	1.00	\$50,000.00
619.10 M	MAIL BOXES	EACH	\$100.00	170.00	\$17,000.00
15619.1503 M	SHORT TERM PAVEMENT MARKINGS (underlying course)	M	\$0.50	20200.00	\$10,100.00
625.01 M	SURVEY AND STAKEOUT	LS	\$80,000.00	1.00	\$80,000.00
367.0602 M	ENGINEERS FIELD OFFICE - TYPE B	MO	\$1,200.00	15.00	\$18,000.00
645.71xx M	GROUND MOUNTED SIGN PANELS AND POSTS	LS	\$75,000.00	1.00	\$75,000.00
655.0201 M	FRAMES AND GRATES (FABRICATED)	SM	\$750.00	79.00	\$59,250.00
663.0603 M	COPPER WATER SERVICE PIPE	M	\$65.00	1500.00	\$97,500.00
663.2503 M	WATER SERVICE CONNECTION	EACH	\$850.00	164.00	\$139,400.00
685.11 M	WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES - .51mm	M	\$0.85	10100.00	\$8,585.00
685.12 M	YELLOW EPOXY REFLECTORIZED PAVEMENT STRIPES - .51mm	M	\$0.85	10100.00	\$8,585.00
	Sub Total				\$9,211,217.32
	CONTIGENCY	LS		1 20.00%	\$1,842,243.46
699.040001 M	MOBILIZATION, 4 %	LS	\$442,138.43	1	\$442,138.43
	Total				\$11,495,599.22
				construction budget available	\$ 4,475,000.00
				percentage of project we can build	39%

Full length 90Km/Hr cost estimate	\$11,495,599.22	
Construction budget	\$ 4,475,000.00	
Percentage of project we can afford to build		39%
Length of mainline	5050 meters	
length of side streets	673 meters	
Total length of project (incl side streets)	5723 meters	
Total length we can build	2228 meters	39%

Limited work Scenario

Build Burns/King Intersection

Main line 500

Side Street 240

Build Troy Road to the North limit 2000

2740 meters 48%

This would include 8 of the 25 cross culverts that are located within these limits

TABLE ??? -DESIGN CRITERIA

Burns Road Design Criteria			
Element		NYSDOT HDM Chapter 2	Proposed
a	Roadway Classification	Urban Collector	Urban Collector
b	Design Speed	70 km/hr	50 km/hr**
c	Lane Width	3.3 m (min.)	3.3 m
d	Shoulder Width		
	Left	1.5 m	1.2 m
	Right	1.5 m	1.2 m
e	Bridge Roadway Width	N/A	N/A
f	Grade	9.0% (max.)	11.0%
g	Horizontal Curvature	203 m (min.)	86 m
h	Superelevation Rate	4.0% (max.)	4.0%
i	Stopping Sight Distance (Horizontal & Vertical)	105 m (min.)	65 m
j	Lateral Clearance	2.0 m (min.)	2.0 m
k	Vertical Clearance	N/A	N/A
l	Pavement Cross Slope	1.5 % (min.) 2.0 % (max.)	2.0%
n	Rollover between lanes -	4.0% (max.)	4.0%
	Rollover at edge of traveled way -	6.0% (max.)	6.0%
p	Level of Service		
q	Pedestrian Accommodations	Comply w/ ADA & HDM Chapter 18	same
r	Median Width	N/A	N/A

** Reduced design speed due to stop condition at the intersection with Coddington Road.

Coddington Road Design Speeds

Location	Roadway Classification	Posted Speed Limit	85 th Percentile Speed		Design Speeds	
			Location	Speed	HDM	Proposed
Danby Town line to Troy Road	Rural Collector	73 km/hr (45 mph)	Just south of Updike Road	94 km/hr (58 mph)	90 km/hr (55 mph)	70 km/hr (45 mph)
			Just south of Burns Road	76 km/hr (47 mph)		
			475 meters south of Troy Road	85 km/hr (53 mph)		
Troy Road to Juniper Drive	Urban Collector	65 km/hr (40 mph)	No speed information available. The 85 th percentile speed is an average from two surrounding locations	76 km/hr (47 mph)	70 km/hr (45 mph)	70 km/hr (45 mph)
Juniper Drive to City of Ithaca line	Urban Collector	48 km/hr (30 mph)	70 meters south of Ithaca College entrance	66 km/hr (41 mph)	70 km/hr (45 mph)	70 km/hr (45 mph)

file
cost

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

DATE: July 1, 2005
TIME: 9:00 A.M.
LOCATION: Tompkins County Highway Department
SUBJECT: Progress Meeting #1

Attendees:

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

John opened the meeting by stating that the Town of Ithaca had passed a sidewalk policy resolution. John provided Dewberry with a hard copy of the resolution (attachment).

Dave continued the meeting by reviewing the progress to date as follows:

- a) Completed Survey and Mapping
- b) Letters sent to Utility/Agencies
- c) Started Draft of Project Scoping Report
- d) Prepared preliminary cost estimate
- e) Prepared conceptual design alternatives for:
 - Entire main line on "existing" horizontal alignment with minor changes
 - Burns/King intersection- existing alignment and new alignment
 - Section from Ithaca College to North Limit w/ parallel parking and sidewalk

John asked about the Town of Ithaca's request to consider installing 9 ft. wide lanes and 4 ft. wide shoulders. Ron indicated that the State and the FHWA would never accept and authorize the use of the project funding for building that pavement section along Coddington Road. Dave said that we need to balance the needs of the community with the State and Federal requirements.

Dave continued the meeting by discussing the preliminary alternatives to date:

- a) Main line on "existing" horizontal alignment. Design speeds: 90km/hr, south limit to Troy Road. 70km/hr, Troy Road to north limit. Based on 85th percentile speeds and posted speed limits.
 - Section south of Troy Road has severe cuts and fills due to sight distance requirements.
 - Typical Section 11 ft lanes, 4 ft shoulders
 - Considerable ROW implications especially at historical properties.
 - Enclosed drainage system has been incorporated to limit project "foot print"
 - 1 on 4 slopes used in most areas
 - Cost Estimate is over \$10 million. This number could be reduced significantly by switching to a lower design speed or by justifying several non-standard features.
- b) Burns /King intersection alternatives
 - Design speeds: 90km/hr on Main line, 70km/hr on Burns Road. Based on 85th percentile speeds and posted speed limits.
 - Existing alignment- profile grade between 8-9% grade (same as existing +/-)

- New alignment alternative designed to minimum radius allowed. We may be able to justify reducing horizontal curves to tighten the alignment further since we are dealing with a stop condition and not a continuous through movement.
 - Burns Road is classified as an Urban Collector.
 - Impact on historical properties: corner of property at # 699 will need to be acquired.
 - A roundabout at the intersection would allow for an offset alignment for Burns Road. Dewberry will prepare a conceptual alternative for this option.
- c) Ithaca College to North Limit w/ parallel parking along east side and sidewalk along west side
- Alignment may need to shift to minimize ROW impacts
 - 11 ft. lanes, 4 ft. shoulders, 7 ft. parking lane, 5 ft. sidewalk
 - 1 on 2 slopes with guide rail will be necessary to limit takings
 - May need retaining walls along east side
 - A similar option with sidewalk on the east side will be developed that will assist the east side of parking lane due to the need for guide rail.
 - John asked Dewberry to revise the alternative to include reconfiguration of the Hudson Avenue / Coddington Road intersection to make Coddington the “through movement” and Hudson a stop condition.
- d) Preliminary cost estimates
- Main line on “existing” horizontal alignment is over \$11 million (attachment)
 - The project has approximately \$4.5 million available for construction.
 - Which sections need the most work? – based on pavement evaluations, borings, other preliminary analysis such as traffic/accident analysis, drainage studies.
- e) Maintenance and Protection of Traffic
- One way detour will likely be necessary to provide contractor room to construct
 - Challenges with cut and fill areas. May need temporary pavement to create enough room for construction unless County allows traffic to drive on unpaved gravel surfaces.

Dewberry needs the following information from the County:

- Remaining deed maps along Coddington Road (some additional deeds and maps were provided at this meeting)
- Brief statement of the history of the project development to date for the PSR/DR
- Previous Burns/King intersection design plans (provided at the meeting)
- Set up a meeting with the State to discuss progress to date, nonstandard features to be retained, budgets, schedules, etc.

Dewberry will prepare a pavement evaluation and perform a field edit of the survey topo in the next few weeks.

Tompkins County has a new Highway Manager, Bill Sczesny. The NYSDOT-R3 has a new Director of Planning and Program Development, Mark Frechette, P.E.

Schedule

- Complete PSR after Public Meeting –by end of July 2005
- Scoping approval July 2005
- Start appraisals by September 2005
- Design approval November 2005
- Start ROW acquisition November 2005
- Design complete by February 2006
- Private utility construction winter 2006 through spring 2006
- Begin road construction by spring 2006 with substantial completion by fall 2007

John suggested contacting two local appraisal firms that the County has used in the past:

- Midland Appraisals, Rochester NY
- Thurston Casale & Ryan
6715 Joy Road
East Syracuse, NY 13057
Attention: Todd Thurston
315-433-1380, 1398(f)

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: Town of Ithaca Sidewalk Resolution, Preliminary Cost Estimate, Meeting Agenda

cc: Attendees
Ted. St. Germain - Dewberry-Goodkind, Inc.
Mark Frechette- NYSDOT R3 PPMG
Siv Ananda- NYSDOT R3 PPMG

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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.

CODDINGTON ROAD IMPROVEMENTS
Tompkins County
Town of Ithaca

PROGRESS MEETING AGENDA

DATE: July 1, 2005
TIME: 9:00 A.M.
LOCATION: Tompkins County Highway Department

I. Progress to Date

- a) Completed Survey and Mapping
- b) Letters send to Utility/Agencies
- c) Started Draft of PSR
- d) Prepared preliminary cost estimate
- e) Prepared conceptual design alternatives for:
 - Entire main line on “existing” horizontal alignment with minor changes
 - Burns/King intersection- existing alignment and new alignment
 - Section from IC to North Limit w/ parallel parking and sidewalk

II. Discussion Points

- a) Main line on “existing” horizontal alignment
 - Design speeds: 90km/hr, south limit to Troy Road. 70km/hr, Troy Road to north limit.
 - 1. Based on 85th percentile speeds and posted speed limits.
 - Section south of Troy Road has severe cuts and fills due to sight distance requirements.
 - ROW implications especially at historical properties.
 - Sections based on enclosed drainage system to limit project “foot print”
 - 1 on 4 slopes in most areas
 - Cost Estimate
- b) Burns /King intersection alternatives
 - Design speeds: 90km/hr on Main line, 70km/hr on Burns Road. Based on 85th percentile speeds and posted speed limits.
 - Existing alignment- profile grade between 8-9% grade (same as existing +/-)
 - New alignment alternative
 - Impact on historical properties
- c) IC to North Limit w/ parallel parking and sidewalk
 - Alignment may need to shift to minimize ROW impacts
 - 1 on 2 slopes with guide rail
 - May need retaining walls along east side
- d) Preliminary cost estimates
 - Main line on “existing” horizontal alignment
 - How much can we afford to build?
 - Which sections need the most work? – based on pavement evaluations and borings.

- e) Maintenance and Protection of Traffic
 - One way detour
 - Challenges with cut and fill areas. May need temporary pavement to create enough room for construction.

III. Dewberry needs from the County

- a) Remaining deed maps along Coddington Road
- b) Brief statement of the history of the project development to date for the PSR/DR
- c) Previous Burns/King intersection design plans
- d) Set up meeting with Town of Ithaca Transportation Committee
- e) Set up next Public Info Meeting

IV. Dewberry tasks to do

- a) Pavement evaluation and field edit of topo.
- b) Prepare for Public Meetings
- c) Complete PSR

V. Schedule

- a) Complete PSR after Public Meeting –by end of July 2005
- b) Scoping approval July 2005
- c) Design approval November 2005
- d) Start ROW acquisition November 2005
- e) Design complete by February 2006
- f) Private utility construction winter 2006 through spring 2006
- g) Begin road construction by spring 2006 with substantial completion by fall 2007

ESTIMATE FROM 7-1-15

Project: Coddington Road Improvements Project PIN 3753.24		Prepared By: Dewberry-Goodkind, Inc. 700 Alliance Building 183 East Main Street Rochester, NY 14604			
Preliminary Construction Estimate		Date: 06/30/05			
Item	TOTAL CONTRACT				
Number	Description	Unit	Unit Price	Quantity	Total Amount
203.02 M	UNCLASSIFIED EXCAVATION AND DISPOSAL -75%	CM	\$12.50	22500.00	\$281,250.00
	ROCK EXCAVATION -25%	CM	\$95.00	7500.00	\$712,500.00
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490.XXXX	TEMPORARY PAVEMENT	SM	\$65.00	2250.00	\$146,250.00
490.30 M	MISCELLANEOUS COLD MILLING OF BITUMINOUS CONCRETE	SM	\$10.00	200.00	\$2,000.00
	CROSS CULVERT INSTALLATIONS	LS	\$400,000.00	1.00	\$400,000.00
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605.0901 M	UNDERDRAIN FILTER, TYPE I	CM	\$60.00	7060.00	\$423,600.00
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18605.981018 M	SMOOTH INTERIOR PERFORATED CORRUGATED POLYETHELENE UNDERDRAIN PIPE, 450 mm DIA.	M	\$45.00	8825.00	\$397,125.00
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606.XXXX M	END SECTIONS	EACH	\$800.00	62.00	\$49,600.00
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608.020101 M	ASPHALT CONCRETE SIDEWALKS, DRIVEWAYS, AND BICYCLE PATHS	MT	\$120.00	3190.00	\$382,800.00
608.0291 M	EMBEDDED PREFORMED DETECTABLE WARNING UNITS	SM	\$300.00	8.00	\$2,400.00
609.XXXX M	CONCRETE GUTTER	M	\$35.00	4950.00	\$173,250.00
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619.02 M	CONSTRUCTION SIGNS	LS	\$50,000.00	1.00	\$50,000.00
619.10 M	MAIL BOXES	EACH	\$100.00	170.00	\$17,000.00
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663.2503 M	WATER SERVICE CONNECTION	EACH	\$850.00	164.00	\$139,400.00
685.11 M	WHITE EPOXY REFLECTORIZED PAVEMENT STRIPES - .51mm	M	\$0.85	10100.00	\$8,585.00
685.12 M	YELLOW EPOXY REFLECTORIZED PAVEMENT STRIPES - .51mm	M	\$0.85	10100.00	\$8,585.00
	Sub Total				\$9,571,267.32
	CONTIGENCY				\$1,914,253.46
699.040001 M	MOBILIZATION, 4 %	LS	\$459,420.83	1	\$459,420.83
	Total				\$11,944,941.62
			construction budget available		\$ 4,475,000.00
			percentage of project we can build		37%

Full length 90Km/Hr cost estimate	\$11,944,941.62	
Construction budget	\$ 4,475,000.00	
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Length of mainline	5050 meters	
length of side streets	673 meters	
Total length of project (incl side streets)	5723 meters	
Total length we can build	2144 meters	37%

Limited work Scenario

Build Burns/King Intersection

Main line	500
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Side Street	240
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Build Troy Road to the North limit	2000
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	<u>2740 meters</u>	48%
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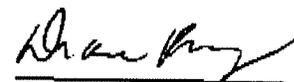
This would include 8 of the 25 cross culverts that are located within these limits

**National Marine Fisheries Service
Habitat Conservation Division
Milford Field Office, 212 Rogers Avenue
Milford, Connecticut 06460**

TO: Mitchell C. Smith
Senior Environmental Technician
Fisher Associates
135 Calkins Road
Rochester, New York 14623

DATE: 6 October 2005

SUBJECT: Coddington Road Reconstruction; PIN 3753.24; Town of Ithaca, Thompkins County, New York


Diane Rusanowsky
(Reviewing Biologist)

WE have completed our review of the subject information request and offer the following preliminary comments pursuant to the Endangered Species Act, the Fish and Wildlife Coordination Act and the Magnuson-Stevens Fishery Conservation and Management Act:

Endangered and Threatened Species

XX No endangered or threatened species under the jurisdiction of NOAA Fisheries Service in the immediate project area.

_____ Endangered or threatened species under the jurisdiction of NOAA Fisheries Service's jurisdiction may be present in the project area. For details, please contact:

Ms. Mary Colligan
ARA for Protected Resources
One Blackburn Drive
Gloucester, MA 01930

Fish and Wildlife Coordination Act Species

XX The following may be present in the general project area: Diadromous and resident fish, forage and benthic species

Please contact the appropriate Regional Office of the New York State Department of Environmental Conservation to confirm the presence of resident aquatic populations or potential for diadromous transients. Habitat use by some species or life stages may be seasonal (e.g. over-wintering.)

Essential Fish Habitat

_____ Aquatic habitats in the project vicinity have been designated as Essential Fish Habitat (EFH) for one or more species. When details of the project are made available and permit applications have been made, conservation recommendations may be given. For a listing of EFH and further information, please go to our website at: <http://www.nero.nmfs.gov/ro/doc/webintro.html>. Based on the information provided to date, it is not possible to determine whether or not an EFH assessment will be necessary.

XX No EFH presently designated in the immediate project area; however, impacts to diadromous fish populations [if present] would constitute an indirect adverse affect to piscivorous species for which EFH has been designated.

4024

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

DATE: October 18, 2005
TIME: 10:45 A.M.
LOCATION Tompkins County Highway Department
SUBJECT: Progress Meeting #3

Attendees:

<u>NAME</u>	<u>REPRESENTING</u>	<u>PHONE</u>
Paul Yonge	N.Y.S.D.O.T.	315-428-3232
Bill Lesser	Town of Ithaca	607-255-4595
Fred Noteboom	Town of Ithaca	607-273-1656
Gene Redman	Town of Ithaca	607-273-1656
Sue Ritter	Town of Ithaca	607-273-1747
Dan Walker	Town of Ithaca	607-273-1747
Katie Borgella	Tompkins County	607-274-5560
John Lampman	Tompkins County	607-274-0307
Ron Centola → file	Dewberry-Goodkind, Inc.	585-232-4128
Sue Weibel	Dewberry-Goodkind, Inc.	585-232-4128
David Askinazi	Dewberry-Goodkind, Inc.	585-232-4128

Dave opened the meeting by reviewing a brief history of the project, explaining that the project is currently in the scoping phase to:

- Identify project needs such as pavement rehabilitation or reconstruction, providing paved bike lanes, improving safety/sight distance, reducing accident rates, improving clear zone, replacing deficient cross culverts, and identifying and addressing traffic deficiencies - if any.
- Identify project alternatives that satisfy the needs and that stay within project budgets.

Dave continued the project history with a summary of existing conditions. The project corridor along Coddington Road is from Danby/Ithaca town line to City of Ithaca limit (3.1 miles long). The existing road contains 10 to 11 ft. wide lanes w/ 2 to 3 ft. gravel shoulders which does not meet design standards. There is poor sight distance in multiple locations and the roadway is experiencing pavement failure due to age of pavement and lack of adequate sub-surface drainage. There are several deteriorated large cross culverts (48" to 95" diameter). Also, there are parking and pedestrian issues at the north end of project (near the Ithaca College entrance to north limit).

John noted that he has received reports that pedestrians are cutting through to Coddington Road from subdivisions at the north end of the project instead of taking the Pennsylvania Avenue route. John also noted that he has not seen any physical evidence of this.

Dave mentioned that a speed study was performed at various locations along the project. The results of the speed study are listed below:

85 th Percentile Speed		Posted Speed Limit
Location	Speed	
Just south of Updike Road	94 km/hr (58 mph)	45 mph
Just south of Burns Road	76 km/hr (47 mph)	45 mph
475 meters south of Troy Road	85 km/hr (53 mph)	45 mph
Troy Road to Juniper Drive	76 km/hr (47 mph)	40 mph
70 meters south of Ithaca College entrance	66 km/hr (41 mph)	30 mph

Dave indicated that according to design standards, the required design speeds for the above 85th percentile speeds (actual traffic speeds) would normally be 55mph (90 km/hr) but this would provide much larger stopping sight distances which would result in larger cuts and fills and major impacts to the ROW. Our current design speed is 45mph (70km/hr) which improves the sight distances but minimizes the impacts to the surrounding properties. Dave mentioned that lowering the speed limit to 35mph may be one way to help justify a lower design speed. Bill expressed concern about lowering the speed limit along Coddington Road because it may be too difficult to enforce. John pointed out that a lower speed limit is not a necessity for a lower design speed.

Dave then went on to discuss the progress that has been made since the last meeting. Dewberry has continued to prepare a draft of the Project Scoping Report, completed the hydraulic analysis of 26 cross culverts and their individual drainage areas, and completed the traffic analysis along the corridor and at 5 major intersections. The accident analysis has been started but we need the remaining data to complete it. The geotechnical program is in progress.

Dewberry has developed a conceptual design alternative for the Burns/King intersection (along existing alignment). Parallel parking and a sidewalk are proposed for the section from Spruce Way to the north limit. Dave noted that Dewberry originally envisioned parallel parking only north of Ithaca College. Dave explained that it made more sense to extend the parking (south) to Spruce Way because many of the houses just south of the Ithaca College entrance serve as off campus student housing as well.

Dewberry revised preliminary cost estimates. Ron pointed out that the project should be presented to the public as a whole. Use the public information meeting to get feedback as to what portions to begin with (based on existing funding), develop the project based on priorities and then seek additional funds to complete the project.

Dave proceeded with discussions of revised alternatives:

- Burns/King intersection alternative:

Dave stated that there is poor sight distance at intersection along Coddington Road. Bill noted that there are not many accident reports for the Burns/King intersection. Dave pointed out that the current sight distances at the Burns/King intersection are poor and that even the partial accident data we have indicates that the main concern at Burns and King is improving sight distance. The design speed is 70km/hr (45mph), lowered from the previously proposed speed of

90 km/hr (55mph). The higher design speed also results in severe impacts to the surrounding properties including several historic houses. A reduction in the speed limit could further justify lowering the design speed which results in much less ROW impact than previously considered. Bill cautioned that there may be a lot of negative public reactions to any ROW takings and that the residents feel that the ROW is not deeded but is a "ROW by use" which would result in larger "takings" than otherwise.

Dave next discussed the re-alignment of Burns Road slightly to the south to avoid grading into the creek slopes. Fred noted that the existing slopes in this vicinity consist of unstable soil material and to be cautious regarding the steepness of proposed slopes. Dave mentioned that the development of a Burns/King "tee" intersection has been dismissed as a viable alternative. Ron noted that the Burns/King intersection Level Of Service was an "A" for the ETC +20 design year and that the analysis indicated that the intersection performs slightly better in its existing configuration than if it was reconfigured as a four way tee. Based on this information there is no justification for re-aligning Burns Road to align with East Kind Road. Sue R confirmed that the rate of population growth (0.5% per year) used to determine a future traffic volume was correct. All agreed that there is no future need to tee the Burns/King intersection based on traffic volume. The proposed roadway section is based on enclosed drainage system to limit the project "foot print". 1 on 2 slopes have been shown on sections as the "break point" between takings and grading release. Final design will include gentler slopes for ease of maintenance and safety considerations. Some water main replacement will be necessary in cut sections and is a project eligible cost

Ron suggested the group review the typical road sections to get a better idea of the new pavement widths and the general layout of travel lanes, parking lanes, sidewalks etc. Dave reminded everyone that a closed drainage system is proposed to reduce the width of the cross section. An open swale would require much more ROW takings. Sue R. noted that the open ditches add to water quality by filtering run off prior to reaching the reservoir. Ron noted that a closed drainage systems can also provide for water quality, for example using perforated pipes to allow more ground infiltration.

Sue W. noted that within certain sections of the project curb is proposed along the sidewalk as a safety feature. Dave noted that curb could be included along the project where there is no sidewalk proposed but that the cost of concrete gutter would be less than additional granite curb. The gutter would require an additional 2.5 feet of section width.

As a point of concern, Paul strongly suggested that January 2006 be set as the ultimate deadline for obtaining design approval. Paul cautioned that the project could get pushed aside (especially considering past project delays) if design approval was not achieved in a timely manner.

Paul, Fred and Gene had other commitments and had to leave the meeting at this point.

Dave continued discussing the revised alternatives

- Spruce Way to North Limit alternative w/ parallel parking and sidewalk:

Dan was concerned that the proposed parallel parking lane and walk will actually decrease the available parking locations. Dan noted that there are normally 1.5 cars per capita and that the homes near Ithaca College usually each have three or four residents. Residents are currently parking perpendicularly in front yards (often on paved areas or gravel). Sue R. noted that there is no Town regulation against parking in front yard as long as it is a residential property. Ron offered

to have Dewberry perform a count of "lawn area" parking spaces and actual parked cars to determine parking needs. Katie noted that there may be a need to look for parking options in addition to the Coddington Road rehabilitation project.

John noted that it would make sense to extend the sidewalk south to Juniper Drive. Sue R agreed, stating that the additional sidewalk would give pedestrians a closed loop (with pathways off of Coddington Road), creating more continuity in the flow of pedestrian traffic. In the vicinity of the Ithaca College entrance the alignment has been shifted to the west to minimize ROW impacts along east side of Coddington Road. 1 on 2 slopes with guide rail will be necessary in some areas. We may need some retaining walls along east side as well.

- Hudson Street-Coddington Road intersection:

Dan noted that teeing Hudson into Coddington was exactly what the City wants. It would act as a traffic calming measure, in that it would force the existing through traffic to slow down and turn in order to proceed along Hudson Street. Under this scenario through traffic will be routed up Coddington Road and traffic wanting to continue to Hudson Avenue will turn right turn onto Hudson at the new tee intersection.

Bill had other commitments and had to leave the meeting at this point.

Dave handed out a summary of costs to complete the project and started the discussion of budget:

Project cost scenarios

- a) Cost to build entire project (the project's construction budget, which is \$4.475 million dollars, does not allow us to consider this option). Our preliminary estimates indicate that building the entire project would require approximately \$10.3 million dollars
- b) Separate project into two phases
 - First phase - based on what we can build now and the greatest need. John wants to identify the needs of the entire project in the design report and then achieve design approval to build portions we can afford now using the existing funds.
 - Second phase – based on remaining portion of the project – must pursue additional funding and build later. John noted that it would be good to present the project as a whole to the public and noting that there is limited budget at this time. Ron offered to provide assistance in petitioning for additional funding to complete the entire project.

Dan had other commitments and had to leave the meeting at this point.

Sue R., Katie, John, Ron, Sue W. and Dave remained to discuss the presentation for the public meeting. The meeting has been set for Thursday, November 3, 2005, 7:00 p.m. at the South Hill Elementary School. The display will show line work (pavement edges, travel lanes, sidewalks, etc.) for entire project. Dewberry will add a legend to the display. No sidewalk will be shown between Juniper and Troy. Dewberry will compute the cost of the Hudson/Coddington intersection separately. Dewberry will prepare the meeting agenda.

John and Dave reviewed the list of items needed from the County. John noted that he has not been able to get all the remaining deeds and property maps along Coddington Road, but can forward copies of the deeds he has obtained to Dewberry. Dewberry needs a brief statement of the history of the project development to date for the PSR/DR. John noted that a history can be found in the original IPP but he offered to expand on the history from the IPP. Dewberry needs the remaining accident data from the Sheriff. John noted that the Sheriff's department has not been timely in providing the requested reports. So far the Sheriff's department has only provided a tabulation of accidents and not the actual reports.

The following Project Schedule was presented to the group:

- Public Meeting - November 3, 2003
- Complete PSR after Public Meeting -by mid November 2005
- Scoping approval December 2005
- Design approval January 2006
- Start ROW acquisition January 2006
- Design complete by April 2006
- Private utility construction spring 2006
- Begin road construction by fall 2006 with substantial completion by fall 2007

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: Preliminary Cost Estimate, Meeting Agenda

cc: Attendees
Ted St. Germain - Dewberry-Goodkind, Inc.

Q:\4024\Adm\Meetings\minutes\Coddington Progress meeting minutes 10-18-05.doc

Project: Coddington Road Improvements Project
PIN 3753.24

Prepared By: Dewberry-Goodkind, Inc.
700 Alliance Building
183 East Main Street
Rochester, NY 14604

Date: 11/01/05

Preliminary Construction Estimate- (70 km/hr design speed)
Estimate Summary

Scenario 1 - complete project

South Limit to Burns Road (1+000 to 2+150)
Burns/ E.King Vicinity (2+150 to 2+500)
E.King to Spruce Way (2+500 to 5+270)
Spruce Way to North Limit (5+270 to 6+050)

\$2,190,000
\$1,084,000
\$4,645,000
\$2,318,000

Total

\$10,237,000 Total construction funds needed

previous estimate (based on 90 km/hr design speed)

\$11,500,000

Scenario 2 - project in two phases

Phase 1

Burns/ E.King Vicinity (2+150 to 2+500)
Spruce Way to North Limit (5+270 to 6+050)
Additional Sections with poor sight distance (not all of them)
Additional large culverts not within above two sections

\$1,084,000
\$2,318,000
\$873,000
\$200,000

\$4,475,000 Total Construction Budget

Phase 2

Remaining portions of project (TBD)

\$5,762,000 Additional funds needed

CODDINGTON ROAD IMPROVEMENTS
Tompkins County
Town of Ithaca

PROGRESS MEETING AGENDA

DATE: October 18, 2005
TIME: 10:45 A.M.
LOCATION: Tompkins County Highway Department

I. Project History

- a) Currently in "Project Scoping Phase" to:
 - Identify Project Needs
 - a) Pavement Rehabilitation
 - b) Provide Paved Bike Lanes
 - c) Improve Safety-Sight Distance, Accident Rate, Clear Zone
 - d) Replace deficient cross culverts
 - e) Identify and address traffic deficiencies - if any
 - Identify project alternatives that satisfy the needs and that stay within project budgets.
- b) Existing condition summary
 - Project corridor along Coddington Rd from Danby/Ithaca town line to City of Ithaca limit (3.1 miles long)
 - 10 ft wide lanes w/ 2ft gravel shoulders - does not meet design standards.
 - Poor sight distance in multiple locations
 - Pavement failure due to age of pavement and lack of adequate sub-surface drainage
 - Deteriorated large cross culverts (48" to 95" diameter)
 - Parking and pedestrian issues at north end of project (Ithaca College entrance to north limit)
 - Speed Study

II. Progress since Last Meeting

- a) Continued Draft of PSR
- b) Completed scoping and pre-design tasks:
 - Hydraulic analysis of 26 cross culverts and their individual drainage areas
 - Traffic analysis along the corridor and at 5 major intersections
 - Accident analysis - need remaining data to complete
 - Geotechnical program – in progress
- c) Revised conceptual design alternatives for:
 - Burns/King intersection- along existing alignment
 - Section from Spruce Way to North Limit w/ parallel parking and sidewalk
- b) Revised preliminary cost estimates

III. Discussion Points

- a) Burns/King intersection alternative
 - Poor sight distance at intersection along Coddington Road
 - Design speed: 70km/hr (45mph) - speed limit reduction necessary to 35mph
 - Previously used 90km/hr, but impacts are too severe especially at historic houses
 - Much less ROW impact than previously considered
 - Sections based on enclosed drainage system to limit project "foot print"
 - 1 on 2 slopes shown on sections as "break point" between taking and grading release
 - Water main replacement in cut sections – Project eligible cost
 - Cost Estimate
- b) Spruce Way to North Limit alternative w/ parallel parking and sidewalk
 - Alignment shifted west to minimize ROW impacts
 - 1 on 2 slopes with guide rail
 - May need some retaining walls along east side
 - Hudson Ave-Coddington Road intersection
 - Cost Estimate
- c) Project cost scenarios
 - Cost to build entire project
 - Separate project into two phases
 - a) First phase - based on what we can afford to build and the greatest need – build now
 - b) Second phase – based on remaining portion of the project – pursue funding, build later
- d) Maintenance and Protection of Traffic
 - One way detour
 - Challenges with cut and fill areas. May need temporary pavement to create enough room for construction.

IV. Dewberry needs from the County

- a) Remaining deeds along Coddington Road
- b) Brief statement of the history of the project development to date for the PSR/DR
- c) Remaining accident data from County Sheriff.

V. Schedule

- a) Complete PSR after Public Meeting –by end of November 2005
- b) Scoping approval December 2005
- c) Design approval January 2006
- d) Start ROW acquisition January 2006
- e) Design complete by April 2006
- f) Private utility construction spring 2006
- g) Begin road construction by fall 2006 with substantial completion by fall 2007

MEETING MINUTES – REVISED 12-06-05
CODDINGTON ROAD IMPROVEMENTS PROJECT
P.I.N. 3753.24

DATE: November 3, 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
Susan Weibel	Dewberry-Goodkind, Inc.	585-232-4128
David Askinazi	Dewberry-Goodkind, Inc.	585-232-4128
Ron Centola	Dewberry-Goodkind, Inc.	585-232-4128

See attached sign in sheets for additional attendees

John Lampman began the public informational meeting by stating that the objective of the meeting was to let the community know what progress has been made since the last public meeting and to gather feedback about the project from the residents and the community. John introduced several notable local officials and the team members in attendance.

John gave a brief summary of the project history and then Dave Askinazi presented an overview of the planning and design process along with a summary of the current conceptual design of the project. Dave mentioned that Dewberry has performed many of the planning and design tasks such as: survey and mapping, analysis of existing traffic and accident data, plotting of existing utilities, and the analysis of existing pavement condition, hydraulic analysis, preliminary alternatives, environmental screenings, etc.

Dave mentioned that the design process needs to include community involvement through coordination with organizations such as Town of Ithaca Transportation Committee and by holding public information meetings.

Dewberry has prepared preliminary design concepts and cost estimates based on input from the community meetings and the project objectives. The next step is to complete the Project Scoping Report which summarizes the investigations and determines the scope of the project based on the evaluation of the preliminary alternatives. Once the scope of the project is approved the Scoping Report will be expanded into a Design Report which will recommend a Preferred Alternative (design concept) that meets the project objectives and remains within the project budget. Once design approval has been granted, the ROW Acquisition process will begin based on the needs of the Preferred Alternative. After design approval, Dewberry will also complete Final Design and prepare Contract Documents for contractor bidding. The project will then be advertised for

bidding and awarded to the lowest responsible bidder and construction will begin shortly after that.

Dave outlined the Project Objectives. The current objectives of the project are as follows:

1. Restore pavement to a good condition using effective techniques that will minimize the life cycle costs of maintenance and repairs.
2. Provide paved bicycle lanes along Coddington Road.
3. Provide a safe pedestrian zone (sidewalk) in heavy demand areas.
4. Replace deficient cross culverts with cost effective materials and construction techniques that meet minimum design requirements.
5. Correct safety deficiencies using cost effective accident reduction measures.
6. Minimize the impact to historically significant properties.
7. Improve overall traffic conditions and provide an acceptable level of service for a design period of 20 years.
8. Provide a safe travel way for vehicular, bicycle and pedestrian traffic.
9. Maximize on-street parking in heavy demand areas.

Dave talked about the traffic analysis along the project. A capacity analysis was completed based on current and projected traffic volumes along Coddington Road. The results of this study show that Coddington Road currently operates, and in the future will continue to operate, at a very high level of service.

Dave mentioned that the accident rate at the Burns/King intersection is 1.37 accidents/million entering vehicles (8.5 times the state average rate), and the rate at Updike intersection was 1.13 accidents/million entering vehicles (7 times the state average rate). The accident rate along Coddington Road is 9.01 accidents/million vehicle miles or 3.2 times the State wide average rate for similar roadways.

A Speed Study was also conducted along the Project. The results of this study were shared with the attendees.

Speed Study Results		
Location	85 th Percentile Speed	Posted Speed Limit
Just south of Updike Road	58 mph	45 mph
Just south of Burns Road	47 mph	45 mph
475 meters south of Troy Road	53 mph	45 mph
Troy Road to Juniper Drive	47 mph	40 mph
70 meters south of Ithaca College entrance	41 mph	30 mph

According to design standards, the design speed should be set according to the 85th percentile speeds (actual traffic speeds) or 55mph. This design speed would provide sufficient stopping sight distance and would result in major earth cuts and fills and major impacts to the ROW. Our current design speed is 45mph, which also improves the sight distance but reduces the impacts to the surrounding properties when compared to the higher design speed.

Dave mentioned that there are some basic design features which apply to the entire project which include 11 ft wide lanes, 4 ft wide paved shoulders, curbs or gutters with an enclosed drainage system which eliminates open ditches and reduces the “foot print” of the roadway, and a minimum sight distance of 340 ft (for 45 mph design speed). Several cross culvert replacements will be necessary due to their condition or for capacity reasons.

The project was broken into several sections for design and discussion purposes. The first section is from Danby Town Line to Burns Road. This section includes poor sight distance at several locations including at the Updike Road intersection and also includes poor subsurface drainage. The second section is at the Burns Road/East King Road intersection. This section of the conceptual design includes grade changes to increase sight distance along Coddington Road. Burns Road has been raised at the intersection to improve sight distance and shifted to the south to avoid the adjacent stream. East King Road would be lowered at the intersection to improve sight distance.

The third section is from the East King Road intersection to Juniper Drive. This section also includes poor sight distance at several locations including at the North View Road intersection and poor subsurface drainage. The fourth section is from Juniper Drive to North Limit. The conceptual plan for this section additionally includes a 7 ft parking lane and 7 ft sidewalk along the east side of the roadway. The alignment has been shifted west to minimize ROW impacts and the open ditch has been eliminated to limit the footprint of the road section. The Hudson Street-Coddington Road intersection has been realigned to create a tee intersection instead of a wye intersection. We estimate that the new parallel parking lane will increase the available parking spaces from approximately 63 existing spaces(including all front yard parking spaces) to approximately 83 proposed spaces (including driveway parking spaces) along the east side of Coddington Road.

Dave discussed the project funding. The current construction budget is about \$4,475,000. The preliminary construction estimate to build the entire project is \$10,300,000. Our plan is to decide which portions of the project we should build now, then pursue additional funding for the remaining portions and build the rest as funding allows.

<u>Phase 1 (Build Now)</u>	<u>Cost Estimate</u>
Burns/ E. King Vicinity	\$ 1,084,000
Juniper Drive to North Limit	\$ 2,318,000
Additional Sections with poor sight distance (not all of them)	<u>\$ 1,073,000</u>
Current Construction Budget	\$ 4,475,000
<u>Phase 2</u>	
Remaining portions of project (TBD) (additional funding needed)	<u>\$ 5,762,000</u>
Total	\$ 10,300,000

Maintenance of traffic during construction was discussed. Dave mentioned that a contractor would normally build one half of the roadway width while maintaining traffic on the other half. This will likely require a one way detour and one way traffic along Coddington Road. No specific plans for detours have been developed at this time.

John Lampman next discussed the project schedule. Tompkins County anticipates Scoping Approval by December 2005, Design Approval in January 2006, and the ROW acquisition process will begin by January 2006. Final Design should be complete by April 2006 and private utility construction may begin by fall 2006. Road construction may begin by fall 2006 with substantial completion by fall 2007.

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

Q: Although I agree that the intersection at Burns Road is dangerous and the sight distance needs to be improved, I feel that traffic calming is a more important issue. Why does this plan not include traffic calming such as stop signs or speed bumps?

A: Traffic control devices such as stop signs and speed bumps require certain design criteria or "warrants" which this roadway does not meet. Other traffic calming features have been proposed such as granite curbs and landscaping which will provide a narrow feel to the corridor.

Q: Would the bicycle lane and the pedestrian walk be two separate entities?

A: Only along the northern section of Coddington Road between Juniper Drive and Hudson Street where a separate concrete walkway is proposed.

Q: Can horizontal curves be incorporated into the plan as a means of traffic calming?

A: Yes, but we are limited by a maximum degree of curvature based on design standards and by efforts to limit ROW impacts.

Q: It seems that the intersection at German Crossing Road is just as bad as the Burns intersection. Why does the project stop at the Ithaca/Danby line?

A: The County does not have adequate funding to rehabilitate the entire length of Coddington Road. The County recognizes that improvements will need to be addressed in phases. The Danby Town line was selected as a convenient break point between the first and second sections when the County wrote the original grant applications for the federal funding for the project.

Q: Will the parallel parking lane create more accidents than the current off street perpendicular parking? Drivers may tend to stop in the travel lane while positioning themselves to enter a parking space?

A: The parking lane is not right next to the travel lane. The bicycle lane/shoulder will provide a separation between the parking lane and the travel lane. Drivers (and bicyclists) will also be cognizant of stopping vehicles attempting to parallel park. This is a very common urban condition.

Q: Why are the taxpayers being asked to pay to provide parking to temporary renters?

A: The current parking situation is unsafe and a more conventional and safer parking scenario to protect the traveling public has been recommended. On-street parking is also recognized as a traffic calming (speed-reduction) measure.

Q: We (the community) have continually been asking for the speed limit to be reduced on Coddington Road. We have also been asking for narrower travel lanes. Why have we been ignored?

A: The County does not have the authority to lower speed limits. That is a decision that must be made on a State level. Lane and shoulder widths are also governed by Federal and State standards. The proposed 11 foot lanes are already a reduction from the Federal and State standards which the County will need approval to deviate from. Based on our conversations with the State officials, the 15 ft lane and shoulder combination is the narrowest width that will be approved.

Q: Is there flexibility in this current plan to possibly save more trees and open space?

A: Yes. This plan is conceptual and depicts a reasonable approximation of the extent of disruption. Impacts to features along the roadway such as significant trees, etc. will be considered during the final design of the project and minimized wherever possible.

Q: Can speed bumps be incorporated into the plan as a traffic calming measure?

A: No. Speed bumps are more suited to city locations where speeds are much lower.

Q: What would be considered the appropriate design speed for current conditions?

A: It is difficult to say what an acceptable design speed would be for the existing conditions given the extremely poor sight distances, but it would be very low.

Q: There has been a lot of mention of conveying traffic". Exactly what "traffic" is it that is being "conveyed"?

A: Coddington Road is classified as a "collector" road. That means that traffic is being collected from local streets and other local destinations and conveyed to and from the City of Ithaca.

Q: What are other examples of collectors in the area?

A: Warren Road and Hanshaw Road are examples of other collector roads in this vicinity.

Comment: I feel it is important to maintain the rural feel of the road. I believe that lower speeds and less traffic is needed to accomplish this.

Q: Is the Right of Way deeded? It seems that if the Right of Way is not deeded, there will be more property acquisitions than indicated.

A: No, it is not a deeded Right of Way. The interpretation of the location and width of the ROW based on "use" will be left to the legal experts and is beyond the scope of this meeting.

Comment: As a bicyclist, I feel Coddington Road is already adequate for bicycle traffic. However, I see the dedicated bicycle lane as a good improvement and look forward to using the facility.

Comment: I feel that a wider road will diminish the rural atmosphere of the area.

Q: Won't the parallel parking put pedestrians in the travel lane when getting into or out of their vehicle?

A: No. The travel lane and the parking lane will be separated by the bicycle lane/shoulder.

Comment: I think the realignment of Hudson Street is a good idea.

Q: Can extra consideration pertaining to speed reduction and other safety issues be given in the area of the Community Center? The center has on average 100 to 200 cars per day, using the facility. Also, the center offers several after school programs.

A: Yes. If it is found that the area around the Community Center can be classified as a school zone, additional safety measures would be considered.

Q: What can citizens do to address the State to allow lower speed limits, stop signs and narrower (10 foot) lanes?

A: The County has communicated to the State the desires of the community. There will be continued discussions with the State and communications with the community to develop a plan that will be accepted by the State and therefore eligible for State moneys. You can also contact your local government officials who can speak to the State officials on your behalf.

Comment: Paved shoulders are a good idea because it seems like the gravel shoulders are always eroding.

Comment: I'm worried that wider, better roads will promote additional truck traffic.

Comment: I feel that the paved shoulders will add safety for bicyclists and pedestrians. I think that this added safety will out weigh any increases in speeds due to drivers feeling more comfortable.

Comment: I don't feel that improved sight distance will reduce deer related accidents. A deer can come out of the trees right at the location of your car and not necessarily way in front of it.

Q: This plan shows a large taking of my property. Is this plan final? What about historical houses? Will any those properties be affected to the same degree as mine?

A: This plan is still in concept form. We will work with SHPO and will make any necessary adjustments during final design in order to preserve historically significant properties.

Comment: I feel that the proposed parallel parking lane will act as a traffic calming feature. I also like the idea of including a sidewalk in the area.

Comment: I don't think that improving the sight distance is that important. It's the speeders that are having the accidents. Improved sight distance will only encourage them to drive faster.

Q: Will there also be efforts made in the final design period to reduce the number of power poles that will need to be relocated? To me, moving poles means losing trees.

A: We will meet with the power company and coordinate our improvements with the desire to minimize the number of poles than need to be relocated, and the number of trees to be disturbed.

Comment: I like the idea of stop signs. Stop signs would be a low cost improvement.

Q: Will there be tree clearing to provide extra sight distance? I would not want to see that occur because it would give the road a more interstate feel and promote higher speeds.

A: Existing trees will only be removed as a last resort. Every effort will be made to preserve the existing trees. Landscaping can be a traffic calming feature.

Q: What is the "Right of Way process" you mentioned?

A: Once we have determined which portions of the parcels along Coddington Road need to be acquired the County will contract with a professional property assessment firm to determine the value of those lands. Then a second appraisal company will verify the work of the first assessor. The property owner will then be approached and purchase negotiations will begin.

Q: How many property acquisitions are anticipated?

A: The project budget includes one hundred acquisitions. We anticipate less than this number but an exact amount has not been determined yet.

Q: What happens if someone will not sell their property? Is there a way for the County to force the transaction?

A: Yes. The County could proceed with eminent domain proceedings and have the parcel condemned for public use.

Q: What happens to road sections that cannot be rehabilitated within the current budget?

A: They will stay the way they are until additional funding can be obtained.

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, meeting agenda, project questionnaire, and questionnaire summary of responses, transcriptions from whiteboard notes taken at the meeting

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

Q:\4024\Adm\Meetings\minutes\Coddington Public Info meeting minutes 11-3-05-Revised 12-06-05.doc

PLEASE SIGN IN

11/3/2005

Coddington Road Improvement Project Public Information Meeting

Name	Address	Phone Number	/ E-mail
Mark & Janet Deah	132 Updula Rd	272-3069	nd26@er... .edje
Nicholas DEMUTH	101 SPRUCE WAY	273-8433	
PETER & JANE DEGRAFF	151 NORTHVIEW ROAD	272-5708	
Mary Russell	955 Coddington Road	273-2199	MLRussell@tw... rr. ed
HUBH HOWARTH	628 Coddington Rd	277-4557	(207)-762-5
Bill Lesser	406 Coddington Rd	277-0877	
PAUL & MARY	327 Coddington Rd	272-6261	
Tom Pfeff	642 Coddington Rd	273-4122	
Melvin De Bauer	901 Coddington Rd	273-0268	
Valerie Good.	699 Coddington	273-8061	
Kick DeKorb	126 Northview Rd	275-9054	
Katy Heine	696 Coddington	273-0249	
Phil Sydnor	676 Coddington	273-0249	
Cyrus Urniger	165 Caroline Depot	539-6133	
Bill Podulka	153 Caroline Depot		
Libby Hedrick	616 Coddington	272-3418	
Peter Hedrick	616 Coddington	272-3418	
NARILYN RIVER	950 Coddington Rd	277-3590	
Diane McPherson	950 Coddington Rd	277-3590	
Fred Eskstruck	257/259 Coddington Rd.	272-1070	
C. BRUCE	918 Coddington ROAD		

PLEASE SIGN IN

11/3/2005

Coddington Road Improvement Project Public Information Meeting

Name	Address	Phone Number / E-mail
K. Ronsvick	628 Coddington	273 2720
C. O'Neil	1500 SPANCO WAY	273 4732
Robert Boote	662 Coddington	273 1236
Russell LADD	322 Coddington	272-5848
Elaine Weiss	1148 Coddington	277-6744
Richard Rawson	1017 Coddington	319-0321
Calvin Minor	629 Coddington	273-6372 <small>CGV</small>
Vonnie Schuler	FXI Committee	
D. Steen	290 Birney Rd	273-4174
Dale Bruner	689 Coddington	272-6486
KIM K. WETZEL	2935 SLATERVILLE RD.	539-7868
JIM HOUNTON	5 DEPUTY FROWN HOLLOW RD	539-7678
Rev Terenka	509 Coddington Rd.	277-0260
MIKE CARR	677 Coddington RD	272-2045
Rick Couture	Ithaca College	274-3269
Robert Coastable	343 Coddington Rd	273-5659
Peter Sapp	803 Coddington	592-2890

CGV
MC-VV.C

CODDINGTON ROAD IMPROVEMENTS
Tompkins County
Town of Ithaca

PUBLIC INFORMATION MEETING AGENDA

DATE: November 3, 2005
TIME: 7:00 P.M.
LOCATION: South Hill School, 520 Hudson Street

I Introductions

II Planning and Design Process

- **Survey and mapping**
- **Analysis of existing information** such as:
- **Community involvement**
- **Preliminary Design Concepts and Cost Estimates**
- **Project Scoping Report**
- **Design Report**
- **Begin ROW Acquisition process.**
- **Complete Final Design.**
- **Bid and Award.**
- **Start Construction.**

III Project Objectives

The current objectives of the project are as follows:

1. **Restore pavement to a good condition** using effective techniques that will **minimize** the life cycle costs of **maintenance and repairs.**
2. **Provide paved bicycle lanes** along Coddington Road.
3. **Provide a safe pedestrian zone** (sidewalk) in heavy demand areas.
4. **Replace deficient cross culverts** with cost effective materials and construction techniques that meet minimum design requirements.
5. **Correct safety deficiencies** using cost effective accident reduction measures.
6. Minimize the impact to **historically significant properties.**
7. **Improve overall traffic conditions** and provide an acceptable level of service for a design period of 20 years.
8. **Provide safe travel way** for vehicular, bicycle and pedestrian traffic.
9. Maximize **on-street parking** in heavy demand areas.

IV Traffic Study along the project

Our study shows that there are no traffic capacity issues along Coddington Road. Accident rates along Coddington are high compared to state average rates.

V Speed Study along the Project

Speed Study Results		Posted Speed Limit
Location	85 th Percentile Speed	
Just south of Updike Road	58 mph	45 mph
Just south of Burns Road	47 mph	45 mph
475 meters south of Troy Road	53 mph	45 mph
Troy Road to Juniper Drive	47 mph	40 mph
70 meters south of Ithaca College entrance	41 mph	30 mph

- Initial design speed was 55mph. This design speed provides large stopping sight distances which would result in large cuts and fills and major impacts to the ROW.
- Our current design speed is 45mph, which greatly improves the sight distances but minimizes the impacts to the surrounding properties.

VI Project Alternatives (design concepts)

Design features for entire project

- 11 ft wide lanes with 4 ft paved shoulders
- Use of curb or gutters with enclosed drainage system which eliminates open ditches and reduces the “foot print” of the roadway.
- Increased sight distance to minimum of 340 ft (for 45 mph design speed)
- Water main replacement in cut sections – Project eligible cost
- Cross Culvert Replacement due to either condition or capacity reasons

The project has been broken into several sections for design and discussion purposes

- Danby Town Line to Burns Road.
- Burns/East King intersection
- East King intersection to Juniper Drive
- Juniper Drive to North Limit alternative w/ parallel parking and sidewalk

VI Project Funding

- Our current construction budget is about \$4,475,000.
- The preliminary construction estimate to build the entire project is \$10,300,000
- Our plan is to decide which portions of the project we should build NOW, then pursue additional funding for the remaining portions and build the rest as funding allows.

VI Maintenance of Traffic during Construction

VI Schedule

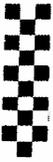
- Scoping approval December 2005
- Design approval January 2006
- Start ROW acquisition January 2006
- Design complete by April 2006
- Private utility construction spring 2006
- Begin road construction by fall 2006 with substantial completion by fall 2007

VII Questions and Comments

VIII Project Contact Persons

John Lampman
Tompkins County Highway Dept.
607-274-0300

Design Consultant
Dewberry-Goodkind, Inc.
Ron Centola, P.E.
David Askinazi, P.E.
585-232-4128



New York State Office of Parks, Recreation and Historic Preservation
 Historic Preservation Field Services Bureau
 Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

April 7, 2006

J. Joseph Dorety
 Fisher Associates
 135 Calkins Road
 Rochester, NY 14623

Dear Mr. Dorety:

Re: FHWA PIN 3753.24
 Coddington Road Reconstruction (2 Sections)
 Town of Ithaca, Tompkins County
 06PR1719

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). The SHPO has reviewed the Phase I Cultural Resource Investigation Report, prepared by Pratt & Pratt and dated February 2006, in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended.

Based upon this review, it is the SHPO's opinion that your project will have **No Effect** upon historic properties in or eligible for inclusion in the State and National Registers of Historic Places. Please note that this No Effect is for two areas only: 1) the Burns Road intersections (2+150 to 2+500) and 2) the Northview Road to north end of project (4+600 to 6+050).

The SHPO appreciates the opportunity to comment on this information. It should be noted that further consultation with the SHPO will be necessary if there are any changes to the project. Please telephone me at ext. 3280 with any questions you may have. Please also refer to the PR# above in any future correspondences for this project.

Sincerely,

Nancy Herter
 Historic Preservation Program Analyst,
 Archaeology

cc. Pamela Grupp DOT Region 3
 David Askinazi, Dewberry (faxed this day to 585-232-4129)
 Marjorie Pratt, Pratt & Pratt

Coddington Road Improvement Project
Public Meeting Questionnaire

Please complete the following questionnaire today before leaving the Public Meeting

- Do you feel the entire project needs to be completed? Yes or No

- Rank the following Project Needs in order of importance (1=highest, 7=lowest)

- ___ Correct safety deficiencies
- ___ Provide bicycle / pedestrian accommodations
- ___ Minimize maintenance and repair costs
- ___ Restore pavement to a good condition
- ___ Provide traffic calming measures
- ___ Provide a walkway along Coddington Road in the vicinity of the Ithaca College entrance
- ___ Provide an on-street parallel parking lane along Coddington Road in the vicinity of the Ithaca College entrance.

- Rank in order of priority the following sections of the project based on the today's presentation (1=highest, 5=lowest)

- ___ Danby Town line to Burns Road
- ___ Burns/ E.King Vicinity
- ___ E.King to Troy Road
- ___ Troy Road to Juniper Drive
- ___ Juniper Drive to Hudson Ave (City Limit)

- Rank in order of priority the following safety deficiencies (1=highest, 5=lowest)

- ___ Sight distance
- ___ Awareness of deer
- ___ Intersection Safety
- ___ Room for emergency stopping along roadside
- ___ Speed reduction

- What other features do you think should be included in the project?

- Do you know of any specific construction related difficulties or issues that we should be aware of relating to your property along Coddington Road?

- Check all the statements that apply:
 - I am a resident of Coddington Road.
 - I am a property owner along Coddington Road.
 - I regularly commute/ travel along Coddington Road.
 - I live in Tompkins County.
 - I live in the Town of Ithaca.
 - I work in Tompkins County
 - Other (explain) _____

- Are you in favor of a lower speed limit along Coddington Road? Yes or No
- Are you in favor of the proposed reconfiguration of the Hudson Ave / Coddington Road Intersection? Yes or No
If no, please explain:

Coddington Road Improvement Project - Public Meeting Questionnaire Results

November 3, 2005

Tompkins County, New York

PIN 3753.24

Total number of respondents = 58*

**not all respondents answered every question*

Do you think the entire project should be completed?	Overall Percentage		
	Residents of Coddington Road	Non-Residents of Coddington Road	
Yes	33%	67%	19%
No	85%	15%	81%

Rank the following Project Needs: (1 highest, 7 lowest)	Average rank		
Correct safety deficiencies	2.1	2.9	1.9
Provide traffic calming measures	2.9	3.8	3.7
Provide a walkway along Coddington Road in the vicinity of the Ithaca College entrance	3.4	4.5	2.9
Provide bicycle/pedestrian accommodations	3.7	5.0	2.9
Restore pavement to a good condition	3.8	5.2	3.7
Minimize maintenance and repair costs	4.6	6.1	5.4
Provide an on-street parallel parking lane along Coddington Road in the vicinity of the Ithaca College entrance	6.0	8.2	6.1

Rank in order of priority the following sections of the project based on today's presentation: (1 highest, 7 lowest)	Average rank		
Burns/E. King Vicinity	1.5	2.0	2.1
Juniper Drive to Hudson Ave (City Limit)	2.1	2.7	2.1
Troy Road to Juniper Drive	3.5	4.9	3.3
E. King to Troy Road	3.7	5.0	3.8
Danby Town line to Burns Road	4.3	5.8	4.5

Rank in order of priority the following safety deficiencies: (1 highest, 7 lowest)	Average rank		
Speed reduction	1.8	2.4	2.6
Intersection safety	2.1	2.8	2.1
Sight distance	2.9	3.9	2.2
Awareness of deer	3.3	4.4	2.6
Room for emergency stopping along roadside	4.2	5.7	4.0

The respondent is:	Overall Percentage	Residents of Coddington Road	Non-Residents of Coddington Road
Resident/property owner along Coddington Road	76%	100%	0%
Non-resident/property owner along Coddington Road	24%	0%	100%

Are you in favor of a lower speed limit along Coddington Road?	Yes	Residents of Coddington Road	Non-Residents of Coddington Road
Yes	85%	82%	18%
No	15%	50%	50%

Are you in favor of the proposed reconfiguration of the Hudson Street / Coddington Road intersection?	Yes	Residents of Coddington Road	Non-Residents of Coddington Road
Yes	57%	67%	33%
No	43%	75%	25%

Coddington Road - Public Meeting 11-3-05

“WHITE BOARD” notes
from public comments

Safety vs Speed

Historic Houses – Web site

Cross Walk @ IC

Don't do sight distance improvements if they increase speeds

Utility pole movement = Tree Impact?

Mini RoundABOUTs?

Lower Design Speeds?

Null Alternative?

Overhanging Trees = Traffic Calming

Brush Hides Deer

Minimize Lane Width/Shoulder Adequate for Bikes

96B Intersection is Dangerous

Do something to Mitigate Deer Accidents

Bike Belong on Trail not Road

No Stops/Slow Downs – Stop at Burns, etc.

Speed!!! Enforcement

Use of Curves along Road to Slowing Traffic

Safety is #1

Parallel Parking Safety?

Reduce Road Width – Push the State

Shoulder is not Bike Lane

Flexible Section to Avoid Trees

Speed Bumps

School Zone @ Community Center

Linear Neighborhood – Rural Character

ROW Availability?

Plan looks good for bikes

“Too Much Section” for area

Hudson, Right turn to Coddington Road impossible in winter

Traffic Light @ Hudson Street – Stop Sign Ignored

Erosion / Runoff down Juniper

Don't Encourage Trucks