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

DATE: June 21, 2006
TIME: 11:30 A.M.
LOCATION Tompkins County Highway Department
SUBJECT: Progress Meeting #4

Attendees:

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

Dave opened the meeting by stating the goals of this meeting were to review the County's comments on the Design Report, reach a resolution to some of the remaining outstanding issues, discuss the appraisal work for the project, discuss the progression of final design tasks and confirm the project schedule. The discussion was focused on John's comments dated 5/23/06.

County comments discussed

- a) (comments 9 and 10) Dave suggested not including the line counts between the Burns Road and East King Road in the Table II-5. This information is misleading because the counts are higher due to the "cut through" volumes the this short section of Coddington Road experiences and that these are more like turning movement counts than line counts. John agreed with this suggestion but asked if Dewberry would at least mention these counts in the adjacent text of the report and why the counts were discounted. The counts near City line have been incorporated into Table II-5. The counts near City Line were not included in 1-14-05 transmittal but in 3-7-06transmittal form the County. Appendix F has been revised to reflect 12% trucks per the traffic counts
- b) (comment 14) Dave clarified that sheet ACC-8 in Appendix D does not show fatal accident but instead shows a rear end accident with PDO.
- c) (comment 21) Dave clarified that Design Procedures Manual, Appendix B, II.C.1.y. Environmental Integration does request the type of discussion currently contained in the design report.
- d) (comment 22) Dave stated that the growth rate in the design report is based on the US Census data provided to Dewberry by the Town of Ithaca. Dave will email this data to the County for their records.
- e) (comment 26) Table II-16 will be revised so that the percentages shown for the "yes/no" questions are more easily interpreted.
- f) (comment 28) The text has been revised per the County's suggestions.
- g) (comment 34) Dave presented the proposed Burns Road profile and indicated the although the proposed slope of Burns Road is 9%, portions of the existing burns road pavement is closer to 10.5% near the top of the slope in the westbound direction where cars stack at the stop sign and wait to turn onto Coddington Road. In addition 9% slope is permitted according to the Design

Manual. Dewberry will investigate the feasibility of moving Coddington Road further west near Burns Road to help flatten the Burns Road profile.

- h) (comment 37) The shoulders will taper to meet existing pavement width at project limits.
- i) (comment 40) Pratt & Pratt have begun work again on Phase I-B studies. Their follow up report will be complete in 2 weeks and it must be submitted to SHPO for review and concurrence.
- j) (comment 41) Dewberry performed a quick estimate and determined that extending the work limits from the Burns Road intersection south to the Updike intersection (a distance of approximately 320 meters would consume all of the "uncommitted" (\$630,000) funds. John asked that we take a closer look at this number to confirm that we could construct this section of road for the portion of uncommitted funds due to the higher amount of cut and fill work as well as the presence of two large cross culverts.
- k) (comment 45) In-Place Recycled Asphalt Pavement will be utilized in places where possible. Many locations especially in cut or fill areas this is not possible and storage would be necessary. Average asphalt depth is only 4-5 inches thick. Dewberry does not recommend using existing subbase in new pavement section due to probability of migration of fines into this material and it being unsuitable.
- l) (comment 46) The preliminary detours were discussed. Dave explained that the Contractor would have a tough time maintaining two-way traffic along Coddington Road in deep cut and fill areas and that allowing him to establish a one way detour may present a large cost savings to the County. Dewberry will further refine the proposed detour plans for presentation at the public meeting to gather further input. Dave suggested including the detour option in the contract as an add-alternate item such that the contractor is asked to bid on both two way onsite and one way on site traffic maintenance options.
- m) (comment 48) Proposed facilities for bicycle traffic will be designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) "Guide for the Development of Bicycle Facilities" and the Highway Design Manual guidance for bicycle facilities along Urban Collectors.

II. Appraisal Work

Dave presented the summary of the three bids for the appraisal work from Midland Appraisal, RK Hite and Eastern Abstract. Midland was the least expensive and John indicated that Midland had worked on Tompkins County project in the past and that they were satisfied with their performance. Dave mentioned that Eastern abstract had submitted a price to perform the negotiations and that for about \$1000/ per parcel, Dewberry would recommend that the County allow the appraisal company to perform this work. John will inquire with the State to see if they would perform this task on behalf of the County. If the State could not perform the negotiations then, in the interest of expediting the ROW process, the County might consider allowing the appraisal company to perform this work.

Some further discussion took place regarding what level of disturbance constitutes a taking, easement and grading release. John will discuss the ROW policies of Region 3 with Paul Young to gain clarification on these issues.

III. Progression of Final Design Tasks

Ron requested that Dewberry be granted permission to advance final design tasks such as establishing final take lines, culvert design (which will allow Dewberry to also finalize the take lines) and other low risk tasks such as preparing for the next public meeting in an effort to advance the project design and avoid any further project delays. John agreed to allow Dewberry to advance the project into Final Design in this manner prior to obtaining official Design Approval.

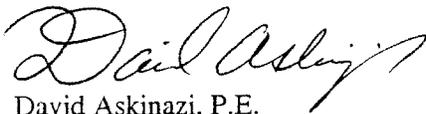
IV. Schedule

- a) Next Public Meeting – John will attempt to set up for late July 2006
- b) Design Approval - August 2006
- c) Take Line Meeting/Start ROW acquisition - August 2006
- d) Design complete - December 2006
- e) Advertisement - January 2007
- f) Letting - February 2007
- g) Begin Construction - spring 2007
- h) Substantial Completion - November 2007
- i) Construction Complete - July 2008

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: Meeting Agenda

cc: Attendees
Paul Young, NYSDOT Region 3
Ted St. Germain - Dewberry-Goodkind, Inc.

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CODDINGTON ROAD IMPROVEMENTS
Tompkins County
Town of Ithaca

PROGRESS MEETING AGENDA

DATE: June 21, 2006
TIME: 11:00 A.M.
LOCATION: Tompkins County Highway Department

- I.** County comments to be discussed
- a) (comments 9 and 10) Do not include counts between Burns and King-misleading info, but counts near City line incorporated.
 - Appendix F revised to reflect 12% trucks
 - Counts near City Line were not included in 1-14-05 transmittal but in 3-7-06.
 - b) (comment 14) Sheet ACC-8 does not show fatal accident but shows a rear end accident with PDO.
 - c) (comment 21) See Section from DPM
 - d) (comment 22) Growth rate based on US Census data
 - e) (comment 26) Lets discuss Table II-16
 - f) (comment 28) Revised Text
 - g) (comment 34) Discuss profile for Burns Road
 - h) (comment 37) Shoulders will taper to meet existing pavement width at project limits.
 - i) (comment 40) Pratt & Pratt have begun work again on Phase I-B studies. Follow up report will be complete in 2 weeks. Must submit to SHPO for review.
 - j) (comment 41) Extending work from the Burns Road intersection south to the Updike intersection (a distance of approximately 320 meters would consume all of the "uncommitted" (\$630,000) funds.
 - k) (comment 45) RAP will be done in place where possible. Many places especially in cut or fill locations this is not possible and storage would be necessary. Average asphalt depth is only 4-5 inches thick. We do not recommend using existing subbase in new pavement section due to probability of migration of fines into this material and being unsuitable.
 - l) (comment 46) Discuss detours.
 - m) (comment 48) not sure what Joe Flint reference you are referring to.
- II.** Appraisal Work
- III.** Progression of Final Design Tasks
- IV.** Schedule
- a) Design Approval August 2006
 - b) Take Line Meeting - Start ROW acquisition August 2006
 - c) Design complete by December 2006
 - d) Advertisement January 2007
 - e) Letting February 2007
 - f) Begin Construction by spring 2007
 - g) Substantial Completion November 2007
 - h) Construction Complete July 2008

4024

REGULAR MEETING OF THE ITHACA TOWN BOARD
MONDAY, JUNE 13, 2005

TB RESOLUTION NO. 2005 - 091 : TOWN BOARD POSITION REGARDING THE PROPOSED RECONSTRUCTION OF CODDINGTON AND HANSHAW ROADS

WHEREAS, the Tompkins County Highway Department will be reconstructing the portions of Coddington and Hanshaw Roads that lie within the Town of Ithaca in the next few years; and

WHEREAS, both projects are included in the Ithaca-Tompkins County Transportation Council's Transportation Improvement Program (TIP), 2003-2006, utilizing funds in the Federal Surface Transportation Program (STP); and

WHEREAS, a County Board member requested a statement from the Ithaca Town Board regarding this project; and

WHEREAS, these roads are important residential roads within the Town as well as functioning to provide access to other jurisdictions outside of the Town; and

WHEREAS, the preliminary project description in the TIP for these roadways, indicated the possibility of 11 foot driving lanes and 5 foot paved shoulders; and

WHEREAS, those specifications are significantly greater than the current footprint of 10 foot lanes and 3 foot gravel shoulders, and are similar to State Route 79, a major arterial and designated truck route with 2.5 times the vehicle volume of Coddington Road; and

WHEREAS, vehicular speeding is already a well-documented safety problem on those two roadways, while the enlargement of roadways has been well documented to lead to even higher speeds; and

WHEREAS, speeding vehicles will negatively impact the safety of the road shoulders for pedestrian and bicyclist users; and

WHEREAS, a major goal of the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and its grant program, which authorizes funding these projects, is to encourage pedestrian and bicyclist usage and safety of roadways; and

WHEREAS, the Town Board adopted a Sidewalk Policy for the Town of Ithaca on 10/23/03, which includes criteria for adding sidewalks or walkways in both newly and previously developed areas; and

WHEREAS, larger road footprints increase runoff, potentially encourages more traffic, and greatly impact the quality of life of residents and the character of the neighborhoods; and

WHEREAS, both roadways pass by numerous historical residences (in the case of Coddington Road a town-funded survey identified 12 pre-1855 homes) which are typically placed close to the existing roadway and hence may be negatively impacted by a road expansion, with implications for the Town and the broader community; and

WHEREAS, residents of Coddington Road at both a neighborhood meeting and a public meeting and in a petition submitted to this board and to the Tompkins County Legislature registered strong opposition to the preliminary road footprint (ie: 11 foot lanes and 5 foot shoulders); and

WHEREAS, the Town of Ithaca Comprehensive Plan encourages development of a transportation system which emphasizes bicycling and walking (III F 1.) and advises to accomplish this goal by ensuring that roadway designs encourage compliance with posted speed limits (LLL F 3.a); and

WHEREAS, the Town Comprehensive Plan recommends minimizing the adverse effects on traffic on neighborhoods by limiting road widths and speeds (III F 4.a) and limiting roadway improvement projects and road related land acquisition projects in historic residential areas to those necessary to maintain road surface, safety, and efficiency; and

THEREFORE, BE IT RESOLVED, that the Town of Ithaca Town Board hereby respectfully requests and advises the Tompkins County Legislature that the roadway dimensions of Coddington and Hanshaw Roads be set at a maximum of 10 foot travel lanes and a maximum of 4 foot paved shoulders, that sidewalks or walkways be included when wanted by a majority of the adjoining residents, and that traffic calming measures be included in the design specifications for the reconstruction of those roads.

MOVED: Councilman Engman

SECONDED: Councilman Lesser

VOTE: Supervisor Valentino, aye; Councilman Lesser, aye; Councilman Burbank, aye; Councilwoman Gittelman, aye; Councilman Engman, aye; Councilman Stein, aye. Motion carried.

HEREBY CERTIFY THAT THE FOREGOING IS A TRUE COPY OF A RESOLUTION ADOPTED BY THE TOWN BOARD OF THE TOWN OF ITHACA, TOMPKINS COUNTY, NEW YORK, ON THE 13 DAY OF June 20 05 AND IS THE WHOLE OF THE SAME.
Date 6/13/05 [Signature] [Signature]
Town Clerk/Deputy Town Clerk

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MEETING MINUTES – Revised 8/2/06
CODDINGTON ROAD IMPROVEMENTS PROJECT
P.I.N. 3753.24

DATE: July 18, 2006
TIME: 10:00 A.M.
LOCATION N.Y.S. Dept. of Environmental Conservation (Division of Water) - Syracuse
SUBJECT: Stormwater Management Pre-design Information Meeting

Attendees:

<u>NAME</u>	<u>REPRESENTING</u>	<u>PHONE</u>
John Lampman	Tompkins County	607-274-0307
Ellen Hahn	NYSDEC	315-426-7504
Sue Weibel	Dewberry-Goodkind, Inc.	585-232-4128
David Askinazi	Dewberry-Goodkind, Inc.	585-232-4128

The purpose of this meeting was to introduce the Coddington Road project to the NYSDEC staff and to establish the basic ground rules and procedures for preparing the project's drainage design which will allow the DEC to quickly and easily approve of the design and issue the SPDES permit.

Sue opened the meeting with a brief description of the project work limits and scope. The following Items were then discussed.

1. Water Quality Volume

The design for Water Quality treatment only needs to address the volume of water generated by the road corridor. (i.e. Runoff generated from impervious areas on the west slope will not have to be treated.)

100% of the Water Quality Volume generated from new impervious areas and only 25% of the Water Quality Volume generated from replaced or restored (reconstructed) impervious area will need to be treated. The exception to this rule is if within the existing roadway section a minimum of 6" of subbase remains in place (equating to no soil disturbance), then 0% of the Water Quality Volume from the existing roadway section is required to be treated.

2. Discharge from the Project's North End (5+700 to north limit)

It appears that storm water from the west side of Coddington Road north of approximately station 5+700 is collected in the existing ditch and conveyed to the City of Ithaca storm system. John said that he is sure there is an existing connection and that there is no flooding or storm water sheet flow across the Hudson Street/Coddington Road intersection to indicate that runoff is not being directed to the storm sewers. Dewberry will confirm the connection and proceed with the drainage design.

The storm water along the east side of this section currently sheet flows off the pavement into the east side slope. The proposed design will capture both the west side and east side flow. The

additional captured volume will be handled by designing a system which will partially recharge the flow, and detain the peak flow underground. Flow will be redirected to the City system. A portion may be discharged along the triangle shaped parcel (along the west side of Coddington Road) between the roadway and the hiking trail, between stations 5+840 and 5+950 in an effort to match existing stormwater flow patterns.

Ellen reminded everyone that the proposed peak flow rate to the City Storm system would have to be no greater than the existing flow rate at the connection point.

3. Stormwater Mitigation and Treatment Methods

Ellen stated that sediment traps act as a forebay. Therefore this equipment will need to be in line with the enclosed drainage system (i.e. storm water is first captured, then cleaned, then mitigated and finally discharged.)

Dewberry's proposed recharge system is an approved method of storm water volume mitigation.

Dave suggested that additional soils investigations such as percolation test pits to find actual infiltration rates in lieu of using estimated rates (that may be too conservative) in order to assure that the proposed recharge system will be properly designed. Ellen noted that soil tests should be done at the exact location and depth of the new drainage structures.

There was no specific discussion of sediments traps (within a storm sewer system). Although, Ellen noted that sediment traps can be expensive and that we may want to look at using dry swales with a buried perforated pipe along the east edge of road.

The quantity of stormwater treated is based on the entire site / construction zone as a whole. Therefore sheet flow from the east side of the road would not have to be treated as long as the amount of water treated within the closed drainage system is at least equal to the Water Quality Volume for the entire work area.

4. Erosion Control Plan

An erosion control plan for the construction phase will need to be developed. The DEC will want to see the use of inlet protection, silt fences, etc.

Check dams in the existing stream beds (or within any channeled flow area) are not allowed. Erosion control methods should be placed at the source of the sediment.

Ellen noted that the erosion control measures should be located off of the roadway when ever possible to not inhibit vehicular safety during construction.

5. Miscellaneous Information

The DEC requires stormwater management of the 1-year (Channel Protection), 10-year (Overbank Flood) and 100-year (Extreme Storm) storm events. However the Extreme Storm requirements may be waived depending on the amount of new/restored impervious area within the watershed.

This project does not discharge to a TMDL (Total Maximum Daily Load) watershed or 303(d) segment (impaired waters due to sediment and/or nutrients).

The City of Ithaca is a regulated MS4 (Municipal Separate Storm Sewer System). However this will not impact the Coddington Road project because stormwater from the site will not be discharged directly into a regulated body of water.

Ellen suggested that Dewberry review the draft "Redevelopment" chapter of the Stormwater Design Manual. This document gives case studies for several redevelopment projects and provides examples of approved mitigation and treatment practices. This document can be downloaded from the DEC website. The final version of the chapter (Chapter 9) is anticipated to be issued in September 2006.

Once the project final design has been progressed and Dewberry is ready to submit the plans for detailed review, a copy of the plans will be forwarded to the DEC for review along with the project's Notice of Intent (NOI).

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/sw

Attachments: Meeting Agenda

cc: Attendees
Paul Young, NYSDOT Region 3
Ted St. Germain - Dewberry-Goodkind, Inc.

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

DATE: August 22, 2006
TIME: 7:00 P.M.
LOCATION: South Hill Church of the Nazarene, 210 Grandview Avenue, Ithaca, NY
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 opened the public information meeting by introducing himself, Dewberry staff and several notable local officials in attendance.

After the introductions, John continued with a brief overview of the project, noting that Coddington Road is classified as a collector and that a wide variety of vehicles travel it every day. John explained that the project is still in its first phase and that the engineering team is looking at specific ways (i.e. typical sections, drainage, etc.) to address the identified needs of the project, while meeting New York State standards. He went on to say that the next step would be to take the chosen alternative through final design. John also noted that the County wishes to reconstruct Coddington Road such that no maintenance difficulties are created for the complete road.

John then spoke about the following items:

- Safety from Traffic Calming versus from Intersection & Grade Improvements
 - New Horizontal Curves
 - Stop Signs, Traffic Lights, Speed bumps
 - Other Traffic Calming Techniques
- Speed Limit Reduction versus Design Speed
- Parking Lane Safety
- Community/Environmental Impacts
- Right of Way
- Hudson Street Intersection
- Safety Improvements/Speed Zone near Community Center
- Effects of Paving Shoulders
- Cultural Assessment/Historic Properties
- Utility Coordination

John then turned the floor over to Dave Askinazi to present an update on how the design process has been advancing since the last public meeting. Dave discussed the following items:

1. The State has agreed to a lower design speed – the lowest within the State’s acceptable range. This has allowed us to use shorter vertical curves and 11 foot travel lanes.
2. Dewberry has begun preliminary design of the closed drainage and water quality systems. This has allowed us to better estimate the cost of these systems which will help us to determine the portions of Coddington Road that can be reconstructed with the available funding.
3. The County and Dewberry have been evaluating various types of traffic calming measures that would be acceptable under New York State standards. Dave explained that the design team has been evaluating items from the list of acceptable traffic calming measures presented in the Highway Design Manual.
4. Dewberry has developed detour plans which could be implemented during the construction period. Dave explained that there are two basic options; first, limit traffic on Coddington, from Updike Road to the City line to one-way, northbound traffic only and detour southbound traffic along Danby Road (Rte 96b) & East Miller Road. The second option would be to maintain two-way alternating traffic along the entire length of Coddington Road during construction. Dewberry proposed that the plans include both traffic plans as “add alternates” in the bid documents and then weigh the cost of each alternative against user cost (inconvenience, etc.).

Dave also gave a review of the alternative that would most likely be advanced to the final design stage. He talked about the improved sight distances at Burns Road and East King Road and at Updike Road, noting that Burns Road would need to be realigned to avoid grading into the existing creek that runs alongside of it. Dave reminded the audience that the north section would incorporate a parking lane and sidewalks on the east side, noting that the centerline of the road would need to be realigned to the west to minimize and balance the impacts on the ROW. He also said that crosswalks would be placed to provide safety to pedestrians.

John and Dave then opened the meeting to a question and answer period:

Q: How many “phases” are there (how many will there be) to the project?

A: Unfortunately, the term “phase” has been used in two different senses. The first use of the term “Phase” refers to the planning and design portions of the project which includes evaluating the existing conditions to determine the project needs. The next “phase” of the planning process was to develop, then evaluate different alternatives (which is basically where we are now). The next “phase” of the planning process will be to finalize the design of the chosen alternative. Additional planning and design “phases” of the project will include ROW acquisition, bidding and construction contract award. The second use of the term “Phase” refers to the actual road reconstruction. The County wishes to reconstruct the entire project length of Coddington Road (from the Danby /Ithaca town line to the City of Ithaca line). However there is currently only enough funding to reconstruct two areas (from Updike Road to East King Road and from Juniper Drive to the City line). The reconstruction plans for these initial portions have been referred to as the first construction “phase”, meaning that it is the intention of the County to pursue additional funding to reconstruct the remaining portions of the project under a second

construction phase.

Q: Can you tell us where gutters will be?

A: Yes, we have determined the approximate locations in concept design plans. The area between Updike Road and East King Road on the west side of Coddington Road will contain gutters along with a few shorter sections along the east side of this area.

Q: What are the other alternatives for the first construction phase, that is, what are other alternatives for using current funding?

A: What has been presented tonight is the current preferred alternative. However, this alternative is still open to variations such as limits, inclusion, exclusions, etc.

Q: These plans look exactly the same as those presented at the last public meeting. What has been done (to address the community's comments)?

A: The only changes to the plans are that the alignment is shifted a little at the north end, the initial construction area is expanded to south of the Coddington Road Community Center, reconfiguration of the Hudson / Coddington intersection has been removed, and sidewalks have been extended. But the plans are not the sole focus. Since the last meeting, Dewberry started to address the project's drainage and environmental issues, looked at several traffic-calming concepts, and received agreement from the State to use a lower design speed.

Q: Have there been any official requests made to the State to allow us to use a lower design standard?

A: Yes. The County formally requested that we be allowed to use 10-foot travel lanes. This request was rejected by the NYSDOT.

Q: What is the south limit of the proposed parking lane?

A: The north side of Spruce Way is the limit of the parking lane.

Q: What happens to existing water and gas lines?

A: Portions of the water main will need to be relocated. The County and Dewberry met with the Town Engineer today to discuss the water main relocations. Gas main impacts will be determined by NYSEG during final design.

Q: Why doesn't this project include adding sanitary sewers?

A: This is a County highway project. Installing sanitary sewers would be the responsibility of the Town of Ithaca. The design team approached the Town with the idea of extending the sewers to the Danby Town line, but the Town is not interested in this concept.

Q: People find it difficult to drive along the north end now. How will they be able to cope with a bicycle lane and a parking lane?

A: The addition of the bike and parking lanes are considered traffic calming measures and would slow down traffic.

Q: How will the proposed north portion typical section fit within the ROW?

A: The section does fit within the ROW but will require some minor strip takings for grading

purposes. It would be best to view the cross sections to see exactly how this will look.

Q: Is the increased section width the reason that the proposed alignment is shifted off of the existing alignment?

A: Yes, it is more efficient and minimizes the impact to the properties along the east side of Coddington Road.

Q: What is the width of the proposed north section on each side of the road? Will it fit in the ROW?

(John Lampman draws sketch)

A: The pavement, curbs, sidewalk, etc. all fit within ROW. The County may need to acquire more ROW to grade from the edge of new road / sidewalk to the existing grade.

Q: What is the difference between “design speed” and “speed limit”? How are they related?

A: The design speed is determined based on the road classification and is used to design proposed roadway features such as size of curves and lane widths. The speed limit is typically lower than the design speed and is mandated by NYS Traffic Law. The project design will not impact the speed limit.

Q: How does a lower design speed help us if the speed limit will not be lowered?

A: It will justify the use of shorter vertical curves thus reducing the “foot print” of the road and grading limits due to less severe raising and/or lowering of the road to achieve required sight distances.

Q: What will the speed limit be?

A: The speed limits will remain the same as they are now, unless the State changes them.

Q: How was Coddington Road determined to be a collector?

A: The classification is based on things like traffic volume, types of vehicles, points of destination along the road, etc. It is not based on the alignment or nature of the surrounding land use.

Q: How does the State benefit by not allowing lower speeds?

A: The State sets standards to provide safe roads for the community. There is some flexibility to the standards – the State has already agreed to a lower design speed.

Q: Why do we need a parking lane? Why not just continue to park on the shoulders?

A: Cars are currently parking illegally.

Q: Why are there no traffic lights incorporated into the plan?

A: There are no areas that meet the Federal / State warrants for a traffic light.

C: Perhaps a flashing beacon would be justified at the college entrance.

C: The parking lane will enable a lot of high speed passing on the right as vehicles attempt to get around drivers waiting to turn left into Ithaca College.

Q: Did the residents request that a parking lane be incorporated into the plan?

A: A parking lane was suggested during a meeting with the Town at the beginning of the planning process to eliminate the illegal pull-offs that residents are currently using.

Q: How strongly is the Town pushing for a parking lane?

A: There has not been a lot of "push" from the Town since it was established as a project need early on.

Q: Why put sidewalks at the Hudson / Coddington intersection and encourage pedestrians? Vehicles go so fast up there that it would not be safe for pedestrians to cross the road.

A: Pedestrians are there now and will continue to pass through the intersection. Sidewalks will provide a safe place for them, provide calming cues to motorists, and better delineate the driving space. We are working with the City of Ithaca to fund a better connection to the City at that intersection.

C: The parking lane is an unnecessary expense. Money could be better used on other things.

C: The parking lane creates a maintenance problem, especially in the winter.

C: There are no 'grid streets' along Coddington where people can turn around. The parking lane will create more instances of U-turns and/or K-turns in order for cars to travel south on Coddington when starting out in the northbound lane and vice-versa. This still means cars backing in traffic.

C: The parking lane will create more instances of U-turns and/or K-turns in order for cars to travel south on Coddington when starting out in the northbound lane and vice-versa.

C: The current (illegal) parking situation is bad because cars tend to be parked on the shoulders.

C: It seems like this parking lane will be used by drunken college kids for party parking and that these kids will not use it properly, parking in the wrong direction.

R: The parking lane is not being included to accommodate Ithaca College. However, it may be used by the students.

C: I would prefer to have illegally parked cars (like now) over increased width of pavement.

R: Yes, but cars parked on the shoulders would block bicycle traffic and encourage bicycles to ride in the travel lanes.

Q: How is the parking lane safer than the existing parking conditions?

A: Existing cars are backing up into the travel lanes. This is unsafe.

C: The parking lane would diminish sight distance from driveways.

R: No, there would be the 4-foot shoulder between the parking lane and travel lane. That would provide a clear view for a driver exiting a driveway.

Q: When do you hope to get the extra funding – at the end of design or the end of construction?

A: It would be preferred to complete the design and construction of the two areas proposed now and then get funding to design and construct the next sections of the project.

Q: Will the people be given proof that the County owns the ROW that it claims to?

A: The County Attorney has agreed that the "Three Rod Rule" applies to Coddington Road when establishing a ROW that is not defined in individual deeds since a majority of the deeds do refer

to a 49.5 ft wide ROW.

Q: What is meant by "ROW by Use"?

A: ROW by Use means the municipality only has a right to features that are used for the sake of the road. So, only the road, sidewalks, drainage swales, roadside slopes and embankments, etc., and a foot or so outside them, would be the ROW. The ROW width would vary as it followed the outline of these public features.

Q: Who's project is this and why does it need to be done?

A: This is a Tompkins County project. It needs to be completed to address the needs such as replacing deteriorating pavement, accommodating bicyclists and pedestrians, improving unsafe sight distances, and improving drainage facilities.

C: The County should document the accident history on the road to substantiate the "safety" reasons for change.

C: I live within the Updike Road to East King Road work area. I don't like the construction detour plan. I do not want to be forced to travel into the City to go anywhere to the south for 7 months. One would have to go into the City to get to Route 79 east.

R: The presented detour plan (one-way traffic) is just one option. The other option would be to maintain alternating two-way traffic along Coddington Road. Our plan was to require the contractors to bid on each option. The County would then have a price quote for the one-way traffic option as well as a two-way alternating traffic option. The County could then compare these prices to the user convenience costs.

C: Temporary signals could be used instead of flaggers to save cost of maintaining 2-way traffic?

C: A one-way detour on East Miller Road would be better if traffic went uphill instead of down. That road is dangerous for downhill traffic.

Q: Have you discussed this (one-way traffic) detour plan with the school district and/or school bus company?

A: We have not yet discussed it with anyone concerning school bus traffic. We have discussed it with TCAT and they have not expressed any major concerns.

Q: Which sections would include the one-way traffic?

A: From south of Updike to the City line. The posted detour is for drivers not familiar with the area. Local residents would still have the option to take other routes.

C: The Aurora Street bridge will be closed in 2007. This will cause another traffic flow problem.

C: Look at keeping the road as two-way between the two work areas.

Q: Is the public allowed to make comments directly to the funding agency?

A: Yes, people may comment to county, state, or federal officials.

Q: Can you provide us with (funding agency) contact information?

A: Yes. This information will be made available.

Q: Has the County already made a request for additional funding?

A: Yes and we were told that this project could only have more funding at this time if money were moved from another project. It is expected that new funds will be available this fall. The County can make another request then.

Q: Have you addressed any environmental issues? What about runoff to Six-Mile Creek?

A: We have met with the NYSDEC to discuss the requirements for storm water management. These requirements include managing post-redevelopment runoff so that it does not exceed existing conditions and ensuring the water quality of the runoff leaving the site. We are currently designing storm sewers, recharge systems and establishing ways to clean runoff coming from impervious areas. We have also coordinated the design with the State Historic Preservation Office.

Q: The County should document the number of parking spaces needed. Will the parking lane increase the number of parked cars?

A: The intent of including the parking lane was not to allow for more parking spaces, but to eliminate the existing illegal parking.

Q: How will you enforce that the proposed parking lane is used properly?

A: Parking law enforcement would be the responsibility of police agencies.

Q: Why does the County continue to pursue plans that the community does not approve of?

A: The people attending our public meetings are not the only ones the County must serve. The County must build facilities that serve all the road's users. The users are not only the residents of Coddington Road, but also the pedestrian, bicycle, transit and vehicle commuters, the truck drivers, the emergency service and road maintenance providers that travel along Coddington Road every day. The results of the surveys filled out at the last public meeting indicate a general difference of opinion based on residence. Residents of Coddington Road tend to be against the project while non-residents tend to be in favor of it. We can't do both. So, the County will try to balance all these opinions. We will address road needs, but hopefully with sensitivity to the desires of the host community.

Q: What percent of the accidents are deer related?

A: Deer related accidents are a high percentage.

C: Speeders will not be deterred by colored shoulders.

C: Perhaps the County could use funding to work with home owners at the north end to make their parking legal instead of building a parking lane.

C: The parking lane will be a safety concern for pedestrians crossing the road.

C: People park half in the road now.

C: Please get rid of the proposed parking lane. It is fine the way it is. I don't care that people are parking illegally.

C: I approve of paved shoulders. I want bicycle traffic off of the travel lanes.

C: The County is proposing a 50% increase in the pavement width.

Q: When will we know if stop signs can be installed?

A: We are working with the State on this. They are open to the idea, but the design manuals do not permit the use of stop signs as traffic calming devices and traffic volumes do not warrant stop signs.

Q: Have roundabouts been considered?

A: Yes, we have considered a roundabout at the Burns Road / East King Road intersection and at the Hudson Street intersection. A funding agreement with the City would be necessary to build one at Hudson Street.

C: I would really like to see stop signs at Burns / East King.

Q: How will you address speeding from Ithaca College to the City?

A: The project will include some traffic calming measures to discourage speeding, but speeding is an enforcement issue.

C: There was a woman killed just north of East King Road two years ago.

C: There was a fatal accident near Ithaca College about 15 years ago.

C: There should be a stop bar for the lane exiting Ithaca College.

Q: The realignment of Burns Road to create a four-way intersection at East King is a better idea than what is proposed. Why was that alternative abandoned?

A: Level of Service analysis indicates that the intersection operated better in its current configuration and the cost of re-alignment could not be justified.

C: There is more need for bike lanes north of Burns Road than south of Burns Road.

Q: How will new road sections be blended into existing sections?

A: The new pavement striping will transition into the existing striping to guide drivers onto the narrower section.

Q: Why is the State sticking to speed criteria?

A: The State needs to set a standard. The State does not except input on the standards from any locality as to not create any political issues.

Q: What is the likelihood that Coddington Road will be reconstructed?

A: We believe that the project will go forward.

Q: What could hold it up?

A: ROW negotiations could delay it.

Q: How much funding gets burned in the design stage?

A: That depends on a lot of factors such as how many alternatives get evaluated.

C: I feel that the people have no voice. None of our previous comments have been addressed.

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, written public comments, meeting flip chart notes

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

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RECONSTRUCTION OF CODDINGTON ROAD (C.R. 119)
Hudson Street to Ithaca/Danby Town Line

Public Information Meeting #3 - Tuesday, August 22, 2006

NAME	Street Address	Mail Address	PHONE	E-Mail
Cathy Valentine	110 Easton Heights	Ithaca	272-5214	
ED HART	201 UPDIKE RD	Ithaca	272-2943	EDULTRA@ATT.NET
Herb Engler	120 Wama Rd.	Ithaca		
John S. Sibley	630 Coddin		273-2530	
Alicia Kowal	702 Coddington	Ithaca	256-3231	JL17@cornell.edu
VIM HAUGHTON	5 DEPUTON HOLLOW RD	BROOKTONDALE	539-7678	graphic@bak7.com
JOHN MACELI	104 Crescent Place	Ithaca	273-0673	Macel. p Ithaca.edu
FRANK MUDRAK	693 Coddington	Ithaca	273-3828	
PAT CEARBY	316 HIGHLAND RD	Ithaca	254-1549	JL17@cornell.edu
STEPHEN GIBIAN	1379 Coddington	BROOKTONDALE	277-6200	
Liz DeSoto	126 Northvue Rd	Ithaca	275-9051	rd@betablue.org
Pat Carolly	725 Hudson St	Ithaca	272-2783	
Tom Mackay	323 Pleasant	Ithaca	273-6207	
STUART HENOFF	108 JUNIPER DR	" "	272-7833	SBK1@CORWELL.EDU
Bill Sawaya	4 Hudson PL	Ithaca	592-7403	bsawaya@rochnet.com

RECONSTRUCTION OF CODDINGTON ROAD (C.R. 119)
Hudson Street to Ithaca/Danby Town Line

Public Information Meeting #3 - Tuesday, August 22, 2006

NAME	Street Address	Mail Address	PHONE	E-Mail
JOHN RAWLINS	127 Troy Road	Ithaca, N.Y. 14850	272-7341	JPR1@CORNELL.EDU
Mary Kapine	341 Coddington	Ithaca NY 14850	272-1448	
Downer				
Ernie Zimanyi	698 Coddington Rd.	Ithaca NY 14850	272-2207	
Jayne Cox	378 Coddington Rd	Ithaca	272-1587	
Ronald Cox	" "	" "		
Arthur Smith	101 Juniper Dr.	Ithaca	272-1480	
William [unclear]	509 [unclear] ST	Ithaca	272-0500	
John [unclear]	611 Coddington Rd.	Ithaca	273-8312	pgrigor@tracy.ir.com
Elizabeth Testen	403 Coddington	Ithaca	277-4584	et14@cornell.edu
Frank [unclear]	532 Coddington Rd	Ithaca	272-9422	FFB30@VERIZON.NET
Liz Wilkinson	Pearson Pl.	Ithaca.	272-1354	lzwill@isa-44@hotmail.com
Edmund [unclear]	255 TROY Rd	Ithaca 14850	277-0310	emb2@cornell.edu
BOB LEVITSKY	102 JUNIPER DR.	ITHACA, N.Y.	277-2567	
Phil Syphrit	696 Coddington Rd	Ithaca, NY	273-0249	philsyphrit@gaho.com
Cynthia Scholok	409 Michelle St.	Ithaca, N.Y.	273-5978	chs11@verizon.net

RECONSTRUCTION OF CODDINGTON ROAD (C.R. 119)
Hudson Street to Ithaca/Danby Town Line

Public Information Meeting #3 - Tuesday, August 22, 2006

NAME	Street Address	Mail Address	PHONE	E-Mail
Bill Lesser	406 Coddington	Same	277-0877	wht@cornell.edu
Paul Secorelli	327 27 Codd.	Same	272-4361	
Tavis Garland	721 Hudson	"	272-0294	
Alan O'Leary	1009 Princeton	SAME	273-2774	LE04@cornell.edu
Linda + Michael Buttweller	345 Coddington Rd	→	277-0006	Mduitt@tucny.rr.com
Van Antonine	2225 Coddington Rd	Same	539-6910	
Janet Plotz	612 Coddington	Same	272-1374	Jan@PPMThru.com
Aaron Munzer	Ithaca College	-		amunzer1@ithaca.edu
Geoff Colman	140 Lepidote Rd		272-3818	
Helene Davis	221 CODDINGTON RD		272-3918	
DEEP STALE	680 Coddington			
Greg Meyer	676 " "			
David Wisley	1119			
Tom Staff	642 Coddington		273-4122	tpstaff@ithaca.edu
John Lawrence	129 Normanview Rd	SAME	273-0335	JOHN@KELMINE.ING.COM
Charlotte Besworth	255 Troy Rd	Ithaca	277-0310	cmbl2@cornell.edu
Sale Ann	980 Coddington		277-4186	MSMITH68@Tucny.rr.com

**RECONSTRUCTION OF CODDINGTON ROAD (C.R. 119)
Hudson Street to Ithaca/Danby Town Line
INFORMATION SHEET**

**PUBLIC INFORMATION MEETING #3
Tuesday, August 22, 2006
South Hill Nazerene Church**

PURPOSE OF THE MEETING

The purpose of the meeting is to report design progress and outline the proposed improvements to the community before design plans are finalized.

MEETING AGENDA

Sign-In/Open House	6:50 p.m. to 7:15 p.m.
Introductions/Project Overview	7:15 p.m. to 7:20 p.m.
Summary of Input from Last Meeting	7:20 p.m. to 7:30 p.m.
Project Update	7:30 p.m. to 7:45 p.m.
Question and Answer Period	7:45 p.m. to 8:15 p.m.
Wrap-up/Open House	8:15 p.m. to 8:45 p.m.

PROJECT DESCRIPTION

The Tompkins County Highway Division is receiving Federal and State aid for the rehabilitation of Coddington Road (C.R. 119), from and including its intersection with Hudson Street to the Ithaca-Danby town line south of the Coddington Road Community Center. The work will include pavement reconstruction and drainage and safety improvements. Safety improvements include intersection changes; parking, sidewalks, curbs, and crosswalks in the vicinity of the Ithaca College Entrance, and upgrades of sight distance through curves, dips and hills. These objectives will be achieved with minimal impact upon the surrounding community.

PROJECT SCHEDULE

Preliminary design activities are drawing to a close. Final design will begin upon approvals granted by the NYSDOT, Federal Highway Administration, and the County Legislature. Construction will begin in 2007. The County proposes to keep the road open to one-way traffic during construction. The project schedule is as follows:

Final Design Complete	Fall - Winter 2006
Right of Way Acquisition	Fall - Winter 2006
Construction Bids Received	Spring 2007
Public Pre-Construction Meeting	Spring 2007
Construction	Summer - Fall 2007

CONTACTS

If you have questions or comments concerning the project, please contact John Lampman at the Tompkins County Highway Division, 170 Bostwick Road, Ithaca, NY 14850, (607) 274-0307 or e-mail at <jlampman@tompkins-co.org>.

**RECONSTRUCTION OF CODDINGTON ROAD (C.R. 119)
Hudson Street to Ithaca/Danby Town Line**

PUBLIC INFORMATION MEETING #3 AGENDA

Tuesday, August 22, 2006

South Hill Church of the Nazarene, 210 Grandview Avenue

1. Drawings Open House7:00 – 7:15
2. Welcome and Introductions7:15
3. Project Overview7:17
4. Summary of Input from Last Meeting7:20
 - Safety from Traffic Calming versus from Intersection & Grade Improvements
 - New Horizontal Curves
 - Stop Signs, Traffic Lights, Speed bumps
 - Other Traffic Calming Techniques
 - Speed Limit Reduction versus Design Speed
 - Parking Lane Safety
 - Community/Environmental Impacts
 - Right of Way
 - Hudson Street Intersection
 - Safety Improvements/Speed Zone near Community Center
 - Effects of Paving Shoulders
 - Cultural Assessment/Historic Properties
 - Utility Coordination
5. Project Update7:30
6. Question & Answer Period7:45 – 8:15
7. Open House8:15 – 8:45

RECONSTRUCTION OF CODDINGTON ROAD (C.R. 119)
Hudson Street to Ithaca/Danby Town Line
Tompkins County
(PIN 3753.24)

Public Information Meeting #3 - Tuesday, August 22, 2006

Aug. 23, 2006

Hi John,

WRITTEN COMMENTS

Written comments are invited from anyone interested in the project. They may be submitted at the end of the meeting or mailed to Mr. John Lampman, Tompkins County Highway Division, 170 Bostwick Road, Ithaca, NY 14850. (fax: 272-8489; e-mail: jlampman@tompkins-co.org)

speed

① Thanks for the informative meeting last night. We just want to say again that excessive speed on Coddington Rd. is our main concern. This community is, in reality, an historic linear neighborhood over 125 years old. It evolved as a farming-based community + has retained the neighborhood feel + character. To re-define it as a "collector" is a huge mistake, ^{because it triggers a} ~~resulting in~~ process requiring a road design speed of 55mph!!! NYS wouldn't do that to a neighborhood with a "cul-de-sac" design form, but it is being done to us. Hwy 96 is a great "collector" already.

STOP SIGNS

② We want stop signs at the King/Burns node. Little visual cues are irrelevant --- real stop signs will actually slow overall speeds along the road.

STOP LIGHTS DURING CONSTRUCTION

③ Jan Desch suggested the possibility of using temporary stop lights during construction. Maybe that would work - it sounds very promising.

traffic counts

④ over please

Name Louise + Frank Mudrak
Address 693 Coddington Rd; Ithaca
Representing (if applicable) we're residents

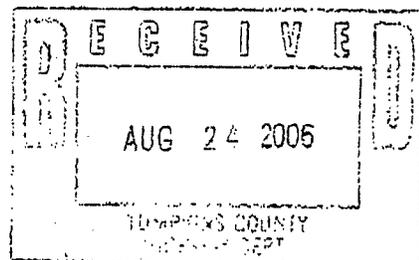
- ④ Traffic Counts - I realize the definition of "collector" is based on traffic counts. In reality, a more refined count might + most probably would reveal:
- residents going to work + back + forth to town
 - over 120 families deposit + later pick up kids from the Coddington Community Center each day of the summer (when camp is in session.)
 - Making the idea that we need to serve as a "collector" for Willseyville !!! quite absurd.

- ⑤ If you need any help representing these concepts to NYS DOT to assure existing or even lower speed limits I would be pleased to testify or help out in any way that's useful.

Respectfully Submitted, Louise Mudrak

607-273-3825
lfmudrak@twcny.
rr.com

Louise Mudrak
693 Coddington Rd.
Ithaca, NY 14850



Coddington Road Public Meeting

August 24, 2006

(John Lampman)

- Parking Lane:
 - enforcement?
 - creates more parking problem
 - \$ of construction
 - maintenance?
 - work with handful of landowners instead
 - party parking
 - allows passing on right at Ithaca College
 - people parking in wrong direction
 - parked cars are obstructions to sight from driveways
 - "Grid streets" lacking to turn around, k/u turns still means cars backing into traffic
 - people park half on road now
 - safety concern for pedestrians
 - document number of parking spaces needed

- traffic light or yellow beacons at Ithaca College

- minimum of two years requested between construction phases

- right-of-way evidence?

- accident history – why build?

- Detour:
 - temporary signals instead of flaggers
 - how to get to 79 east
 - Burns unavailable, have to go into City
 - school buses?
 - TCAT is okay with detour
 - Aurora Street Bridge closed in 2007
 - two-way between work zones?

- stormwater → Six Mile Creek

- County has the choice to build Stage 2 in future – can choose not to
- in favor of accommodating bikes
- 50% increase of pavement
- round-about
- stop signs at King / Burns Roads intersection
- Burns Road realignment is better idea
- more bike accommodations needed north of Burns Road
- what happens at construction transitions?
- people feel they are not being heard
- school bus stop “facilities”
- uphill detour on East Miller better than downhill, dangerous for downhill traffic

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

DATE: August 22, 2006
TIME: 3:30 P.M.
LOCATION: Tompkins County Highway Department
SUBJECT: Relocation of Existing Water Mains

Attendees:

<u>NAME</u>	<u>REPRESENTING</u>	<u>PHONE</u>
Dan Walker	Town of Ithaca	607-273-1747
John Lampman	Tompkins County	607-274-0307
Ron Centola → <i>file</i>	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 stating that Dewberry has identified areas in which the existing water main would need to be relocated. These areas would be in places where the proposed grade is at least 6 inches lower than the existing grade and in places where the proposed under-drain/curb is in conflict with the existing water main. Dave presented a set of plans with these areas highlighted.

While reviewing the plans from the south end to the north end, the following items were discussed:

1. The existing water main between the Danby Town line and Burns Road was installed in the mid-1990s. The section of water main between Burns Road and the City Line was built during the 1960's and 1970's.
2. 5-feet of cover over water mains is typical installation depth; 4.5-foot min cover will be accepted by the Town.
3. Existing water services are all copper. Therefore only services connecting to impacted lengths of water main will need to be replaced.
4. Water main may be deeper than typical depth in some areas. The Town will check valve depths and/or perform field inspections to help determine existing water main depths.
5. New gate valves will be provided at each end of the new water main for testing purposes.
6. New water main shall be connected to existing with solid sleeves.
7. Dry connections shall be made with existing water main shut off for short time periods during connection and to facilitate testing.
8. There is existing water main along Burns Road that does not appear on the plans. Dewberry to check to see if a Cad level is inadvertently turned off.
9. The existing water main along Burns Road can remain where it is. The Town does not see an issue with installing the new pavement over the water main. Any hydrants would of course need to be extended off of the proposed roadway and any affected valve boxes reset to proposed grade.
10. In areas where the proposed underdrain alignment and existing water main overlap, the Town suggested designing new the underdrain at a 2-foot offset (outward), allowing for the water main to

- remain where it is without any conflicts with the underdrain.
11. Dan suggested that Dewberry consider a curb lawn adjacent to the sidewalk north of the parking area.
 12. Another option to avoid the underdrain directly over water main is to relocated the existing water main into (i.e. under) the parking lane.
 13. The Town will confirm that all the existing water main along the project is 8 inch DIP and that there is no 6 inch main that needs to be upgraded in size.
 14. Any 6 inch water main requiring relocation due to project impacts will be replaced with an 8 inch water main and the Town would pay for the difference in cost as a "betterment." Any water main replaced due to conflicts would be paid for by the project and the local share (5%) would be paid by Tompkins County.

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:

cc: Attendees
Ted St. Germain - Dewberry-Goodkind, Inc.
Paul Yonge - (NYSDOT)

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TOMPKINS COUNTY HIGHWAYS

170 Bostwick Road, Ithaca, NY 14850

607-274-0300

FAX 607-272-8489

VERBAL COMMITMENT CONFIRMATION

Date: 8/24/06 Regarding: Coddington

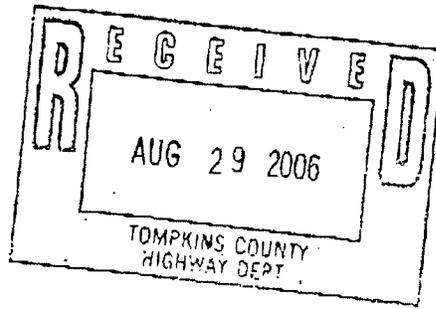
Conversation was held on: Voice Mail Via phone or In person

The following was discussed with Paul Yonge of NYS DOT 315-246-2747

- E. Miller is a bad detour; no one will use it. (He drove today)
- W Aurora St. bridge closing^{in '07} + 1-way detour,
- * would it pay to just do southern work.
- people will try to drive wrong way and could get in trouble or sneaking through I.C.
- eliminates controversy RE: Hudson St and Parking Lane
- get south work done in '07; nice double project
- let North end wait since ~~work~~ work is to be done in phases anyway.
- 1-way detour not well received by public. at 8/22 meeting
- eliminates a lot of problems in his estimation.

By: JRL
Title: ACE

Distribution:



August 27, 2006

Mr. John Lampman
Tompkins County Highway Division
170 Bostwick Road
Ithaca, New York 14850

RE: Response to Request for Comments
 Meeting of August 22, 2006
 Reconstruction of Coddington Road
 CR 119/PIN 3753.24

Dear Mr. Lampman:

I have spent a good portion of my career in non-profit project development and gaining the attendant consensus of larger groups to support change. Rarely in my life have I witnessed the arrogance that you and your Design Team exhibited at the above referenced meeting towards the residents whose lives will be clearly impacted by this project. My sense is that you believe you are allowed this because this project is a "done deal" and you work for a County that is putting its long-range plan into effect and you are doing your job.

Mr. Lampman, you doing your job is going to decrease my property value dramatically; in all likelihood, create for me a nightmare regarding the NYSEG easements I have across my property; turn Coddington Road into a parking lot that will be used more by Ithaca College kids than those who live in that part of this neighborhood, go to work each day, and return to find no parking available to them in the evening because classes and events are in session; and enter Spruce Way to remove unnecessary frontage and bushes from our property that have no relationship to the "reconstruction" of Coddington Road. Your job is also going to cost me the price of the attorney I am going to hire because I don't believe you have right of way to take *anything* from my property as well as the costs that I am going to incur under the Freedom of Information Act to read what you proposed to the Federal and State governments regarding the nightmare you are about to hand to us as well as the costs involved in visiting politicians who apparently believe that this project is supported by those who have voted for them. This community clearly does not support this project; it is not the project represented in the petition we signed, and I will do my best to support my neighbors by sharing any and all information I have with

those that live from Hudson Street to the Danby Town Line, including the information I will receive from my attorney regarding *right of way* laws.

My husband and I arrived early to the August 22nd meeting so that we could study the design maps. At that time, we asked the Dewberry consultant if NYSEG was consulted regarding this project. Because of the easements across our property, we spend more time with NYSEG than most do. We were clearly told by NYSEG that they are intending to replace considerable assets along Coddington Road because their infrastructure is outdated. Therefore, you are about to disrupt our lives to create your concrete mess and NYSEG is, in the not-to-distant future going to remove your concrete to replace their infrastructure and then set it again – but why be concerned about that, Mr. Lampman, you'll get your project done. So we should believe that very young and inexperienced designer from Dewberry, whose arrogance matches yours, when he told us before the meeting “they aren't going to be doing that...” as if he knew what NYSEG was planning to do. Or we should place our faith in you, who stated at the meeting, “NYSEG is on board with this project *perhaps*...” Do understand that the Dewberry consultant shared with us before the meeting that the plan to NYSEG “was just mailed last week.” So Mr. Lampman, what is NYSEG on board with?

Your lack of coordination with a major utility that has considerable easements over many of the properties on Coddington Road is going to create for those of us who live there considerable issues regarding restructuring of easements; negotiations about how to reposition poles holding utilities; in all likelihood, down time regarding utilities – and I am sure other considerations that none of us know about yet. And you have the audacity to have a design team member lie to us about NYSEG's plans as well as you cockily stating to us that they are on board, *perhaps*. Mr. Lampman, if you were living on Coddington Road you would want NYSEG involved in this planning and attending the meeting to work with those who have important easements. Instead we are nine months before commencement of this project – and NYSEG is just getting the project. What nerve you have in how easily you have hung all of us out!

To have the design team flash a photo of another poor neighborhood that was turned into a concrete parking lot and then signal them to take it down because it caused such a stir of negative feelings in the room is the best hallmark of your concern for what is going to befall this community. If you were honest in what you are planning, you would have told the community at that meeting that that photo is actually good in comparison to how our neighborhood is about to look. From what I could see, we will have far more concrete than the photo – concrete for a bike path (unprotected from the traffic that you are magically going to “calm” with white lines that the snow will cover), concrete for the road, concrete for parking – but we should all be happy because we won't see the storm drains. I can barely contain my excitement about how, your words, you will “implement this project and try to keep the sense of the neighborhood.” Isn't that frightening? Your sense of Coddington is that it is a *collector road* (no-one in that room believes that Mr. Lampman), and my sense is that *you* are creating a collector road and a community esthetic to support it. In fact, South Hill does not have the economic level or the esthetics of many of the other areas in Tompkins County: you are creating a far worse

esthetic and you are well aware that you are doing that and can do that because we don't have the economic clout to protest. When you signaled to take that photo down, you were hoping that our 'voice clout' (what we do have) was removed too.

The saddest statements of your meeting were made by the young Dewberry consultant (who needs a lot of training in how to work with community groups): to tell us that "the people who come to these meetings are the people who don't want these projects;" to hold up surveys as if the information on them was crucial to decisions being made without sharing the full and accurate statistics of what was determined by those surveys; to infer that a counter of 1900 (that clearly counts and does not by any means differentiate how many times many of us travel the road to go back and forth each day and how many households clearly have many people who go back and forth each day) is representative of some huge and neglected group --- all of this exemplifies the lack of interest that you have in what our community wants.

The truth of the matter is that you brought us to this meeting telling us there would be alternatives presented, when clearly that was a misrepresentation of the County's intent to do this project no matter what we want. You stated that none of the comments made at past meetings had any impact on "the alternative" you presented on the 22nd. You told two young men with great concern for how their home (imagine their nerve!) will be impacted by this project that their comments "were filed away."

My sense of all of this is that you have to report to funding streams that you have the community in the loop -- so we are paraded to meetings like good little lemmings; we are somewhat tolerated at these meetings and mostly thought little of because we are exercising our right to be heard; and for the most part, when the meetings are over, you can take the comments that you write on the poster sheets, fold them and file them. Like you said "I'm writing it here and then it will be filed."

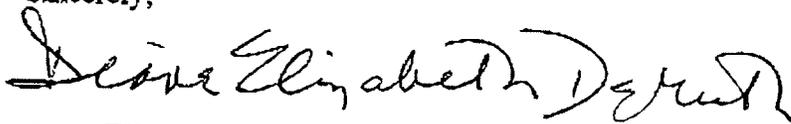
Never have I witnessed a County's clear intent to render those who are represented by it completely powerless. You exemplify the best of that and have aligned yourself with a design team that has compatible leanings. Sadly, so has Mr. Joseph, who better not be ringing my doorbell or leaving me information on all he has done for South Hill at election time. It is outrageous that Resolution #901, unanimously adopted, appropriates \$900,000 for this project in a community that is dead set against it.

I am filing Freedom of Information Act requests with Tompkins County Administration on East Court Street. While I thank you for telling me at the meeting that you will furnish me with the names of all funding streams to this project (because you were writing it down with all of the other comments that you "file,") I have my doubts that that will appear in my mailbox anytime soon. I will also file Freedom of Information requests with the Federal sources that are appropriating 80% of this funding and the State sources that will appropriate 15% of this funding.

If nothing else, I believe the information furnished to them by Tompkins County is interesting reading; hopefully, it will give me some insight and maybe some comfort to

understand why my largest asset, my home, is about to be devalued by the government my tax dollars supports; and why the road I travel is about to become a parking lot; and why I am loosing frontage on Spruce Way when it has nothing to do with the reconstruction of Coddington Road; and why my neighbors are going to be imperiled by cars parked on concrete a few feet from their doorways; and why I am about to fight NYSEG about where they are going to move their utility poles; and why I am about to watch bicyclists get hit by cars that are not going to be calmed by white lines that mean nothing; and why we are about to see many, many more drunk and drugged students attempt to park and drive on Coddington Road on weekend nights; and why and why and why – because a huge collective nightmare for lower Coddington Road is about to kick in thanks to County government and those it employs and with whom it contracts.

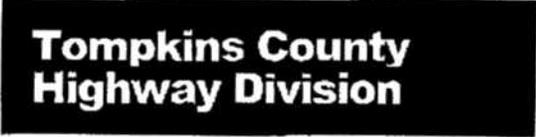
Sincerely;



Diane Elizabeth DeMuth
PO Box 4896
Ithaca, New York 14852

Copies: County Administrator
 Mr. Joseph
 Owner, Spruce Way Road
 Charles O'Dell, Spruce Way
 My records/attorney

Tompkins County Highway Division
170 Bostwick Road
Ithaca, NY 14850
ATTN: John R. Lampman, PE
PHONE: (607) 274-0307
FAX: (607) 272-8489
e-mail: jlampman@tompkins-co.org



Fax

To: Dave Askinazi @ Dewberry **From:** John R. Lampman

Fax: 585-232-4129 **Pages:** 5

Phone: 585-232-4128 **Date:** August 30, 2006

Re: Coddington **CC:**

- Urgent** **For Review** **Please Comment** **Please Reply** **Please Recycle**

● **Comments:** Good morning, Dave.

Our server is down this morning, so I am faxing our appointment schedule. We are set to meet with the following residents at the following times on Thursday (tomorrow!) afternoon.

- 1:00 Gloria Molina & James Benninger, 263 Coddington
- 1:30 James Iacovelli, 219 Coddington
- 2:00 Brian Grout & Michael Nelson, 229 Coddington
- 2:30 Ralph & Orlando Iacovelli, 315 Coddington
- 4:30 Hank Roberts, 253 Coddington
- 5:00 Francesco Melice, 225 Coddington

We also will be meeting with Fred Estabrook, 259 Coddington, some time that I still need to confirm. I will also be trying to contact people on the west side of the road and on Spruce Way to try to make our audiences larger.

I believe it is crucial that we lay out before our meetings where curb line and outer edge of sidewalk, east toe of slope, west edge of shoulder and west top of slope will be so the people and we can see. I have meetings that will tie me up from 9am until 1pm so I can't help much with layout. Kurt Kvasny from my office is available to help with this work.

Also, following is a very disheartening letter from a resident that attended the meeting. This will give you a sense of what we are up against. Remember, the parking lane is a proposal that can still be easily dropped. We are not trying to sell it as much as inform about it.