

4024



# Tompkins County Highway

170 Bostwick Road  
Ithaca, NY 14850  
(607) 274-0300, fax (607) 272-8489

## FAX

Date: 8/30/06

Number of pages including cover sheet: 6

To: Dave Askinazi

From: John Langman

Phone: \_\_\_\_\_

Phone: \_\_\_\_\_

Fax: \_\_\_\_\_

Fax: (607) 272-8489

Urgent

For your review

Reply ASAP

Please comment

2pp Notes From Public Mtg Flip Charts

1pg Notes From conversation w/ Paul Yonge

2pp pages # 3 + 4 From DeMuth letter of 8/27

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STATE OF NEW YORK  
DEPARTMENT OF TRANSPORTATION  
REGION THREE  
333 E. WASHINGTON STREET  
SYRACUSE, NEW YORK 13202  
www.dot.state.ny.us

CARL F. FORD, P.E.  
ACTING REGIONAL DIRECTOR

THOMAS MADISON, JR.  
COMMISSIONER

October 16, 2006

Ms. Diane DeMuth  
P.O. Box 4896  
Ithaca, New York 14852

RE: Reconstruction of Coddington Road  
Town of Ithaca, Tompkins County

Dear Ms. DeMuth:

I have been asked to respond to your September 17, 2006 petition concerning the Coddington Road improvement project. Thank you for bringing your concerns to our attention.

The Department has been involved with this project from its inception in 2004. Since then, three public meetings have been conducted. The Department has been present at each of these meetings. We know that residents along Coddington Road believe a project is needed. We also know that residents are generally opposed to this project as proposed. Joe Flint, of this office spoke to you about your petition on October 12. He tells me that local concerns are focused on the highway design proposals and inadequate consideration of community views. The design proposals concerns relate to the highway width, impacts to adjacent property, the potential for increased travel speeds, changes to the character of the neighborhood and lack of enhancements. These issues need further discussion.

Our conversations with Tompkins County reveal that additional discussion is planned with the community soon. We expect to be present once again at which time we will have a more active role. This will address your request for us to meet with the community. With regard to temporarily halting project funding, we prefer that the project continue because funding allows additional discussions to occur. Lastly, you refer to a previous petition that was "ignored by government". Please provide us with a copy of that petition.

All projects require a thorough evaluation of social, economic and environmental concerns. Further, when competing interests arise, a balance needs to be established. We will ensure that proper evaluation and balance occur on this project.

Thank you for taking the time to contact us. We look forward to continued community involvement.

Very truly yours

Mark Frechette, P.E.  
Director, Regional Planning and Program Management

bcc: P Yonge  
J Lampman  
V. Remezova, FHWA, Area Engineer  
File 375324

TOMPKINS COUNTY HIGHWAYS

170 Bostwick Road, Ithaca, NY 14850  
607-274-0300  
FAX 607-272-8489

VERBAL COMMITMENT CONFIRMATION

Date: 10/18/06 Regarding: \_\_\_\_\_

Conversation was held on: 10/18/06 Via phone or In person

The following was discussed with John Tray of  
679 Cabbington

STATIONS 2+910 to 2+930

- we can "do whatever [we] want" with the road/shoulder width
- we should improve Burns Rd int.
- he is concerned RE: across street neighbor (Maylin) more than himself about driveways in dip. He drives on the lawn (private acceleration lane) to get into traffic. Neighbor cannot do that so is peeling out blind from either direction.
- the pipe in the dip was too small to handle flow in 2003 and water went over the road.
- speeding is a law enforcement issue.
- IC could provide pedestrian facilities on campus to get students to city from campus.

By: \_\_\_\_\_

Title: \_\_\_\_\_

Distribution:

### TOMPKINS COUNTY HIGHWAYS

170 Bostwick Road, Ithaca, NY 14850  
607-274-0300  
FAX 607-272-8489

#### VERBAL COMMITMENT CONFIRMATION

Date: 10/18/06 Regarding: \_\_\_\_\_

Conversation was held on: 10/18/06 Via phone or In person

The following was discussed with Roxanne Rouselle of  
628 Coddington

STATIONS 3+860 to 3+910

- concerned about creek north of property. sounds like rapids during storm. Flooding @ Hedrick property.
- told that light pole bases could probably stay.
- thinks project is generally ok = good to provide room for curbers + binges.
- would like 600mm maple removed at end of duty

By: \_\_\_\_\_

Title: \_\_\_\_\_

Distribution:

A Division of Public Works

TOMPKINS COUNTY HIGHWAYS

170 Bostwick Road, Ithaca, NY 14850  
607-274-0300  
FAX 607-272-8489

VERBAL COMMITMENT CONFIRMATION

Date: 10/18/06 Regarding: \_\_\_\_\_  
Conversation was held on: 10/18/06 Via phone or In person  
The following was discussed with Lori Carr of  
679 Coddington

- In favor of paved shoulders in her area.
- Opposed to sidewalks in her area (not proposed)
- Thinks filling sag at her driveway is very important.
- Concerned about impact on garage that is 1 foot outside of ROW. X-sections may not allow for sloping driveway at garage.

By: \_\_\_\_\_  
Title: \_\_\_\_\_

Distribution:

TOMPKINS COUNTY HIGHWAYS

170 Bostwick Road, Ithaca, NY 14850  
607-274-0300  
FAX 607-272-8489

VERBAL COMMITMENT CONFIRMATION

Date: 10/18/06 Regarding: \_\_\_\_\_

Conversation was held on: 10/18/06 Via phone or In person

The following was discussed with Jim Kirkbrough & Father of  
392 Coddington

STATIONS 4+660 L TO 4+690 L

- thinks 4' shoulder paving is a good thing.
- I told that the distance between the white lines would be 21'. It is currently 20'-3" in front of his house.
- He thinks our safety improvements may be going too far because extra width + sight distance will allow people to go faster.
- Thinks round-about + turns is overkill, a waste of \$. Thinks stop signs are more cost-effective. Sight dist improvements.
- Father favors enclosing the driveway.
- favors filling gap at Carr's house.

By: \_\_\_\_\_

Title: \_\_\_\_\_

Distribution:

A Division of Public Works

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607-274-0300  
FAX 607-272-8489

VERBAL COMMITMENT CONFIRMATION

Date: 10/18/06 Regarding: \_\_\_\_\_

Conversation was held on: 10/18/06 Via phone or In person

The following was discussed with Jan Klotz of  
612 Caddington

STATIONS 4+000 to 4+030

- ok w/ ditches not piped, but piping is preferred if can adequately handle flow.
- does not want  $\phi$  elev. raised due to flooding of basement concern.
- very interested in increasing capacity of King pipe down station (@Hedrick) and of storm sewer system past neighbor (Meath)
- gave me 2 pictures of 2003 flooding.

By: \_\_\_\_\_

Title: \_\_\_\_\_

Distribution:

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VERBAL COMMITMENT CONFIRMATION

Date: 10/18/06 Regarding: \_\_\_\_\_

Conversation was held on: 10/18/06 Via phone or In person

The following was discussed with Eric Levine of

672 Coddington

STATIONS 3+020 to 3+070

- Cross-sections do not reflect garage that is close to the road.
- In favor of paved shoulder. Peds + Bikes definitely warrant providing space for them.

By: \_\_\_\_\_

Title: \_\_\_\_\_

Distribution:

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

**DATE:** November 15, 2006  
**TIME:** 12:00 P.M.  
**LOCATION** Tompkins County Highway Department  
**SUBJECT:** Progress Meeting #5

**Attendees:**

<u>NAME</u>	<u>REPRESENTING</u>	<u>PHONE</u>
Mark Frechette	NYSDOT- R3	315 428-4409
Joe Flint	NYSDOT- R3	315 428-4413
Ed Marx	Tompkins County	607-274-0309
Bill Sczesny	Tompkins County	607-274-0309
John Lampman	Tompkins County	607-274-0307
Ron Centola → file	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 changes to the preferred alternative, discuss the State's role in the next Public Meeting and to establish a strategy for the next Public Meeting.

Dave gave a brief project overview which included such topics as the project limits and needs (which include sight distances improvements, traffic calming measures due to 85% speeds of about 10mph above speed limits, pavement condition, and bike lanes). The State suggested we solicit the local bike clubs input on the needs of local bicyclists.

John mentioned that the County planned to take over Burns Road as a County roadway in 2007.

Dave stated that the project design is currently based on a lower design speed (45mph vs. 55mph) as a traffic calming and context sensitive design measure. Reduced sight distance can be justified due to lack of accident history and the reduction of impacts on adjacent property. John mentioned that a petition to lower the speed limits along Coddington Road have been submitted to the County. Many times petitions such as these do not meet the required criteria once they reach a State level review. The documentation in the Coddington Road Design Report may be used as additional justification to lower the speed limits.

Public input to date has resulted in opposition to certain elements of the project such as the addition of parking lane at the north end, roadway widening, and lack of traffic calming measures along the project.

The design standard for corner radii for side streets was discussed next. A design vehicle must be chosen (probably an SU vehicle) and adhered to. Deviations based on individual homeowner requests should be avoided.

Driveway curb cuts along the northern section were discussed. If the parking lane is eliminated and the existing wide, shallow parking spaces are to remain, then the width of the curb cuts must accommodate these wide parking areas. It was suggested that the project should explore the possibility of a community parking lot to offset the loss of any parking in the northern section of the project.

John discussed the Ithaca College (IC) Plans to alter their perimeter road, possibly eliminate the current rear campus access point and relocate it to the Hudson intersection. IC is very interested in blending their plans with the Coddington Road improvements plan. IC has requested a copy of hydraulic analyses that the County has done for the north end of the project. They are willing to increase storm water retention as part of their project if it could help solve any drainage problems at Coddington Road or downstream (Molina/Benninger area, for example). John will contact IC to have their representative attend the next Public Meeting.

The State suggested that an Advisory Group be established to help determine the needs at the north end of the project.

The Coddington Road design report approval process was discussed. All agreed to move forward with the southern section of the new alternative 5 for design approval and that the section north of Troy Road would require a separated and future design approval once the issues at the northern end such as IC improvements have been resolved.

Dave mentioned that Dewberry has studied all the existing cross culverts along the project and that all the culverts within the proposed work limits will be replaced due to hydraulic and condition issues.

The proposed roundabout (RA) at Burns Road was discussed. There is still some concern about the viability of installing a RA in this location due to the speed of the approaches. Dave indicated the Albany RA design group has presented seminars that include similar applications with high speed approaches. Dave will send Albany RA Design plans of the Burns Road RA for their input prior to the next PM.

Bill and John suggested that Burns Road to Coddington-north could be built as the through road with Coddington-south teeing into it. Ed and Bill commented that growth on King Rd could result in King-to-Burns being the dominant traffic movement through the intersection.

Public Meeting Strategies discussed:

- Present southern end as portion which will move forward
- Discuss why the change in direction
- Suggest the establishment of an Advisory Group to discuss issues further
- Meeting should be well organized and should show that we are listening to public opinion but reach closure on the southern end of the project.
- The notice of the meeting should be clear of the intent of the new direction and that only a brief discussion of the north end will be included.
- Additional photo simulations should be prepared to further convey the project evolution and intentions.

The next PM date will be set for the second week in December (11<sup>th</sup>, 12<sup>th</sup>, or 13<sup>th</sup>). The date will be picked based on the availability of Albany RA and others such as IC representative.

John will continue to hold 1 on 1 field meetings with residents as required.

The project typical section was discussed. The concept of compressing the section by incorporating part of the concrete gutter as part of the shoulder was discussed. The PM agenda should incorporate posing the option of using a granite curb in stead of gutter to further compress the section.

The existing trees in the clear zone were discussed. The State is willing to accept retaining these nonstandard features as long as there is ample documentation in the report as to why they are being retained.

Dewberry will send PM materials to the State and County for review on November 29<sup>th</sup>. Next meeting to review meeting outline will be December 1<sup>st</sup>.

A power point presentation will be prepared that will present the new alternative. This will include more photos and simulations. No colorized plan will be prepared, just black and white plan sheets bound for review.

The ROW process will be explained at the meeting. The NYSDOT has a ROW process booklet/handout.

The NYSDOT will perform the appraisal reviews only. The basic parameters for determining whether an impact will be handled are: Roadway shift will be handled with a taking, Culvert impacts will be handled with a taking, grading disturbance will be handled with a permanent easement.

#### Schedule

- a) Take Line Meeting – Early January 2007
- b) ROW Plan with Final Design Report Late January 2007
- c) Design Approval late January 2007
- d) ROW acquisition Process January 2007 through June 2007
- e) Design complete by late May 2007
- f) Advertisement June 2007
- g) Letting July 2007
- h) Begin Construction by July 2007
- i) Construction Complete November 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.

**CODDINGTON ROAD IMPROVEMENTS**  
**Tompkins County**  
**Town of Ithaca**

**PROGRESS MEETING AGENDA**

**DATE:** November 15, 2006  
**TIME:** 12:00 P.M.  
**LOCATION:** Tompkins County Highway Department

**I. Introductions**

**II. Brief Project Overview**

- a) Project limits, project needs
- b) Reduction of design speeds as a context sensitive design measure.
- c) Public input to date
- d) Public opposition to the project expressed at Public Meeting
- e) Individual meetings with the property owners to discuss impacts and mitigations.

**III. Design Alternative History**

- a) Early discovery that project was under funded
- b) Prioritization of work limits
- c) Public controversy and outside conflicts
- d) Current Design Alternative
  - Revised Profile
  - Reduced pavement widths
  - Introduction of retaining walls in key locations to limit side yard impacts.
  - Potential use of roundabouts at Burns Road, IC entrance.
  - Non-Standard features retained as part of context sensitive design
- e) Discussion of other Ithaca College issues

**IV. Public Meeting Format**

- a) Informal one on one discussions with attendees (30 min)
- b) Formal presentations
  - Introductions (5 min)
  - Updates to what has changed since the last meeting (15 min)
  - Roundabout presentation by Rich Schell (20 min)
  - Region 3 discussion of non-negotiable items such as (10 min)
    - 1. Pavement width
    - 2. Can't use stop signs as traffic calming devices
    - 3. Speed limits
    - 4. Roadway classification
- c) Question and Answer period (30 min)
- d) More informal one on one discussions (30 min)

**V. ROW Acquisition Process – What will be the State’s role?**

**VI. Schedule**

- a) Take Line Meeting – Early December 2006
- b) ROW Plan with Final Design Report Late December 2006
- c) Design Approval late January 2007
- d) ROW acquisition Process January 2007 through June 2007
- e) Design complete by late May 2007
- f) Advertisement June 2007
- g) Letting July 2007
- h) Begin Construction by July 2007
- i) Construction Complete November 2008

4029

**Askinazi, David**

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**From:** Richard Schell [rschell@dot.state.ny.us]  
**Sent:** Thursday, November 30, 2006 4:57 PM  
**To:** Askinazi, David  
**Subject:** Re: Coddington Road - Burns Road RA - Traffic analysis

This is definitely a traffic calming project...

Richard Schell, P.E.  
Roundabout Design Unit Leader  
NYSDOT Design Services Bureau  
50 Wolf Rd, POD 24  
Albany, NY 12232  
Tel: (518) 457-6365  
Fax: (518) 457-0303

>>> "Askinazi, David" <DASKINAZI@Dewberry.com> 11/30/06 4:47 PM >>>  
Rich,

As you can see the traffic volumes at the intersection are nowhere near the 1100 vph limit.

Please let me know if you have any questions.

David Askinazi, P.E.

Assistant Branch Manager

Dewberry

183 E. Main Street, Suite 700

Rochester, NY 14604

(585) 232-4128 ext. 103

(585) 232-4129 fax

<http://www.dewberry.com> <<http://www.dewberry.com/>>

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**Askinazi, David**

---

**From:** John Lampman [jlampman@tompkins-co.org]  
**Sent:** Tuesday, December 05, 2006 10:15 AM  
**To:** wsczesny@tompkins-co.org  
**Cc:** Askinazi, David  
**Subject:** (Fwd) RE: (Fwd) Coddington Road - Draft Presentation

Bill,

I talked to Joe Flint this morning about this idea. Even though a 15mph round-about could be introduced as a traffic calming feature, we could not build a non-conforming 25mph curve just for traffic calming reasons. Joe suggested looking in more detail at the realignment of Burns with King and perhaps installing an all-way stop.

Dave, please put a rough cost on the realignment option so we have it to compare with the round-about. Also, please see if there any other approved traffic calming measures that might apply. The only thing I saw in Hwy Deisgn Manual table 25-1 with potential was "Modified Intersection, Channelization".

John

----- Forwarded message follows -----  
Priority: normal  
Subject: RE: (Fwd) Coddington Road - Draft Presentation  
Date sent: Mon, 4 Dec 2006 17:28:46 -0500  
From: "Askinazi, David" <DASKINAZI@Dewberry.com>  
To: <jlampman@tompkins-co.org>  
Copies to: "Centola, Ronald" <RCENTOLA@Dewberry.com>

John,

We started to work up a plan to tee in the northbound approach of Coddington Road as a stop condition and allow the southbound left turn onto Burns Road to be the unrestricted through movement (no stop sign). The problem is that this curve between Coddington and Burns Road would need to accommodate a 45mph design speed. This means a big (604 ft) radius curve between these roadways. This puts the tangent point on Coddington Road way back north of King Road and way down Burns Road. It would be cheaper to tee off the intersection with King Road.

I will call to discuss.

Dave

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

**CODDINGTON ROAD RECONSTRUCTION INFORMATION SHEET**  
**Hudson Street to Ithaca/Danby Town Line**

**PUBLIC INFORMATION MEETING #4**

**Monday, December 11, 2006**

South Hill Elementary School

**PURPOSE OF THE MEETING**

The purpose of the meeting is to report and receive community input on design and project strategy changes since the last public meeting before plans are finalized for the South end of the project.

**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 project will be built in two phases – first, south of Troy Road, and second between Troy Road and the city line. The project goals are to enhance pavement conditions, drainage, and safety. Safety improvements include intersection changes, pedestrian and bicycle accommodations, sight distance upgrades, and speed reduction measures. These objectives will be achieved with minimal impact upon the surrounding community.

Sidewalks, curbs, and crosswalks, among other alternatives are being considered for the area between Juniper Drive and Hudson Street. Final design decisions in this area will be determined in consultation with a yet to be formed Project Advisory Group.

**PROJECT SCHEDULE**

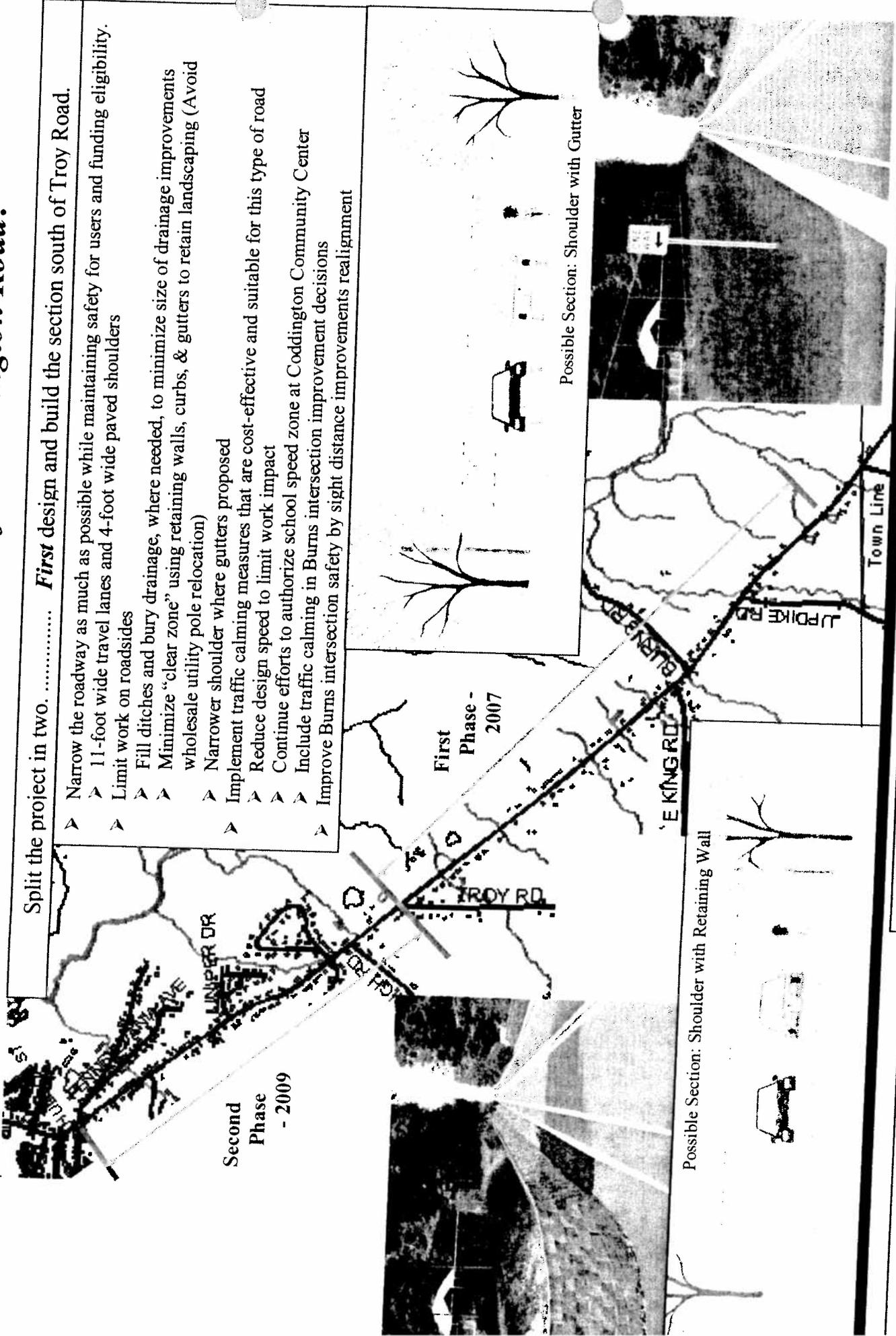
Preliminary design activities for South of Troy Road are drawing to a close. Final design will begin upon approvals granted by the NYSDOT, Federal Highway Administration, and the County Legislature. Construction will begin in 2007. The project schedule is as follows:

Final Design Complete - South of Troy Rd.....	Spring 2007
Right of Way Acquisition - South of Troy.....	Summer 2007
Construction Bids Received & Public Pre-Construction Meeting.....	Fall 2007
Construction - South of Troy.....	Fall 2007 – 2008
Final Design Complete - North of Troy.....	Summer 2008
Construction - North of Troy.....	2009

**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>.

# What is the County's "Preferred Alternative" for Coddington Road?



- Split the project in two. .... **First design and build the section south of Troy Road.**
- Narrow the roadway as much as possible while maintaining safety for users and funding eligibility.
  - 11-foot wide travel lanes and 4-foot wide paved shoulders
  - Limit work on roadsides
  - Fill ditches and bury drainage, where needed, to minimize size of drainage improvements
  - Minimize "clear zone" using retaining walls, curbs, & gutters to retain landscaping (Avoid wholesale utility pole relocation)
  - Narrower shoulder where gutters proposed
  - Implement traffic calming measures that are cost-effective and suitable for this type of road
  - Reduce design speed to limit work impact
  - Continue efforts to authorize school speed zone at Coddington Community Center
  - Include traffic calming in Burns intersection improvement decisions
  - Improve Burns intersection safety by sight distance improvements realignment

Second Phase - 2009

First Phase - 2007

Possible Section: Shoulder with Retaining Wall

Possible Section: Shoulder with Gutter

**Second, design and build the section between Troy Road and Hudson Street.**

Advisory Group will address .....  
 Coordination with Town Transportation Plan  
 Configuration of Hudson St intersection  
 Road & parking needs  
 Campus entrance configuration  
 Nature of pedestrian & bicycle facilities

ADU  
(DOT)

**MEETING MINUTES (revised 2-1-07)**  
**CODDINGTON ROAD IMPROVEMENTS PROJECT**  
**P.I.N. 3753.24**

**DATE:** December 11, 2006  
**TIME:** 7:00 P.M.  
**LOCATION:** South Hill School, 520 Hudson Street, Ithaca, NY  
**SUBJECT:** Public Information Meeting

**Attendees:**

<u>NAME</u>	<u>REPRESENTING</u>	<u>PHONE</u>
John Lampman	Tompkins County Highway	607-274-0307
Ed Marx	Tompkins County Public Works	607-274-5560
Rich Schell	N.Y.S.D.O.T., Albany RA Design	518-457-6365
Joe Flint	N.Y.S.D.O.T., Region 3	315-428-4413
Susan Weibel	Dewberry-Goodkind, Inc.	585-232-4128
David Askinazi	Dewberry-Goodkind, Inc.	585-232-4128

See attached sign in sheets for additional attendees

John Lampman opened the meeting by welcoming attendees and introducing himself, other County representatives, NYSDOT, Ithaca College and Dewberry staff in attendance. John then reviewed the meeting agenda and turned the meeting over to Dave Askinazi.

Dave began with a review of the project needs that have been identified:

1. Pavement: Dave reviewed the pavement history of Coddington Road. He continued by showing several photos showing the poor pavement conditions that exist today.
2. Drainage: Dave showed photos of flooded Coddington Road and stated that in most cases the existing ditches and cross culverts were inadequate. He went on to show examples of existing cross culverts that are in very poor condition as well as possibly being undersized.
3. Bicyclists and Pedestrians: Dave talked about the need to provide safer conditions for bicyclists and pedestrians.
4. Vehicle Safety: Dave noted that providing paved shoulders would not only make bicyclists and pedestrians safer by getting them off the road, it would make the roadway safer for drivers too, in that there would be fewer conflicts. He continued with a brief review of the plans for improved sight distances, lane width and speed.

Dave then talked about the new direction of the project – how it was decided to reconstruct the south end of Coddington Road (south of Troy Road) first and reconstruct the northern portion at a later date. He also mentioned that the off-site detour/one-way traffic during construction concept is no longer being considered. He then started to explain some of the design changes since the last public meeting. These topics include; the concrete gutter being partially in the shoulder area, the addition of retaining walls in some areas to limit side yard impacts. He

showed photos of several typical sections and photo simulations of what the proposed corridor would look like. During this presentation the following questions were asked:

Q Will utility poles be relocated?

A Yes, since overhead utilities will still be present, any disrupted utility pole would be relocated.

Q Where will stormwater go in areas where a retaining wall is proposed?

A It will be captured and conveyed by the closed drainage system.

Q What would the design speed be for a new road that looks like the existing Coddington Road?

A Approximately 20 to 30mph.

Q Other than a couple new possible features, is this the same design that was presented in the last public meeting.

A Yes, because the standard design criteria has not changed. However tonight we are presenting two options for traffic calming at Burns Road and East King Road. We will also discuss the incorporation of retaining walls at some locations as a means of reducing impacts to individual properties.

Q What is the landscaping that is being proposed?

A Landscaping is seen as both a neighborhood preservation and traffic calming feature. Its exact nature will not be determined until later in the design process. At this time we simply know that there will be some sort of new landscaping.

Q Is this proposed landscaping intended to replace lost trees or are you trying to avoid removing trees, especially mature trees?

A We are very aware the mature trees and trying very hard to avoid impacting them. That's why we incorporated things like retaining walls.

Dave then started a discussion about two types of traffic calming scenarios that could be built at Burns and East King Road intersections. The first scenario was channelization. The channelization concept incorporates a raised median and raised shoulders both with mountable curbs creating a narrower feeling "channelized" area along a tangent section of the roadway. This channeled area would lower driver comfort as he passes through the area and tend to slow traffic. The second scenario is the roundabout at the Burns Road Intersection.

The following questions were asked:

Q How often has channelization been used in New York State?

A We do not have the exact number to give you. But note that this is an accepted traffic calming measure according to the NYS Highway Design Manual.

Q So, it is accepted that narrower feeling roads slow drivers down?

A Yes.

Q Do snow plows have trouble passing through channelization?

A No. Plows are not too big to pass through a 12-foot wide corridor. The plow wings are able to plow the raised shoulders. Medians may not be routinely cleared.

Rich Schell then gave a presentation about roundabouts. During his presentation Rich was asked the following questions:

Q Will a roundabout at Burns Road negatively affect the watershed and potential flooding at the adjacent stream? What about environmental impacts of the construction?

A The Roundabout at Burns Road will be designed with the existing watershed in mind. The storm water system will be designed to prevent any potential flooding. Our design will minimize any environmental impacts and the appropriate agencies will be notified and consulted during the design process.

Q Can the truck apron be plowed?

A Yes. It usually takes about four truck passes to plow the entire roundabout including the median because of the tightness of the travel path required.

Q You are telling us about the large capacity of vehicles a roundabout can handle. But Coddington Road has relatively low volume?

A Yes, there is no capacity issue for Coddington Road. We try to provide some additional information about roundabouts to better educate everyone about them.

Q People are not yielding at the roundabout in Ithaca. Will they yield at Burns?

A That is a much different roundabout, with five legs, that was designed without the Albany RA Group's input. It should not be used as a comparison to the one that would be designed at Burns Road.

Q Would the center island be landscaped?

A Yes, there would be some type of landscaping. Landscaping is independent of the roundabout itself. So, the landscaping would fit the project needs.

Q Has the County decided that a roundabout at Burns Road is the preferred option?

A No, a roundabout is only one option for traffic calming that the County will be considering during it's final decision on a preferred alternative, following this meeting.

Q Are there a lot of issues with drivers failing to yield at the entrances of a roundabout?

A No, people tend to be courteous in conditions with low travel speeds and no traffic signals. They don't mind waiting when they do not feel like they *have* to.

Q Are there a lot of accidents caused by vehicles not slowing down for a roundabout?

A No, drivers can see the center island in front of them and in turn know they need to slow down. On the occasions that a driver does try to travel straight through the roundabout, they usually just bump up and over the truck apron without damage or injury.

Rich concluded the roundabout presentation turned the meeting back over to Dave. Dave showed a photo simulation and talked about what the roundabout at Burns Road would look like.

Q Based on the photo simulation, the proposed roundabout at Burns Road seems too big for the area.

A The photo simulation was produced using a photo of an actual roundabout of similar size for the foreground of the photo.

Q It doesn't seem that the soils at the Burns Road intersection are stable enough for a footprint as large as a roundabout.

A The size of the footprint will be taken into account when designing the roundabout. At this time we do not see any problems fitting the roundabout into this area.

Q Are there any traffic calming measures being proposed north of East King Road?

A No. We have focused on the Burns / King area because that is the area of most need as identified in previous meetings.

Dave then turned the meeting back over to John who gave a brief overview of the right of way process and addressed a few general questions;

Q Is this the final public meeting before the final design is selected?

A Yes. After reviewing the community feedback from this meeting the County will select a preferred alternative and continue to final design. There will be a Public Meeting scheduled prior to starting construction, after bidding.

Q How will the County communicate the Final Design prior to bidding?

A The preferred alternative will be posted on the County's web site. Perhaps another meeting will be needed.

Q This design looks the same as the last design from the last public meeting. What kind of feedback is the County expecting tonight?

A It is true that the basic design has not changed because we still need to adhere to State design standards. However we have presented two different options for traffic calming – a roundabout and channelization. We also have discussed how retaining walls can be constructed in some areas to reduce the amount of disturbance in areas with a large number of mature trees, etc.

Q We wouldn't need traffic calming if we had the narrower roads that we want.

A The 11 foot wide lanes and 4 foot wide shoulders is the narrowest pavement section we can build according to State and Federal regulations.

Joe Flint took the floor and explained that the State and other municipalities have an obligation to adhere to Federal standards. He pointed out that the proposed design was the minimum standard that the government would allow. He went on to remind everyone that the State really wants 12 foot lanes and 6 foot shoulders. But the State also realizes that there always needs to be an opening for compromise. So, it is willing to have 11 foot lanes and 4 foot shoulders to meet

the public half way to their request for a narrower road. Joe also noted that reducing speeding was better dealt with by having better law enforcement in place then with trying to reduce driver comfort with an unsafe and narrow pavement section that contains unpaved shoulders and poor sight distances. Joe answered several questions during his address:

Q Why is the State making Coddington Road a collector?

A No one is *making* it a collector. Coddington Road *is* a collector. It was classified as a collector based on its function within the whole network.

Q Why has the State ignored speed reduction requests such as made by the Community Center?

The State replied to the Community Center, informing them that speed reduction requests must come from the County. After receiving approval from the Town Board, the County made the request and the State is currently reviewing the proposal.

Q Could a roundabout be considered for Troy Road and at Ithaca College?

A Yes. That could be looked at during the preliminary design stage for the north end of the project.

Q How does the road classification process work?

A Roads are classified based on their functionality. Each road is reviewed every ten years, in conjunction with the census, by the local municipalities. At this time, if the municipality feels that a road should have a different classification, it can bring it to the State for review. Coddington Road will never be changed to a lower classification because it feeds from many local roads to the City of Ithaca.

Tompkins County Commissioner of Publics Works, Ed Marx also answered several questions:

Q 11 foot lanes and 4 foot paved shoulders will make a road I would not want to raise kids on... So, basically collectors are bad for raising kids?

A Under the current conditions pedestrians, especially children, would not always feel safe and we are trying to improve that.

Q Will sight distances still be improved?

A Yes, we will have minimum required or greater sight distances included in what ever preferred alternative is selected.

Q Will there be extra efforts made to enforce speed limits?

A The County will bring the need for speed enforcement to the attention of the Legislature, but we can not commit that the County would address the budget constraints necessary to provide this enforcement.

Dave gave an update of the project schedule. Then John opened to floor to a general question and answer period. At which time the following additional questions were asked:

Q Will there be passing zones?

A We have not completed any pavement marking design yet. This will be looked at in final design, but yes there will likely be some passing zones.

Q Have there been any studies done to quantify the tendency to speed or not speed based on comfort levels invoked by road condition.

A No formal studies come to mind. However there is a lot of useful information on the FHWA website that may give good insight on the topic.

Q I'd like to see pull-offs along Coddington for school buses to pick up and drop children off, for people to stop and read roadmaps, use cell phones, etc.

A John replied that building good shoulders would address these concerns.

Q Can we save old trees?

A Definitely. We are always trying to avoid losing trees when improving existing roads.

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.)  
Ron Centola, (Dewberry-Goodkind, Inc.) → *file*

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

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

Public Information Meeting #4 - Monday, December 11, 2006

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)

I am still very concerned about the effects this construction will have on the root zones of the trees which might be left close to the roadway. The old model of tree roots not extending beyond the drip line of the canopy is no longer considered correct. I fear 5-10 years after any construction many of these trees that have been "spared" will decline and die anyway. I'm afraid this good faith effort to save trees <sup>will</sup> ~~might~~ ultimately fail anyway.

Name Phil Syphrit

Address 696 Coddington Rd.

Representing (if applicable) \_\_\_\_\_

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

Public Information Meeting #4 - Monday, December 11, 2006

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)

- ① Thanks for your determination to make every effort to spare existing trees, and to limit shoulder (and to lower width whenever possible. In the drawing as it <sup>design spa</sup> stands now, there is no indication about what the impact might be on the trees at the end of our driveway (950 Coddington Rd.) The drawing seems to stop just short of that. We'd like to know what to expect.
- ② The roundabout option does seem to be a good option, as long as that can be made to work with grade problems and drainage issues - and without catastrophic impact on the property abutting Burns - King intersection.
- ③ I hope you do everything possible to negotiate speed reduction at the Community Center.

Name

Diane W Pherson + Marilyn Row

Address

950 Coddington Road

Representing (if applicable)



Tompkins County Highway  
 Coddington Road Public Meeting  
 Monday, December 11, 2006

**PLEASE PRINT LEGIBLY**

Name	HOUSE # & STREET / PO BOX #	COMPLETE Mailing Address	TOWN	STATE	ZIP	Phone #	E-mail Address
DIANE DeMuth	PO Box 4896					607	DDeMuth07
Nick DeMuth	PO Box 4896					8735453	@aol.com
Chris ODELL	100 SPURVIEW WAY					2739779	LEO@cornell.edu
JOHN R. AMERINS	127 TRAY ROAD		Ithaca	NY	14850	272-7341	JPR1@cornell.edu
Mary Russca	955 Coddington Road		Ithaca	NY	14850	273-2199	McRussca@twyny.com
Carolyn Grigoriou	629 Coddington Rd		Ithaca	M	14850	273-6372	cgrigoriou@twyny.com
Kathy Sullivan Knibbryn	620 Coddington Rd		Ithaca	NY	14850	280-5355	Kelley024@hotmail.com
Jay Pappas	689 Coddington Rd		Ithaca	NY	14850	272-6486	ppappas@twyny.com
Liz Pappas	120 Northview Rd		Ithaca	NY	14850	273-5471	rd@beta-blue.org
Jodi Stirling	5 Supton Hollow RD		Stanfordville	NY	14817	539-7678	
UIM MOUNTAIN	5 DEWILSON HOLLOW RD		BRACKENORALE	NY	14817	539-7871	graphict@boka.com
MICHAEL CARR	677 CODDINGTON RD		ITHACA	NY	14850	272-2045	
PETER H. DEGRAFF	151 NORTHVIEW RD		ITHACA	NY	14850	272-5108	PDGRAFF@TWONYRR.COM
MICHELLE RIVCHIN	950 CODDINGTON RD		ITHACA	NY	14850	277-3590	mr38@cornell.edu
Rick Canture	Ithaca College		ITHACA	NY	14850	274-3225	rcanture@ithaca.edu
PETER EPUBEROV	611 Coddington Av.		ITHACA	NY	14850	273-8318	Pepubero@twyny.com
Robert Cotts	115 Northview Road		Ithaca	NY	14850	272-1186	RAC6@CORNELL.EDU
Tim Joseph	772 E.L. ST		Ithaca	NY	14850	277-2519	
Kathy Heine	6916 Coddington		Ithaca	NY	14850	273-0249	



# Coddington Road Public Meeting

December 11, 2006

- Pole relocation = tree removal
- What is meant by landscaping? Adding trees:
- What is the safety record of channelization?
  - What are snow and ice impacts?
- Proposed round-about very dissimilar to Albany/Spencer Streets.
- Watershed/flooding concerns with Burns round-about. Environmental impacts?
- County needs to communicate final/preferred alternative to community prior to bidding.
- Round-about has limited impact on speed, i.e. only right at round-about.
- Enforcement cannot be increased. No money!
- Lowering speed limit as traffic calming?
- Wide places needed along road for cell phones, bus passing, checking directions.

## Askinazi, David

---

**From:** John Lampman [jlampman@tompkins-co.org]  
**Sent:** Wednesday, December 27, 2006 9:41 AM  
**To:** Askinazi, David  
**Subject:** (Fwd) Coddington Road Re-construction

Dave,

I just copied you on the response to this message. It is sent for inclusion with other written comments.

John

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

**From:** "Edward Hart" <ehart1@twcny.rr.com>  
**To:** "John Lampman" <jlampman@tompkins-co.org>  
**Subject:** Coddington Road Re-construction  
**Date sent:** Sat, 23 Dec 2006 13:26:14 -0500

Hi John,

I want to compliment you and the excellent caste of representatives presenting at the South Hill hearing a couple of weeks ago. This was my 4th hearing and as usual I have been in complete agreement on the reasoning used in the evolving design plan .

I am a serious bike rider. Have to be serious because I live at the top of Updike Rd (201) and having biked to the bottom have to deal with the Burns/King/Coddington confluence whether I bike to town on Coddington or go down Burns and ride in to Hudson on the Rec Way. Some concerns about the Rec way. A great alternative, but having the disadvantage of loneliness if conditions involve heavier snow or ice or mechanical failure. In the winter you are alone there. Every summer, for many years, I bike around at least 6 of the finger lakes and therefore consider my self experienced enough to know how to ride safely and appreciate good road conditions, with wide traffic lanes for the trucks close by and at least wide bike lanes. The cracked asphalt, potholes, etc. in the present road make me appreciate your efforts in all those aspects.

I especially enjoyed the Round About presentation. Very well done and should have well made the point of traffic speed calming. I find the motorists and buses to be considerate as long as I keep my moves well advertised and visible and the vehicles have enough room to give me sufficient room. To slow all traffic to 17 mph at that intersection and still allow passage of trucks and snow plows looks absolutely ideal. I feel differently about the motorists then many of the people at the hearing. The majority of vehicle operators need calming and are not inherently bad. I am more worried about road conditions than motorists. They often move over farther than is just to make sure my bike and I have enough room for safety.

That's why I am confident about the success of the plan so well presented. I thought you and the other presenters were very patient in answering the many questions, often over and over. Hope you can proceed as planned and have at least one round about along the project area.

I am available for any comments or meetings at your convenience should this ever be helpful.

Ed Hart  
201 Updike Rd  
Ithaca 14850  
Ph 607-272-2943

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

**Askinazi, David**

---

**From:** John Lampman [jlampman@tomppkins-co.org]  
**Sent:** Wednesday, December 27, 2006 9:46 AM  
**To:** Askinazi, David  
**Subject:** (Fwd) "written comments"

Dave,

Another written comment.

John

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

Copies to: Tim Joseph <Joseph@Tompkins-co.org>  
From: Merry Jo Bauer <mjb921@lightlink.com>  
Subject: "written comments"  
Date sent: Wed, 13 Dec 2006 12:11:08 -0500  
To: jlampman@Tompkins-co.org

Hello John - Please consider the following as my "written comment" following the meeting on Monday night, Dec. 11, 2006 I don't have the precise name for the traffic-calming measure which utilizes some sort of narrowing of the lanes as one approaches both Burns Rd and King Rd., but I strongly prefer that one to the roundabout. The roundabout appears to be taking too much land from the various landowners, but more importantly, it does not appear to give ME - someone who would be entering Coddington from Burns Rd. and turning LEFT/South - any more protection than I have now (which is close to none). I would still have to be the one to STOP and look both ways and then, as now, take my chances as I enter Coddington (and the roundabout) for a left turn. A northbound vehicle would only have to yield, but it seems to me if he doesn't see me he wouldn't necessarily "yield". Only a full stop for Northbound traffic would give me (and of course all the others turning left) full protection. I still don't understand why a FULL STOP is of no interest to the planners.\* Given only the two choices you outlined the other night, I prefer to take my chances with the "narrowing" of the lanes (I realize that the lanes are not really being narrowed, but with some sort of actual divider, it will look that way, and, theoretically serve that purpose).

\*If you lived in Ithaca quite a few years ago you may remember the intersection of Hanshaw and Warren Road - a very accident-prone area because there were not 4 full stops. I believe it took a serious accident (maybe even a death??) before the 4-way stop appeared. I go through that intersection frequently, and even if someone enters the intersection when it isn't their "turn" it's not a disaster because everyone there has come to a full stop. I have never seen anyone go right through that intersection since the 4-way stop was installed. The same goes for the even more complicated 4-way stop at the intersection of Rte. 366 and Pine Tree Road (Judd Falls??). I call that the most civilized intersection in the world. Even tho' it is complicated, it works!

Merry Jo Bauer

Merry Jo Bauer  
921 Coddington Road  
Ithaca, NY 14850  
607-273-0268

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

01/12/07 FRI 17:43 FAX 518 233 9049

FIELD SVCES. BUR.

001



**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

January 12, 2007

J. Joseph Dorety  
 Fisher Associates  
 135 Calkins Road  
 Rochester, NY 14623  
*(faxed this day to 585-334-1361)*

Dear Mr. Dorety:

Re: FHWA PIN 3753.24  
 Coddington Road Reconstruction/  
**Part 2**  
 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, 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 continue to have **No Effect** upon historic properties in or eligible for inclusion in the State and National Registers of Historic Places with the condition that:

1. The engineer in charge ensures that construction within the limits of the South Hill Cemetery does not exceed the limits of previous disturbance as depicted on as built drawings.
2. The attached human remains discovery protocol is followed in the event human remains are uncovered.

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 correspondence for this project.

Sincerely,

Nancy Herter  
 Historic Preservation Program Analyst,  
 Archaeology

01-12-07 FRI 17:44 FAX 518 233 9049 FIELD SVCS. BUR. 002



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

**State Historic Preservation Office/  
New York State Office of Parks, Recreation and Historic Preservation  
Human Remains Discovery Protocol**

In the event that human remains are encountered during construction or archaeological investigations, the State Historic Preservation Office (SHPO) requires that the following protocol is implemented:

- At all times human remains must be treated with the utmost dignity and respect. Should human remains be encountered work in the general area of the discovery will stop immediately and the location will be immediately secured and protected from damage and disturbance.
- Human remains or associated artifacts will be left in place and not disturbed. No skeletal remains or materials associated with the remains will be collected or removed until appropriate consultation has taken place and a plan of action has been developed.
- The county coroner and local law enforcement as well as the SHPO and the involved agency will be notified immediately. The coroner and local law enforcement will make the official ruling on the nature of the remains, being either forensic or archeological. If the remains are archeological in nature, a bioarchaeologist will confirm the identification as human.
- If human remains are determined to be Native American, the remains will be left in place and protected from further disturbance until a plan for their avoidance or removal can be generated. The involved agency will consult SHPO and appropriate Native American groups to develop a plan of action that is consistent with the Native American Graves Protection and Repatriation Act (NAGPRA) guidance.
- If human remains are determined to be Euro-American, the remains will be left in place and protected from further disturbance until a plan for their avoidance or removal can be generated. Consultation with the SHPO and other appropriate parties will be required to determine a plan of action.



# Tompkins County Highway

170 Bostwick Road  
Ithaca, NY 14850  
(607) 274-0300, fax (607) 272-8489

## FAX

Date: → Dave Askinazi

Number of pages including cover sheet: 2

To: → 1/17/07

From: John Lampman

Phone: 585-232-4128

Phone: \_\_\_\_\_

Fax: 585-232-4129

Fax: (607) 272-8489

Urgent

For your review

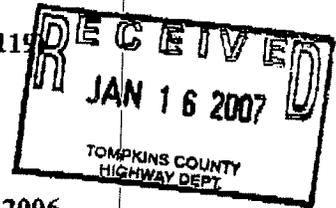
Reply ASAP

Please comment

Here is another written comment for inclusion in design report. Basically echos our thoughts about round-about: too big and too expensive.

I got your e-mail about speed traveling signs. Research I've seen said they are effective for a couple weeks, but then not so without threat of enforcement.

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



Public Information Meeting #4 - Monday, December 11, 2006

**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)

Living at the corner of Coddington and King Rd East, and looking down at the Coddington / Burns Rd intersection, I welcome safety improvements there. Leveling the dips and decreasing the Burns Road grade will vastly improve these these intersections safety.

While I am not against traffic circles, use of a circle to calm traffic on the Burns Rd site would seem to leave a large "footprint" and require much work to maintain stream flow safely, to plan for the springs and the pond on that site, thus require

Name Alicia Lewkowicz

Address 702 Coddington Rd.

Representing (if applicable) \_\_\_\_\_

more cost and construction <sup>than necessary</sup> to improve safety and expensive as a traffic calming device.

4024

**TOMPKINS COUNTY HIGHWAY DIVISION**

170 Bostwick Road, Ithaca, NY 14850

607-274-0300

FAX 607-272-8489

January 29, 2007

Mr. Mitchell Weiss & Ms. Martha Hamilton  
954 Coddington Road  
Ithaca, NY 14850

RE: CR119, Coddington Road Reconstruction (PIN 3753.24)

Dear Mr. Weiss and Ms. Hamilton:

In response to your request, please find enclosed copies of portions of two sheets of the conceptual plans that were available at the December 11, 2006 public information meeting for the referenced project. The scale is in meters.

I have compared these drawings with the alternative the County was considering last fall. Impacts on your property are reduced with the new plan. Work would be confined to approximately the existing right-of-way. These reductions were made possible by altering the proposed centerline profile and partially consolidating the proposed north-side gutter and shoulder. Since minimizing neighborhood disturbance is one of the County's goals, efforts will also be made to eliminate impacts where the fill line is shown behind the maple trees and within the old concrete foundation at the front of your property.

These plans are still not final. As additional traffic calming measures are considered and details of road crossing pipe replacements determined, it is possible that impacts could change. Please do not hesitate to contact me at (607) 274-0307 if you have any questions or comments.

Sincerely,



John R. Lampman  
Associate Civil Engineer

Enclosure

cc: (w/o enclosures) David Askinazi, Dewberry Associates

**TOMPKINS COUNTY HIGHWAY DIVISION**

170 Bdstwick Road, Ithaca, NY 14850

607-274-0300

FAX 607-272-8489

January 29, 2007

Ms. Merry Jo Bauer  
921 Coddington Road  
Ithaca, NY 14850

RE: CR119, Coddington Road Reconstruction (PIN 3753.24)

Dear Ms. Bauer:

In response to your request, please find enclosed copies of portions of two sheets of the conceptual plans that were available at the December 11, 2006 public information meeting for the referenced project. The scale is in meters.

For comparison, I have taken the liberty of placing on these drawings the work limit lines from the alternative the County was considering when we met at your property last year. Altering the proposed centerline profile and partially consolidating proposed gutters and shoulders has significantly reduced impacts. The plan now avoids your gardens and trees, except for a 4-inch diameter (100mm) maple south of your driveway. Additional survey data were recently obtained near your northern property line to clarify further changes that are considered regarding adjustment of your neighbor's driveway and construction of retaining walls.

These plans are still not final. As additional traffic calming measures are considered and community input is processed it is possible that impacts could change. Please do not hesitate to contact me at (607) 274-0307 if you have any questions or comments.

Sincerely,



John R. Lampman  
Associate Civil Engineer

Enclosure

cc: (w/o enclosures) David Askinazi, Dewberry Associates

**TOMPKINS COUNTY HIGHWAY DIVISION**

170 Bostwick Road, Ithaca, NY 14850

607-274-0300

FAX 607-272-8489

January 29, 2007

Ms. Carolyn Grigorov  
629 Coddington Road  
Ithaca, NY 14850

RE: CR119, Coddington Road Reconstruction (PIN 3753.24)

Dear Ms. Grigorov:

In response to your request, please find enclosed copies of portions of five sheets of the conceptual plans that were available at the December 11, 2006 public information meeting for the referenced project. There are nine pages included, the north and south portions of four complete drawing sheets (#16 - #19) and the north portion of another sheet (#15). The scale is in meters. The survey map you left at my office is also enclosed.

I have taken the liberty of placing on this drawing the work limit line from the alternative the County was considering when we met to review impacts at your property last year. Impacts are generally reduced with the new plan, although there are a few places where fill might be extended farther from the road. These points include stations 3+900, 3+720, 3+630, and 3+570. These changes were made possible by altering the proposed centerline profile and partially consolidating the proposed north-side gutter and shoulder. For the most part work will be confined to the existing right-of-way.

These plans are still not final. As additional traffic calming measures are considered it is possible that impacts could change. Please do not hesitate to contact me at (607) 274-0307 if you have any questions or comments.

Sincerely,

  
John R. Lampman  
Associate Civil Engineer

Enclosure

cc: (w/o enclosures) David Askinazi, Dewberry Associates

**TOMPKINS COUNTY HIGHWAY DIVISION**

170 Bostwick Road, Ithaca, NY 14850

607-274-0300

FAX 607-272-8489

January 26, 2007

Mr. William Lesser  
406 Coddington Road  
Ithaca, NY 14850

RE: CR119, Coddington Road Reconstruction (PIN 3753.24)

Dear Mr. Lesser:

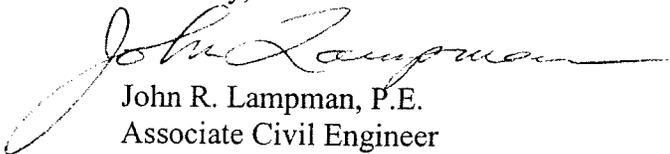
Please find enclosed in response to your request copies of portions of two sheets of the conceptual plans that were available at the December 11, 2006 public information meeting for the referenced project. The scale shown is in meters.

I have compared these drawings with the work limit line from the alternative the County was considering last fall when we met at your property. Impacts on your property are reduced with the new plan. The earlier plan showed the cut limit behind the line of trees at the north end of the yard, about 3 feet farther back at the "wood fence" label on the south end of your property, and about 1 foot farther back along the remainder of your fence line. The revised plan calls for only cutting to or just behind your fence in most places and to the road side of the northern trees. I expect that when the plans are finalized we will avoid the entire fence north of your driveway.

The impacts indicated along Rich Road, however, are unchanged from the previous plan. It is very likely that these may still be reduced, but I have spoken to the Town Highway Superintendent about this and he shares a concern about the proximity of roadside vegetation.

These plans are still not final. I believe the County will continue to reduce roadside impacts as more community input is processed. Please do not hesitate to contact me at (607) 274-0307 if you have any questions or comments.

Sincerely,



John R. Lampman, P.E.  
Associate Civil Engineer

Enclosures

cc: (w/o enclosures) Fred Noteboom, Ithaca Highway Supt.  
David Askinazi, Dewberry Associates

**TOMPKINS COUNTY HIGHWAY DIVISION**

170 Bostwick Road, Ithaca, NY 14850

607-274-0300

FAX 607-272-8489

January 26, 2007

Mr. Michael Duttweiler  
345 Coddington Road  
Ithaca, NY 14850

RE: CR119, Coddington Road Reconstruction (PIN 3753.24)

Dear Mr. Duttweiler:

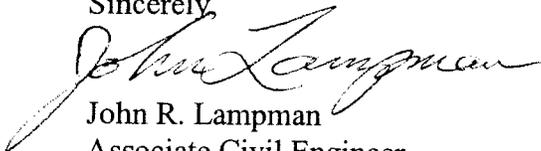
Please find enclosed in response to your request a copy of a portion of one sheet of the conceptual plans that were available at the December 11, 2006 public information meeting for the referenced project. The scale at the bottom of the plan is in meters.

I have compared this drawing with the work limit line from the alternative the County was considering last fall when we met at your property. Impacts on your property have been reduced. The earlier plan showed the fill line extending to all three of the trees that are shown on your lawn and halfway to your carport. The revised plan calls for only filling to just behind your fence. I expect that when the work is actually done, filling could be done around the fence or even perhaps stop short of it. Filling in your driveway is also greatly reduced with the new plan.

I recall your concern about eliminating road runoff that flows into your southern yard. This is something that can be addressed in final design for this portion of the project. That design work is currently projected for 2008.

Your input is appreciated as we continue to finalize project design. If you have any additional questions or comments, please do not hesitate to contact me at (607) 274-0307.

Sincerely,

  
John R. Lampman  
Associate Civil Engineer

Enclosure

cc: (w/o enclosures) David Askinazi, Dewberry Associates

**TOMPKINS COUNTY HIGHWAY DIVISION**

170 Bostwick Road, Ithaca, NY 14850

607-274-0300

FAX 607-272-8489

January 26, 2007

Mrs. Diane Demuth  
101 Spruce Way  
Ithaca, NY 14850

RE: CR119, Coddington Road Reconstruction (PIN 3753.24)

Dear Mrs. Demuth:

Please find enclosed in response to your request information from the conceptual plans that were available at the December 11, 2006 public information meeting for the referenced project. The scale at the lower right corner of on of the sheets is in meters.

The impacts to your property are not significantly different from those shown on the previous version (which I laid-out in the field.) The bank along your Coddington Road frontage, which was not significantly changed before, is changed even less. I have spoken to the Town Highway Superintendent about impacts indicated along Spruce Way and we agree that these impacts could be reduced. I believe these impacts, with the possible exception of slight widening right at the intersection, can be eliminated.

These plans are still not final. I am sure they will improve as the design process continues and more community input is received.

Thank you for your input in project design. If you have any questions or comments, please do not hesitate to contact me at (607) 274-0307.

Sincerely,



John R. Lampman  
Associate Civil Engineer

Enclosures

cc: (w/o enclosures) Fred Noteboom, Ithaca Highway Supt.  
David Askinazi, Dewberry Associates

**TOMPKINS COUNTY HIGHWAY DIVISION**

170 Bostwick Road, Ithaca, NY 14850

607-274-0300

FAX 607-272-8489

January 26, 2007

Mr. Charles O'Dell  
100 Spruce Way  
Ithaca, NY 14850

RE: CR119, Coddington Road Reconstruction (PIN 3753.24)

Dear Mr. O'Dell:

Please find enclosed in response to your request a copy of one sheet of the conceptual plans that were available at the December 11, 2006 public information meeting for the referenced project. The scale at the lower right corner of the plan is in meters.

I have taken the liberty of placing on this drawing the work limit line from the alternative the County was considering last summer when we met at your property for comparison. The impacts along Coddington Road have been greatly reduced. The earlier plan called for cutting into the bank and moving the top of the bank back  $\pm 10$  feet from its current location. This was through a 20-inch diameter maple tree on your lawn. The revised plan calls for only filling against the bank just enough to eliminate the existing roadside ditch. The work limit is 5.8 meters (19 feet) closer to the road with the new plan.

The impacts indicated along Spruce Way, however, are unchanged from the previous plan. I have spoken to the Town Highway Superintendent about this and we agree that these impacts can be reduced. I believe these impacts, with the possible exception of slight widening right at the intersection, can also be eliminated.

These plans are still not final. I trust you will agree that they are improving as more community input is processed. Thank you for your input in project design. If you have any questions or comments, please do not hesitate to contact me at (607) 274-0307.

Sincerely,



John R. Lampman  
Associate Civil Engineer

Enclosure

cc: (w/o enclosures) Fred Noteboom, Ithaca Highway Supt.  
David Askinazi, Dewberry Associates

**TOMPKINS COUNTY HIGHWAY DIVISION**

170 Bostwick Road, Ithaca, NY 14850  
607-274-0300  
FAX 607-272-8489

RECEIVED  
MAR 09 2007

March 6, 2007

Mrs. Diane Demuth  
PO Box 4896  
Ithaca, NY 14852

RE: CR119, Coddington Road Reconstruction (PIN 3753.24)

Dear Mrs. Demuth:

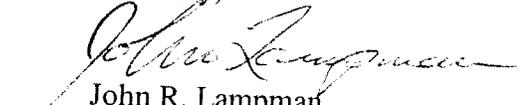
In response to your request, enclosed are excerpts from the conceptual plans that were available at the December 11, 2006 public information meeting for the referenced project. The scale, shown on one of the sheets, is in meters.

For comparison I have taken the liberty of placing on this drawing the work limit line from the alternative the County was considering last summer when we met at your property. The impact lines show no significant changes. The only difference is that all cutting of the rock bank along Coddington Road has been eliminated. The impacts along Spruce Way, however, are unchanged from the previous plan. I have spoken to the Town Highway Superintendent about this and we agree that these impacts can also be reduced.

These plans are still not final. I believe the County will continue to reduce roadside impacts as more community input is processed and detailed design is completed.

Thank you for your input in project design. If you have any questions or comments, please do not hesitate to contact me at (607) 274-0307.

Sincerely,

  
John R. Lampman  
Associate Civil Engineer

Enclosure

cc: (w/o enclosures) Fred Noteboom, Ithaca Highway Supt.  
David Askinazi, Dewberry Associates

# CODDINGTON ROAD IMPROVEMENTS Tompkins County Town of Ithaca

## PROGRESS MEETING AGENDA

**DATE:** April 9, 2007  
**TIME:** 9:00 A.M.  
**LOCATION:** Tompkins County Highway Department

### I. Project updates – John Lampman

Last meeting with the State and Town – in Syracuse  
35 mph zone at community center – Limits?  
Ithaca College  
Is the County ready to move forward?

### II. Cost savings Measures

Profile adjustments at Community Center 1+370 to 1+930 based on 60 km/h design speed  
Min sight distance 105m to 85m  
Reduce retaining wall size and lengths  
Reduce cut/fill quantities  
Partial Depth Shoulders – Change section from 12” Subbase, 9.5” Asphalt to 16”/5.5”  
Reduce Pavement life from 50 yrs to 30 yrs.  
Further reduce pavement thickness

### III. Schedule

- a) Wrap up Design Report – Final Draft Early May 2007
- b) Take Line Meeting – Late May 2007
- c) ROW Plan with Final Design Report End of May 2007
- d) Design Approval late June 2007
- e) ROW acquisition Process June 2007 to December 2007
- f) Design complete by November 2007
- g) Advertisement January 2008
- h) Letting February 2008
- i) Begin Construction by April 2008
- j) Construction Complete November 2008

Date: March 20, 2007

Re: Coddington Road Meeting - MINUTES

Attendees: Residents: Rich DePaolo (RD), Dale Bryner (DB), Louise Madrak (LM), Bill Lesser (BL)  
Town of Ithaca: Catherine Valentino (CV)  
NYSDOT: Mark Frechette (MF), Joe Flint (JF), Paul Yonge (PY)  
Tompkins County Highway: Bill Sczesny (BS), John Lampman (JL)

- BL • Began the discussion by stating, "Coddington Road is quite a major road in the Town of Ithaca". He asked for an update on the status of project design and funding.
- MF • Reviewed process of funding Federal Aid Projects, highlighting recently completed project evaluation cycle.
- JF • Nature of road has not changed for many years.
- County is close to closing the Design Report phase; very close to decision on design after refining many times.
- Cost: County determined that it makes most sense to do south of Troy Road first. Many things in the mix (Ithaca College, etc.) on the north.
- Most concerns have been fleshed out and refined through public input.
- MF • Northern section was not selected for funding in February 2007. Southern has about \$4+ million for construction.
- Final decisions have not been made.
- Applauds community for taking an active interest.
- Views meeting as sharing of ideas and restrictions.
- DOT here with open ears; four public meetings have been held, trying to understand and build consensus.
- BL • Will SEQR review only consider southern portion or the whole project?
- MF • If current split holds, there is no Northern project within next five years. Would need to be priority for County and competitive regionally.
- Design approval and SEQR determination would be only for south.
- JL • County may go further north than Troy Road, based on available funding.
- CV • Base, drainage, and bike safety are issues that were discussed at ITCTC last week.
- JL • Discussed section, distributed typical cross-sections; sight distances, intersection safety, and usable shoulders are other concerns.
- CV • Town review of drainage by Dan Walker requested.
- JL • More evaluation will happen in final design (MF agreed).
- Base depth is being updated. It will be reduced from what was shown in preliminary drawings.
- MF • Dewberry will likely be proposing addition revisions in final design, also.
- BL • Things always changing. Residents unsure. Concerned about decisions on technical grounds without public input.
- LM • Handout on history of road. Historic, linear neighborhood. Speed, loss of trees, wide and flat road are concerns. Already many run-off road accidents now. Never a main road, "C" shaped. Steven Coddington gave 48' ROW on his own property.
- Coddington Community Center was school and still is very actively used with bicyclists, after school and summer recreation programs, etc.
- Much less attractive housing option if made into highway.
- MF • What is difference between road and highway?
- LM • Width, vegetation.
- Road closer to front doors with a highway.
- Photo simulation shows removal of trees. Utility impacts would make worse.
- JF • Mutual respect for restraints and proactive attitude.
- Would less impact on vegetation make the project more palatable?

- All • Yes.
- RD • But there are other issues. Dips and curves add character.
- BL • "Work to edge of trees" at his house (115-year old spruces).
- CV • Run-off / Storm Water Management concerns.
  - Pipes don't clarify water as well as open ditches.
- RD • Cayuga Lake is DEC TMDL water body. Run-off from Coddington Road flows to lake tributaries.
- MF • DOT looks to use open ditches if possible. Other filtering options exist.
- LM • Was historic study done?
- JL • Yes. Dewberry's studies will be posted on County web site within a month.
- RD • "Standards dictate" is the problem.
  - distributed handout "Fast Facts about the Proposed Coddington Road Project"
  - average lane width currently under 10' for urban collectors in Tompkins County
  - as roads are rebuilt, character of County will change
    - undermine attractiveness
    - planning dilemma of epic proportions
  - proposed design is equivalent of median minor arterial
    - too much road for use; traffic count is much less than median
    - only 1 other urban collector with 11' lanes, 96B
  - numbers don't bear out the width
  - not only Coddington Road, but paradigm throughout County
- JF • Resources limited, paving alone will hold highways together.
  - paving will satisfy some of basic transportation needs
  - but, many unmet; so when spending Federal money, need to look at other needs, too
- RD • Why 11' versus 10'?
- JF • The narrower the pavement → the less safe (research). May drive slower, but may encroach on centerline. research has found most effective way / guidance.
  - There are exceptions when basic standards cannot be achieved (historic structure may justify curbs, for example).
- RD • Is 10' cheaper?
- JF • One would not notice the 1-2 feet of additional width, unless something like loss of spruce trees resulted.
- RD • Appearance is not the only reason to not build the road wider. Driver behavior will change.
  - Will all roads look like this?
- JF • We've reduced from 5' shoulder standard, so there is some flexibility. Less width can be debated.
- CV • Not one size fits all.
- JF • Do we want to continue to pursue Federal money for this highway?
- RD • Any way to build 10'4'?
- MF • Doubt Federal approval of 10' is possible.
  - Limitations along highway set parameters.
  - Would any Engineer put his license on line to design below standard?
- BL • Distributed "SAFETY ISSUES ASSOCIATED WITH THE PLANNED RECONSTRUCTION OF CODDINGTON ROAD".
  - No enforcement in most of County.
  - Coddington Road and Ellis Hollow Road particularly problematic.
    - changes of character of neighborhood occur along the road; speeders don't notice
  - People travel what they feel safe.
  - Increased design speed → increased speeding.
  - Collisions with deer are often speed-related.
- LM • Other roads "properly designed" have stops that drivers avoid by traveling on Coddington Road.
- JF • Simply paving prompts speed to increase.
- MF • Design Report confirms high-prevailing speeds.
  - Warrants to increase enforcement.

- JL • County Public Works has started discussing greater enforcement needs/options with the Sheriff.
- CV • Enforcement changes habits (i.e. Cayuga Heights).
  - Adding stop signs would make drivers avoid road.
- JF • Stop signs work better at lower speeds. Can be a safety problem.
  - Stop signs are enforcement problems.
  - Traffic calming was discussed (round-abouts and other options) at public meetings.
- CV • Stops have worked in her subdivision.
  - Rt. 366 at Pine Tree Road is a good example of an all-way stop.
  - Keep narrower. Preserve rural character. Add stops.
  - Look at location in County; plenty of truck alternatives (96B/79); encourage trucks to go there.
  - ROW by use issue.
  - Coddington Road is definitely ROW by use.
- JL • 48' mentioned in documents cited today.
- CV • Complicated.
- JL • County and Town Attorneys have discussed the issue and generally agree on interpretation of law. The County has not determined the ROW situation on Coddington Road yet.
- PY • Distinction between statutory and user ROW.
  - Reducing standards with Federal money; "having cake and eating it, too".
- MF • Are there opportunities to reduce standards?
  - Will Federal Highway be willing to accept?
- CV • Have they ever?
- MF • Never in a 45 mph zone, to his knowledge.
- JL • Coddington Community Center reduced speed zone was requested by Town and County. Might this reduce standards there?
  - Have discussed that.
- RD • Rt. 89 has 10' lanes.
- MF • Not if rebuilt → 11'. Can repave as 10'.
- DB • Global warming – CO<sub>2</sub> due to cars; emphasis on cars should be reduced.
- RD • Is this being considered an unlisted action? Type I thresholds will be exceeded. Trenching (excavation of road bed) is not in-kind, also neighborhood impact. This needs to be resolved.
- JF • Profile, curvature, grade compromises have been incorporated or considered ⇒ non-standard features to reduce impacts.
  - DOT agrees with much of what has been said, but it doesn't dissuade DOT from maintaining the system.
- MF • County is doing environmental review and determinations.
- BL • People don't know until a done-deal.
- RD • Final design imminent!

**Askinazi, David**

---

**From:** Paul Yonge [pyonge@dot.state.ny.us]  
**Sent:** Thursday, April 26, 2007 4:18 PM  
**To:** <John Lampman  
**Cc:** Askinazi, David; Joseph Flint  
**Subject:** Fwd: Coddington Road - Typical sections

**Attachments:** Coddington 30yr design life.PDF; Coddington 50yr design life.PDF; HMA Pavement thickness.PDF



Coddington 30yr  
design life.PD...



Coddington 50yr  
design life.PD...



HMA Pavement  
thickness.PDF (16...

John and Dave -

Please proceed with your recommendation for the reduced pavement design-life.

Does the last sentence about "how much more of the project corridor we can build" imply that there are plans to increase the project limit to the north beyond Troy Road?

Paul

>>> Joseph Flint 04/23/07 10:04 AM >>>

Please tell Dave and John that we will accept a reduced pavement design from 50 yrs to 30 yrs. This changes the pavement thickness from 237mm to 165mm or 10 to 7 inches. Indicate that this change makes any needed undercut extremely important.

>>> "Askinazi, David" <DASKINAZI@Dewberry.com> 04/17/07 1:54 PM >>>  
 Paul,

Attached please find two typical sections for Coddington Road: A 50yr design life (as previously proposed) and a 30yr design life (currently proposed) and the Hot Mix Asphalt (HMA) thickness calculation.

The 30yr design life pavement section is based on an AADT of 1700 vehicles, 12% trucks for a total 80 kN (18kip) ESAL count of 1.76 Million. Table 4-5 of the Comprehensive Pavement Design Manual recommends a total HMA thickness of 165mm for a Resilient Modulus of 28 MPa (4100psi) for the subgrade conditions.

Also I direct your attention to the fact that we propose condensing the overall "paved" width by incorporating a portion of the Concrete Gutter into the shoulder (see the sections).

Please review and comment.

We are also in the process of determining how much more of the project corridor we can build based on these cost saving measures.



STATE OF NEW YORK  
 DEPARTMENT OF TRANSPORTATION  
 REGION 3  
 333 EAST WASHINGTON STREET  
 SYRACUSE, NY 13202  
 www.nysdot.gov

CARL F. FORD, P.E.  
 REGIONAL DIRECTOR

ASTRID C. GLYNN  
 COMMISSIONER

June 20, 2007

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

Post-it® Fax Note	7671	Date	6/25/07	# of pages	1
To	Dave Askinazi	From	John Lampman		
Co./Dept.	Dewberry	Co.			
Phone #		Phone #			
Fax #		Fax #			

Dear Mr. Lampman:

RE: BURNS ROAD AND EAST KING  
 ROAD INTERSECTIONS WITH  
 CODDINGTON ROAD (CR 119)

In response to your June 11 letter we have conducted a review of the subject intersections along Coddington Road in the Town of Ithaca.

That review included an analysis of the data provided with your letter and a June 19 on-site inspection of the intersections.

Based on that review, we have determined that the existing stop signs on Burns Road and East King Road are appropriate and no changes in the intersection traffic controls are necessary.

Please feel free to contact Ray McDougall of this office at (315) 428-4384 if you have any questions regarding our review.

Very truly yours,

*Diana L. Graser*

DIANA L. GRASER, P.E.  
 Transportation System Operations Engineer

