

**TOWN OF DRYDEN
TOWN BOARD MEETING
February 20, 2020**

Present: Supervisor Jason Leifer, Cl Daniel Lamb, Cl James Skaley
Cl Kathrin Servoss, Cl Loren Sparling

Elected Officials: Bambi L. Avery, Town Clerk
Richard Young, Highway/DPW Superintendent

Other Town Staff: Ray Burger, Director of Planning
Jennifer Case, Bookkeeper

Supv Leifer called the meeting to order at 6:07 p.m. Board members and audience recited the pledge of allegiance.

TOWN CLERK

RESOLUTION #41 (2020) – APPROVE MINUTES

Supv Leifer offered the following resolution and asked for its adoption:

RESOLVED, that this Town Board hereby approves the meeting minutes of January 9 and January 16, 2020.
2nd Cl Lamb

Roll Call Vote	Cl Sparling	Yes
	Cl Servoss	Yes
	Cl Skaley	Yes
	Cl Lamb	Yes
	Supv Leifer	Yes

BUDGET MODIFICATIONS

End of year (2019) budget modifications were presented to board members and explained and discussed.

RESOLUTION #42 (2020) – APPROVE BUDGET MODIFICATIONS AND ENCUMBRANCE

Supv Leifer offered the following resolution and asked for its adoption:

RESOLVED, that this Town Board hereby approves the attached budget modifications for the fiscal year ending 2019 and an encumbrance in the amount of \$16,745.30 from account A8020.458 because the scope of work anticipated to be completed in 2019 for the comprehensive plan is delayed until 2020.
2nd Cl Servoss

Roll Call Vote	Cl Sparling	Yes
	Cl Servoss	Yes
	Cl Skaley	Yes
	Cl Lamb	Yes
	Supv Leifer	Yes

Continuing Education Credits

The Director of Planning has asked the board to approve planning board training credit for two education sessions attended by Planning Board members.

RESOLUTION #43 (2020) – APPROVE PLANNING BOARD TRAINING CREDITS

Supv Leifer offered the following resolution and asked for its adoption:

RESOLVED, that this Town Board hereby approves continuing education credits at the rate of one credit per hour of participation for the following trainings:

9/25/19 Incremental Development by Incremental Development Alliance – 3 hour at Tompkins County Library

11/21/19 Stream Buffer Workshop by Tompkins County Water Resources Council – 3 hour at T.C. Center for History and Culture
2nd Cl Lamb

Roll Call Vote	Cl Sparling	Yes
	Cl Servoss	Yes
	Cl Skaley	Yes
	Cl Lamb	Yes
	Supv Leifer	Yes

Varna Sidewalk Plan Resolution

Cl Skaley moved a resolution he has prepared and it was seconded by Cl Leifer for the purpose of discussion. J Skaley explained this has to do with the potential project update for Route 366 through the hamlet of Varna. The plan presently is to repave from the Ithaca city line to Route 13. The Varna plan talks about a sidewalk and pedestrian plan. DOT seems to want to get the paving done and then do the sidewalks (probably on one side of the road). He wrote the resolution to encourage DOT to consider stopping the repaving around the Turkey Hill intersection and that would allow extra funds to complete the sidewalk plan. The project has been on TIP for a number of years. He would like to encourage DOT to rethink their objectives and help the community appropriately develop. Sidewalks are really important for bicyclist and pedestrian safety. Page 49 of the Varna plan talks about guidelines for main street, sidewalks on both sides, crosswalks, etc.

Comments during discussion:

- ITCTC has nothing to do with the project other than getting the funding on the TIP.
- It’s too soon; this project is in the pre-planning stages.
- It is not DOT’s preference to have a sidewalk only on one side.
- There may not be space for two travel lanes, two sidewalks, bike lane and curbs.
- Road lanes must be at least 14 feet for a good travel lane.
- Some would oppose not paving the entire planned portion of the road.
- DOT has indicated they would do their best to at least put a sidewalk on the south side.
- There will be a study later this year; perhaps do this resolution after the study.
- The preference of the community should be made known.
- Water and sewer lines are deteriorating; the sidewalk can’t go over them.

- Water/sewer lines should be replaced before paving commences.
- It is appropriate for the town to express its desires to the DOT so they are aware when reviewing the project.
- They have that in emails.
- The TIP was originally a \$400,000 sidewalk project (not much sidewalk at all). It was amended in the TIP to \$700,000 which would still likely be only one side from Forest Home Drive to Freese Road. The sidewalk project was merged with the repaving project. That was originally 2.1 million dollars. When the study was done for this stretch of road, they discovered they would need two courses of paving instead of one. Now it is a 5.8 million project, still including the sidewalks. It has been scoped out as getting the paving done from NYSEG to the city line and getting sidewalks put through Varna. DOT will accomplish as much as they can given the funding and the desires to have sidewalks in Varna.
- DOT talks about pedestrian safety and there are people on this road with fast cars and there will be an accident at some point.
- Extending the paved area is counteracting the underlying premise of pedestrian safety and traffic safety.
- The community has waited a long time for this development to occur.
- These projects are on a ranking system, and the people who speak up the loudest are the ones who get in to the system.
- There is limited space to have two sidewalks.
- The engineer hired by the town when the plan was developed thought so.
- Four houses might have to be removed.
- The lane width could be reduced. Maybe not.
- We need realistic expectations; driveways could be removed.
- We need to express what we want before there is a plan in place.
- Reluctant to go on record endorsing something that could result in property taken by eminent domain.
- If we never say anything, we get what DOT gives us.
- Standards have changed with the Complete Streets Act of 2011. That is a design protocol. Lane width of state roads can be shrunk. This would be the time to ask.
- DOT is bound to follow an adopted plan as closely as possible.
- It is a 30 mph zone, but a good portion of the cars go much faster.
- They would still like a traffic light at Route 366 & Freese Road (that has been requested).
- The Varna plan should be attached to the resolution when it is sent to DOT.

The board discussed the wording of the resolution and agreed on the following.

RESOLUTION #44 (2020) – REVISED SIDEWALK PLAN FOR VARNA

Cl Skaley offered the following resolution and asked for its adoption:

Whereas, the Varna Community Development Plan adopted in 2012 describes a transportation goal that includes a plan for sidewalks, bike lanes and traffic calming measures to enhance pedestrian safety and improve the character of the community, and

Whereas, the project to upgrade Rt 366 through Varna has been on the MPO TIP for a number of years awaiting funding, and

Whereas, the project is now in early design stages, and

Whereas, Region 3 DOT has indicated a preference to use current funds to repave Rt 366 from the City Line to Rt 13 and limit the sidewalk plan in the hamlet based on available funds, therefore, be it hereby

Resolved that the Town of Dryden urges Region 3 DOT to study the feasibility to revise their planning for the Rt 366 upgrade to include sidewalks on both sides of the road, appropriately placed pedestrian cross-walks and a bike lane and traffic calming measures as described and laid out in the Varna Community Development Plan.
 2nd Cl Lamb

Roll Call Vote	Cl Sparling	Yes
	Cl Servoss	Yes
	Cl Skaley	Yes
	Cl Leifer	Yes
	Supv Leifer	Yes

Varna Zoning Presentation

D Weinstein explained that the Planning Board had formed a subcommittee to examine the discrepancy between the current zoning and the Varna plan to see if there was a way to make the two more compatible. They produced a plan that was discussed by the Planning Board over several meetings. There was a unanimous recommendation of proposed changes to the Town Board. He made the same PowerPoint presentation to the Town Board on January 9 but two members were absent, so he presented it again.

Comments/Discussion:

- Every proposal seen in Varna since the new zoning has been at the maximum allowable density.
- The proposed density is a compromise between what the Varna plan envisioned (454 bedrooms) and what the zoning would currently allow (2700 bedrooms).
- Some the proposed zones on the map have been changed since the last presentation.
- Why can't this change wait and be incorporated in the comp plan update and resulting zoning? Experience is that the last one took a number of years. There is potential for a lot of development in that time.
- People who care about climate change are pushing for density near destination. The new comp plan will include climate change, sustainability and greenhouse emissions as a component of it and may have a recommendation on where to build.
- Community character is important to the people who live there; it is reasonable to have a modest amount of density.
- The idea of densifying a node was convincing to people when the zoning was adopted.
- Experience says we need to find a different way of getting to the goals articulated in the Varna plan.
- State law says zoning should reflect the comprehensive plan. If the current zoning is in conflict, it is something that should be corrected.
- That goes along with the road update and having the road improved along with sidewalks to make a holistic community instead of the current drive-through community.
- If the board wants to go through the redline version of the document, D Weinstein will do that with them.
- The map has been changed since it was last presented; a few lots are different.
- The highest density allowed in the Varna Plan in the residential area was 10 single-family homes with 2 extra if they were green and 1 additional if it was a redevelopment. This proposal is 6 plus 2 if green development.
- The community thought the hamlet could increase by 50% under the Varna Plan; the zoning would allow an increase by four times. That is the incompatibility.
- None the scenarios anticipate a change in Hillside Acres.
- Planned Unit Developments are still allowed in the hamlet.

- They are spot zoning for not necessarily a good reason.
- It gives the board a tool of flexibility to deal with a new situation not envisioned.
- PUDs can end up going against the whole idea of predictability in zoning.
- The County is still falling behind in owner occupied homes.
- If you don't provide a landscape that clearly wants diversity in terms of both income and types of housing, you'll get the most dense thing because that is what developers make the most money from.
- There are small entrepreneurial developers who have indicated they may be interested in building different kinds of housing, but there has not yet been a proposal.
- Ithaca Neighborhood Housing has expressed an interest in developing subsidized housing in the Varna area, either for rent or for sale.
- The community would like a mixed type of development.
- When combining parcels you can carry the zoning 100' into the new zone.
- The plan has been presented in Varna via presentation at the Varna Community Association, the Varna Newsletter, and the Varna list serve and people who live there are in favor of it.
- Percentage of property owners that are aware of it is not known.
- There has been no negative feedback.
- The plan was developed in a series of charettes in Varna by the residents.
- The 12-acre parcel would be a good opportunity for a Community Housing Development Fund project. Having a prime location like this would truly make affordable development possible.
- There is increased interest in smaller, more unique developments.
- There is a trend to have a development approved, and then they sell the property.
- It may be a good idea to have time limits on approvals and/or that they be shovel ready.
- Varna has potential to be a really interesting development where new ideas are tried out and the high allowable density is working against that.

Supv Leifer will forward the proposal to Atty Sokoni for review and to prepare for public hearing. There may need to be changes after the public hearing based on comment. The public comment can be held open as long as possible.

PROPOSED BUSINESS INTRODUCTION

983 Peruville Road

Ray Burger explained that service business will require a special use permit. He would like to introduce it tonight and schedule for a public hearing next month. The existing building will be remodeled inside. It is a basic site plan review. Parking will be 9 spaces out front. The sign fits the commercial design guidelines.

CITIZENS PRIVILEGE

Bruce Brittain said he is an engineer and worked on the design of both Forest Home single lane bridges. He has been frustrated that Freese Road bridge seems to be stalled out and thinks the only way to move forward is if everyone bends a little. He came up with a design that no one will be really happy with but that everyone can live with. He did not reference any previous alternatives and did not work with any stakeholder group. This is his design, a single lane bridge, single span, plate girders, concrete deck, trusses restored and put on the sides, HS 20 load limit, 14' lane (any municipal/emergency vehicle can cross the bridge). He thinks this is the way to go forward and asked board to give it some serious consideration. (The attached was previously emailed to board members.) The information has been provided to Doug Mills at DOT. Supv Leifer will send the updated information.

Cl Lamb said the board appreciates this and have discussed it with DOT and the consultant as well. This plan is viable as one of the alternatives. It reflects one of alternatives and more style than what was proposed. There would need to be enough space for a bicycle.

A decision would need to be made about whether the bikes are on the deck or on the walkway. This bridge won't need flashing lights, or it could be put in provisionally without lights and a backup plan.

Laurie Snyder, 36 Freese Road, thanked B Brittain for his proposal and read the attached letter.

Martha Robertson, 1655 Ellis Hollow Road, speaking as a citizen not as a county legislator, said she has driven the bridge many times. She agrees with everything L Snyder read, particularly the concern about overbuilding the bridge. If the road is posted at 9 or 5 tons, then 15 tons for the bridge should be plenty. That will drive many things in terms of what's possible in terms of historic preservation or adding a walkway. Bruce has done a great job on his proposal but she questions why you would overbuild a bridge with so little traffic and so modest a need. If there is no plan to build the road to an unlimited amount, an unlimited weight on the bridge is unnecessary spending of taxpayer money. If the board will express a clear willingness on this, then the DOT could be convinced. We don't have to go very far to find a precedent for it.

Janet Morgan, 940 Dryden Road, commended the board on thoughtful questions and reasonable discussion tonight. It's good to have the board working on all this stuff. She couldn't hear the discussion of the budget modifications however and asked the board to think about that next time. She was interested in those numbers and couldn't hear it.

Cl Lamb said Mr Brittain's plan is a replacement plan. While the old trusses will be used, SHPO or Federal Highway may not like this plan any better than the others. He's not saying the board won't support it, but we need to brace for negative feedback from SHPO and Federal Highway.

D Weinstein said it eliminates the beams and stringers. The National Historic Bridge Foundation has made a claim to SHPO that those are not part of the historic structure. Brittain's plan will maintain the pins, which are very historic and unique, as well as the trusses. This is a hybrid, a compromise.

M Robertson said we don't know what could be saved if you were looking at a 15-ton bridge instead of an unlimited one.

COUNTY BRIEFING

M Robertson reported that Leslyn McBean-Clairborne has been elected as chair of the legislature and Shawna Black is vice-chair.

The Route 13 survey is open and over 1000 people have completed the survey so far. Comments will be accepted until February 28.

Senator Chuck Schumer visited the Veterans Services Office today and announced a push for the VA to start recognizing four additional diseases as presumptive qualifications for benefits for Vietnam era veterans. They are trying to raise awareness because the VA Office of Management & Budget is refusing to accept those as qualified areas for benefits. Two of the six veterans in attendance have two of the possible qualifying diseases.

Tuesday morning at 10:30 at the Habitat for Humanity's location at 1932 Slaterville Road there will be an announcement welcoming the Town of Dryden as the first associate member of Community Development Housing Fund. The town has made a \$50,000 commitment to affordable housing in Tompkins County.

PLANNING DEPARTMENT

R Burger has presented the board with the department's monthly report. The Planning Board will begin review of two projects this month. One is a Dollar General store near NYSEG on Route 13 and the other is at 19 Quarry Road where an additional storage building is proposed.

There is one more meeting on the T-Connect service proposed by TCAT this Saturday at the Poets Landing community room. The proposal is to use smaller buses to bring people in from a mile radius of the village to connect to the main TCAT bus.

ADVISORY BOARD UPDATES

Planning Board – Cl Lamb reported the Planning Board has been discussing Varna Auto who wants to expand their business. They were sent to the ZBA for a variance. It would be an expansion and modernization of a local business. They have proposed moving forward with wind law amendments. R Burger said that likely that will be done at the same time as solar amendments. There was more discussion about the comp plan, and they are moving forward with a public speaker series.

Conservation Board – Cl Sparling reported the Conservation Board would like Dryden to start a program like Brighten Up Caroline where they distribute free LED light bulbs. There was discussion about the water quality improvement project, and they would like input on decisions being made.

RECREATION & YOUTH COMMISSION – Cl Sparling reported they talked about Project LEAD, a summer youth employment readiness program geared toward 13 to 15-year-old youth. They are looking to put out a call to work organizations for participation and would like a link on the town's website.

AG Committee – received the Planning Board's comp plan presentation

Rail Trail Task Force – Also had the comp plan presentation. They are making progress on the trestles in Game Farm section. They are halfway through the three-year stewardship agreement with DEC and are trying to get a permanent easement. Dryden has passed a resolution in support of a reduced speed limit on Game Farm Road and the Town of Ithaca has just passed one. They are making progress with an easement on the VanGuard Press property.

Climate Smart Community Task Force – Will reduce their meetings to once every three months or so. There is a focus on getting students in the various school districts involved in outreach.

Safety & Preparedness Committee – Janice Bretscher reported the committee has reached out to the Tompkins County Healthy Neighborhood program and are trying to set up a collaboration with them. They are run out of the Tompkins County Health Department and they provide free home visits to promote safe and healthy homes. They supply carbon monoxide detectors, smoke detectors, fire extinguishers, radon monitors, child safety products, pest control products and such for free if there is a need. She distributed pamphlets from the group.

Tony Bretscher is stepping down from the committee and Glen Hughes will be joining.

CERT Program Update – They are currently drafting the policy and procedure manual and volunteer registration for the program. All individuals who completed the fall basic training course who are now interested in joining the team are completing three online incident management courses and submitting basic background checks. Of the 9 participants who are eligible to join the team, 6 or 7 are on target to join.

They are visiting police and fire departments in town to introduce the CERT program to them and offer assistance and get feedback on the program. It is their understanding that CERT volunteers are considered to be good Samaritans and are covered under the town's workers compensation at no additional cost to the town.

The next basic training course is being organized for spring and will be announced soon.

Broadband Committee – Will be applying for USDA Connect grant in March (the deadline was moved up from May). It could come as a partial or full loan, combination grant/loan or full grant. The amount of money available could potentially cover the whole project. Yates County received 10 million dollars in December for a similar plan.

Other Business

B Avery reported that there was recently a Stipulation and Consent Order in court matter between Hanshaw Village Mobile Home Park and Tompkins County. The stipulation agreed to a reduced assessment of \$150,000 for the last six tax bills. She has computed the amount and a voucher will be submitted for payment in March. The amount is a little over \$4,000.00.

There being no further business, the board adjourned to executive session at 8:58 p.m. to receive advice of counsel on the matter of waivers under 900(G) of the Zoning Law. No action was taken.

Respectfully submitted,

Bambi L. Avery
Town Clerk

2/20/20

Budget Year 2019

A		From	To	
\$	384.17	A1110.105 COURT SECURITY	A1110.103 COURT CLERK 2	CROSS OVER TRAINING- RETIREMENT
\$	4,191.63	A9010.8 RETIREMENT	A1420.402 LEGAL	WILLOW GLEN/GRIEVANCE
\$	2,324.09	A1990.4 CONTINGENCY	A1430.1 GENERAL TIME	PAYOUTS TO 2 EMPLOYEES WHO LEFT
\$	1,891.53	A1660.401 OFFICE SUPPLIES	A1670.401 OFFICE POSTAGE	EXTRA POSTAGE ORDERED-METER MISTAKE
\$	1,758.91	A1680.2 IT EQUIP		
\$	2,700.00	A1680.402 IT WEBSITE		
\$	1,000.00	A1680.450 IT CONTR MISC		
\$	3,000.00	A8020.412 VARNA DEV. IMPL		
\$	1,000.00	A8710.4 CONSERV CONTR		
\$	6,282.02	A8745.403 CRISPELL DAM ENG		
\$	399.25	A9030.8 SOC SEC		
\$	<u>16,140.18</u>		A1680.401 IT SERVICE CONTRACTS	ANNUAL COST MORE W/ CLOUD, DOUBLE PMT
\$	2,254.09	A7020.101 REC ASSISTANT 1		
\$	6,256.47	A7330.4 COMM REC CONTR	A7020.100 REC DIRECTOR	MORE DIRECTOR HRS FROM ASSISTANT BUDG
\$	1,203.77	A7330.414 MARKETING/ADV		
\$	2,679.75	A7020.101 REC ASSISTANT	A7310.4 YOUTH SERVICES CONTR	TIMING/QRTLY SPLIT OF BILLING OFF
\$	<u>10,139.99</u>			
\$	1,974.25	A9089.8 MEDICARE	A9060.8 MEDICAL INSURANCE	WILL GET CREDIT FOR TERMED EMPLOYEE IN 2020

B Fund		NONE
DA		
\$	5,859.06	DA2702 REIMB-FREESE
\$	7,172.26	DA2703 REIMB-GEORGE
		To
		DA5120.410 BRIDGE GRANT-FREESE
		DA5120.411 BRIDGE GRANT-GEORGE
		BRIDGE EXPENSES NOT BUDGETED
		BRIDGE EXPENSES NOT BUDGETED
DB		
NONE		

Special Districts

NONE

SS1

SS2									
		From	To						
\$	20,442.64	SS2-8120.2	CAP IMPROVEMENTS	SS2-8120.4	SAN SEW CONTR				
\$	5,357.99	SS2-8120.2	CAP IMPROVEMENTS	SS2-8130.4	TREATMT DISP CONTR				

SS3

		From	To						
\$	35,226.20	SS3-599	FUND BALANCE	SS3-8130.4	TREATMT DISP CONTR				

SS4

NONE

SS5

		From	To						
\$	7,583.83	SS5-8120.2	CAP IMPROVEMENTS	SS5-8130.4	TREATMT DISP CONTR				

SS6

		From	To						
\$	2,609.14	SS6-599	FUND BLANCE	SS6-8130.4	TREATMT DISP CONTR				

SS7

		From	To						
\$	106.89	SS7-8120.4	SAN SEW CONTR	SS7-8130.4	TREATMT DISP CONTR				

SW1

NONE

SW2

		From	To						
\$	728.45	SW2-8340.4	TRANS DIST CONTR	SW2-8340.1	TRANS DIST PERS SERV DPW				
\$	7.53	SW2-8340.4	TRANS DIST CONTR	SW2-9089.8	MEDICARE				
\$	44.95	SW2-8340.4	TRANS DIST CONTR	SW2-9030.8	SOC SEC				

SW3	NONE				
SW4					
\$ 62.96	<table border="0"> <tr> <td style="text-align: right;">From</td> <td style="text-align: left;">To</td> </tr> <tr> <td>SW4-8340.2 CAP IMPROVEMENTS</td> <td>SW4-8340.4 TRANS DIST CONTR</td> </tr> </table>	From	To	SW4-8340.2 CAP IMPROVEMENTS	SW4-8340.4 TRANS DIST CONTR
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SW5					
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From	To
\$13,349.15	A1490.4 PUBLIC WORKS A1490.111 PUBLIC WORKS BENEFITS
\$8,098.84	A1490.2 PUBLIC WORKS EQUIPMENT A1490.1 PUBLIC WORKS
\$979.82	A1490.2 PUBLIC WORKS EQUIPMENT A1490.403 CLEANING
\$1,202.06	A1490.2 PUBLIC WORKS A1420.401 DPW PURCHASES FOR TOWN HALL
\$4,993.87	A1490.2 PUBLIC WORKS A1620.402 BUILDING UTILITIES
\$4,152.48	A8745.403 CRISPELL DAM ENGIN. A5010.4 CONTRACTUAL
\$999.03	DA5120.4 BRIDGES DA5120.1 BRIDGES PERSONAL SERVICE
\$9,689.24	DA5120.4 BRIDGES CONTRACTUAL DA5130.1 MACHINERY
\$4,720.57	DA5142.4 SNOW REMOVAL DA5142.110 PERSONAL SERVICE OT
\$1,569.62	DA5148.1 SERVICE OTHER GOVTS DA5148.110 PERSONAL SERVICE OT
\$120.62	DB5110.4 ST MAIN CONTRACTUAL DB5112.1 ROAD IMPROVEMENT
\$248.41	DB5110.4 ST MAIN CONTRACTUAL DB5112.110 PERSONAL SERVICE OT
\$57,171.67	DB599 FUND BALANCE DB5112.21 ROAD IMPROVEMENT
\$25,008.44	DB5110.1 STREET MAINTENANCE DB5110.111 PERSONAL SERVICE BENEFIT TIME
\$2,034.55	DB5110.110 PERSONAL SERV OT DB5110.111 PERSONAL SERVICE BENEFIT TIME
\$446.75	DB5110.4 STREET MAINT CONTRACT DB5110.111 PERSONAL SERVICE BENEFIT TIME
\$591.38	A1330.2 RECEIVER EQUIP A1330.4 RECEIVER CONTRACTUAL
\$92.77	A2770 MISC CLERK REVENUE
\$92.77	A1410.4 TOWN CLERK CONTRACTUAL

DATE: February 5, 2020
TO: Dryden Town Board
FROM: Bruce Brittain
RE: A Modest Proposal for the Freese Road Bridge **BIN 3209800**

I would like to make a proposal for the Freese Road Bridge project. I believe that this plan, while not perfectly aligning with any single stakeholder group's particular viewpoint, should nonetheless be acceptable to all affected parties. It consists of a new single-lane, single-span, multi-girder bridge with no posted weight limit, and with the trusses restored and retained as decorative elements in their appropriate position relative to the traveled way. In addition, a new pedestrian walkway would be constructed outboard of one of the trusses. (This design concept is similar to that which was successfully utilized for both of the single-lane bridges in Forest Home.) Details are as follows:

- The bridge would be built strong enough to have no posted weight limit, and would thus be able to support the weight of any vehicle.
- The bridge deck would have 14 ft of clear width (one 10 ft travel lane and two 2 ft shoulders). This would satisfy NYSDOT's minimum width requirement, accommodate all emergency and municipal vehicles, and yet still be close enough to the current width to retain the bridge's historic appearance.
- Bridge rails would be attached to the new concrete deck, thereby providing improved support.
- The historic trusses would be restored to their original condition. Among other repairs, this would involve removing the non-original elements that were added in 1952: outriggers, loop rods, additional bottom chord angles, etc.
- The restored trusses would be located immediately outboard of the bridge deck, and at the proper height relative to the top of the deck.
- The trusses would serve no structural role, supporting only themselves. However, flexible connections between the trusses and the bridge rail posts (or bridge deck) could serve to stabilize the trusses.
- The trusses would have expansion bearings supported by concrete pedestals at each end of the bridge.
- At mid-span, the trusses have fixed bearings, where they are pinned to the tops of the original central posts. These posts would, in turn, be supported by transverse beams attached to the outer girders of the new bridge. This would put a concentrated load at mid-span, but the trusses are surprisingly light for their size, and the bridge's new girders can simply be designed strong enough to accommodate this static load.
- As now, the single-lane portion of the new structure would be 166 ft, the full length of the trusses. If the span of the new bridge deck is less than this, say 140 ft, then the difference would be accommodated by utilizing single-lane concrete approach slabs that extend to the ends of the trusses (approximately 13 ft on each end). Thus, the concrete would begin where the trusses begin, and end where the trusses end, giving the appearance of a concrete-decked steel-truss bridge 166 feet long, similar to what is there now. (If desired, the joint between the approach slabs and the concrete deck could align with the first panel point on the trusses, thus lending further coherence to the design.)
- Utilities, such as the existing water main, would be supported under the deck, protected by the girders.

- A new pedestrian walkway would be located outboard of one of the trusses, either on the upstream or downstream side. This walkway could be cantilevered off the outer vehicular-bridge girder, or it could be separate and supported by its own girders. Design of this walkway could either be in keeping with the design of the trusses, with a wooden deck and period-correct lattice railing, or it could be modern in design, in order to better differentiate it from the original structure.
- Rather than traffic lights, there would be signage in accordance with MUTCD standards. Advance warning signs would read ONE LANE BRIDGE / 100 FT / BE PREPARED TO STOP. At the bridge itself, the pavement would narrow in a clearly defined manner, with Yield Lines painted across each approach lane, and signs which read YIELD / TO ONCOMING TRAFFIC.

Please see the attached drawings:

Figure 1: Elevation and Plan

Figure 2: Elevation Detail

Figure 3: Cross-Section at Mid-Span Truss Support

Figure 4: Cross-Section with Cantilevered Walkway

Figure 5: Cross-Section with Separate Walkway

Figure 6: Signage

(*Note:* All cross-sections have been drawn with a 2% cross-slope, curbs and scuppers to accommodate drainage. Other arrangements are also possible.)

Advantages of this plan include:

- New bridge, long life
- Open steel-grate deck replaced with concrete
- No weight limit, so bridge can accommodate all emergency and municipal vehicles
- Width meets NYSDOT minimum
- Removal of central pier from creek bed, for improved hydraulic performance
- Preservation of historic trusses and general appearance of original single-lane bridge
- No need for compensatory traffic calming measures on Freese Road
- Addition of safe pedestrian creek crossing, separated from vehicular traffic
- Little to no ROW acquisition necessary
- Proven safety record of bridge would be retained, and further enhanced by improved signage and increased strength of bridge rails and approach guiderails

I hope this design will allow the Freese Road Bridge project to move forward. Although none of the stakeholder groups would attain 100% of what it wants with this plan, I believe that everyone would secure that which is most important to them. The result would be a final product that should be satisfactory to everyone.

Thank you for allowing me to weigh-in on this project. I look forward to hearing your thoughts.

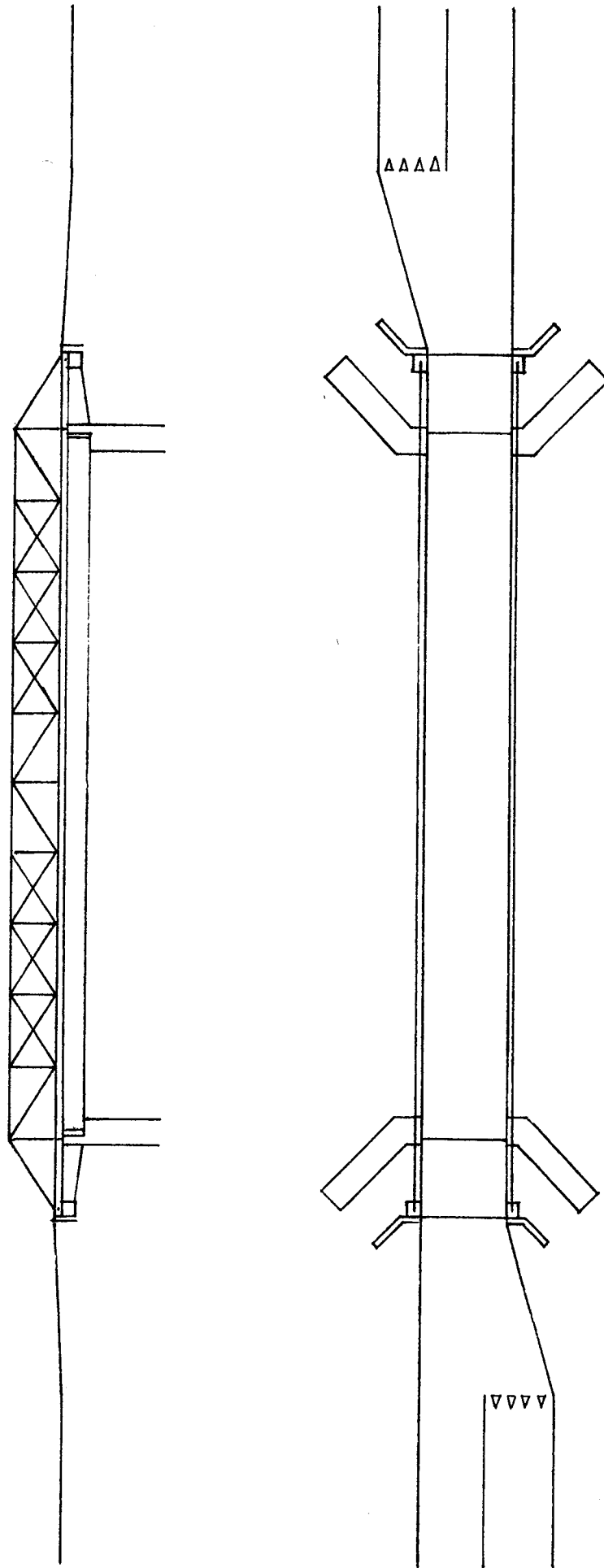


FIGURE 1:
ELEVATION
AND PLAN

0 20 40 60

BBRITAIN 2-5-20

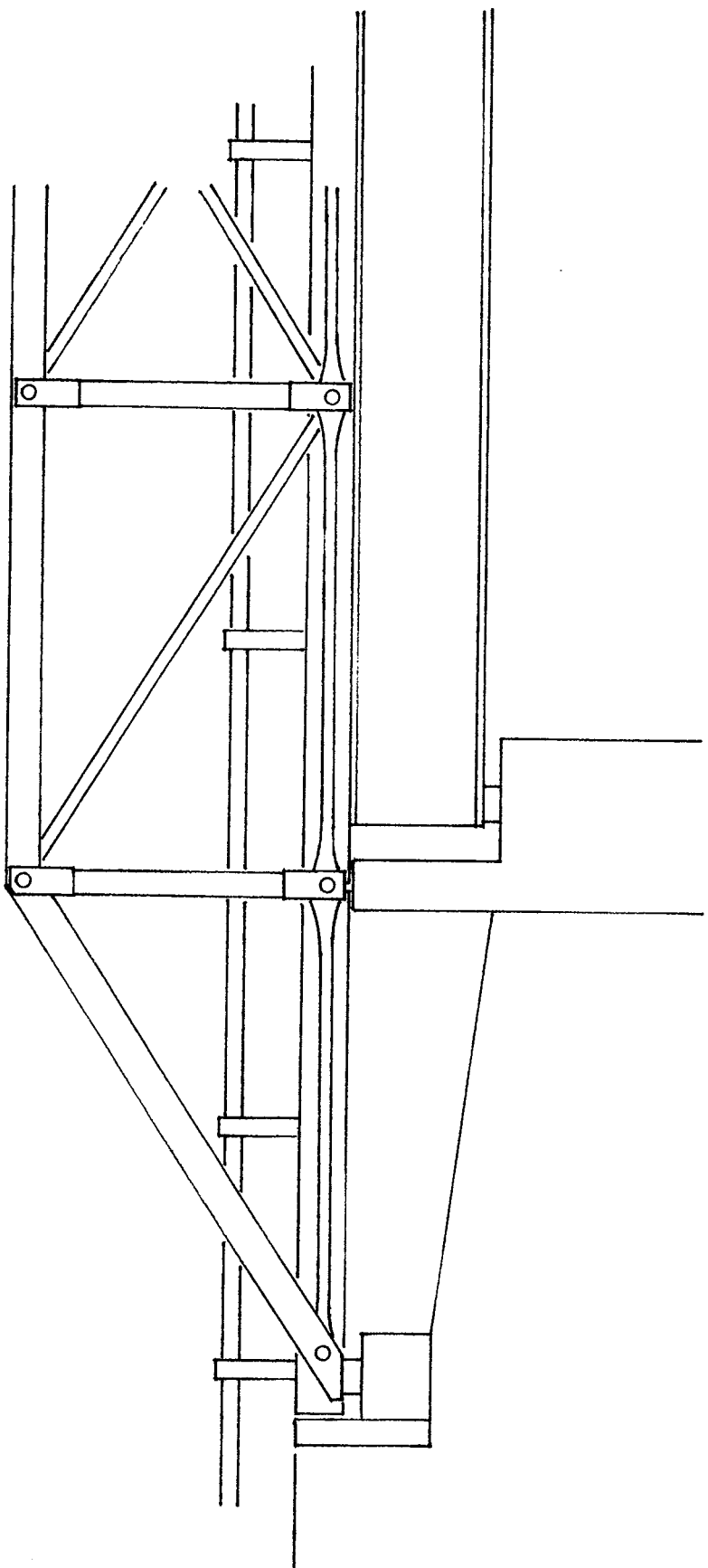


FIGURE 2:
ELEVATION
DETAIL

BBRITAIN 2-5-20

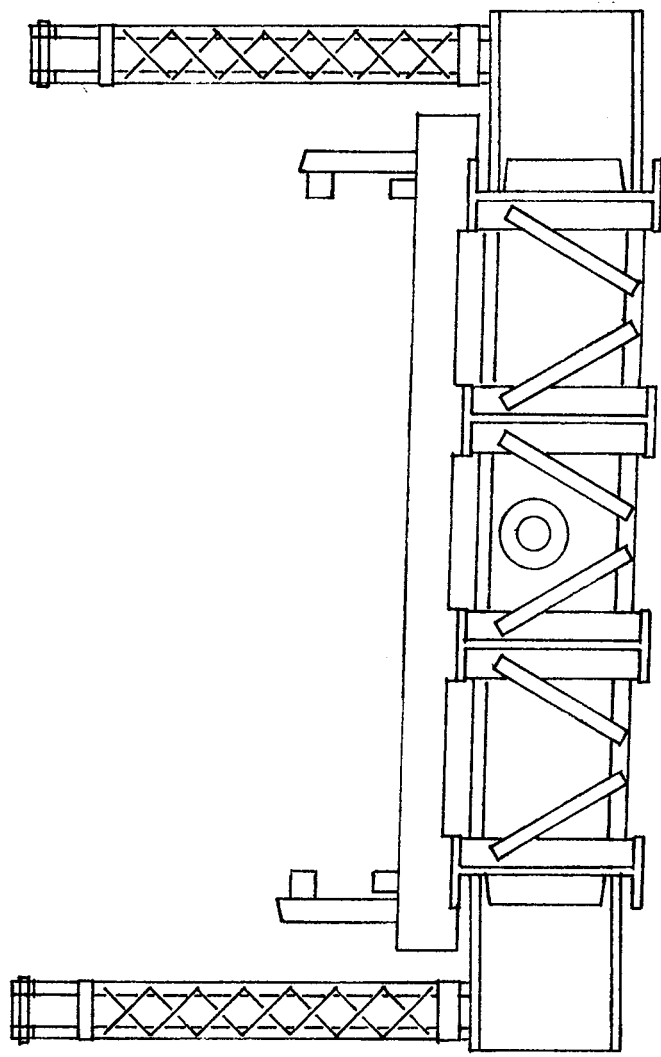
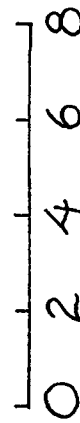


FIGURE 3:
CROSS-SECTION
AT MID-SPAN
TRUSS SUPPORT



BBRITTAIN 2-5-20

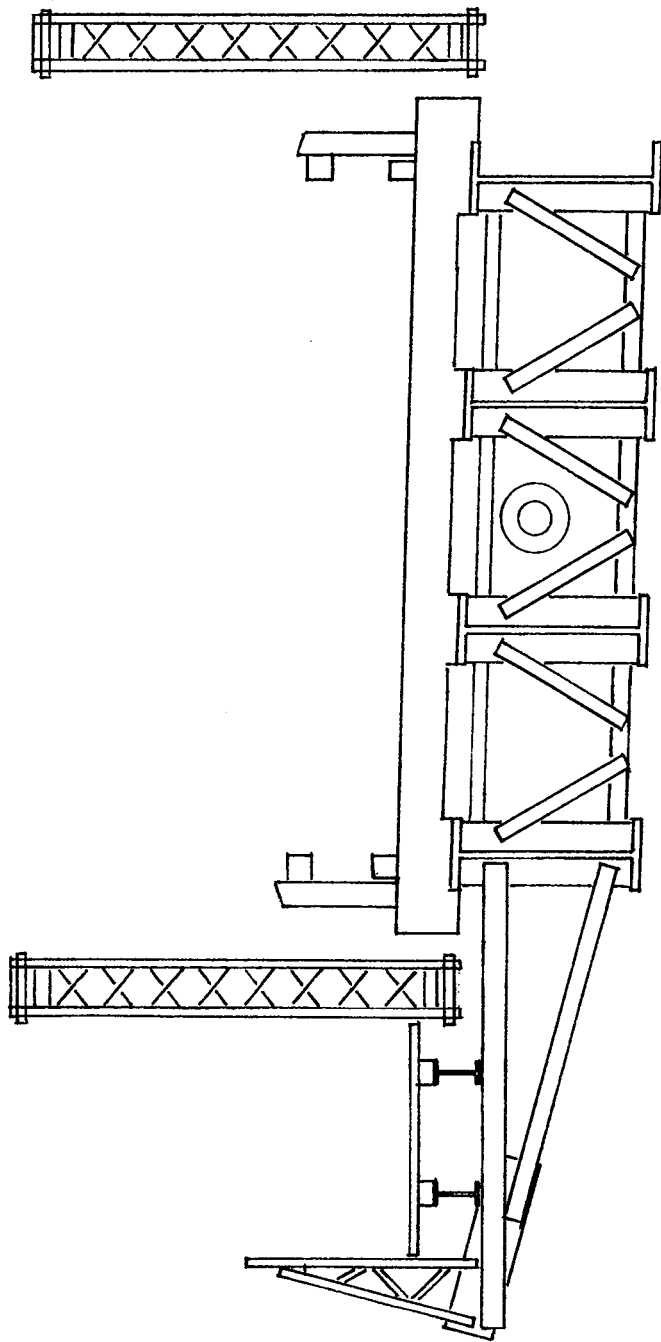


FIGURE 4:
CROSS-SECTION
WITH CANTILEVERED
WALKWAY



BBRITAIN 2-5-20

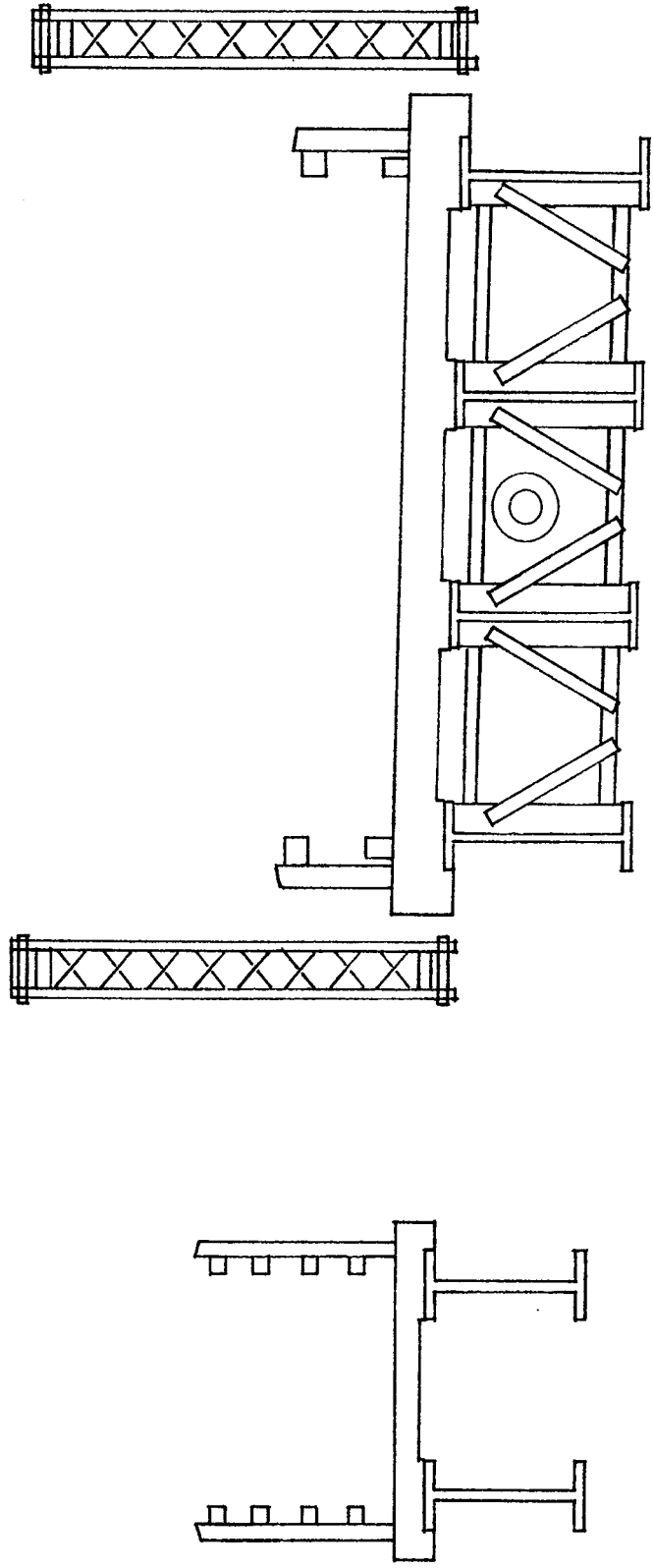
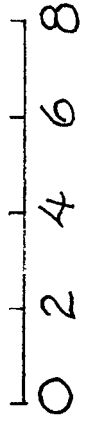


FIGURE 5:
 CROSS-SECTION
 WITH SEPARATE
 WALKWAY



BBRITTAIN 2-5-20

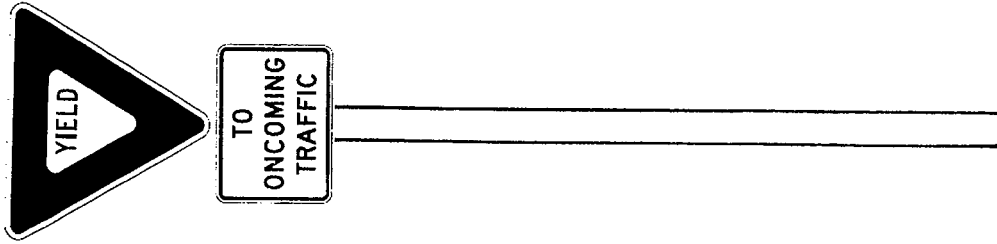
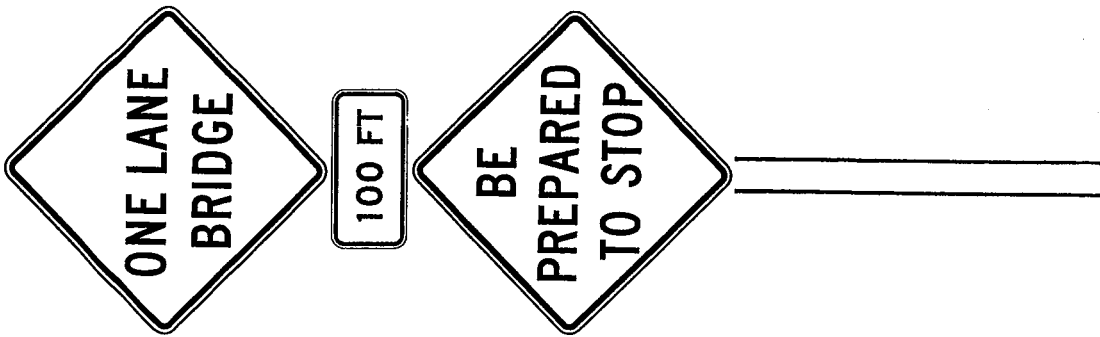


FIGURE 6:
SIGNAGE



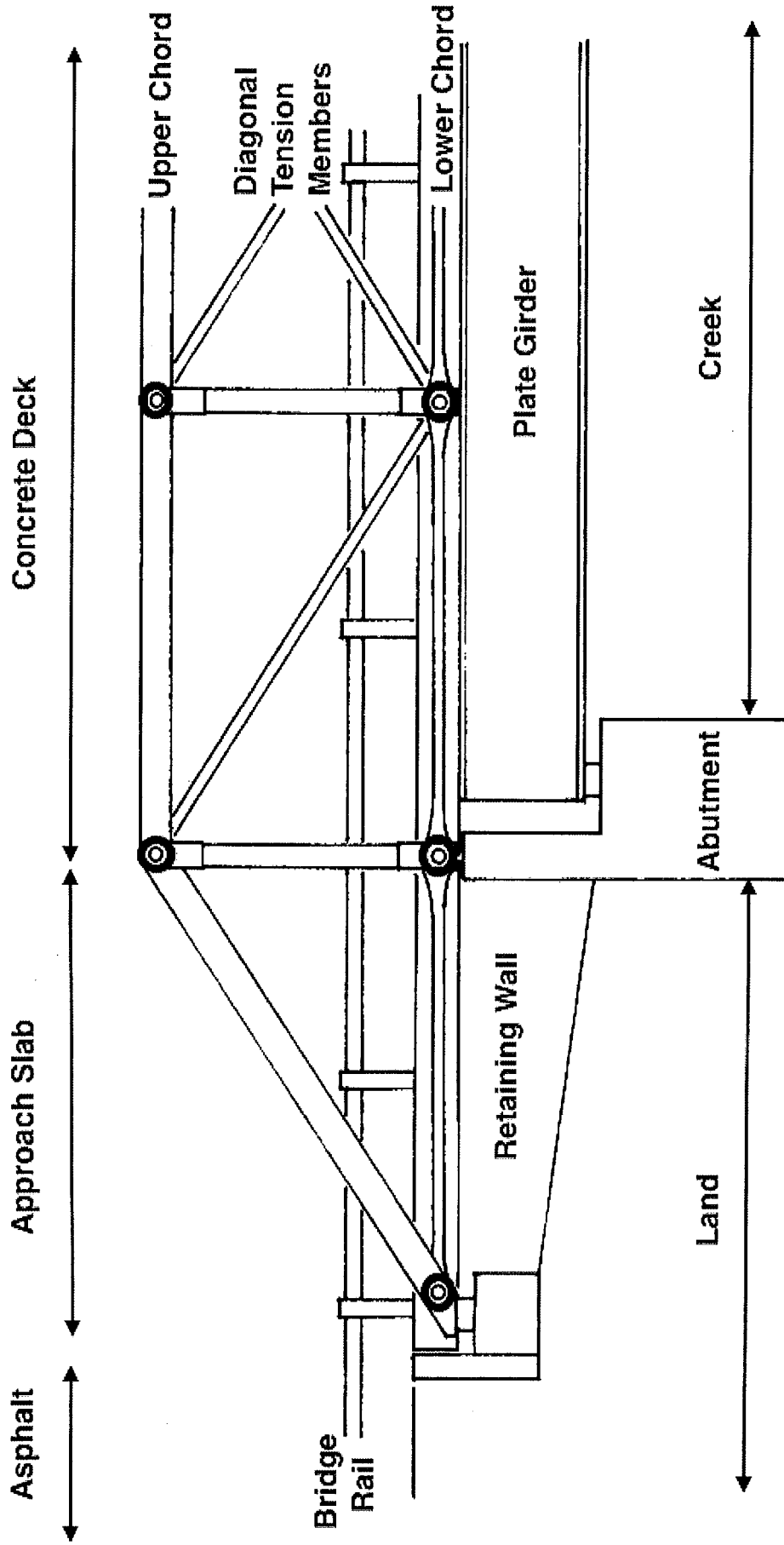


FIGURE 2:
ELEVATION
DETAIL

Pins Circled in Red

BRITAIN 2-5-20

20 February 2020

To: Dryden Town Board

From: Friends of the Historic Freese Road Bridge (FHFRB)

We have formed a new, larger group of residents – from Varna, throughout the Town of Dryden, and beyond – who support the rehabilitation of the Historic Freese Road Bridge at its current location.

Thank you for writing to Mark Frechette, NYS DOT, 2/13/2020, requesting clarification on several key points. Thank you also for reading our letters and listening to our concerns at the Public Information Meeting on 1/15/2020. We are grateful you wrote the DOT that you “share our concerns” about increased traffic and speed, preserving the historic character of the bridge to the extent possible, and safety.

We believe there are options – as yet unexamined – that could satisfy the true needs of the Town and its residents while also preserving the character and history we treasure. The clarifications you seek from NYS DOT on the one lane bridge options may be helpful. However, we believe there are several questions still left unaddressed:

We believe rehabilitation to a 15-ton limit (rather than unlimited) is the best option, but it has not even been studied. We believe such an option would:

- serve the community perfectly well, given that the road itself is posted at 5 tons (at the intersection with Hanshaw Rd.) and 9 tons (at the intersection with Rt. 366);
- likely cost taxpayers less than overbuilding to an unlimited standard that is not needed;
- help preserve the historic integrity of the bridge as the changes required would be less radical; and
- likely require less disturbance of Fall Creek.

Where are the data showing that the Freese Road Bridge is unsafe as one lane? Clearly, one lane bridges function safely across NYS, most without traffic lights. The best local example is the handsome rebuilding of the Upstream Forest Home Bridge as a one lane bridge with historic trusses, AND a pedestrian path – even though that bridge carries more than twice the traffic that Freese Road does.

For a straight bridge, such as the Historic Freese Road Bridge, there is no need for traffic lights, as drivers have extended views of the bridge from either direction. The existing signage works well. In comparison, both Forest Home bridges are much more curved and have much shorter sight lines, yet DOT has only required signage to direct traffic through those one lane bridges. **Are the Forest Home bridges unsafe? If so, NYS DOT should provide those data as well.**

As far as we understand, there are only two public vehicles that are too wide to cross the bridge now: one fire truck and one snow plow. **If a re-built one lane bridge were 14 feet wide, both could cross, without an "unlimited" posting.** The Friends of the Historic Freese Road Bridge (FHFRB) question, again, why the town would spend money to overbuild this bridge? According to the Town's own posting, the road gradient and structure do not support these two heaviest vehicles. If the bridge is overbuilt, and larger vehicles begin using Freese Rd. as a result, the future road maintenance costs will far surpass the costs to occasionally repaint the bridge trusses of a rehabilitated one lane bridge.

You have asked NYS DOT for clearer direction on their requirements. We ask that you seek **their rationale** for their statements, not just "clarity and confirmation" of prior statements. Given the internal contradictions in their own policies and standards, and that exceptions can be made and have been made, **your constituents are only asking for reasonable flexibility** in this case.

We have reviewed Bruce Brittain's proposal for a one lane bridge on Freese Road, including a new pedestrian path which is much in demand. It is a comprehensive draft and **we request that Barton & Loguidice be asked to review and expand on his ideas.** In prior conversations B&L has told us that they absolutely can evaluate such options, if the Town asks them. **Please do.**

Finally, we want to address concerns about "congestion," if there are more nearby residents in the future. It must be recognized that **the intersection of 366 and Freese/Mt. Pleasant is the true source of delays** for travelers across that section of Dryden, not the one lane bridge. What's needed to improve traffic flow and safety is a full traffic light at that intersection. Making the bridge two lanes would do nothing to solve the real problems in this area.

We have observed that exceptions to NYS DOT orthodoxy can be made where there is the will of the citizens and the support of the town boards. You certainly have understood by now that it is the will of the citizens that the Historic Freese Road bridge be rehabilitated as a one lane bridge. We are convinced there is a compromise to be had here, and look forward to partnering with you to achieve it.

Thank you for your consideration, *Steering Committee -*

Martha Robertson

Laurie Snyder

Kenneth Burkhardt

Will Parker

Hilary Lambert

John Burger

Kim Klein

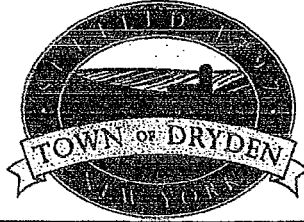
Michael and Chris Kimball

Jan Morgan

Christina Stark and David Weinstein

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February 13, 2020

Mark Frechette, P.E.
Director, Planning and Program Management
NYS DOT, Region 3
Mark.Frechette@dot.ny.gov

Dear Mr. Frechette,

This letter is to follow up on prior conversations and to formally request determinations from your agency regarding the design of the Freese Road Bridge in Varna. The Town seeks clarity on the matters concerning the single lane policy and posting limits. Both these issues were raised at the Public Information Meeting (PIM) held in Varna on January 15, 2020 and our residents need more information.

It is clear that some members of the Varna Community are adamantly opposed to a two-lane bridge in place of the existing single lane bridge. Among many things, opposition to a two-lane bridge is based on the belief that it will increase traffic and/or vehicular speed. Additional opposition concerns the need to preserve the existing historic bridge to the extent possible. The Town certainly shares these concerns. We also recognize that safety is a top priority of your agency and that the bridge project must conform to established criteria pertaining to safety.

We request a specific written statement confirming requirements for a new single lane bridge in Varna. We need to know the exact mitigations that would be required pursuant to the BridgeNY grant program and NYSDOT policy. We understand these to include such options as a twinning, traffic signals, or making Freese Road one-way. For example, is traffic signaling required for a single lane bridge, and if so, would it have to be: 1) flashing red-yellow-green, 2) flashing yellow, or 3) flashing red style signal?

Residents have noted that the view for crossing vehicles is unobstructed and that cars can see other vehicles approaching prior to entering the bridge lane. For this reason, some question the need for a traditional traffic light at this location. In addition, they cite the Forest Home Bridge as an example of a one-lane bridge that does not include a traffic signal.

The other issue that came up at the PIM concerned the posting limits of the bridge, should it be rehabilitated to a level that permits SHPO to give a determination of no adverse impact.

We understand NYSDOT has provided direction that any bridge rehabilitation alternative shall provide capacity for an HS-20 live load truck (all members shall have an inventory rating greater than 1 for this live load). Furthermore, the bridge would be unposted upon completion of the project. Some members of the Varna Community have requested that the original 15 ton posting remain upon completion of the project and this contradicts the direction we have been given from the State. We ask for your clarity and confirmation regarding this position as well.

We appreciate your attention to this matter and willingness to provide answers to these questions. If you have concerns about this request please feel free to contact us.

Best regards,

Jason Leifer
Supervisor

Dan Lamb
Deputy Supervisor