

RESOLUTION # _____ : RECOMMENDING THAT THE DRYDEN RAIL TRAIL RT 13 PEDESTRIAN BRIDGE ALTERNATIVE, IN WHICH THE BRIDGE, RAMPS AND ALL ASSOCIATED COMPONENTS STAY WITHIN TOWN'S EXISTING WATER AND SEWER EASEMENT TO THE MAXIMUM EXTENT POSSIBLE, AND THAT THE TOWN ACQUIRE LAND NEEDED FOR THE PROJECT.

WHEREAS, the Rail Trail Task Force's successful grant-writing efforts have yielded multiple awards for the Town to construct a pedestrian bridge crossing at Route 13. These grants include: a Tompkins County Tourism Implementation Grant, a Tompkins County Tourism Capital Grant, a New York State Multi-Modal Grant and a New York State Department of Transportation (NYSDOT) Transportation Alternatives Program (TAP) grant,

WHEREAS, Erdman Anthony, the engineering company charged with overseeing the project, has prepared four bridge alignment alternatives with cost estimates and land requirements,

WHEREAS, the Rail Trail Task Force in carefully reviewing the four alternatives, while considering cost and the alternative alignments (within the historic railroad 66-foot "curb cut" constraint in crossing this controlled-access highway) has selected Alternative 5X (see attachment) which offers the most straight-forward alignment and lowest estimated cost,

WHEREAS, the trail and eastern bridge-approach ramp of the selected alternative requires land on two parcels east of Route 13 for which extensive Task Force effort has, to date, been unsuccessful in obtaining adequate trail easements,

WHEREAS, the area of land required to cross the edge of each parcel will be contained mostly, if not entirely, within a previously encumbered Town of Dryden sewer and water easement,

WHEREAS, the width of the required land crossing the edge of each parcel will be defined as a minimum needed for construction, use and maintenance of the trail and bridge approach ramp,

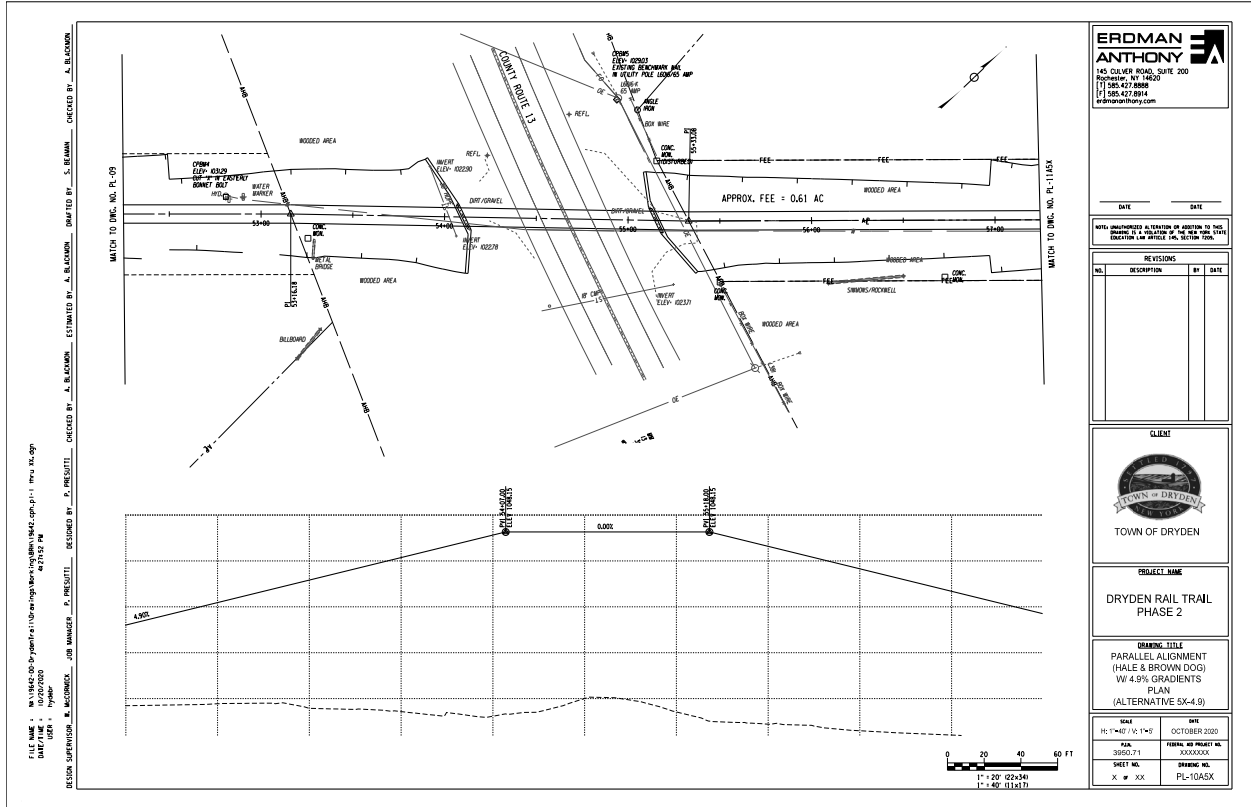
WHEREAS, the eastern end of the approach ramp will be positioned as far as feasibly away from the private residence to the north, and

WHEREAS, NYSDOT has offered to provide to the Town of Dryden their services and expertise in property acquisition,

NOW THEREFORE BE IT RESOLVED that the Town of Dryden accepts the recommendation of the Rail Trail Task Force and selects Alternative 5X as the preferred alternative.

BE IT FURTHER RESOLVED that the Town of Dryden will asked NYSDOT to proceed with the process of property acquisition for the required portions of the two land parcels adjacent to Route 13.

Attachment: Route 13 Pedestrian Bridge Alternative 5X



FILE NAME : W:\1842-00-00\proj\1842\1842.dwg
 DATE/TIME : 10/20/20 4:25:27 PM
 PLOTTED BY : S. BLUMANN
 PLOTTED DATE : 10/20/20
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NO.	REVISIONS	BY	DATE

CLIENT

 TOWN OF DRYDEN

PROJECT NAME
DRYDEN RAIL TRAIL PHASE 2

DRAWING TITLE
PARALLEL ALIGNMENT (HALE & BROWN DOG) W/ 4.5% GRADIENTS PLAN (ALTERNATIVE 5X-4.9)

SCALE	DATE
PL-10ASX	OCTOBER 2020

SHEET NO.	DRAWING NO.
X OF XX	PL-10ASX