

SPECIAL TOWN BOARD MEETING
April 25, 2024

A Special Meeting of the Lansing Town Board was held at the Lansing High School Large Group Instruction Room, 300 Ridge Road, Lansing, NY, on the above date at 6:00pm with the formal presentation beginning at 6:30pm.

PRESENT:

Judy Drake, Councilperson	Christine Montague, Councilperson
Joseph Wetmore, Councilperson	Ruth Groff, Supervisor

ABSENT: Laurie Hemmings, Councilperson


ALSO PRESENT: Michael Moseley, Highway Superintendent, Jessica Hall, Deputy Town Clerk, Dave Herrick and Donald Harner, T.G. Miller, P.C., Town Engineers, Chris Pettograsso, Superintendent of Lansing Central School District, Kate Heath, Assistant Superintendent of Business Administration of Lansing Central School District, Marcia and Wayne Larsen, Chris Heslop, Diane Lauzun, Lynn Green, Mary Miller, Tracy McLellan, Georgia Eastman, Katrina and Matthew Binkewicz, Tony Greenly, Doyle Drake, Laura Morse, Ken Wolkin, T.J. Munson, Gay Nicholson, Marc Ducharme, Alan Lockett, Stan Taft, James Dill, Diane Nangeroni, Steve Smith, George and Wendy Fenner, Matthew Hecktor and a few other attendees

The purpose of the meeting is for information sharing and gathering for the residents. Supervisor Ruth Groff stated there would be no decisions or discussions tonight. She introduced the panel: Highway Superintendent Michael Moseley, Principal Engineer Donald Harner, Town Engineer Dave Herrick, Lansing Central School District Superintendent Chris Pettograsso, and Deputy Town Supervisor Joseph Wetmore.

PRESENTATION BY DAVE HERRICK AND DONALD HARNER,
T.G. MILLER, P.C., TOWN ENGINEERS

Reviewed the following presentation which was also a handout at the meeting.

These slides may be viewed on the Town’s website at
<https://www.lansingtown.com/highway/page/ludlowville-road-repair-estimates>



LUDLOWVILLE ROAD


POSSIBLE SOLUTIONS TO REOPEN
PORTION OF LUDLOWVILLE ROAD

PUBLIC OPEN HOUSE

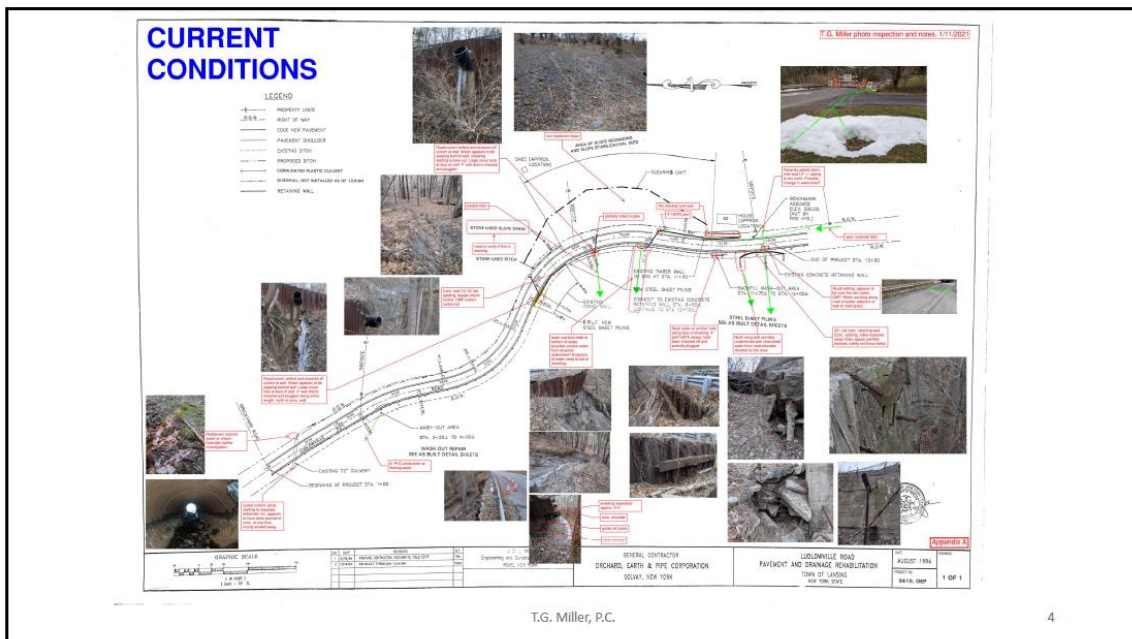
APRIL 25, 2024

AGENDA

6:00 - 6:30	OPEN HOUSE
6:30 - 7:00	PRESENTATION
7:00 - 8:00	Q&A OPEN DISCUSSION

 T.G. MILLER, P.C.
ENGINEERS AND SURVEYORS







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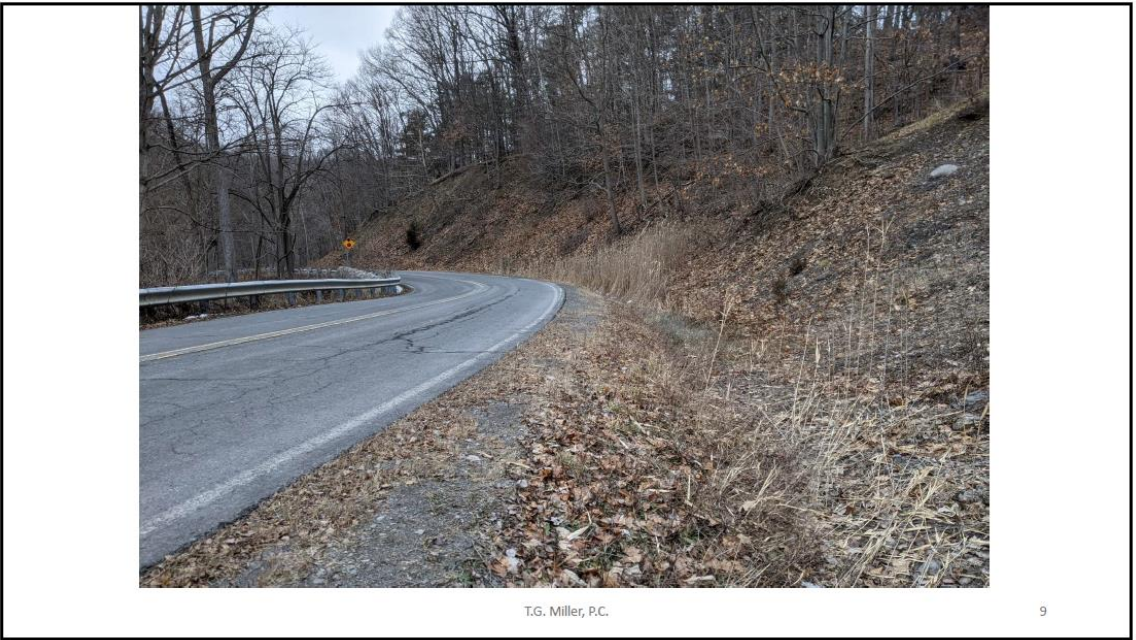
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REPAIR OPTIONS

- OPTION 1 – REOPEN ROAD TO VEHICULE TRAFFIC
- OPTION 2 – CONVERT TO TRAIL (ONE LANE)
- OPTION 3 – PERMANENT ROAD CLOSURE AND PARTIAL REMOVAL

- Engineer's Report available at:
<https://www.lansingtown.com/highway/page/ludlowville-road-repair-estimates>

TOWN OF LANSING
TOMPKINS COUNTY, NEW YORK

November 20, 2023

ENGINEER'S REPORT

Possible Solutions to Reopen Portion of Ludlowville Road
Presently Closed Due to Land Slides

"Home of Industry, Agriculture and Scenic Beauty"

PREPARED BY:
T. G. Miller, P.C.
Engineers and Surveyors
Ithaca, New York

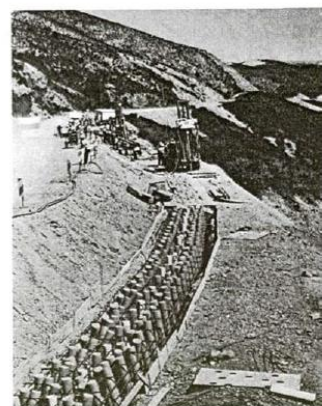
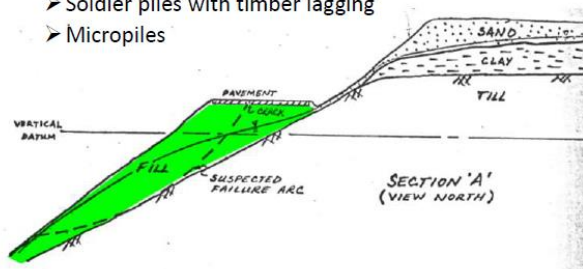
T.G. Miller, P.C.

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GEOTECHNICAL EVALUATION

- 1971 Report from Tompkins County Highway
 - 2022 John P. Stopen Engineering, LLP
- Possible stabilization techniques:
- Steel sheeting with waler and tie-backs
 - Soldier piles with timber lagging
 - Micropiles



JRE 10, MENDOCINO PASS, CALIFORNIA RETICULATED STRUCTURE
IMAGE PROVIDED BY JAMES MASON, Ph.D., P.E.

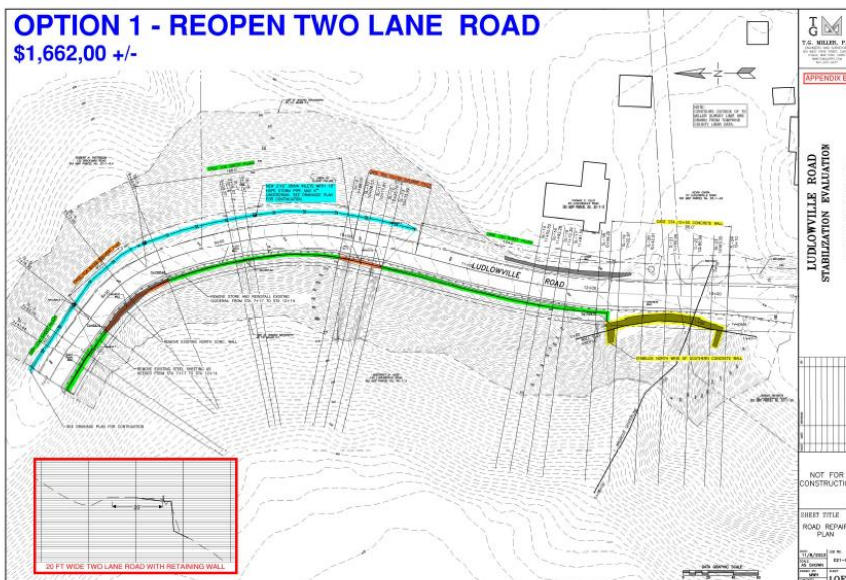
T.G. Miller, P.C.

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Additional Notes on above slide:

- Micropiles are not a feasible option from cost prospective



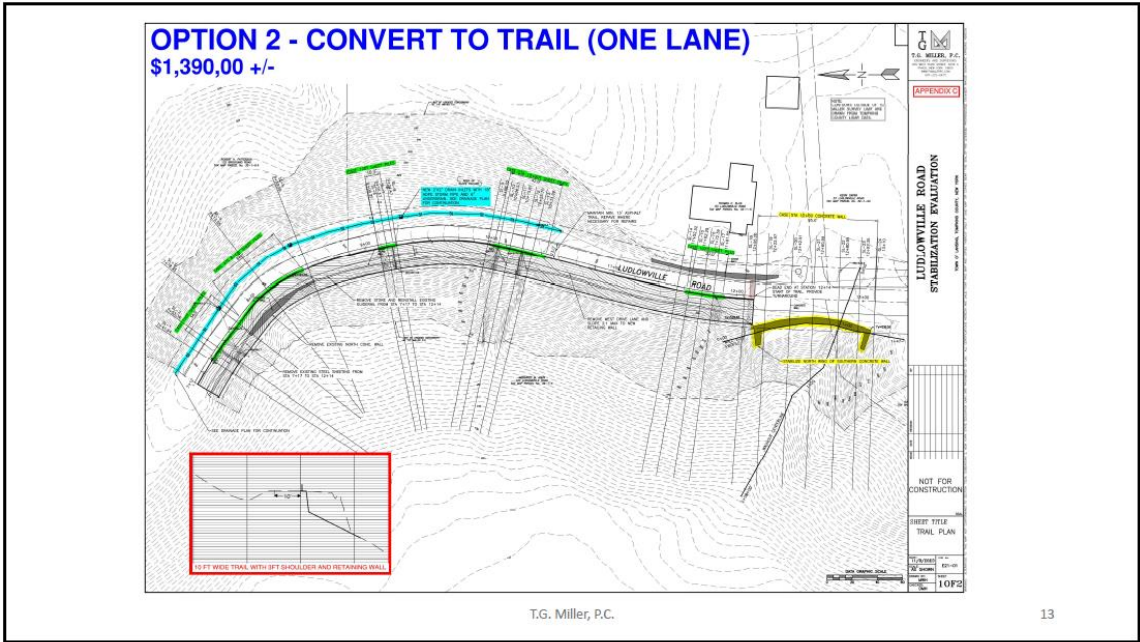
T.G. Miller, P.C.

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Additional Notes on above slide:

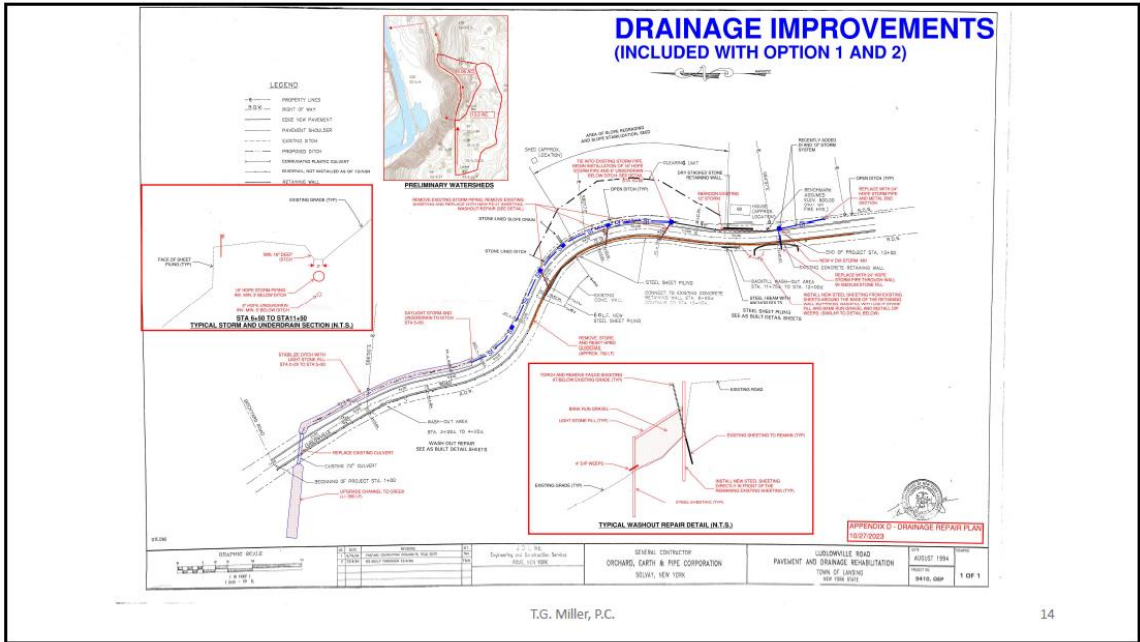
- Green is steel sheeting – entire 500 ft stretch
- Orange is piling – taller walls
- Yellow is concrete wall – needs additional repairs
- Blue is pipe anything upside to downside – keep off bank, divert stormwater away



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Additional Notes on above slide:

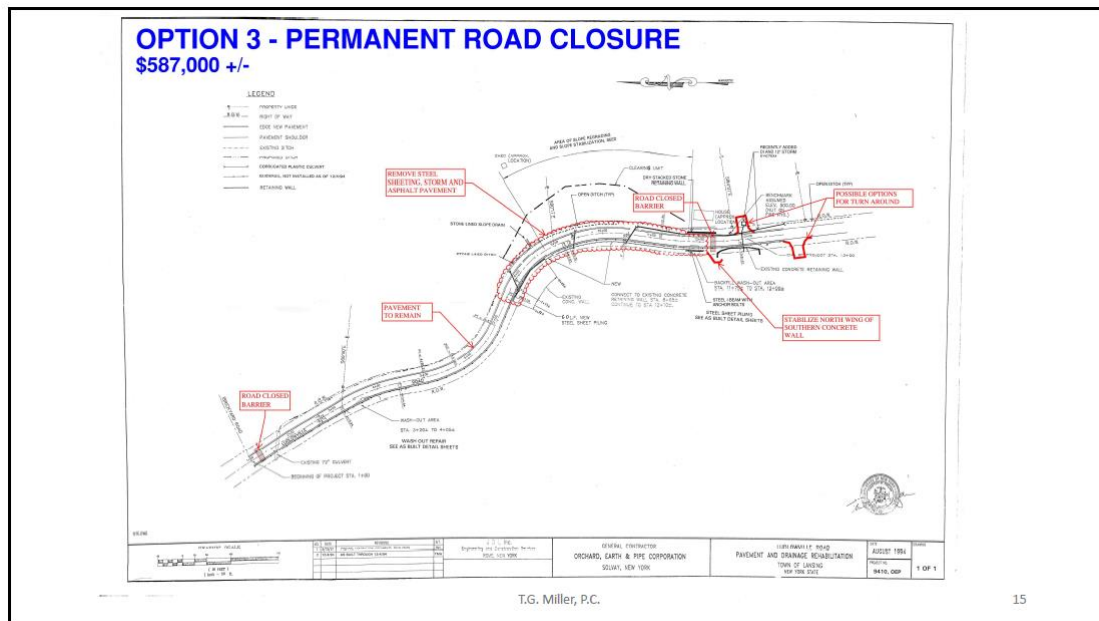
- Ten (10) foot paved trail
 - Width is for emergency vehicles and town maintenance vehicles
- No soldier piles used in this option, just sheeting
- Repair south retaining wall
- Install storm system



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Additional notes on above slide:

- Upsize culvert
- Easements needed



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Additional notes on above slide:

- Unsafe to leave as is
- Remove sheeting and paving
- Put slope back to somewhat stable area
- Still need to repair southern concrete wall
- Would need emergency turnaround for dead end street



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OPINION OF PROJECT COST

(INCLUDES CONTINGENCY, DESIGN, INSPECTIONS, AND EASEMENTS)

- OPTION 1 – REOPEN ROAD TO VEHICULE TRAFFIC *
- OPTION 2 – CONVERT TO TRAIL (ONE LANE) *
- OPTION 3 – PERMANENT ROAD CLOSURE AND PARTIAL REMOVAL *
- REPAIR SOUTH CONCRETE RETAINING WALL
(Not included in Options 1, 2 or 3)

\$1,662,000

\$1,390,000

\$587,000

\$500,000

*Includes \$101,000 to stabilize southern concrete wing wall

T.G. Miller, P.C.

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Ludlowville Road (Crooked Hill/Snake Hill) Sequence of Events:

Sequence of Events was prepared by Highway Department.

December 11, 1970: Road closed by Tompkins County Commissioner of Public Works, Howard Stevenson Jr, deemed as unsafe.

January 8, 1971: Town Board presented with petition from 84 persons with concerns of CR (County Road) #159 closure, Town Board felt road is essential to the Town, requesting Tompkins County reconsider closure of the road.

October 8, 1971: Request from Lansing Central School District to open road for school bus traffic, Town Board recommended continued restrictions as per resolution on 10/9/73 for continued observation.

February 28, 1972: Tompkins County engineer discussed finding ground water, over steepened slopes causing two areas of road to move downward on the hillside. Cost of repairs estimated, \$70,000.

April 11, 1972: County proposed that they will exchange with the Town, Crooked Hill Road (a County Road) for Brickyard Road (a Town Road). Crooked Hill Road to remain closed until repairs are made.

May 9, 1972: Record of opposition regarding road becoming one-way traffic.

September 12, 1972: Supervisor Howell, suggested road be opened one way out, should costs/budgets permit.

December 12, 1972: Jerry Stockton, Lansing Fire Co, on record, opposition to one-way traffic.

June 12, 1973: Levi Wood, Almeda-Lansing Rescue and Fire co., letter to board concerning opening of Crooked Hill due to poor condition of Brickyard. Tentative date for starting repairs of Crooked Hill, August 1st.

October 9, 1973: Highway Superintendent, recommended road be opened to traffic but restricted to use of passenger cars and not to exceed two and a half ton and emergency vehicles. Approximate road opening date of October 27, 1973.

August 12, 1975: Concerns from residents regarding conditions of Crooked Hill and who's responsible for correcting the problems.

January 12, 1978: Report from Councilman Naegely that Crooked Hill was in near state of collapse and found it urgent to restrict traffic.

February 14, 1978: Concern of road condition, opposed to permanent closure.

October 14, 1980: Retaining wall installation discussed.

June 16, 1993: Received two engineer reports regarding land slide on Crooked Hill Road. Highway Superintendent, Mr. Larson, felt they should be discussed at a public meeting to discuss options. Looking into price for a walkway with a 4' high chain link fence.

October 20, 1993: Concerned resident about status of road and future plans. Highway Superintendent, Mr. Larson, received two quotes, one was half million, another 1.5 million.

November 17, 1993: Town Engineer, Mr. Herrick, met with the Soil Conservation Dept; the agency did not want to take on this task but would help with design work if needed. Mr. Larson felt the next step for the Town should be to hire Mr. Herrick for an engineering study and that the Town should contact local contractors for input.

December 15, 1993: Mr. Larson applied for a grant but needs to figure out the project cost.

January 19, 1994: Authorized Town Engineer Dave Herrick to compile “quick fix” solution in opening of road.

April 6, 1994: Grant for \$209,898 received to be used toward project. The goal was to have the road open in the Fall.

April 20, 1994: Town Board authorized Mr. Herrick to prepare the request for proposals for a design build contract.

May 18, 1994: Mr. Herrick presented a draft contract agreement. Town needed to get with adjoining landowners to get temporary right-of-way easements. November 15, 1994 was set as a date to re-open the road.

July 6, 1994: Town solicited bids for design and construction. Only one bid was returned from Orchard Construction Company, \$209,000. Town accepted bid.

July 20, 1994: Mr. Herrick authorized by board to get permission from outside landowners.

August 17, 1994: Received preliminary drawings for road repairs. Work is set to start the week after Labor Day.

September 21, 1994: Equipment brought in, guide rail hope to be installed soon.

October 19, 1994: Mr. Larson will need about \$10,180 for guide rails. Permitted to spend up to \$11,000.

November 16, 1994: Orchard had 2 days left of cleanup. Guide Rails set to be placed December 12, 1994, road would reopen following installation.

December 21, 1994: Crooked Hill now open. Grading and paving will take place at a later date.

May 17, 1995: Road now paved.

September 9, 2006: Town accepts gift from Vestal Asphalt to pave Crooked Hill by school.

January 20, 2021: Road Closed

September 21, 2022: No new update from Stopen Engineering

May 17, 2023: 3 Options to re-open road suggested.

September 20, 2023: Ludlowville residents expressed concerns (Brickyard not available in winter)

October 18, 2023: Orchard Park backed out of helping. Stopen Engineering and T.G. Miller worked together.

Following the formal presentation was a question-and-answer period.

The following comments were made:

- Could a bicycle/walking path not 10 feet wide be an option; possibly 5 feet wide
- Funding – what is available
 - Town Supervisor Ruth Groff shared the following:
 - Option 1 – not much assistance available from state or federal

- Option 2 – more funding available
- The following were suggested areas to look for funding or grants
 - Climate Mitigation
 - Stormwater
 - Open Space Conservation Plan
 - Trails
- Was the road designated as historic in 1997?
 - Could the historic designation help with funding
- Specific plantings would help to absorb moisture and root above road
 - Plantings are not part of any of the current plans
 - Worth looking at for stabilization
- Could road be relocated to different area
 - Still would require cutting slope back
- On upper ridge is series of natural springs that run all the time
 - Could these be diverted (under or around adopted plan) to help with water run off
- One resident spoke in favor of road not being reopened
- Price between fully reopening and trail are close, the road should be fully reopened
- Can we apply for the same funding as we did in the 1990s
- Historic Area in Salmon Creek
 - If we change it, it's not there for future generations
- Collaborate with County to find funding/grants
- Suggestion to open with road and trail
 - Trail component will help to apply for trail grant funding
 - Could get road open to vehicles
 - Challenge is a matter of space
 - Have to put all these components together without going too far up into hill
 - One way road – Trail would be other lane
 - Install traffic light to control traffic
 - Traffic could drive up and down Snake Hill
- Town does not have a timeline for making a decision
- Put up to a referendum and let residents decide
- If repaired, this repair is a much higher-level repair than those in the past

Councilperson Joseph Wetmore would like to explore one-way road with a bicycle/walking path.

Minutes taken and executed by the Deputy Town Clerk.

Respectfully submitted,

Jessica L. Hall
Deputy Town Clerk