

# TOWN OF LLOYD TOWN BOARD

## SPECIAL MEETING

MAY 2, 2012

**Present:** Supervisor Paul Hansut  
Councilmember Kevin Brennie  
Councilmember Michael Guerriero  
Councilmember Herbert Litts, III  
Councilmember Jeffrey Paladino

**Also present:** Sean Murphy, Attorney  
Rosaria Peplow, Town Clerk  
Kate Jonietz, Secretary

**Absent:** None

**4:00 PM** – Supervisor opened the meeting and led the Pledge of Allegiance.

Tom Baird, Barton and Loguidice, Toc/Tillson/Route 44-55 Intersection

Baird reported that at the last meeting the construction costs for the two alternatives were discussed: two-way stop which is a four-way intersection without a traffic signal or a roundabout.

He handed out sheets with Preliminary Cost Estimates.

The two-way stop option is about \$750,000 short in funding between right-of-way, engineering, construction, and construction inspection costs. Money for the project was estimated four or five years ago and it needs to be reflected in 2014 dollars.

The roundabout option is approximately \$600,000 more with a \$1.3-million shortage of funds. The Preliminary through Detail Design and Right-of-Way costs are in line with the finds that are available but they have to be mixed around a little; there is going to be a little more right-of-way on the project than was originally intended. Some of that money has to be moved into the surveyors and right-of-way consultants to acquire those properties, taking the excess from the cost of the property. The impacts are very minor and will not be expensive to acquire. That phase of the project is overfunded so that money will be used to do the paperwork.

At this time the schedule is the first original design report to NYSDOT by July; he programmed in a four-month review period by DOT but today he was told by Carolyn Ryan, NYSDOT that it would be six months to review the plans and reports, which pushes out the schedule if that holds true. Normally it is two to three months. He would like to get this moving along as quickly as possible so that it will be in their hands. A lot of the processes are not parallel, they have to be concurrent. The right-of-way process cannot begin until there is a final approval and approval by Federal Highway Administration. These are the two agencies that we have to go through. There will be a lot of down time sitting in review of those two agencies.

As far as traffic calming and safety improvements, the roundabout is unparalleled when it comes to the two-way stop. B&L does not believe that DOT would grant a traffic signal for that intersection. If the Town chooses to pursue the two-way stop as the preferred option, B&L would do everything they can to allow the traffic signal. He believes that the signal would be the right thing for that intersection if the option is the two-way stop. The road belongs to NYS DOT. It would be a matter of convincing DOT of the value of a signal and they would have to agree to the signal.

Matt Smith said that when he was on the Transportation and Safety Board, they were told there are criteria to be met to put up a signal light but the Town could pitch for it because of Home Rule.

Baird said that he was correct and that they are called 'traffic signal warrants'; the intersection does meet a few of the warrants but not the big ones; however, the support from the Town would be needed and show the warrants.

Brennie asked if that could be pursued with NYSDOT parallel with the roundabout.

Baird replied that when the design report is submitted, it would be for a preferred alternative and they will have both alternatives to look at; DOT may not support either the traffic signal or the roundabout and decide on stop signs for the intersection.

Brennie posed that the Town does not have much control; it is what DOT is willing to give the Town.

Supervisor asked if the design report will be for the two-way or the roundabout (Baird answered 'both') and the Board can support one or the other but the DOT will choose what they want.

Baird said that the Town can support one option and the DOT will come back with comments.

Brennie asked about the time frame.

Baird replied that he would submit the design report in July and would hope to get it back by October and then there would be a final design, which will require another round of comments so that there is final design approval in March 2013. The project is fine tuned between October 2012 and March 2013.

Brennie asked when it will be known if DOT will or will not support the decision of the Town.

Baird answered that if the Town decides on the roundabout he will schedule a formal meeting with the Roundabout Design Bureau and discuss it and after that we will really know as they have a say in what is and is not feasible. He has worked with Howard McCulligan, the leader of the Roundabout Design Bureau, and can contact him and have a candid conversation with him; he would like to see everything before the formal meeting. He said that if he has the backing of the Town, the Design Bureau will take it seriously and spend time on it.

Supervisor feels that the Town Board has to come up with a recommendation soon.

Litts feels that the Town has to please DOT because that is the funding and also figure out the finances of the Town. He noted that there is roughly \$650,000 approved for engineering and right of way acquisition; the B&L breakdown it is about \$640,000 for the two-way stop and \$700,000 for the roundabout. The Town has to make up the difference between what is allocated and what needs to be spent. The cost of \$3.918-million has been appropriated for the actual construction. \$4.63-million is the estimate for the two-way stop which means the Town would have to come up with an additional \$500,000.

Baird commented that he estimated \$750,000.

Litts estimated that the roundabout alternate would be about \$1.4-million above the reimbursement amount.

Baird said that UCDC would then be asked for additional funds due to the safety improvements of the project and they might find some other projects that did not move forward. Some additional fees could be transferred, about \$40,000 for the design aspect to pursue the roundabout that is already programmed. The earliest the project will be constructed is April of 2014, based on the DOT's review schedule and where we can get the funds. The funds are not available until November.

Brennie asked how common it was to get these extra funds.

Baird answered that he has been able to do that for virtually every project. The reason that this project was moved up was because other projects did not materialize and the money was lost; those who get the projects get more money.

Supervisor said that May 10 is the next UCTC meeting and Litts is going to attend the meeting.

Litts said that he had a conversation with Carolyn Ryan who oversees this program for DOT Region 8; she relayed to him that money is tight and they are trying to cover the projects that they have right now. He asked her the odds of the Town getting another million dollars and she said that it was highly doubtful.

Supervisor asked how soon the Town has to come up with the additional money once the decision is made.

Baird said the additional money would have to be in place by March 2014; the funds would have to be committed to be available before DOT would give authorization.

Brennie concluded that the aggressive approach has to continue.

Baird feels that was what Carolyn Ryan was alluding to that new funds would not be fabricated from DOT. Money will have to be pulled from different places. There is talk of stimulus funding which may come out next year and there are other funding sources that can be investigated to supplement the project i.e. the multi-use path from Smith Terrace to Route 9W could come from another source. He feels that B&L is good at finding the sources of funding for projects.

Paladino asked if for some reason that the project is cancelled at the point the Town pulls out, is it liable for the funding spent to that point.

Baird concurred that the Town would be liable.

Smith said at the last public meeting he asked Baird for safety statistics and noted that Richard Klotz, Highway Superintendent, in his previous position with a private company, roundabouts were removed. He feels that a roundabout is going to be beautiful but he wants to be assured that extra expense is warranted because of great increase of safety.

Baird does not have the safety statistics.

David Plavchak felt that Matt Smith was talking about taking out 'rotaries' not 'roundabouts' which is a huge difference.

Smith then asked how pedestrians cross at the roundabout.

Baird replied that a pedestrian would cross across the lanes in the roundabout and indicated the location on the drawing. The lower speed is a big factor in their safety. He agreed that rotaries with 45 to 50 MPH entry speeds are unsafe, but the roundabout is not the same thing. There used to be a rotary in Kingston and then it turned into a two-lane roundabout. A two-lane roundabout is a lot more difficult to diverse than a single-lane roundabout; a single-lane roundabout is about 97% reduction and a two-lane roundabout is 40 to 50% reduction in accidents.

Scott Saso asked if the scope of size would be similar to the roundabout at Vassar College and Baird concurred.

Baird said that in the roundabout design, all of the curbs are specifically designed for entry, exit angles and approach; it is a massive amount of points and coordinates. The Vassar roundabout design is much older and much has been changed over the last ten years based on experience in New York State. This roundabout will have the main approaches on Route 44/55 with the proper deflection; the direction from Tillson will be straight as it will be designed so that no one is curving on a snowy road coming down a hill.

Plavchak commented that he did research on line and found designs; there is a lot of data.

Brennie said that a light was wanted at the intersection initially but the light looks as if it is the least of the three options that the Town has. He asked if the safety of a roundabout be compared to the four-way intersection.

Baird responded that he feels that it is available on line and he could send PDF's. There is a 50% reduction in personal injury accidents with a traffic signal from a four-way to a two-lane roundabout; 97% from a four-way to a single lane roundabout. The fender benders accident numbers go up slightly in the first couple of years then taper off. This occurs more in a double lane roundabout and not as much in a single lane. From an engineering standpoint, it is worth it if one life is saved over thirty years. There will not be the t-bone type accident caused by driving through the light at 50 MPH.

Paladino understands the calming effect of a roundabout because the vehicle has to slow down in order to go through it.

Reynolds asked if Baird had numbers of the vehicles from Toc Road and Tillson Avenue.

Baird did not have them with him but said that he would email them to Reynolds.

Paladino confirmed that the study was done with 2014 numbers including vehicles from the new development of Mountainside Woods.

Plavchak asked what the speed limits would be at the roundabout.

Baird replied that that the speed limits stay the same and they estimate the internal roundabout speeds of 15 to 18 MPH; the approach traffic down to 15 to 20 MPH. They are trusting that people going down the hill on Tillson Avenue to slow down and are considering a stop sign at the end of Tillson.

Supervisor asked if there was a list of accidents at that intersection.

Baird said that an accident study is typically three years and they do have it. It is in the design report which he will supply to the Supervisor.

Supervisor would like to be realistic and go to the UCTC to see if there is anymore funding as it is \$750,000 or \$1.3-million in a world living with a 2% tax cap, where people cannot afford anymore taxes.

Baird advised to discuss the safety benefits and the positive impact of the traffic calming for all citizens.

Supervisor understands that but the people that do not drive Tillson Avenue and can't afford any more are going to have some issues. He is surprised that the project is \$750,000 short of the funding that the Board thought they were going to have to do the project, or even \$1.3-million. He thought that it was right on the number; the 5% contribution of the Town would be \$250,000 and with the roundabout \$500,000; Mountainside was going to contribute which would help cover the cost. This is a huge amount of money and he feels that it is key to talk with UCTC.

Baird said to keep in mind that the grade has been dropped on Tillson Avenue and that effect has gone to Route 9W, replacing the retaining walls that are in the Town right-of-way has been included to get the best project possible. This number could be pulled back if the scope is reduced.

Supervisor suggested that he starts pulling back the numbers.

Paladino said that he did not disagree but felt that the larger scope project should be pursued and if the funding is not available in 2014, then pull back the scope of the project.

Baird said that it is difficult to go in with one option and then decide to settle for a lesser option. He suggests going to the Traffic Safety Committee with the safety issue, of the calming effect for the traffic of the roundabout. He feels that this is a big benefit to the public between one project and the other; it is something we need to have, not just that we want it. If the money is not there, then let it be known that the project had to be cut back and some of the safety benefits had to be reduced for lack of funds. That gets the attention of the people who control the funds and that is the way that it has to be approached. He did not want the Town to be stuck with repairing the retaining walls five or ten years from

now when they fall down. The packaged project is for multi-mobility and safety. This is a safety and mobility improvement package which is in line with the philosophy of Ulster County Transportation Committee. He feels that this is a really good project that would be a major benefit to everyone who uses this road.

Paladino inquired if there would be other funding that could be pursued in the interim if the stimulus funding is not available.

Baird said that different funds could be used from the top of the hill down to Route 9W and cut this project short at the second Smith Terrace. It would be two separate projects

Brennie feels that it would be hard to make the decision based on money alone; it would be tough on his conscience if someone was killed.

Supervisor recalled at the beginning of the conversation eight or nine years ago, the focus of choosing this area was for safety and asked if that was not the idea to make this the safest project possible.

Baird said that was his understanding that safety was the intent.

Supervisor asked how much of the design has changed from then to now.

Baird said that \$350,000 was the funded amount; all of the different closings plus right of ways is \$662,000 to \$700,000, \$40,000 for what was originally programmed for right of way and designs. He feels that is in line with inflation. He asked the Board to remember that it is their project that he is just the instrument to get the project done.

Paladino said that if NYSDOT is not willing to give a light at the intersection that is going to cost \$3,000,000 to have a two-way stop at a parallel four-way intersection, he asks what would truly be accomplished for safety. If that is the alternative the Board has to choose a two-way stop similar to what is there now but parallel, he recommends not doing the project. If the roundabout is truly safer, he agrees with Brennie on this point that the money is spent to do the right project.

Paladino and Brennie feel that it will not be that much safer to have the two-way stop without a light and it will still be dangerous.

Baird added another option would be a boulevard section just south of Tillson on Route 44/55, to slow people down before they approach the intersection. This would be a boulevard gateway into the Hamlet.

Supervisor said that he received an email that there is home rule for the towns to set their own speed limits.

Litts explained that was on town roads.

Supervisor felt that the Town could petition NYSDOT to lower the speed limit on Route 44/55.

Litts asked how the Town is doing on the B&L budget and how much they have billed.

Baird replied that there is about \$20,000 projected in preliminary design from all of the roundabout studies and meetings.

Litts asked where the Town was out of the \$662,000 and we are increasing the acquisitions.

Baird answered that we are fine there; there is excess money allocated in the right of way that needs to be transferred to preliminary design; the acquisition money is \$200,000 and that is much more than what is needed. The original estimate was for a small number of properties with large impacts; now it is a lot of little slivers of properties so it is the paperwork and the closings that cost. They have estimated it to be a wash with the preliminary money.

Brennie asked the final date by which Baird needs to know the Town Board decision.

Baird said that he needs to get the design report to NYSDOT in July to have any hope of meeting a schedule.

Litts asked how long it will take after the Board decides on a preferred alternate.

Baird answered that it will take six weeks, which will be middle of June.

Smith asked if the only options under consideration are the roundabout or the four-way two stop intersection and if the stop light would be pursued.

Baird said the alternative would be the no-build, the second will be rehabilitation which would be fix it up or leave it the way it is, number 3A would be a four- way intersection with traffic control devices (a traffic signal would be recommended); number 3B would be a roundabout. In 3A there could be some options: a median or boulevard if the roundabout cannot be built.

Supervisor confirmed that the Board will have a recommendation on May 16, at the Regular Town Board meeting.

Baird offered that either he or the lead engineer will be at the meeting.

Supervisor said that there was a \$50,000 bill from March 2011 with Barton and Loguidice that is unpaid.

Supervisor asked Baird the status of Rail Trail West.

Baird replied that NYSDOT does not want to put the trail on Route 299; the funds are short for finishing the job. Barton & Loguidice have considered using stone dust instead of asphalt on the trail. They are looking at how to get under the railroad bridge and bypasses. Ted Kolankowski is trying to find other ways of funding; right now there is not a solution for the funding. He regrets that the project cannot be built from Tony Williams Park to the Hess station and then pick up the remainder later. He said that the original grant was written to build the entire stretch to South Street and that is what they want to see; they are running into this with the TEP grants where if the last bit is not completed, all the funding that has been spent has to be given back. B&L would like to get it moving and to cut costs.

Supervisor asked how much has been spent on Rail Trail West.

Baird answered that he thought it to be about \$200,000.

Brennie and Paladino recalled that the project was divided into three sections: A, B and C; C was the part from Tony Williams Park to the Hess station; the bulk of the money was for the A section.

Baird offered to get an update summary to date

Litts asked for a summary of both projects.

Supervisor said he received a letter that the money is coming for the eastern portion of the Rail Trail and that it is sitting on a desk in Albany to be signed; it said that it would take about four to six weeks and it has been about three weeks.

**MOTION** made by Litts, seconded by Brennie, to adjourn the meeting at 4:50 PM.

Respectfully submitted,

Rosaria Schiavone Peplow  
Town Clerk