

PUBLIC INFORMATION MEETING

North Hunter Brook Bridge Preservation Project

Schwartz Drive over North Hunter Brook, BIN 2268430

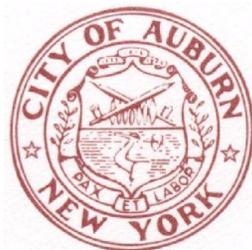
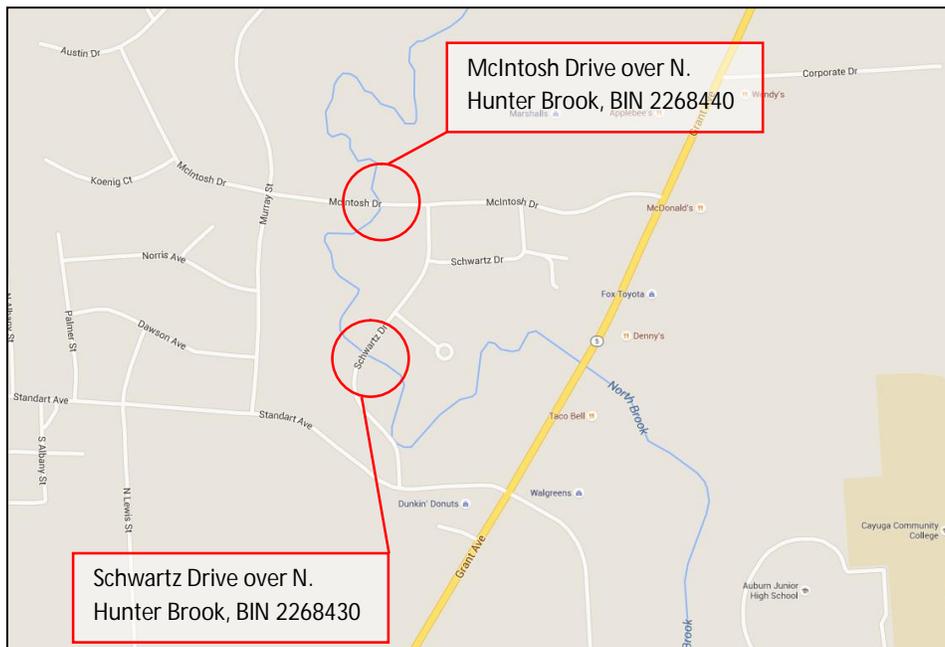
McIntosh Drive over North Hunter Brook, BIN 2268440

City of Auburn

Cayuga County

P.I.N. 3755.98

Wednesday, July 29th, 2015



MEETING AGENDA

- | | |
|---|---|
| A. Preliminary Comments: | William Lupien, Jr. P.E.
Superintendent of Engineering
Services
City of Auburn |
| B. Purpose of Meeting: | Mark R. Laistner, P.E.
Director,
Popli Design Group |
| C. Background of the Project: | Mark R. Laistner |
| D. Design Alternatives: | Mark R. Laistner |
| E. Future Evaluation Process and Project Actions: | Mark R. Laistner |
| F. Public Participation: | William Lupien, Jr. |

PURPOSE OF MEETING

The purpose of this meeting is to provide an opportunity for public input on the preferred alternative before the final environmental document is prepared.

PROJECT OBJECTIVES

The following objectives have been established for this project:

- Restore structural integrity and extend the service life of the bridge such that no significant repairs are needed for at least 20 years.
- Provide adequate stabilization of the stream banks to prevent erosion.

FEASIBLE ALTERNATIVES

Schwartz Drive

The one feasible alternative identified for the Schwartz Drive location is replacement of the existing three barrel culvert bridge with a three-sided precast concrete culvert including wingwalls, headwalls and cut-off walls. The banks at both the inlet and outlet of the culvert will be stabilized with stone filling.

Rehabilitation of the existing pipes through methods such as slip lining or centrifugal cast concrete is not considered feasible. The pipes have suffered significant deformation due to extensive corrosion and deterioration and therefore are not suitable candidates for rehabilitation.

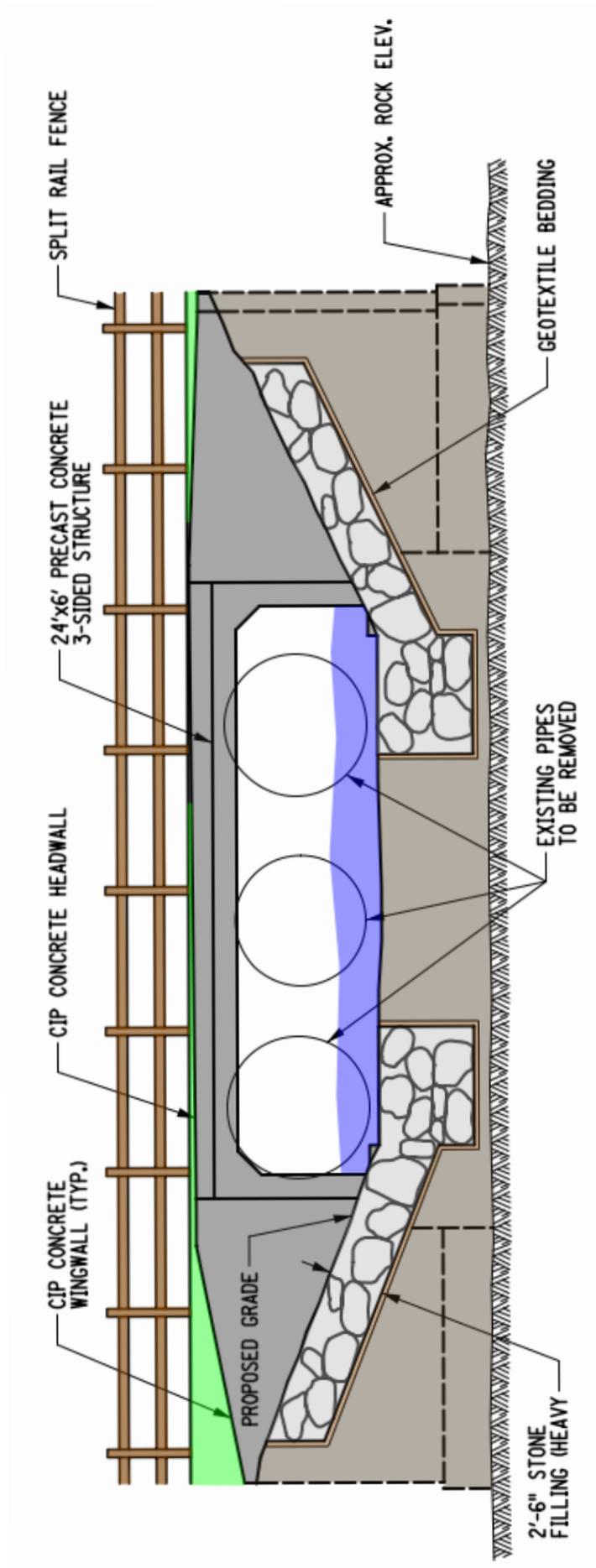
McIntosh Drive

The one feasible alternative identified is lining the pipes to extend the service life of the structure. Headwalls and wingwalls will be installed along with bank protection to prevent soil loss thus providing a more stable roadway base.

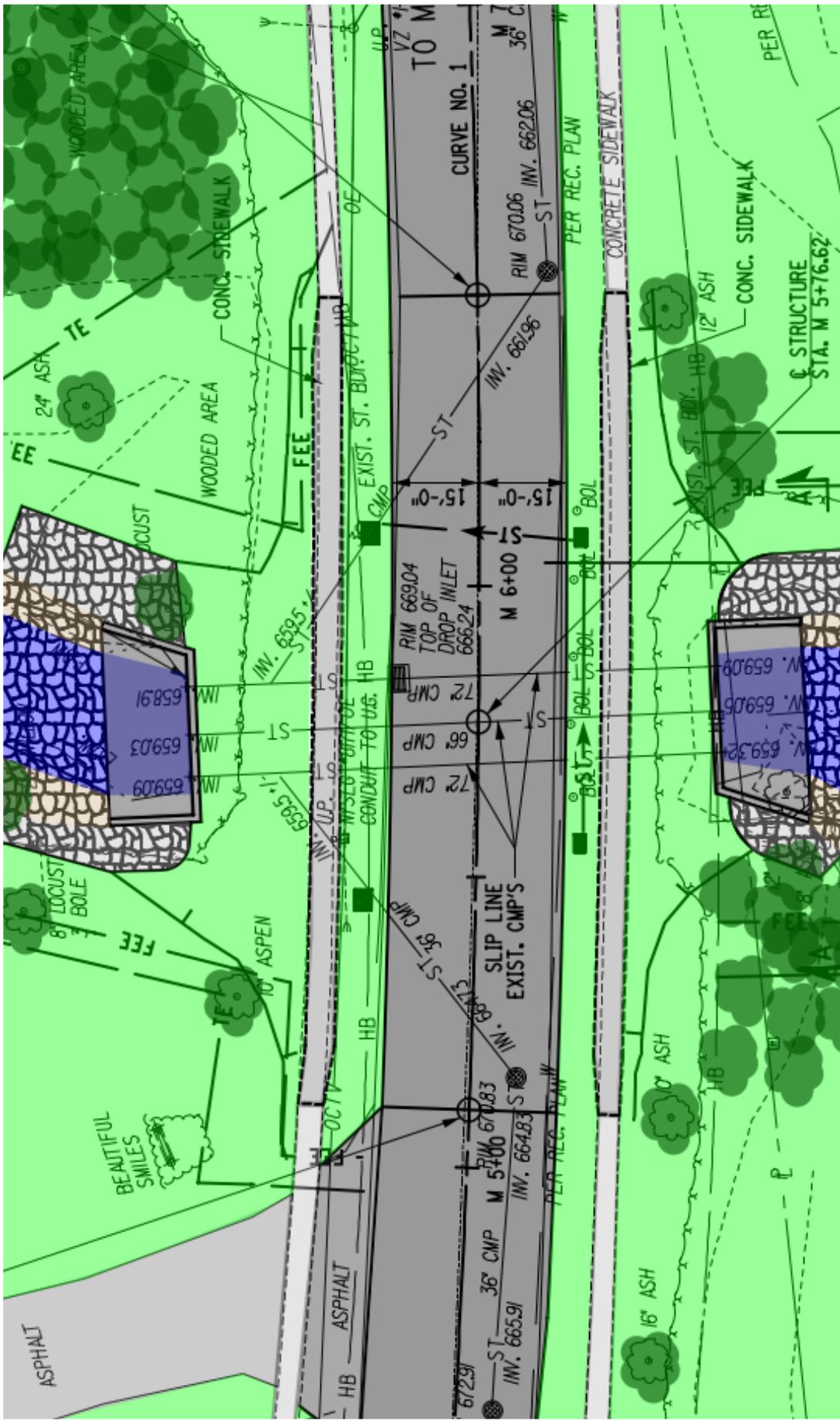
Replacement of the pipes with new pipes or a precast structure results in an increased construction cost and greater public inconvenience during construction. Rehabilitation meets the project objects and is more cost effective, therefore replacement is not considered as a feasible alternative.

PROJECT FACT SHEET

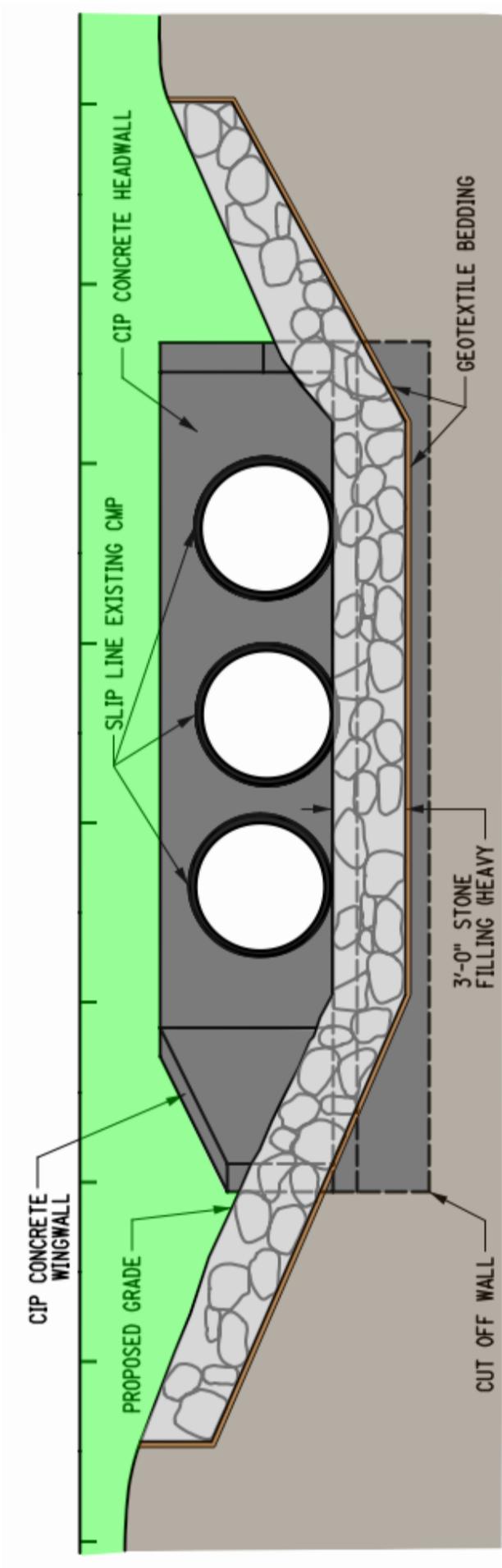
Project Location	Schwartz Drive over North Hunter Brook and McIntosh Drive over North Hunter Brook	
Roadway Widths	<u>Existing</u>	<u>Proposed</u>
Travel Lane	2 – 11 ft	2 – 11 ft
Shoulder	3 ft paved	3 ft paved
Structure Information	The existing structure at both locations is comprised of three 72" steel corrugated culvert pipes.	
Additional Right-of-Way	Minor Property Acquisitions will be needed for permanent project components. Temporary Easements will be needed for construction activities.	
Pedestrian Access	Pedestrian access will be maintained during construction. At Schwartz Drive pedestrian access will be via the pedestrian footbridge to the north of Schwartz Drive. At McIntosh Drive, pedestrian access will be maintained by the use of staged constructed.	
Maintenance of Traffic	During Construction, an off-site detour will be necessary for Schwartz Drive. McIntosh Drive will utilize construction staging to accommodate traffic through the site.	
Anticipated Cost	\$ 653,000	Schwartz Drive
	<u>\$ 509,000</u>	<u>McIntosh Drive</u>
	\$ 1,162,000	Total
	Anticipated funding Sources: 80% Federal, 15% State, & 5% Local	
Contact Person	William H. Lupien, Jr., P.E. – City of Auburn Phone: (315) 255-4132 E-mail: wlupien@auburnny.gov	
Key Project Dates	Design Approval: Summer 2015 ROW Acquisition: Fall 2015 Construction Start: April 2016 Construction Complete: August 2016	



Schwartz Drive Typical Elevation



McIntosh Drive Plan



McIntosh Drive Typical Elevation