



COMMENT FORM

May 11, 2017 Public Meeting



Name: Peter Hackley

Address(optional): Hearitage Oaks Subdivision - Georgetown

Phone: [REDACTED]

Organization: retired civil engineer

Are there any strengths to the alternatives presented that were not stated/defined?

Are there any weakness to the alternatives presented that were not stated/defined?

Yes - a single pedestrian bridge on the east side is not enough - a ped bridge on each side is needed in addition to improved access to both river branches below.

I am a frequent walker and bike rider on both the river branches.

Do you have any additional comments on the alternatives presented?

Pedestrian bridges are needed, and there should be one on each side of the existing bridges. That would permit the existing narrow pedestrian walks to be removed, thereby permitting some widening of the existing travel lanes.



AUSTIN AVENUE BRIDGES PROJECT
GEORGETOWN, TEXAS



Do you have any comments on the environmental process?

Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges Project?

If you would like to receive email updates about this project, please share your email below:

While comments are collected throughout the environmental study, to be included in the meeting report they must be received or postmarked by **Friday, May 26, 2017**. You may submit your written comments using one of the following methods:

- Mail: Georgetown Utility Systems, C/O Nathaniel Waggoner
PO Box 409, Georgetown, TX 78627
- Email: AustinAve@georgetown.org
- Online comment form available at: AustinAve.Georgetown.org

For more information, please contact:

Nathaniel Waggoner
City of Georgetown Project Manager
Email: AustinAve@georgetown.org
Phone: (512) 930-8171
<http://austinave.georgetown.com>

(Texas Transportation Code, §201.811(a)(5)):

Check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting



AUSTIN AVENUE BRIDGES PROJECT
GEORGETOWN, TEXAS





Austin Avenue Improvements <austinavegeorgetown@gmail.com>

Austin Avenue Bridges comment

1 message

Peggy McKenzie

Fri, May 26, 2017 at 9:06 AM

To:

1. **Replacement is NOT an option**, it's a death knell for downtown Georgetown and the outstanding Main Street program that we have spent years of toil and money to support.

2. **I Favor Option 6A.** I cross the bridges up to 4 times every day in the course of my daily office errands. There are usually pedestrians walking their dogs or walking to/from work. On weekends I have noted an increase in pedestrian activities at the no. bridge –probably due to the sidewalk project which has markedly improved access from the downtown Square. A dedicated pedestrian walkway will enhance that experience and increase safety for drivers and walkers.

Rehabilitation of the bridges will keep intact the image of a welcoming gateway to Georgetown's Square and old-town Main Street concept.

Thank you for this opportunity to express my concern and support for the continued success of the Downtown Georgetown image and enterprise.

Peggy McKenzie

Monument Cafe Group LLC

El Monumento LLC

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Austin Avenue Improvements <austinavegeorgetown@gmail.com>

Bridge Project

2 messages

Paul Krentz [REDACTED]

Tue, May 23, 2017 at 3:50 PM

To: [REDACTED]

Dear City of Georgetown Leaders

My preference would be **6A. Rehabilitation with pedestrian bridges**

Traveling this road frequently, I don't believe we need turn lanes etc. as I have never noticed any heavy traffic or problems with people accessing the bridge. My two biggest concerns are:

1. I don't want businesses on the square to have to be impacted any longer than necessary. Despite good intentions, projects always seem to take longer than projected. I believe some businesses will not survive regardless. I would point to Salado. Many businesses there did not survive the construction on I-35.
2. Cost is my second concern. \$7.1 million is a lot better than \$12 to \$16 million and I believe we would have very adequate bridges.

We live at [REDACTED]

Sincerely
Paul Krentz

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Nathaniel Waggoner [REDACTED]

Tue, May 23, 2017 at 9:31 PM

To: Paul Krentz [REDACTED], AustinAve [REDACTED]

Mr. Krentz,

Thanks for your comments, cost and construction impacts. We will log your input into the project record.

We appreciate your our participation. Have we signed you up for project updates?

If you have any additional questions or concerns, please let us know.

Sincerely,

Nat Waggoner

From: Paul Krentz [REDACTED]
Sent: Tuesday, May 23, 2017 3:50 PM
To: AusnAËve [REDACTED]
Subject: Bridge Project

[Quoted text hidden]

**Austin avenue bridge feedback**

1 message

Neal Geiger

To [REDACTED]

Hello Georgetown

The Georgetown bridge project is a very exciting project for Georgetown. These bridges can connect to more than just to the downtown district - but also connect to Georgetown's future success the bridges, and whether it is decided to build new structures or rebuild existing bridges, I would like to propose to take some time to consider making these bridges a unique Texas landmark built to be more than just bridges... but a landmark to attract attention to Georgetown and its wonderful downtown community and a statement of Texas culture.

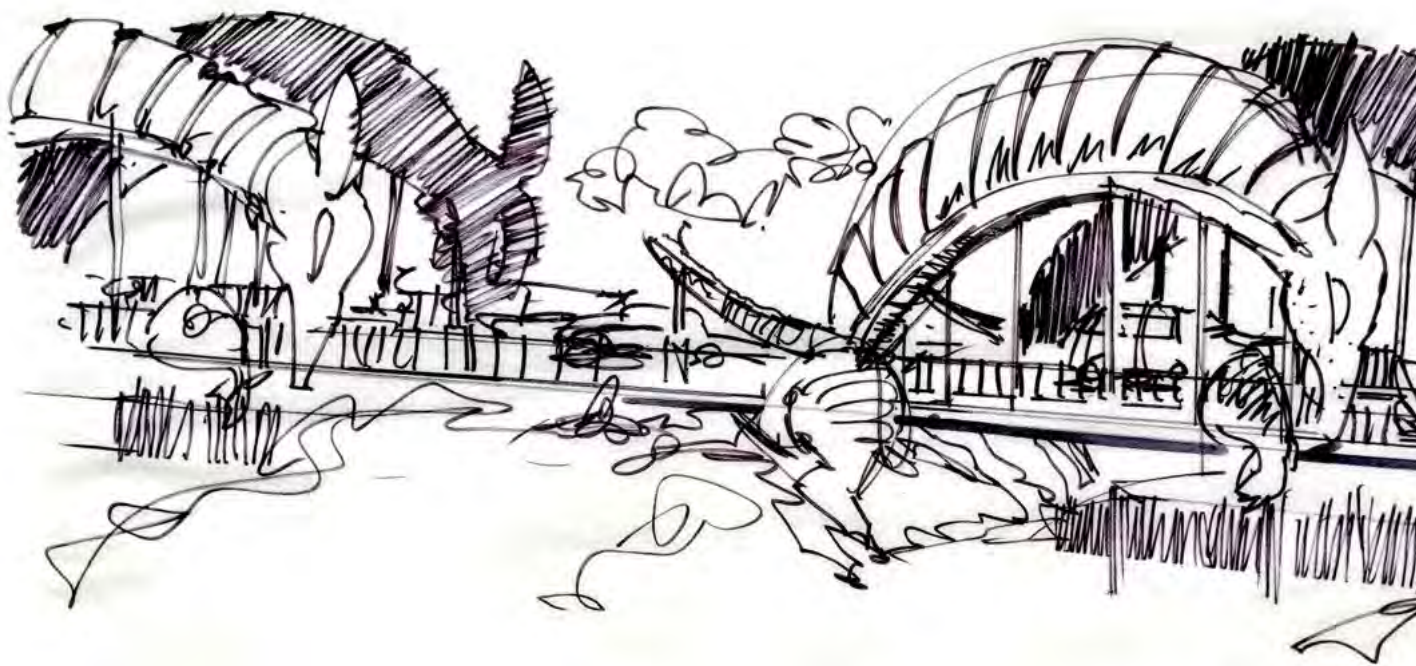
Imagine if the bridges were a replica of another famous bridge, or unusually high, or perhaps in the shape of two armadillos or cactuses. This is an opportunity to create something that is worth enjoy. Families driving through Texas would want to divert off I-35 and cut through Georgetown to see something fun and wonderful, while stopping to eat, drink and enjoy the delightful downtown arch, Utah has dinosaur land, West Dover has the world's largest bee - the list goes on and on. By thinking outside of the box, we could create another unique destination... *"The Giant Cactus Bridge, or Cattle Drive Avenue.... something unique. The extra cost surely would offset with increased traffic and business for our wonderful town.*

I would enjoy discussing and creating some concept renderings should the committee wish to explore new possibilities.

Yours truly,

Neal Geiger

Proposed Creative Bridge Concept



Neal G
602 Co
Georgi
Neal.G
512-631



Austin Avenue Improvements <austinavegeorgetown@gmail.com>

Austin Avenue Bridge

1 message

Megan

Thu, May 25, 2017 at 9:07 AM

To:

I vote for #1 No Build
Thank you.
Megan Di Martino

Sent from my iPad



Austin Avenue Improvements <austinavegeorgetown@gmail.com>

Bridge Options

1 message

Louise Smith [REDACTED]

Sun, May 21, 2017 at 11:16 AM

To: [REDACTED]

I would like to vote for Option 6A which includes a pedestrian bridge, but NO widening. I agree with the comments that wider lanes and turn lanes will encourage faster traffic and if these are the door to our downtown, we WANT people to obey lower speed limits.

Louise Smith
[REDACTED]

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Austin Avenue Improvements <austinavegeorgetown@gmail.com>

6A best option

2 messages

Kathy Sellers

Sat, May 13, 2017 at 1:50 PM

To: Austin Ave Bridges

Option 6A. is described as not having "mobility improvements." However, if the feet gained from the elimination of the old pedestrian sidewalks were used to make the lanes wider, the problem would be solved. I confirmed this with the person who was at the table. In the column headed "Meeting Purpose and Need" it would then say, "Meets All Criteria" - and it would be by far the best option.

Kathy Sellers

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Nathaniel Waggoner

Sun, May 14, 2017 at 8:06 PM

To: Kathy Sellers

Cc: AustinAve

Kathy,

Thanks for your input and for attending the meeting, we will log your comment into the record.

Nat

[Quoted text hidden]



Austin Avenue Improvements <austinavegeorgetown@gmail.com>

Austin Bridges

1 message

Jonathan Dade [REDACTED]

Fri, May 12, 2017 at 2:59 PM

To: [REDACTED]

City of Georgetown - Good afternoon and briefly, I wanted to voice my support for Option 8, full replacement of the bridges. For \$2-3Million more than the other options, this meets all criteria, has a 75 year life span, and the existing bridges can remain partially open during the construction. All the other options lead the bridge closed for the same length of time, yet, provides significantly less span of life on the bridge. Thank you for reading,

Jonathan L. Dade
[REDACTED]
[REDACTED]
[REDACTED]

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Austin Avenue Improvements <austinavegeorgetown@gmail.com>

public comment on bridges

1 message

Lynn A. Goode [REDACTED]

Fri, May 26, 2017 at 6:55 PM

To: [REDACTED]

Team,

Having lived and worked in downtown Georgetown since 1979 (38 years!), we would like to add our input. We just saw that today was the deadline to do so.

We have seen our town grow from just 7000 people when we moved here to the now populous 66,000 plus. We love our city and we enjoy how inviting and walkable it is.

Of all the options on the table, it seems to us that **6A** is the best, as it would allow for a tolerable disturbance to the existing businesses (which have suffered much already), would keep the unique and historical obeisance entrance to and from that side of the downtown, and of course, add a charming, walkable and safe pedestrian bridge.

Thanks for listening,

Joel and Lynn Goode
[REDACTED]

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Austin Avenue Improvements <austinavegeorgetown@gmail.com>

RE: option 6A

1 message

Nathaniel Waggoner

Tue, May 16, 2017 at 5:00 PM

To: Greg Austin [REDACTED] AustinAve [REDACTED]

Greg,

Thanks for your participation, we will be sure to include your input in the project's public comment log.

If you have any additional questions or concerns, please let me know.

Sincerely,

Nat Waggoner

From: Greg Austin [REDACTED]**Sent:** Tuesday, May 16, 2017 3:09 PM**To:** AustinAve [REDACTED]**Subject:** option 6A

To whom it may concern,

I recommend 6A if anything at all is done because I think we don't need to spend tens of millions of dollars to have two new bridges. Frankly, I think all we should do is make sure it is of sound structure and leave the rest alone. I travel on the bridges every day and don't see a problem with traffic, pedestrians, etc.

Greg Austin

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Austin Avenue Improvements <austinavegeorgetown@gmail.com>

Total Bridge Replacement

1 message

George Porter [REDACTED]

Fri, May 19, 2017 at 10:57 AM

To: [REDACTED]

If the option is chosen to totally replace the bridge, according to the newspaper, it would take 22 months to do.

Nonsense.

Talk to the Texas Highway Department on how they replaced I-45 elevated portions in downtown Houston. They used Williams Construction and they started tearing down the elevated and rebuilding at the same time. They worked 24-hours a day. The time frame was reduced dramatically. It can be done.

Have all bridge parts on-site before you start. Have all sub-contractors agreeing to work 24-hours a day, seven days a week. This is a small project and be done very quickly.

Regards,

--

To travel is better than to arrive.....

George Porter
[REDACTED]

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Austin Avenue Improvements <austinavegeorgetown@gmail.com>

RE: (no subject)

1 message

Nathaniel Waggoner

Thu, May 18, 2017 at 9:23 PM

To: [REDACTED]

Dr. and Mrs. Benold,

Thank you for your participation and for sharing your concerns. We will be sure to include your comments in the project record.

Are you signed up for project email updates? If not, may I add your email address, we want to be sure to keep you informed?

If you have any additional questions or concerns, please let me know.

Sincerely,

Nat Waggoner

[REDACTED]

From: [REDACTED]**Sent:** Tuesday, May 16, 2017 5:33 PM**To:** AustinAve [REDACTED]**Subject:** (no subject)

We strongly recommend the 6A option for the repair of the Austin Avenue Bridges, as any of the others will seriously impact the economy of our square. thank you, Dr. Douglas and Nell Benold

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Austin Avenue Improvements <austinavegeorgetown@gmail.com>

Austin Ave Bridge

1 message

Denise Wade

Mon, May 15, 2017 at 5:45 AM

To: [REDACTED]

I am in favor of option 6A.

Sent from my iPad



Austin Avenue Improvements <austinavegeorgetown@gmail.com>

Bridge

1 message

David Schuler

Fri, May 26, 2017 at 11:12 AM

To: [REDACTED]

Good Morning,

favoring option 6A

Thank you

Click [here](#) to report this email as spam.



Austin Avenue Improvements <austinavegeorgetown@gmail.com>

Fwd: Bridge Lane Widths - More - Bus Turnouts

1 message

Thu, May 25, 2017 at 1:58 PM

To: [REDACTED]
Cc: "Fought, Steve" [REDACTED], Williamson County Sun [REDACTED]

Fm David Inman.

Is someone making the public transit arguments for this project?

Now is the time to build necessary bus turnouts and bus stop zones. There will not be another chance until the next bridge replacement cycle. Also it will never be cheaper.

Show your support for public transit.

Remember, public transit buses will impede traffic flows on Austin Avenue. Get the busses out of traffic lanes and into bus turnouts at bus stop zones.

You must build bus turnouts whenever highway projects are cracked open. That is the cheapest opportunity. Don't miss this one!

Sent from my iPhone

Begin forwarded message:

From: [REDACTED]
Date: May 23, 2017 at 11:07:52 AM CDT
To: [REDACTED]
Cc: "Fought, Steve" [REDACTED]
Subject: Bridge Lane Widths

Fm David Inman.

As a former Anchorage, Alaska city transit operations supervisor for six years investigating 150 bus accidents per year, I strongly urge you to adapt the 12-foot lane widths.

As it is, the busses will impede traffic flows. Don't complicate things with 11-foot lane widths.

Sent from my iPhone

Click [here](#) to report this email as spam.



Austin Avenue Improvements <austinavegeorgetown@gmail.com>

Bridge Lane Widths1 message

Tue, May 23, 2017 at 11:07 AM

To: [REDACTED]
Cc: "Fought, Steve" [REDACTED]

Fm David Inman.

As a former Anchorage, Alaska city transit operations supervisor for six years investigating 150 bus accidents per year, I strongly urge you to adapt the 12-foot lane widths.

As it is, the busses will impede traffic flows. Don't complicate things with 11-foot lane widths.

Sent from my iPhone



Austin Avenue Improvements <austinavegeorgetown@gmail.com>

AUSTIN AVENUE BRIDGES feedback

2 messages

Dave Clark [REDACTED]

Tue, May 23, 2017 at 4:31 PM

To: [REDACTED]

Greetings!

I have read the summary of the five options for dealing with the Austin Ave bridges and given the costs, scope and needs option 5 seems best. For \$2 million more than the other two options that are closest to the project goals the expected service life increases 25 years. That's a no-brainer to me! I look forward to whatever decision the city comes to!

Regards,
Dave Clark

[REDACTED]

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Nathaniel Waggoner [REDACTED]

Tue, May 23, 2017 at 9:25 PM

To: Dave Clark [REDACTED] AustinAve [REDACTED]

Mr. Clark,

Thanks for your comment. We will include your input in the project record.

We appreciate your participation and encourage you to stay involved in the discussion. Have we signed you up for project updates?

If you have any additional questions or concerns, please let us know.

Sincerely,

Nat Waggoner

From: Dave Clark [REDACTED]**Sent:** Tuesday, May 23, 2017 4:32 PM**To:** AustinAve [REDACTED]**Subject:** AUSTIN AVENUE BRIDGES feedback

**Austin Avenue Improvements** <austinavegeorgetown@gmail.com>

Austin Ave Bridges

1 message

Carlin Troy [REDACTED]

Wed, May 17, 2017 at 12:40 PM

To: [REDACTED]

I support the bridge maintenance plan. There is no reason at this time to spend 12+ million dollars and close the bridges even partially for more than a year. This would devastate downtown business owners and we have such wonderful businesses on our square we should make every effort to support them.

Sent from my iPhone



Austin Avenue Improvements <austinavegeorgetown@gmail.com>

AUSTIN AVENUE BRIDGES

2 messages

Beth Ann Forest

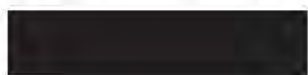
Mon, May 15, 2017 at 9:40 AM

To: [REDACTED]

Option 6A. is described as not having "mobility improvements."
It seems like you could use the footage of the old pedestrian walkway that would be eliminated and use that area to make the lanes wider, the problem would be solved. That would "Meet All Criteria" – Would that be the best way to go?

Beth Ann Forest

Forest Surveying

Click [here](#) to report this email as spam.**Nathaniel Waggoner**

Mon, May 15, 2017 at 3:24 PM

To: Beth Ann Forest [REDACTED], AustinAve [REDACTED]

Beth Ann,

Thanks for your participation, we will be sure to include your input in the project's public comment log.

If you have any additional questions or concerns, please let me know.

Sincerely,

Nat Waggoner

From: Beth Ann Forest [REDACTED]
Sent: Monday, May 15, 2017 9:40 AM
To: AusenAve [REDACTED]
Subject: AUSTIN AVENUE BRIDGES

[Quoted text hidden]



Austin Avenue Improvements <austinavegeorgetown@gmail.com>

Hike and bike trail linkage via austin ave bridges

1 message

Alan Parks

Thu, May 18, 2017 at 12:59 PM

To:

Austin Ave Bridge Project:

I would like to encourage the Austin Ave bridges project to link to the hike and bike river trail to these bridges. As it is now, hikers and bikers west of I35 have to navigate down Williams drive (if north of Hwy 29) and cross I35 then heading downtown onto Austin Ave off Williams, share a lane of traffic with cars on probably the most busy, dangerous, and harrowing two blocks of the city (on that part of Austin avenue)--especially harrowing if on a bike!

There are no bike lanes or usable sidewalks--very nerve-racking! What is now an unpleasant and very dangerous bike ride can be converted to a very pleasant experience by navigating under these dangerous places along the safe and serene river trail by catching the trail on Rivery Blvd or any spot west of there. This may even encourage people to at times leave their cars at home.

A simple ramp at the junction of the Austin Avenue bridge and the river trail is all it would take. Right now there is just a grassy slope leading off the parking lot of a bank building down to the trail--easily doable!

This would go a long way in making this a great city for hikers and bikers by allowing easy access to downtown.

280

square from our fabulous river trails without having to go all the way down to San Gabriel park to find a crossover bridge.

Alan Parks

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Emailed NextDoor Poll



Austin Avenue Improvements <austinavegeorgetown@gmail.com>

Support for \$15.7 Replace-Upgrade Bridge Option

2 messages

Jonathan Dade [REDACTED]

Sun, May 14, 2017 at 7:07 AM

To: [REDACTED]

Cc: [REDACTED]

Mayor and Councilwoman - Good morning, and my apologies if my poll from Next-door does not format correctly, but please note the information presented thus far. This was presented to 37 neighborhoods and I estimate dozens of neighbors to have voted. 50% of the neighbors are in favor of the option I also support, and several have emailed me offline, to further express their agreement. Just thought this might be useful, and I can provide the updated vote tally, when the time comes. Shalom,

Jonathan L. Dade

[REDACTED]

[REDACTED]

Post in GeneralJonathan Dade
Orkcrest II<https://georgetown.org/files/2017/05/Final-Meeting-Handout-201705010.pdf>

Many of us use the bridges on Austin Avenue, but did you know they have deteriorating components, and structural deficiencies!? Further, the bridges do not meet current Americans with Disabilities Act (ADA) requirements, nor do they provide effective bicycles or pedestrian access.

Personally, I feel if construction will take 18 months, it would be most cost effective to do the option that will provide 75 years of life, but what are your thoughts? And please email those thoughts to the City - AustinAve@georgetown.org

Bridges Don't Fix Themselves... What Should We Do?

\$15.7million replace and upgrade, taking 18 months and adding 75 years of life

50%



\$400,000 maintenance to extend life by unknown number of years

21%



\$7million rehab with sidewalks, taking 16 months and adding 20-40 years of life

14%



\$12.7million rehab and widen, taking 16 months and adding 30-50 years of life

11%



\$13.1million build on option, taking 18 months and giving 30-50 years of life

4%

Voted

Posted to 37 neighborhoods 1d ago



Thank



Reply

5 Thanks · 24 Replies



Michael Womer, Village Park 1d ago

option that does not close the entire bridge for 18 months makes sense, downtown GT businesses will be damaged extensively if the bridge is closed any period of time and real widening will certainly not continue into tow, suggest a separate pedestrian and bike bridge with new wide sidewalks on both sides of Austin Ave all the way thru town.



Thank

B

Bernie Davies, S Rock St 1d ago

Unlike Salado Georgetown has several options for traffic to reroute around a closed bridge. these would result in minor inconvenience for drivers and should not result in major disruptions for business.

After attending the May 11th meeting on the bridges I came away with my opinion that the best option is to rebuild them. However, in talking with the experts from TXDOT, engineers and city people I am sincerely afraid that the final decision rests with city council and that it will be a cheap route to try and do a get by solution rather than doing the best thing. This means, in my opinion that we will get a liberal make people feel good solution rather than a best choice for the future of Georgetown.



Thanked!

1 Thank



Michael Womer, Village Park 1d ago

Just hope for a safe walkway, we walk under for feat someone on their cell phone will run us down, long fall to the river



Thank

B

I disagree completely with the Georgetown Neighborhood Alliance paper and its recommendations. Besides not making the best long range sense for Georgetown they reek of business interests and feel good politics. Next, the Georgetown Alliance does not state anywhere who they are, who is behind them nor any of their members. Makes me wonder.



Thanked!

4 Thanks



Jonathan Dade, Oakcrest II 8h ago

Please excuse my late reply on this thread... I am currently on travel, in Denver.

David Kahn - To answer your question, my congregation keeps my quite busy, but so does my passion and commitment for things outside of our "four walls". I loathe cycling down Austin Avenue but love going out University, and the load bearing issues concern me, so I find my involvement, as almost a civic duty. I pray this is agreeable to you.

Michael - Thank you for chiming in for me... yes, I am a citizen concerned about the healthy and sustainable growth of Georgetown. We are getting bigger, which is unavoidable and I personally like, so might as well face reality and plan for the expansion. Just my thoughts.

Bernie - Appreciated your holding down the fort with some logic and reason :)

- Jonathan



Michael Womer, Village Park 8h ago

I would hope that whatever the city and DOT decide they will recognize that a complete closure of N. Austin Avenue for 18 months which really means 24-36 months will devastate the Old Town—it just will. I have confidence that whatever they choose the bridge will have some portion open throughout the process. Most walkers now go under out of fear they will get hit so something has to happen but in the meantime I offer the following description of what this site is for.

Nextdoor is the private social network for you, your neighbors and your community. It's the easiest way for you and your neighbors to talk online and make all of your lives better in the real world. And it's free.

Thousands of neighborhoods are already using Nextdoor to build happier, safer places to call home.

People are using Nextdoor to:

Quickly get the word out about a break-in

Organize a Neighborhood Watch Group

Track down a trustworthy babysitter

Find out who does the best paint job in town

Ask for help keeping an eye out for a lost dog

Find a new home for an outgrown bike

Finally call that nice man down the street by his first name

Nextdoor's mission is to provide a trusted platform where neighbors work together to build stronger, safer, happier communities, all over the world.



Thanked!

2 Thanks

B

Bernie Davies, S Rock St 8h ago

I would have to agree that closing Austin Ave for an extended period would create a real mess. Personally I could understand a live with say 2 weeks as being livable. Secondly, I have greatly appreciated the civil discussion on Nextdoor. It is actually a pleasant discussion about issues.

286



Thanked!

1 Thank



Kenneth Exum, Oakcrest I 8h ago
Thanks Michael!



Thanked!

1 Thank



Jonathan Dade, Oakcrest II 8h ago
Michael, Bernie, Kenneth, and Everyone - I too am enjoying the civil discussion :) Blessings Everyone,

B

Bernie Davies, S Rock St 8h ago

Jonathan, it is very rare to find Bernie, logic and reason used in the same sentence. While I may not be a Dr. like Dr. Kahn (I still hear echoes of Captain Kirk yelling "Kahn") I do hold a miserly BFA in art which qualifies me to ask if you would like fries with your order? People need to get past more is better, decide what we really would like for our city and how best to achieve it. Big developers, in my humble opinion, are simply looking for profit by any means without a long term vision and many local politicians are eager to jump on the latest hype. For the next city election (actually the next several) there needs to be a real ground swell that looks at the issues and not just business as usually spouting about how much growth has been happening as measured by bottom lines.



Thanked!

2 Thanks



Sherwin Kahn, Old Town 7h ago

No need to be suspicious of the Alliance. They are just a group of ordinary homeowners. If you read their position paper it appears the bridge is safe and the least detrimental option would be repair. A 75 year option sounds good but it is impossible to project the needs of the community that far in advance and the possible harm to a minimum year and half shutdown (I always figure you need to at least double those kind of estimates) are incalculable. And despite the derogatory comment about my run for Mayor, I think we all need to be keenly aware of sustainable growth in our future. Bragging about being the fastest growing city in America is bragging about issuing building permits and variances faster than any city in America. It doesn't serve our needs now and certainly won't make lives easier in the future.



Thank

1 Thank



Jonathan Dade, Oakcrest II just now

Bernie - I guess it is paradoxical to have Bernie, logic, and reason in the same sentence, especially considering the previous presidential candidate :) That said, do not let Kahn's degree scare you... I hold two masters degrees myself, and your BFA has its use. Plus, many of the issues could be that rare thing once called "common sense".

Overall, I agree with you that more is not necessarily better. Further, I think those who want to stop, deter, or avoid acknowledging the growth of Georgetown, are short sighted or misguided. Georgetown is growing, and a we do need a long term vision to address such things as our

bridges. For me, it is the 75 year complete re-do option.

But I do value everyone's opinions, hence the poll. Finally, you are correct Dr. Kahn, that it is impossible to see 75 years into the future but as none of us are structural engineers or statisticians, none of us are qualified to judge the bridge as safe. I understand such qualified people have assessed the bridge, and left unprepared (and not expanded), I would hate for my children to be on it, 75 years from now.

Jonathan

Click [here](#) to report this email as spam.

Mayor [REDACTED]

Mon, May 15, 2017 at 8:42 AM

To: Jonathan Dade [REDACTED], District2 [REDACTED]

Cc: AustinAve [REDACTED]

Rabbi Dade,

Thanks for the note and information. I have also copied our City Manager David Morgan on this email so that he has your information.

All the best,

Mayor Dale Ross

[REDACTED]

[REDACTED]

From: Jonathan Dade [REDACTED]

Sent: Sunday, May 14, 2017 7:07 AM

To: Mayor; District2

Cc: AustinAve

Subject: Support for \$15.7 Replace-Upgrade Bridge Option

[Quoted text hidden]

Post in General

[Quoted text hidden]

[Quoted text hidden]



[Quoted text hidden]

Please excuse my late reply on this thread... I am currently on travel, in Denver. Dr. Kahn - To answer your question, my congregation keeps my quite busy, but so does my passion and commitment

for things outside of our "four walls". I loathe cycling down Austin Avenue but love going out University, and the load bearing issues concern me, so I find my involvement, as almost a civic duty. I pray this is agreeable to you. Michael - Thank you for chiming in for me... yes, I am a citizen concerned about the healthy and sustainable growth of

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Michael Womer, Village Park 8h ago

I would hope that whatever the city and DOT decide they will recognize that a complete closure of N. Austin Avenue for 18 months which really means 24-36 months will devastate the Old Town--it

just will. I have confidence that whatever they choose the bridge will have some portion open throughout the process. Most walkers now go under out of fear they will get hit so something has to happen but in the meantime I offer the following description of what this site is for. Nextdoor is the private social network for you, your neighbors and your community. It's the easiest way for you and your neighbors to talk online and make all of your lives better in the real world. And it's free. Thousands of neighborhoods are already using Nextdoor to build happier, safer places to call home. People are using Nextdoor to: Quickly get the word out about a break-in Organize a Neighborhood Watch Group Track down a trustworthy babysitter Find out who does the best paint job in town Ask for help keeping an eye out for a lost dog Find a new home for an outgrown bike Finally call that nice man down the street by his first name Nextdoor's mission is to provide a trusted platform where neighbors work together to build stronger, safer, happier communities, all over the world.



Thanked!

2 Thanks

B

Bernie Davies, S Rock St 8h ago

I would have to agree that closing Austin Ave for an extended period would create a real mess. Personally I could understand a live with say 2 weeks as being livable. Secondly, I have greatly appreciated the civil discussion on Nextdoor. It is actually a pleasant discussion about issues.



Thanked!

1 Thank



Kenneth Exum, Oakcrest 1 8h ago

Thanks Michael!



Thanked!

1 Thank



Jonathan Dade, Oakcrest 11 8h ago

Michael, Bernie, Kenneth, and Everyone - I too am enjoying the civil discussion :) Blessings Everyone,

B

Bernie Davies, S Rock St 8h ago

Jonathan, it is very rare to find Bernie, logic and reason used in the same sentence. While I may not be a Dr. like Dr. Kahn (I still hear echoes of Captain Kirk yelling "Kahn") I do hold a miserly BFA in art which qualifies me to ask if you would like fries with your order? People need to get past more is better, decide what we really would like for our city and how best to achieve

it. Big developers, in my humble opinion, are simply looking for profit by any means without a long term vision and many local politicians are eager to jump on the latest hype. For the next city election (actually the next several) there needs to be a real ground swell that looks at the issues and not just business as usually spouting about how much growth has been happening as measured by bottom lines.



Thanked!

2 Thanks



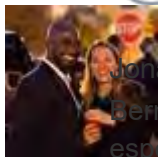
Sherwin Kahn, Old Town 7h ago

No need to be suspicious of the Alliance. They are just a group of ordinary homeowners. If you read their position paper it appears the bridge is safe and the least detrimental option would be repair. A 75 year option sounds good but it is impossible to project the needs of the community that far in advance and the possible harm to a minimum year and half shutdown (I always figure you need to at least double those kind of estimates) are incalculable. And despite the derogatory comment about my run for Mayor, I think we all need to be keenly aware of sustainable growth in our future. Bragging about being the fastest growing city in America is bragging about issuing building permits and variances faster than any city in America. It doesn't serve our needs now and certainly won't make lives easier in the future.



Thank

1 Thank



Jonathan Dade, Oakcrest II just now

Bernie - I guess it is paradoxical to have Bernie, logic, and reason in the same sentence, especially considering the previous presidential candidate :) That said, do not let Kahn's degree scare you... I hold two masters degrees myself, and your BFA has its use. Plus, many of the issues could be that rare thing once called "common sense". Overall, I agree with you that more is not necessarily better. Further, I think those who want to stop, deter, or avoid acknowledging the growth of Georgetown, are short sighted or misguided. Georgetown is growing, and we do need a long term vision to address such things as our bridges. For me, it is the 75 year complete re-do option. But I do value everyone's opinions, hence the poll. Finally, you are correct Dr. Kahn, that it is impossible to see 75 years into the future but as none of us are structural engineers or statisticians, none of us are qualified to judge the bridge as safe. I understand such qualified people have assessed the bridge, and left unprepared (and not expanded), I would hate for my children to be on it, 75 years from now. Jonathan

Click [here](#) to report this email as spam.

Section 106 Comment Card



National Historic Preservation Act, Section 106 COMMENT FORM



Name:

Ruth Roberts

Address(optional):

Phone:

Organization:

None

Do you have any comments on potential impacts to historical resources?

No, but I would like
to mention that Georgetown is
moving west.

If you would like to receive email updates about this project, please share your email below:

While comments submitted in the meeting report they must be received or postmarked by **Friday, May 26, 2017**. You may submit your written comments using one of the following methods:

- Mail: Georgetown Utility Systems, C/O Nathaniel Waggoner
PO Box 409, Georgetown, TX 78627
- Email: AustinAve@georgetown.org
- Online comment form available at: AustinAve.Georgetown.org

For more information, please contact:

Nathaniel Waggoner
City of Georgetown Project Manager
Email: AustinAve@georgetown.org
Phone: (512) 930-8171
<http://austinave.georgetown.org>

(Texas Transportation Code, §201.811(a)(5)):

Check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting



AUSTIN AVENUE BRIDGES PROJECT
GEORGETOWN, TEXAS



Mapped Comment



Comments
Received Outside
of Official
Comment Period



Austin Avenue Improvements <austinavegeorgetown@gmail.com>

FW: Traffic Light at Austin Avenue and San Gabriel Village Blvd

2 messages

Nathaniel Waggoner

Wed, Mar 1, 2017 at 2:24 PM

To: AustinAve <

Cc: John Mutchler

Arin Gray

, Ashley McLain

John and Arin,

Can this request be logged into the Austin Ave Bridges project in terms of public input on the need for protected turning movements?

-NJW

-----Original Message-----

From: Laurie A [mailto:laurienmanderson@gmail.com]

Sent: Wednesday, March 01, 2017 1:10 PM

To: WEB Transportation <transportation@georgetown.org>

Subject: Traffic Light at Austin Avenue and San Gabriel Village Blvd

Good Day,

Can you please advise as to the process or steps needed to have a traffic light at a specific intersection reviewed?

The area of concern is at the intersection of Austin Ave and San Gabriel Village Blvd.

The traffic light going north and south on Austin Ave at this intersection does not have a protected left turn signal. There have already been numerous accidents in the past year at this specific intersection. There is a high volume of traffic going southbound on Austin Ave that must make the unprotected left turn into the Two Rivers apartment complex and the businesses located within the complex (Scott's Oyster Bar, Hula Cowgirl Shaved Ice, Stanzeski's Cheese, Wine & Charcuterie, AgileCraft, etc...) as well as northbound that must make an unprotected left turn to go to Hat Creek and the Village Park Condos.

We're extremely concerned that it's just a matter of time before there is a serious injury accident or fatality at the intersection due to the lack of a protected left turn signal from either direction on Austin Ave, especially with the number of younger, inexperienced drivers frequenting the businesses in the area (Hat Creek and Hula Cowgirl Shaved Ice).

I personally have experienced difficulty is making the turn into the Two Rivers complex due to the amount of traffic in the area during peak hours, at times waiting up to 3 signal changes. If there is a car larger than a small sedan in the opposing left lane (also waiting to make a left turn) it is extremely difficult to tell if another car is coming down the opposing right lane. I've witnessed several close calls as many drivers decide to take a chance and "go for it" even though they can't actually visually see the possible oncoming traffic in the opposing right lane.

Can you please advise if this intersection is currently under review for a protected left turn signal on Austin Ave into Two River and onto San Gabriel Village Blvd, and if not, is there something we can do as concerned citizens to have this intersection evaluated before there is a tragic accident?

Thank you for your time and attention to this issue.

Cheers!

Laurie Anderson

Tell Us About an Issue You'd Like Us to Fix

Would you like to report an issue that you would like the City to take care of? This can include Code Enforcement, Animal Control or other issue.

If you would like to report a STREET LIGHT OUTAGE, please use <https://records.georgetown.org/Forms/ReportStreetLightOutage>.

PLEASE NOTE: If this is an emergency, please call 9-1-1.

You can submit this form anonymously, but if **you would the City to update you on the status of this issue**, please give us a way to contact you and indicate in the description box that you would like a follow up.

Any field marked with an asterisk * is a required field.

Date 4/12/2017

First Name Mike

Last Name Garrigus

Email If you would like us to contact you with the status of the issue, please leave either your email address or phone number

Phone Number

Issue * What would you like for us to help you with?
Regarding Austin Ave. and the North & South San Gabriel bridges, also noting that much of Georgetown's bicycle infrastructure (more bicycle friendly), the ramps present on both bridges (and all other bridges in town with extended walkways--which bicycleists would use regardless of elevation) on average about 3 or 4 feet. When a bicycleist is traversing, normal bicycle height makes the cycle "top-heavy" at a crucial point creating a very real hazard and risk the cycle may "flip" over the ramp. Perhaps a higher ramp may lessen the risk.

Add Photos (optional)

Photo of the Issue

Responses cannot be edited

Austin Ave. Bridges - Online Comment Form

Please use the fields below to share your input on the Austin Ave. Bridges Project.

While comments are collected throughout the environmental study, they must be received or postmarked by Friday, May 26, 2017 to be included in the official public meeting record.

Name *

Ross Hunter

Address (optional)

908 S. Walnut Street

Phone

5129300542

Organization

Downtown Resource Council

Are there any strengths to the alternatives presented that were not stated/defined?

Option 6A with a pedestrian bridge is the safest and least costly option. The Bridges are safe, and this option allows the long-deferred maintenance to resume without road closures. Also it fits the Downtown Master Plan to extend historic structures in ways most attractive to pedestrians.

Are there any weakness to the alternatives presented that were not stated/defined?

Option 7A is overkill, adding a center turn lane and widening the bridges unnecessarily. It wastes money, and still keeps pedestrians ON the bridges instead of OFF the bridges. And Option 8 should not even be up for consideration.

Do you have any additional comments on the alternatives presented?

It's a shame that the city didn't share the selection process with the people. Transparency and citizen involvement always lead to a better decision.

Do you have any comments on the environmental process?

Apparently environmental factors have eliminated options on the west side. But the city should have shared this information with the citizens instead of simply making decisions in the dark. Again, this makes for an inferior result.

Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges Project?

Option 6A is the best of the 5 options presented. Option 7A is a bad choice, and Option 8 should not even be in the list - the bridges are safe, as TxDOT and all engineering studies have confirmed. It's only because the city has not shared this selection process with the people that Option 8 has even survived the cut. The lack of transparency is very disturbing.

If you would like to receive email updates about this project, please share your email below:

ross@hunterhost.com

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT1
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

This content is neither created nor endorsed by Google.

Google Forms



Austin Avenue Improvements <austinavegeorgetown@gmail.com>

Bridge poll on Nextdoor

1 message

JJ Parker

Wed, May 31, 2017 at 11:34 AM

To:

Cc: Jeff Parker

Nat,

I saw someone else did a Nextdoor poll in their neighborhood, so I did one in mine. Please see the below comments and votes. Let me know if you have any questions. I apologize for not getting these to you Friday, I was out of town.

Thank you,

JJ

Our city staff is asking for our opinion on what should be done to 2 bridges on Austin Ave that are 70 years old. Our current sidewalks on the bridges are not ADA compliant, the lanes aren't quite wide enough, there is netting under the bridges to keep the concrete from falling on people walking on the paths below... just to name a few issues. Needless to say something needs to be done. None of the options close the bridges during construction in the daytime, there will always be one lane open each way. www.austinave.georgetown.org has all kinds of information and the May 11th public meeting has more info on the below choices with maps. What would you recommend that our City Council do? They want to know by May 26th. I will forward on this poll.

If you go to downtown Georgetown and utilize the Austin Ave bridges please keep reading.

Full Replacement with widened pedestrian access - \$15.7 million-18-22 months construction-extends life 75 years
53%

Rehab with separate pedestrian bridge-\$7 million-16-18 months construction-extends life 20-40 years
20%

Rehab & widen bridges - \$12.7 million-16-18 months construction- extends life 30-50 years
18%

No Build-\$400,000 to do maintenance-will monitor on a regular basis-extends life year to year
7%

Build on New Location & Conversion to I-Bridge-\$13.1 million-18-22 months construction-extends life 30-50 years
2%

This poll has been closed.45 votes

Posted to Sun City 6d ago

ThankReplyReply3 Thanks · 10 Replies

Rodney Nyland

Rodney Nyland, Sun City 6d ago

Rehab and widen or full replacement

Thanked!1 Thank

Kay & Gary Elwood

Kay & Gary Elwood, Sun City 6d ago

Full rplacement of bridge & widened pedestrian access for the extended life of 75 years. Thats our vote.

Thanked!1 Thank

Judy Howard

Judy Howard, Sun City 6d ago

Do nothing that will threaten local business on/near the Square... Don't make Georgetown suffer like Salado !!!!!

Thank

Sue Kullerd

Sue Kullerd, Sun City 6d ago

I have asked my brother, Mike Midkiff, who is a high-level civil engineer within TXDOT. We've talked about this issue many times before. I'm awaiting his input. He will definitely have an opinion, and will probably attend the meeting on May 11th. I'll get back to you shortly!

Thank1 Thank

Don Garbe

Don Garbe, Sun City 6d ago

may 11 was 2 weeks ago?

Thank

Sheridan Moore

Sheridan Moore, Sun City 5d ago

Why throw money at a stop gap fix? Cheaper in the long run to replace it now.

Thanked!2 Thanks

J.J. Parker

J.J. Parker, Sun City 5d ago

Yes, the public mtg that these options came from was a few weeks ago. I think it gets narrowed down from these even more.

Sue Kullerd

Sue Kullerd, Sun City 5d ago

My Vote is to rehab and widen, because it's the most cost-effective and is adequate to extend the life of the bridge. Here is input from a TXDOT Civil Engineer, with 30+ years of experience in the field of bridges and roads. IN SUMMARY: improving access/mobility/safety to the main community park is money well spent....spending a few less dollars to rehabilitate/widen the existing bridge vs demolishing and building a new one is thrifty and should easily correct the current needed bridge rehabilitation issue....freeing up the additional money to be spent elsewhere....or spend the extra \$3M (it will end up costing MUCH more, trust me!) and get a new bridge aesthetic look the community desires....regardless, Georgetown is growing and needs the vehicular/ped/bike improvements to keep folks (children) safe - no brainer.

<https://transportation.georgetown.org/austin-avenue-bridges/public-meetings/may-11-2017-public-meeting/>

If you like the look of the existing "historic" bridge - 7A is your cost effective choice....want new bridge aesthetics, Option 8 is your choice.

OPINION REGARDING SAFETY: These bridges are next to your signature park, to not include vehicular mobility improvements while providing more positive separation between pedestrians and vehicles would be uncontrollable....improvements would facilitate ingress-egress and emergency response during major park events....so vehicular mobility includes Options 7A and 8.

A separate ped bridge is never cost effective if you can widen a vehicular bridge and use its substructure cost savings....

7A appears to be the most cost effective choice as the existing bridge has plenty of remaining life (100 year lifespan is typical)...just needs a mid-life nip/tuck to go another 50 years, while adding a new bridge widening to address needed mobility improvements.

Option 8 is \$3M more expensive and there appears to be an issue with removing the existing "historical" bridge...ask yourself how long would it take to arrive at community consensus regarding the new bridge aesthetic treatment? Maybe the community wants a new bridge signature look and feel that compliments a Master Plan???

Note: on attached city council handout, both Options 7A and 8 require Park ROW purchase....any land required from a park will require a Federal 4f analysis....Option 8 requires FULL 4f analysis vs 7A requires minimal 4f evaluation - resulting in significant time savings of federal review and approval of environmental clearance.

Thanked!1 Thank

Kathryn Meinzer

Kathryn Meinzer, Sun City 4d ago

These 2 bridges are past their prime and should be completely demolished and new bridges with pedestrian walks built. The city will be sorry if they put this off by repairing the current bridges. That is what Colorado Springs did and within a couple of years they had the repaired bridge and another go bad at the same time. New bridges will be needed in the near future and will cost much more than doing them now with today's dollars.

Thanked!1 Thank

Tom Crawford

Tom Crawford, Sun City 4d ago

6/9/2017

Gmail - Bridge poll on Nextdoor

Replace and add a bike & pedestrian lane plus access to the trail below!
Thanked!1 Thank

JJ Parker



Great book to read

Click [here](#) to report this email as spam.

Figures

Public Meeting Handouts & Comment Cards

Share Input on the Project

Share comments on the printed paper or online comment form at the meeting

Send comments via the online comment form, email, or mail

- Comment Form: <http://AustinAve.Georgetown.org>
- Email: AustinAve@georgetown.org
- Mail: Georgetown Utility Systems
C/O Nathaniel Waggoner
PO Box 409
Georgetown, TX 78627

While comments are collected throughout the environmental study, they must be received or postmarked by **Friday, May 26, 2017** to be included in the official public meeting record.

Next Steps

This is the third public meeting for the Austin Avenue Bridges and it is anticipated that a fourth public meeting or hearing will be held in late 2017 to early 2018. Periodic updates will be shared as they are available.

Stay Informed

Contact Information

Nathaniel Waggoner
City of Georgetown, Project Manager
Email: AustinAve@georgetown.org
Phone: (512)930-8171
Web: AustinAve.Georgetown.org

For more information and to view materials from this and previous public meetings, please visit the project website.

To receive email updates on the project, send an email to AustinAve@georgetown.org with “updates” in the subject line.



AUSTIN AVENUE BRIDGES PROJECT



AUSTIN AVENUE BRIDGES PROJECT



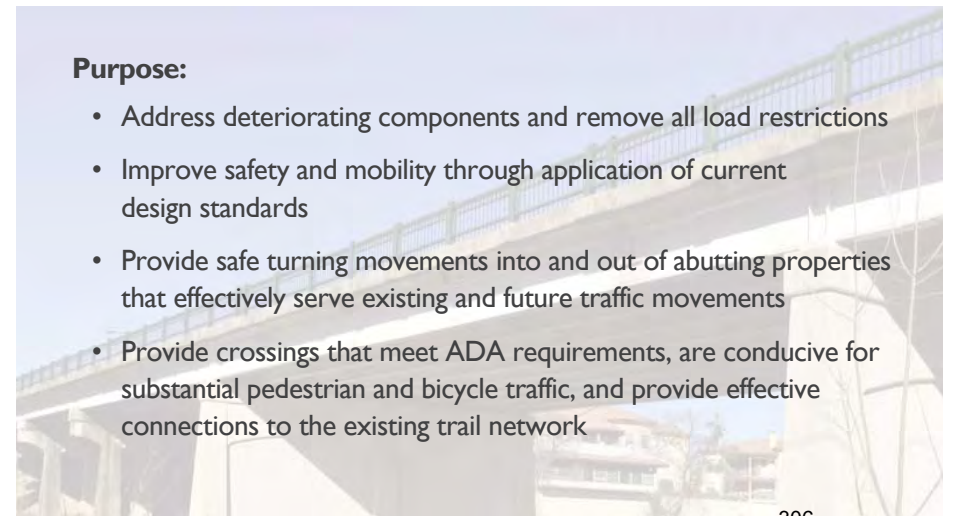
The City of Georgetown, in coordination with TxDOT, welcome you to the public meeting. The purpose of this public meeting is to present possible improvement alternatives, provide updates on the environmental compliance process, and collect input from the public.

Need:

The bridges have several deteriorating components and structural deficiencies, resulting in the need for load posting and falling debris on and below the bridges. The bridges do not meet the current City of Georgetown's adopted design standards including Americans with Disabilities Act (ADA) requirements and do not provide effective connections for bicycles and pedestrians to the existing trail network. In addition, the current roadway has narrow travel lanes and sidewalks, and does not provide the standard levels of service for all modes of travel.

Purpose:

- Address deteriorating components and remove all load restrictions
- Improve safety and mobility through application of current design standards
- Provide safe turning movements into and out of abutting properties that effectively serve existing and future traffic movements
- Provide crossings that meet ADA requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network



Considerations for 5 Primary Alternatives

Based on preliminary assessments and analysis, the following considerations are shared for each of the primary alternatives. All costs are approximate estimates based on 2016 data and WCAD property values, and do not include utility relocations or lead remediations. The estimated service life is the duration that the bridges provide desired level of performance and functionality.

	MEETING PURPOSE AND NEED	ENVIRONMENTAL AND HISTORICAL IMPACTS (human, natural, and cultural resources)	RIGHT OF WAY NEEDED	CONSTRUCTION COSTS (approx. estimates)	CONSTRUCTION IMPACTS	ESTIMATED SERVICE LIFE
1. No Build	Does not meet any criteria; Move forward for evaluation as required by NEPA and Section 106	<ul style="list-style-type: none"> No additional impacts 	No	\$400,000+ (maintenance only)	<ul style="list-style-type: none"> Maintenance work will occur as needed; does not include bearing replacement; will require rehab or replacement in near-term 	Service life exceeded; will monitor on a regular basis
2A. Build on New Location and Conversion to 1-way pair of Bridges (east)	Meets most criteria (limited mobility improvements for NB traffic)	<ul style="list-style-type: none"> Impacts to community, archaeological, ecology, hazardous materials, and parks Medium impacts to historic (assuming not adverse effects to the bridges) 	Yes	\$13.1 M	<ul style="list-style-type: none"> 18 to 22 months for construction Impacts are lessened as existing bridges would be open during construction Rehab would require some nightly closures; includes bearing replacement and replacement of bridge 	30 to 50 years
6A. Rehabilitation with Pedestrian Bridge (east)	Meets some criteria (no mobility improvements)	<ul style="list-style-type: none"> Impacts to community, archaeological, ecology, hazardous materials, and parks Low impacts to ecology and historic (assuming no adverse effects to the bridges) 	Yes	\$7 M	<ul style="list-style-type: none"> 16 to 18 months for construction Rehab would require some nightly closures; includes bearing replacement and replacement of bridge deck 	20 to 40 years
7A. Rehabilitation and Widen Bridges (east)	Meets all criteria	<ul style="list-style-type: none"> Impacts to community, archaeological, ecology, hazardous materials, and parks Low impacts to historic (assuming no adverse effects to the bridges) 	Yes	\$12.7 M	<ul style="list-style-type: none"> 16 to 18 months for construction Rehab would require some nightly closures 	30 to 50 years
8. Full Replacement	Meets all criteria	<ul style="list-style-type: none"> Impacts to community, archaeological, historic, ecology, hazardous materials, and parks Adverse historic effects to the bridges and requires full 4(f) Analysis 	Yes	\$15.7 M	<ul style="list-style-type: none"> 18 to 22 months for construction Existing bridges remain partially open during construction (1 lane in each direction) and would maintain access to adjacent properties 	75 years



COMMENT FORM

May 11, 2017 Public Meeting



Name: _____

Address(optional): _____

Phone: _____

Organization: _____

Are there any strengths to the alternatives presented that were not stated/defined?

Are there any weakness to the alternatives presented that were not stated/defined?

Do you have any additional comments on the alternatives presented?

Do you have any comments on the environmental process?

Do you have any other additional comments, concerns or questions about the Austin Ave. Bridges Project?

If you would like to receive email updates about this project, please share your email below:

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PO Box 409, Georgetown, TX 78627
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Email: AustinAve@georgetown.org
Phone: (512) 930-8171
<http://austinave.georgetown.com>

(Texas Transportation Code, §201.811(a)(5)):

Check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting



National Historic Preservation Act, Section 106 COMMENT FORM



Name: _____

Address(optional): _____

Phone: _____

Organization: _____

Do you have any comments on potential impacts to historical resources?

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Exhibit Boards

Background Information



AUSTIN AVENUE BRIDGES PROJECT
GEORGETOWN, TEXAS



PROJECT NEED AND PURPOSE

Need:

The bridges have several deteriorating components and structural deficiencies, resulting in the need for load posting and falling debris on and below the bridges. The bridges do not meet the current City of Georgetown's adopted design standards including Americans with Disabilities Act (ADA) requirements and do not provide effective connections for bicycles and pedestrians to the existing trail network. In addition, the current roadway has narrow travel lanes and sidewalks, and does not provide the standard levels of service for all modes of travel.

Purpose:

- Address deteriorating components and remove all load restrictions
- Improve safety and mobility through application of current design standards
- Provide safe turning movements into and out of abutting properties that effectively serve existing and future traffic movements
- Provide crossings that meet ADA requirements, are conducive for substantial pedestrian and bicycle traffic, and provide effective connections to the existing trail network



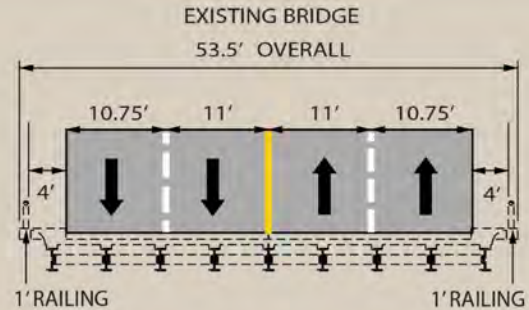
AUSTIN AVENUE BRIDGES PROJECT
GEORGETOWN, TEXAS



PROJECT DESCRIPTION

Existing Austin Avenue Facility

- Constructed in 1940
- Four-lane undivided roadway (two lanes in each direction)
- 11-foot travel lanes
- No center turn lane
- No shoulders or offsets to pedestrian elements
- Four-foot sidewalk on either side
- No designated bike lanes
- Bridges are cantilevered suspended-span bridges



Possible Improvements

The study will consider options to:

- Improve safety and mobility
- Address maintenance needs over the next several decades
- Widen lanes to 12 feet
- Add a center turn lane or median
- Improve pedestrian and bicycle accommodations



AUSTIN AVENUE BRIDGES PROJECT
GEORGETOWN, TEXAS



Environmental Review

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT - en virtud de 23 USC 327 y un Memorando de Entendimiento fechado el 16 de diciembre del 2014, y ejecutado por la FHWA y el TxDOT.



AUSTIN AVENUE BRIDGES PROJECT
GEORGETOWN, TEXAS



NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

NEPA requires federal agencies and agencies receiving federal funds to assess the environmental effects of their proposed actions prior to making final decisions on their projects. Agencies must evaluate the environmental, social, and economic effects of their proposed projects while providing opportunities for public review and comment on those evaluations.

Agency Coordination/Compliance

- Texas Department of Transportation - Austin District, Environmental Affairs Division
- Texas Historical Commission; Local and County Historic Organizations
- Texas Parks and Wildlife Department
- U.S. Fish and Wildlife Service
- Texas Commission on Environmental Quality
- U.S. Army Corps of Engineers



Environmental Considerations

- | | | |
|---|---|---|
| <ul style="list-style-type: none"> • Right of Way / Displacements • Land Use • Farmland • Air Quality Impacts • Noise • Utilities / Emergency Services • Visual / Aesthetics • Archeological Resources • Water Quality | <ul style="list-style-type: none"> • Floodplains • Soils and Geology • Hazardous Materials • Biological Environment - Wetlands, Wildlife, and Vegetation • Threatened & Endangered Species • Construction Impacts • Indirect Impacts • Cumulative Impacts | <ul style="list-style-type: none"> • Parks and Recreational Resources • Historic Resources • Community Impacts • Changes in Travel Patterns • Traffic and Transportation / Pedestrian and Bicycle Accommodations |
|---|---|---|



AUSTIN AVENUE BRIDGES PROJECT
GEORGETOWN, TEXAS



ENVIRONMENTAL SCREENING CRITERIA

Archeology

- Known or mapped archeological sites
- Sites impacts
- Recommended survey effort

Historic Resources

- National Register of Historic Places listed or eligible properties
- Medium priority properties
- Local historic districts
- Level of impact to listed or eligible properties (including visual impacts)

Hazardous Materials

- Recorded hazardous materials sites within right of way
- Potential for lead and asbestos concerns

Community Resources

- Displacements (buildings)
- Displacements (parking only)
- Right of way acquisition, without displacements
- Changes in access or travel patterns
- Bike/Pedestrian impacts
- Community cohesion
- Impacts to Environmental Justice or Limited English Proficiency Communities
- Impacts to visual resources

Parks & Recreational Resources

- Acres impacted
- Types of park resources impacted
- Trail impacts

Ecological Resources

- Impervious cover additions (Edwards Aquifer)
- Karst Zone impacts
- Proximity to recharge/discharge features
- Floodplain and waters of the U.S. impacts
- Proximity to threatened and endangered species/habitat
- Vegetation impacts



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GEORGETOWN, TEXAS



Alternatives



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ALTERNATIVES ANALYSIS

The study started with the universe of alternatives and identified an initial range of 12 feasible preliminary alternatives. These were studied considering:

- **Environmental and historical impacts** including human, natural, and cultural resources
- **Meeting the Need and Purpose**
 - Improve safety - ADA compliant sidewalks and crossings, improved trail connections, and bike/pedestrian facilities
 - Address deteriorating components and remove all load restrictions – repair/replace bridge components that cause structural deficiencies
 - Improve mobility and operational efficiency - increase lane width and addition of a median or dedicated center turn lane for southbound and northbound traffic
- **Right of way needs**
- **Public input and comments**

5 Primary Alternatives are moving forward for further evaluation.



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12 Preliminary Alternatives	Analysis Summary		5 Moving forward for evaluation
	Does it meet the need and purpose criteria? What are the environmental impacts (human, natural, and cultural resources)?		
1. No build	Does not meet criteria. Has no impacts, but must move forward for evaluation as required by NEPA and Section 106		✓
2A. Build on new location and conversion to 1-way pair of bridges on east side	Meets most criteria (limited mobility improvements for NB traffic) Has some impacts to all resources		✓
2B. Build on new location and conversion to 1-way pair of bridges on west side	Meets most criteria (limited mobility improvements for SB traffic) More impacts to resources than east side (2A)		✗
3A. Build a new bridge on offset alignment on the east side	Meets all criteria 3+ acres of ROW needed and major impacts to historic properties and resources		✗
3B. Build a new bridge on offset alignment on west side	Meets all criteria 3+ acres of ROW needed and major impacts to historic properties and resources		✗
4. Bypass on alternative alignment and leave bridges as a monument	Does not meet criteria Major (most) impacts to resources and monuments are impractical		✗
5. Rehabilitate bridges only	Does not meet criteria Minimal impacts to resources		✗
6A. Rehabilitation with a new pedestrian bridge on east side	Meets some criteria (no mobility improvements) Some ROW needed and some impacts to resources		✓
6B. Rehabilitation with a new pedestrian bridge on west side	Meets some criteria (no mobility improvements) Some ROW needed and more impacts to resources than east side (6A)		✗
7A. Rehabilitation and widen bridges on east side	Meets all criteria Some ROW needed and some impacts to resources		✓
7B. Rehabilitation and widen bridges on west side	Meets all criteria Some ROW needed but more impacts to resources than east side (7A)		✗
8. Full replacement	Meets all criteria Some ROW needed, and impacts all resources, requires full 4(f) analysis		✓

Section 106 of the National Historic Preservation Act



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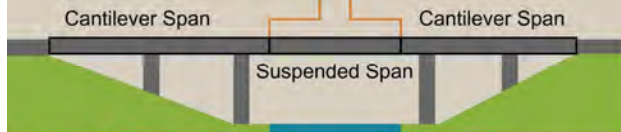


HISTORIC SIGNIFICANCE

New Bridges For Williamson Built Recently



Riveted Notched Beam Seats



The two bridges were constructed in 1940 over the North and South Forks of the San Gabriel River.

- Determined eligible for listing in the National Register of Historic Places (NRHP) in 1999
 - Good representative examples of the State Highway Department's utilization of a cantilevered-suspended span configuration
- Cantilevered-suspended span configuration
 - Independent steel unit placed between cantilevered arms projecting beyond the main supports
 - Connected together by riveted notched beam seats
- The advantage of configuration was that it enabled the bridge to have a significantly longer span and thinner deck, which reduced the number of the supports needed
- Noted significant features of bridges also include:
 - Riveted beam seats suspending the cantilevered span
 - Metal picket railings
 - Art Deco style inspired concrete bents



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SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT PROCESS

Anticipated Schedule Activity	Timeline
Team submits Historic Resources Survey Report (HRSR) to TxDOT for review HRSR identifies properties constructed prior to 1975 within the APE and recommends whether they are National Register eligible, if that determination was not previously made. The HRSR also analyzes the impacts the primary alternatives may have on historically significant resources.	Late spring/early summer 2017
TxDOT reviews HRSR	Summer 2017
TxDOT conducts consulting party consultation regarding HRSR	Summer/fall 2017
TxDOT coordinates with Texas Historical Commission for Section 106 Clearance (Note: If "adverse effects" cannot be avoided, additional Section 4(f) compliance required.)	Fall/winter 2017

Timeline subject to change based on environmental review process.



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Comments



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NEXT STEPS

- Review and analyze public comments collected and report what we heard back to public and Council
- Continue coordination with TxDOT and other agencies (THC, TPWD, USFWS, TCEQ)
- Continue NEPA and Section 106 processes through spring/summer 2018
- Continue analysis to narrow down the 5 Alternatives to 1 Preferred Alternative and the No Build
- Present No Build and Preferred Alternative at a public hearing anticipated in late 2017 to early 2018
- The city would coordinate with CAMPO to identify funding after the NEPA and Section 106 process is complete
- The earliest any rehabilitation/construction could start is early 2019 (but there is no construction or maintenance timeline at this point)

Timeline subject to change based on environmental review process.



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Environmental, Historical, and Primary Alternative Maps



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1. No build



2A. Build on new location and conversion to 1-way pair on east side



6A. Rehabilitation with pedestrian bridge



PROPOSED SECTION AT BRIDGE

- BALLASTBED
- PROPOSED WIDENING
- PROPOSED BRIDGE
- EXISTING BRIDGE
- PROPOSED RECONSTRUCTION
- PROPOSED REPAIRS
- EXISTING ROAD
- PROPOSED ROAD
- EXISTING TRAIL
- PROPOSED TRAIL

**AUSTIN AVE BRIDGES PROJECT
OPTION 7A
REHAB & WIDEN BRIDGES
(EAST SIDE)**

PRELIMINARY

[illegible]

Public Meeting Photos









