

## 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](mailto: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

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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](mailto:AustinAve@georgetown.org) with “updates” in the subject line.



**AUSTIN AVENUE BRIDGES PROJECT**



## AUSTIN AVENUE BRIDGES PROJECT



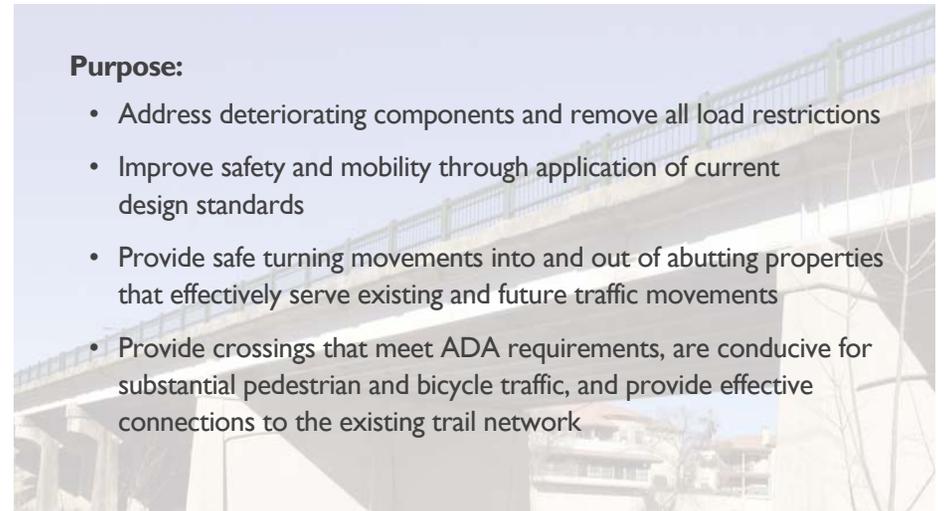
The City of Georgetown, in coordination with TxDOT, welcome you to the public meeting. The purpose of this public meeting is to present possible improvement alternatives, provide updates on the environmental compliance process, and collect input from the public.

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