

**ELPOI Meeting with DOT regarding Culvert replacement.
3/25/19 Project ID 1110.02.121**

Officers Present:

Chris Hyde

Keith Park

Rolf Tiedemann (By phone)

Jack Mulcahy

Board Members Present:

Zach Dorfman

Dave Cerny

DOT Employee's present:

Jeff Fisher, Project leader

Dylan Willsey, NYSDOT R-1

Natalie Itara, NYSDOT R-1

Craig Blake, NYSDOT Construction

James Frederichs, NYSDOT Structures

John Hallock, NYSDOT R-1 Design Laes unit

Meeting called to order 1PM by Jeff Fisher

Schedule of project discussed, as of this date Advanced plans due June of 2020, final plans August of 2020, bids open November of 2020 with Construction starting in April of 2021.

Plans to include replacement of the Culvert with a bridge, either a Jack-arch style or 3 side pre-cast design. Minimal improvements will be done to the causeway itself, as project will remain limited as much as possible to the bridge replacement.

Temporary one lane detour around the bridge will be constructed with fill dirt as approved by the APA and DEC on the North side of the bridge during construction.

Closures of Rt74 will be very limited and as short as possible, small interruptions of 10 minutes or so while items are moved or perhaps a day for larger tasks.

Limited interruption to boat traffic during construction as some residents rely on boat launch access for supplies and leaving/entering the lake.

New bridge will be at or slightly higher height (6") as the current bridge and the same or slightly wider than the current bridge with emphasis on minimal if any changes to approach to bridge as this would cause access problems with camp driveway nearby. Current bridge dimensions control the size of boats that are able to access the lake.

Channel under new bridge should be dug for safe boat passage and increased mixing of Water between basin's.

No accommodation for a bike or pedestrian walking lane as there is no accommodation for such along Rt74 on either side of the causeway and there is no parking anywhere along the corridor for access to the causeway, however according to the 2017 UMP APA guidelines for road and shoulder width found in "The Green book" the lanes should be 11ft with 6ft shoulders, will this be an issue retaining the current lane widths and lack of shoulder on the causeway with the new bridge installation?

No additional aesthetics are planned over the concrete exterior, ELPOI members requested the possibility of a rock veneer or color additive to the concrete.

No plans to change signage.

ELPOI members discussed the possibility of lowering the speed limit thru that area and DOT representatives informed us that speed limit modification requests must originate from the town and upon further discussion with supervisor Giordano it was felt that this path would not result in any changes as past attempts have not. The town of Ticonderoga is however supportive of permanent radar speed signs along the Eagle lake corridor and is willing to support us in our efforts to have the DOT install such along with the Bridge project and perhaps assist with funding from the town or grants along with the DOT and possible financial assistance from ELPOI as well. Senator Little's office is also supportive of these efforts and ELPOI would like to continue dialogue to make permanent signage a reality.

Meeting adjourned 2PM

KJP 5/10/19