

STATEMENTS FROM JOHN POWERS AT PGE HOMEOWNERS MEETING
May 16, 2012

(John Powers statements in BOLD)
(Rebuttal in red)

John Powers on Trees:

1. LASTLY THE TREE ISSUE – WE’VE DONE A LOT OF CONSTRUCTION IN THE TOWNSHIP AND TO MY KNOWLEDGE WE HAVEN’T LOST ANY TREES YET. THE TREES THERE, THE ROOTS GO DEEP AND OF COURSE THEY SPREAD OUT AS WELL BUT WE’RE NOT PROPOSING FOR INSTANCE DIGGING LIKE A HOME FOUNDATION RIGHT NEXT TO THE TREE.
2. NO, WE’RE NOT PLANNING ON TAKING ANY TREES DOWN.

The IDOT Environmental Survey submittal states: Tree Removal: 8.

See letter from McGuinn to PTRD - requested by PTRD in evaluation of this project: McGuinn tells PTRD that the majority of tree roots are found in the top 6-12” of soil and that “these roots are critical for survival.” Construction activities will mechanically sever these roots “sending trees into severe decline”.

The plans PTRD submitted to IDOT and CCHD states they will remove 8 trees and they are shown on the engineering demolition plans.

John Powers on Realignment of Briarwood Lane:

1. ONE OF THE BIG THINGS SEEMS TO BE THAT STRAIGHTENING OUT THE ROAD WOULD INCREASE SPEED AND LESSEN SAFETY BOTH FOR PEDESTRIANS AND FOR AUTOMOBILES. THAT’S AS A LEGITIMATE CONCERN. THAT’S SOMETHING WE DEFINITELY DON’T WANT TO DO.
2. THERE IS ACTUALLY IN OUR PROPOSAL GONNA BE MORE CURVE IN THE ROAD.

THIS IS THE EXISTING ROADWAY. NOW THE PROBLEM WITH IT IS THE SECTION LEADING UP TO THE CURVE RIGHT BEFORE THE BRIDGE IS VERY STRAIGHT... THE DARK LINES ARE THE RIGHT OF WAY. .. IT LOOKS LIKE IT WAS DESIGNED BY A NASCAR DRIVER TO STRAIGHTEN THE CURVE OUT. NOW PROPOSED.

THERE IS ACTUALLY IN OUR PROPOSAL GONNA BE MORE CURVE IN THE ROAD. I KNOW SOME PEOPLE WERE CONCERNED THAT THE ROAD WAS GOING TO BE STRAIGHTENED OUT AND THAT’S PARTLY MY FAULT BECAUSE I EMPHASIZED THE STRAIGHTENING IT’S THE LAST 50’ BEFORE THE BRIDGE.

3. SO WHAT WE PLAN TO DO BESIDES PUTTING MORE CURVE IN THE ROAD. CAN EVERYBODY SEE THAT TO IT'S ACTUALLY PRETTY STRAIGHT AND IF YOU WALK UP AND DOWN THERE IT'S ACTUALLY IF YOU GET OUT THERE IT'S PRETTY STRAIGHT NOW. AND THE PART WE ARE PROPOSING TO STRAIGHTENING IS WE PLAN TO PUT MORE CURVE AND STRAIGHT IS RIGHT IMMEDIATELY BEFORE THE BRIDGE.
4. THE TRAFFIC CALMING IS A GOOD IDEA - PUTTING MORE CURVE IN THE ROAD IS A GOOD IDEA. CAN EVERYBODY SEE THAT OUR PROPOSAL WILL PUT MORE CURVE IN THE ROAD IMMEDIATELY PRECEDING BRIARWOOD BRIDGE - CAN EVERYBODY SEE THAT? WE'LL PUT IT UP AGAIN.
5. OUR PROPOSAL IS GOING TO PUT MORE CURVE IN THE ROAD. THIS COMMUNITY HAS A LOT OF WINDING ROADS AND THAT'S EXACTLY WHAT WE PROPOSE TO DO.
6. THE ALIGNMENT AS IT PRESENTLY IS IS A STRAIGHTER SHOT TO THE BRIDGE. WE'RE GOING TO PUT MORE OF A CURVE. I MEAN IF YOU LOOK AT THAT AND SEE...

The neighborhood is concerned with speeds. The proposed plan will increase speeds.

The proposed road design speeds are faster at both curves. Existing Radius 2 curves: 125-165
Proposed Radius 2 curves: 225-240. The PTRD plan is lengthening the curves which increases the radius of the curves and will encourage increase speed as motorists will not feel the need to slow down when making the turns.

John Powers on Costs to Repair the Bridge and to Replace the Bridge:

1. THE SECOND THING WE CAN DO IS REPAIR THE BRIDGE - WE GOT AN ESTIMATE FOR ABOUT 4YRS AGO FOR ABOUT \$370,000 TO DO EXTENSIVE REPAIRS TO THE BRIDGE.
2. WE JUST RECENTLY GOT A PROPOSAL FOR THE THIRD ALTERNATIVE WHICH IS TO REPLACE FOR APPROXIMATELY THE SAME AMOUNT OF MONEY - SO OKAY ITS NOT GOING TO BE A LOT MORE MONEY TO REPLACE THE BRIDGE.
3. WE GOTTA REPLACE THE BRIDGE OR FOR ABOUT THE SAME AMOUNT OF MONEY WE CAN DO SOME TEMPORARY REPAIRS TO IT.

Cost to repair the bridge was \$235,000. Cost to replace stone with stamped concrete and repair bridge: \$370,000.

Replacement cost is approximately \$850,000 for the bridge alone, and an additional \$150,000 for the road. The current bridge is 40' in length and the proposed bridge is 64' in length.

No other repair estimates or open bidding on repairs have been produced to date.

John Powers on Flooding and Silt:

1. YOU CAN SEE ENGINEERING DRAWING... BASICALLY THE HEADWALLS WE WOULD ALIGN WITH THE CREEK. CURRENTLY THE CULVERTS THAT ARE THERE ARE NOT ALIGNED WITH THE CREEK AND THAT'S WHAT'S CAUSING THE SILTING UP PROBLEM.
2. AND I THINK EVERYONE CAN SEE WHAT YOU HAVE HERE IS 3 BOXED SHAPE CULVERTS THAT ARE MIS-ALIGNED TO THE CREEK; IF YOU LOOK ON THE RIGHT HAND CULVERT IT IS PRETTY WELL SILTED UP. ... THE WATER HAS TO MAKE 2 TURNS AND GOES IN AND OUT OF THE BRIDGE THAT SLOWS DOWN THE FLOW OF WATER AND THE RESULT IS SILT THAT'S DEPOSITED.

THAT'S NOT A GOOD THING AND IT REDUCES THE CAPACITY OF THE CREEK.

3. NOW YOU SEE THE CREEK WILL FLOW MORE FREELY, THERE WOULD BE NO RESTRICTION. THE ADVANTAGE IS A NO. 1 THAT IT WON'T SILT UP AND SO IT WON'T REDUCE THE CAPACITY THAT WAY.
4. ONE THING I'LL SAY ABOUT THE FLOODING IT'S CERTAINLY GOING TO HELP HAVING A FREE FLOWING BRIDGE.

The silt under the bridge does not reduce the creek's capacity, as the minimal amount there naturally clears during rains. The creek bottom is silt and dirt.

The overall capacity of the creek itself is the issue as stated in the Haeger Engineering Hydraulic Report, and this will not change. Also, according to requirements, the flooding cannot be impacted by a new bridge (very miniscule parameters).

Significant disruption to the creek bed will occur if there is demolition of the culvert.

John Powers on Time of Construction:

1. THE AMOUNT OF TIME THE BRIDGE IS GOING TO BE DOWN WILL BE ABOUT THE SAME IT WILL TAKE ABOUT 2 MONTHS TO DO THE WORK – AND WHETHER WE REPAIR IT OR WHETHER WE REPLACE IT.

The Bridge Construction Schedule from PTRD shows the project will take 4.5 months to complete.