

**NYS Division of Homeland Security and Emergency Services  
FY 2020 Building Resilient Infrastructure and Communities (BRIC) and  
Flood Mitigation Assistance (FMA)  
Letter of Intent (LOI) for Project Grants**

Please use this LOI for the following categories under FEMA's Building Resilient Infrastructure and Communities (BRIC) and Flood Mitigation Assistance (FMA) programs. Please check the box for the program under which you are submitting this LOI. DHSES may reject incomplete LOI submissions.

- Building Resilient Infrastructure and Communities (BRIC)  
- Mitigation Projects
- Flood Mitigation Assistance (FMA)  
- Community Flood Mitigation Projects  
- Individual Flood Mitigation Projects

**LOIs due 9/30/20 @ 5:00 pm.** Submit one LOI for each project to [HazardMitigation@dhses.ny.gov](mailto:HazardMitigation@dhses.ny.gov)

**Authorized Point of Contact:**

Name: Edward LaVigne  
Organization: Town of Lansing  
Address: 29 Auburn Rd  
Lansing, NY 14882  
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Email: elavigne@lansingtown.com

**Name of Current/Lapsed FEMA Approved Hazards Mitigation Plan\*:**

\*A FEMA-approved Hazard Mitigation Plan must be in place by January 29, 2021 to be eligible for BRIC and/or FMA funding.

Tompkins County Hazard Mitigation Plan Date of Approval: April 1, 2014

**Project Information:**

Project title: Salmon Creek Stream Realignment  
Estimated Cost: \$300,000 Estimated Timeline for Completion: 12-18 months

On a separate sheet, provide a detailed description of the problem or the risk to be addressed, including:

- a) The cause of the problem;
- b) How long the problem has existed;
- c) The types of damages that occur (including dates and the approximate costs); and,
- d) Any studies that have been performed.

On the same sheet(s), describe in detail the proposed mitigation measure and how it will mitigate the problem.

For acquisition and elevation projects, please submit a list of property addresses.

**I certify that I am a subapplicant or the authorized point of contact, and that the information provided is accurate to the best of my knowledge. I understand that during the application development phase I will have to certify that the non-Federal funding share (up to 25% of final project cost) will be available if an award is received.**

Signed:  Date: September 29, 2020  
Name (print): Edward LaVigne Title: Town Supervisor

**Salmon Creek Stream Realignment**  
**Town of Lansing, Tompkins County, New York**

**Detailed Project Description**

- a) Cause of the problem: Lateral migration of Salmon Creek stream channel, due to blockage of the historic channel, deposition of excessive amounts of sediment and subsequent shifting of the channel alignment. The shifting channel alignment has created a situation where the stream flows 90 degrees perpendicular to the roadway, directly impacting the roadway right of way and roadway embankment.
- b) How long the problem has existed: 2011
- c) The types of damages that occur: Toe erosion of roadway right-of-way and roadway embankment.
- d) Studies that have been performed:
  - a. Feasibility Study Stabilization of Salmon Creek, November 2011. Prepared by Barton & Loguidice, P.C.
  - b. FEMA Seneca HUC8 Risk MAP Watershed Study engineering data models: Salmon Creek Gage Analysis; Salmon Creek Trib. Regression Analysis

**Proposed mitigation and how it will mitigate the problem**

The Town of Lansing, in cooperation with Tompkins County Soil & Water Conservation District, proposes a long-term stabilization strategy include realignment of approximately 1,650 feet of Salmon Creek, a major tributary of Cayuga Lake, extending 110 feet upstream and 550 feet downstream of the current impacted roadbed area. Upstream of the impacted area will focus on establishing stable bankfull cross section geometry and reestablishment of ample floodplain to reduce channel velocity as it approaches the roadway. Reconfiguration of the upstream channel will also provide significant reduction of channel/roadway approach angle by realigning the channel to a flowpath that more gradually parallels Salmon Creek Road. Downstream of the impacted area, reconfiguration of the reach would include construction of stable bankfull cross-section geometry and establishment of active floodplain (bankfull bench) between the stream and the roadway through the area of the roadway that is eroding. The bankfull bench coupled with riprap armoring of the roadway embankment, will provide energy dissipation during high flow events and moves the flood thalweg away from the toe of the embankment slope, thereby reducing sheer stress. The realigned channel will also need cross vanes or other structures to maintain grade control, reduce streambank erosion, maintain channel/floodplain connectivity, and prevent lateral migration of the channel back towards the roadway embankment.