

# ***CITY OF STAMFORD***

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*DAVID MARTIN*



CITY ENGINEER  
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## OFFICE OF OPERATIONS ENGINEERING BUREAU

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### ***INTEROFFICE MEMORANDUM***

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To: Historic Preservation Advisory Commission  
Ms. Lynn Drobbin – Chairman

From: Lou Casolo, P.E. City Engineer

Cc: Stamford Board of Representatives - Operations Committee

Date: August 22, 2018

**Re: Summary of West Main Street Bridge Options**

In advance of the upcoming Board of Representatives Operations Committee Public Hearing for this project scheduled for 6:30pm Tuesday August 28th, I'm sending you a brief summary scope outlining the historic differences between the alternative plans for the above referenced bridge project.

Both pedestrian bridge plans (Plans #1 & #2 below) include the involvement of Ryan Biggs Clark Davis who will be performing historic structural engineering services as a sub consultant to WMC, the prime consultant designer during project design of either project as proposed. Also please note that both pedestrian bridge plans would provide access to a small emergency vehicle such as an ambulance or police vehicle.

As you know, the center pier which supports both bridge spans of the north and south trusses is severely compromised as is the western abutment. Future storms will further erode these supports and if collapsed will cause significant damage to this 130 year old historic structure. For that reason, we wish to move forward as soon as possible.

#### 1. Original Pedestrian Bridge Replacement Plan

Plan Summary: Replace the current bridge with a new pedestrian bridge and center pier and abutments and wing walls. The existing historic bridge trusses would be preserved and integrated into the new bridge.

This plan is no longer being advanced primarily due to the current condition of center bridge pier and west abutment and the time frame to complete the project.

The original pedestrian bridge plan is funded in part by two federal earmarks under the oversight of ConnDOT currently known as State Project number 135-335. The project timeline is considerably longer than plan #2 due to requisite reviews by ConnDOT under this grant program. Best case estimated start of construction is Spring 2021. The federal earmarks do not by themselves fully fund the project. As such, a considerable amount of local money will also be required to fund this plan.

Your commission has reviewed the nature of this scope in the past, most notably as discussed in your meeting dated February 7, 2017. In accordance with Mark McMillan - ConnDOT National Register Specialist's letter dated January 28, 2017, includes SHPO recommended stipulations be included into a project Memorandum of Agreement, letter attached.

A brief description of this scope includes the removal of existing trolley piers, removal of the existing sidewalk, relocation of suspended utilities, relocation of iron fence to trusses, the replacement of the existing deck beams and the rehabilitation of historic trusses as load carrying members. A depiction of the bridge is noted below.

## 2. Current Pedestrian Bridge Rehabilitation Plan

Plan Summary: Rehabilitate the Current/Existing Bridge as a pedestrian bridge. The existing historic bridge and piers are preserved.

The second and more time expedient pedestrian bridge rehabilitation plan relies solely on funding provided in a most recent DEEP state grant in the total amount of \$2 million dollars made available to the Mill River collaborative. It requires no additional city share.

This grant will not be subject to the administrative review process of ConnDOT. As such, the design can be fast tracked to completion with an estimated start of construction in the summer/fall of 2019. Even though this scope of work is considerably less than that noted in plan #1 above, I assume that, in accordance with Mark McMillan - ConnDOT National Register Specialist's letter dated January 28, 2017, the SHPO recommended stipulations will be included into a project Memorandum of Agreement as well, letter attached.

A brief description of this scope includes a rehabilitation of the structure essentially "as-is" with the exception that the outer walks supporting the utilities will be removed and the utilities will be relocated in the bridge deck. The existing iron fence will be relocated to the trusses. The trusses will be repaired and act in a capacity that exists today. Timber planking can be added over a new deck and rehabilitated floor beams. A depiction of the bridge is noted below.

## 3. Vehicular Bridge:

Plan Summary: Replace the current bridge with a new vehicular bridge. This should probably include a realignment of the bridge to improve alignment with existing streets. At this time it is not exactly clear how the existing historic bridge would be rehabilitated and retained, particularly with a realignment that would change the length of the bridge span over the river.

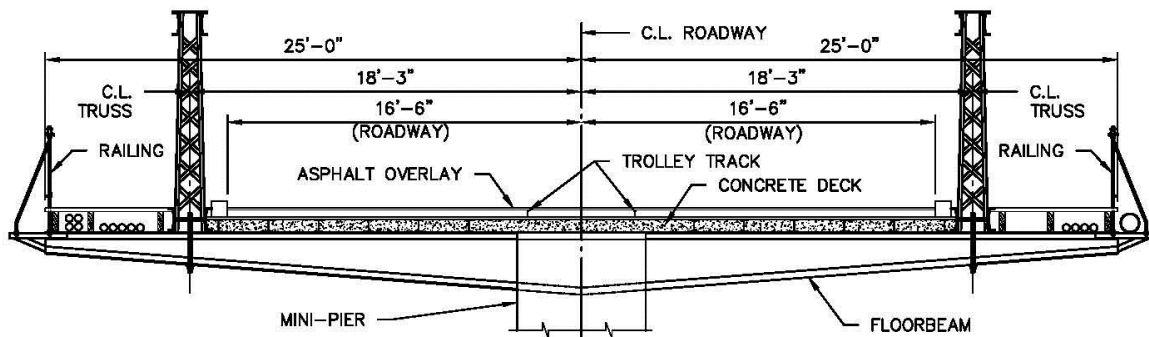
Most recently, some members of the Board of Representatives requested re-introducing a plan for a vehicular bridge. Currently no funds have been secured for this option and a completion timeline is not available other than to say it will exceed that of the first and second plans noted above and certainly cost considerably more than the pedestrian bridge rehabilitation plan.

From my prior conversations with ConnDOT, the most likely funding source for the “bridge only” and approach portions of the project are available from the state local bridge program but this program may not cover expenses associated with the roadway portion of the project that is outside of the approach sections. Based on the active Commitment to Fund agreement, the reimbursement rate is 28.22% of the project costs. If the City were to withdraw the funding commitment made in the year 2000 and reapply for local bridge project funds, the reimbursement rate is now 50% of the project costs. Based on this, a definitive timeline can't be made at this time other than to say it's the Mayor's desire to want to accelerate this schedule and if local bridge funds are available it may only apply towards a vehicle bridge approaches and structure and not fund extended road and intersection improvements. A depiction of this plan section is shown below.

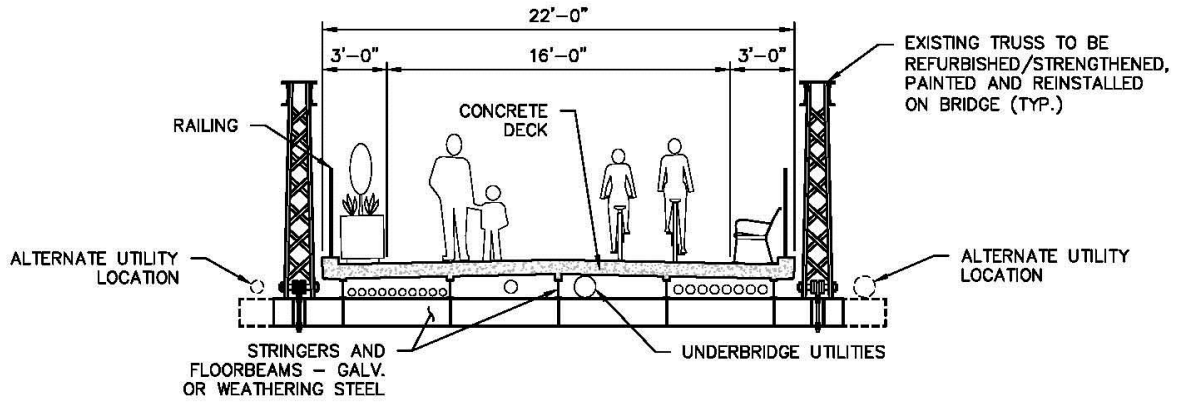
We anticipate that the historic trusses can only be utilized as decorative elements on this option. A brief description of this scope is depicted below.

As a point of comparing each plan noted above, I've included a cross sectional view of the existing bridge followed by the rehabilitation and replacement plans below:

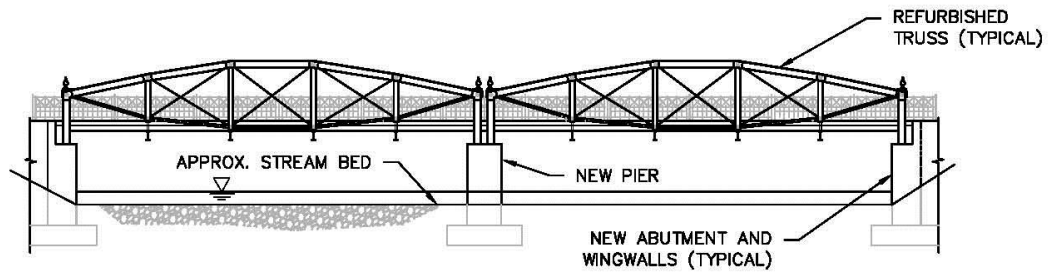
Existing Bridge Cross Section



Original Pedestrian Bridge Plan (ConnDOT Administered Design)

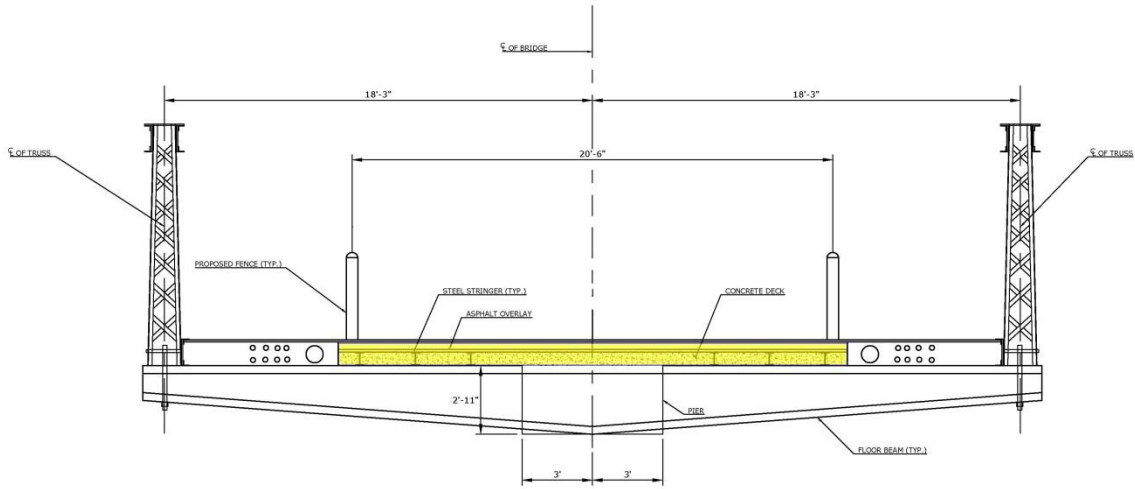


**TYPICAL FINAL REPLACEMENT BRIDGE CROSS-SECTION  
WITH REFURBISHED TRUSSES  
(SCHEMATIC)**



**ELEVATION - REFURBISHED TRUSSES  
(SCHEMATIC)**

Second Rehabilitation Plan (Fast Tracked Design)



Vehicular Design Cross Section (Not currently funded)

