APPENDIX A: Section 4(f) Evaluation

FEDERAL HIGHWAY ADMINISTRATION CONNECTICUT DIVISION

Draft Programmatic Section 4(f) Approval for Use of Bridge No. 01349
Draft Section 4(f) Exception for Temporary Occupancy of 535 Riverside Avenue

Federal Aid Project No. 0136(056)

State Project No. 0158-0214

Westport, Connecticut

Part I – Programmatic 4(f)

The Connecticut Department of Transportation (CTDOT) using funds from the Federal Highway Administration (FHWA) proposes replacement of the William F Cribari Bridge (Bridge No. 01349) that carries two lanes of State Route 136 (Route 136) traffic and a pedestrian sidewalk over the Saugatuck River in Westport, Connecticut. A replacement is proposed because of the extent of deterioration of the existing bridge and because it does not meet the minimum design standards and requirements for bridges on State Roads.

Description of the Historic Bridge

The Cribari Bridge was originally constructed in 1884 as a wrought-iron, pin-connected swing bridge. It is 287 feet long, approximately 26 feet wide. The center span of the bridge can be rotated 90 degrees into an open position to allow the passage of marine vehicles. Originally known as the Saugatuck River Swing Bridge or the Bridge Street Bridge, it was renamed the William F. Cribari Bridge, in 2007, as a tribute to a Westport policeman and volunteer fireman of the same name.

Built by Central Bridge Works of Buffalo, New York, the existing bridge replaced an original 1869 bridge on the site. A swing bridge was necessary to accommodate not only vessels destined for Saugatuck but also those traveling upstream to Westport Center.

Since its construction in 1884, the bridge has undergone maintenance activities to keep the bridge in good repair. In 1991 CTDOT performed a major rehabilitation project to keep the bridge operational which replaced the live load-bearing truss system of the original bridge with the current steel girder superstructure. Although portions of the trusses were retained on the bridge as ornamental features, the 1990s rehabilitation project diminished the historic integrity of the bridge.

In 1987, the Cribari Bridge was listed in the National Register of Historic Places (NRHP) under Criteria A (Events) and C (Design). In 1991, the bridge underwent major rehabilitation. This rehabilitation was the subject of a Section 106 evaluation with the United States Coast Guard as the lead federal agency. In 2017 an evaluation conducted by CTDOT and reviewed by the CT State Historic Preservation Office (CTSHPO) suggested that the bridge retained sufficient integrity to qualify for inclusion in the NRHP under Criterion A (Events), but that its integrity of design, materials, workmanship, and association had been compromised

such that it was no longer eligible under Criterion C.

In 2018, the Bridge Street Historic District was added to the National Register of Historic Places and includes the Cribari Bridge as a contributing element to the District citing the creation and construction of Bridge Street as the reason the eastern bank of the Saugatuck River developed as a residential neighborhood rather than an industrial center like the western bank (Figure 1).

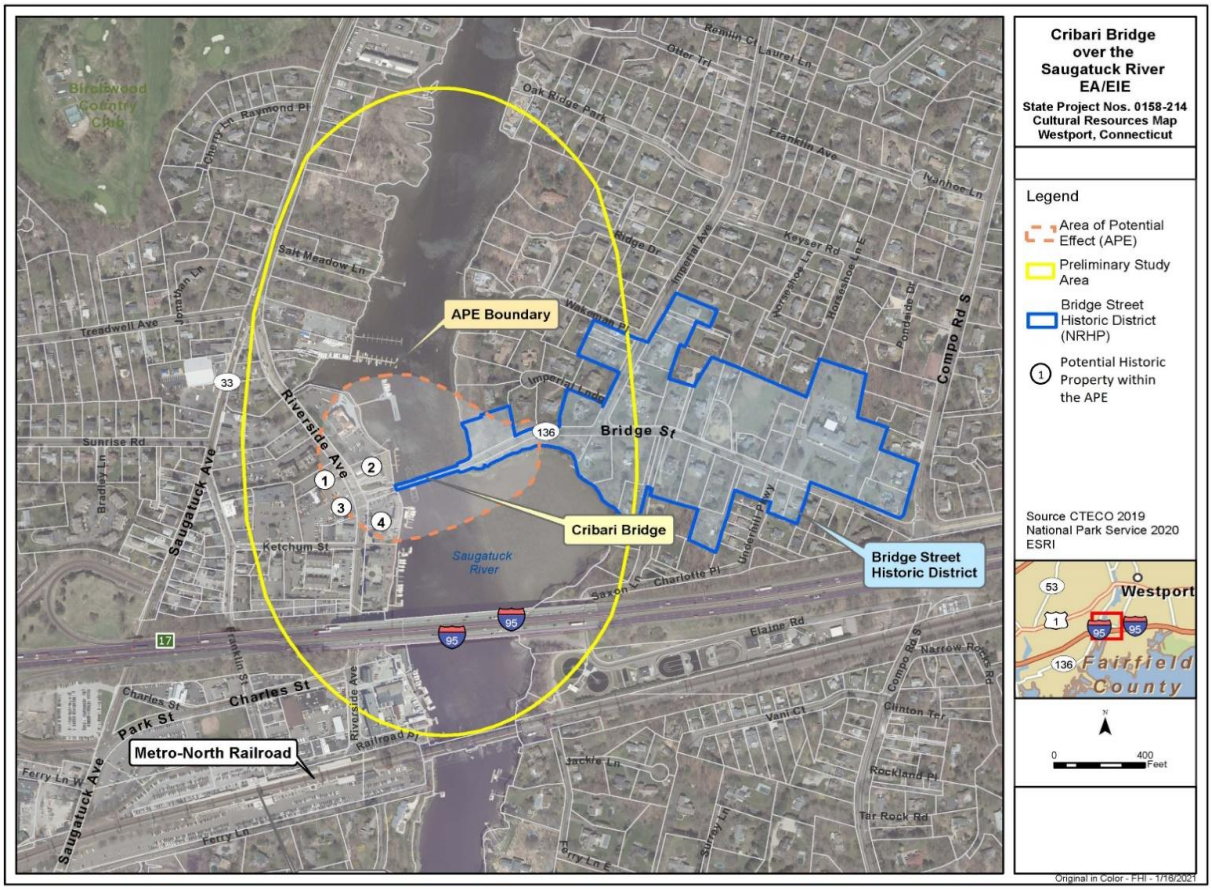

Figure 1. Location Map and Bridge Street Historic District Boundary

On November 10, 2020, it was determined through the Section 106 process that the proposed bridge replacement would result in an Adverse Effect to Historic Properties, and therefore a use under Section 4(f) of the US DOT Act. The use of the bridge is being satisfied through the *Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges* within this document.

Consult the Nationwide Section 4(f) Evaluation as it relates to the following items. Complete all items. **Any response on a box** ([ ]) **requires additional information prior to approval.**

Applicability:	Yes	No
1. Will the bridge be replaced or rehabilitated with Federal funds?	X	[ ]
2. Will the project require the "use" of a historic structure, which is on or is eligible for listing on the National Register of Historic Places?	X	[ ]
3. Will the project impair the historic integrity of the Bridge either by demolition or rehabilitation?	X	[ ]
4. Has the bridge been determined to be a National Historic Landmark?	[ ]	X

Alternatives Considered:

Consult the Nationwide Programmatic Section 4(f) Evaluation for the generic reasons that might be addressed. The evaluation of alternatives for the subject project, however, must quantify those reasons and be supported by the circumstances of the project.

	Yes	No
1. All of the following alternatives to avoid any use of the historic bridge have been evaluated?	X	[ ]
2. The "Do Nothing" alternative has been studied and It has been determined for reasons of maintenance and safety not to be feasible and prudent?	X	[ ]
3. The build on new location without using the old bridge alternate has been studied and it has been determined for reasons of terrain, and/or adverse social, economic or environmental effects, and/or engineering and economy, and/or preservation of the old bridge, not to be feasible and prudent?	X	[ ]
4. Rehabilitation of the existing bridge without affecting the historic integrity of the bridge has been studied and it has been determined, for reasons of structural deficiency, and/or geometrics that rehabilitation is not feasible and prudent?	X	[ ]

Measures to Minimize Harm:
(When an item does not apply, indicate N/A in the Yes column)

	Yes	No
1. The project includes all possible planning to minimize harm as the following apply?	X	[ ]
2. For bridges to be rehabilitated, the historic integrity of the bridge is preserved, to the greatest extent possible, consistent with unavoidable transportation needs, safety and load requirements?*	N/A	[ ]
3. For the bridges to be rehabilitated to the point that the historic integrity is affected or that are to be moved or demolished, the FHWA has ensured that fully adequate records are made of the bridge in accordance with the Historic American Engineering Record (HAER) standards, or other suitable means?	X	[ ]
4. For bridges that are to be replaced, the existing bridge is made available for an alternative use, provided a responsible party agrees to maintain and preserve the bridge?	X	[ ]**
5. For bridges that are adversely affected, the FHWA, CT State Historic Preservation Office (CTSHPO), and Advisory Council on Historic Places (ACHP) have reached agreement Through the Section 106 process on the Measures to Minimize Harm and those measures are incorporated into the project?	X	[ ]

*Note: These criteria and the provisions of Section 4(f) apply when it has been determined by FHWA in consultation with CTSHPO and ACHP through the 106 process that the rehabilitation work will result in an "adverse effect" on the historic integrity of the structure. When through the above consultation, it is determined the rehabilitation work will result in "no adverse effect" on the historic integrity of the structure, the provisions of Section 4(f) and the above Nationwide Programmatic Section 4(f) Evaluation do not apply.

The FHWA, in consultation with the CTSHPO, has reviewed the proposed bridge replacement and determined that the project will be considered a use under Section 4(f) and it will result in an Adverse Effect under Section 106 of the National Historic Preservation Act. CTDOT, FHWA and CTSHPO have signed a Memorandum of Agreement (MOA), which includes the following mitigation measures to be carried out within XX years of the date on which the MOA is executed unless the deadline is extended.

List Stipulations when known.

CTDOT made the bridge available for an alternative use by marketing the bridge on CTDOT's website. A press release was published on DATE, to solicit written proposals to relocate, maintain, and use the bridge at an alternative location. Additionally, the press release appeared on Preservation CT's online Historic Properties Exchange. Interested parties were required to meet the following criteria for consideration:

- Provide a comprehensive written plan for the preservation and use of the bridge, including any desired modifications and the estimated cost of rehabilitation. While

CTDOT will remove the structure, it will be the recipient's responsibility to ensure the means and methods to receive and transport the structure from the site and to provide a preservation plan that is compliant with the Secretary of the Interior's Standards for Rehabilitation.

- Before assuming ownership, the potential owner's proposed plan for the bridge's relocation, rehabilitation, and reuse will be subject to review by CTDOT. The prospective owner's plan must include a timeline presenting the completion of a plan to relocate, reassemble, and restore the bridge within the first 12 months of ownership.

- Maintain the structure and the features that give it historic significance according to prescribed standards.

- Assume all future legal and financial responsibility for the structure, including hold harmless agreements to CTDOT and FHWA, and post a performance bond.

- Provide proof of availability to maintain financial and administrative responsibilities of the bridge's preservation. The maximum assistance that may be available for the transport and rehabilitation of the bridge will not exceed CTDOT's estimated cost of transport and disposing of the structure, approximately XXXX dollars.

The deadline for proposals was the close of business on DATEXXXX. The marketing requirement under the Nationwide Programmatic Section 4(f) Evaluation for FHWA Projects that Necessitate the Use of Historic Bridges has been fulfilled. The marketing report is attached.

Alternatives Evaluation

Alternative 1- Do Nothing (No Build)

The Do Nothing Alternative represents a continuation of the existing conditions with no proposed improvements or changes to the current CTDOT maintenance practices or level of management intensity. Currently, the bridge's vehicle load capacity, vertical and horizontal clearance, wind load capacity, and guard rail system are all substandard. There is no solid roadway barrier-gate system for safety when the bridge is in the open position. The mechanical equipment is subject to water damage from storm events. Bridge openings are unreliable when the equipment is damaged and the low chord elevation of the bridge makes it difficult for smaller vessels to pass under the bridge during periods of high tide. There are no shoulders on the bridge or dedicated bike lanes and the existing 3'-8" timber sidewalk located on the North side of the bridge does not meet the minimum width requirements for pedestrians in accordance with the Americans with Disabilities Act (ADA). Under the Do Nothing Alternative, these deficiencies briefly described below, would not be corrected. Figure 2 is a photograph of the existing bridge with a description of the bridge elements.

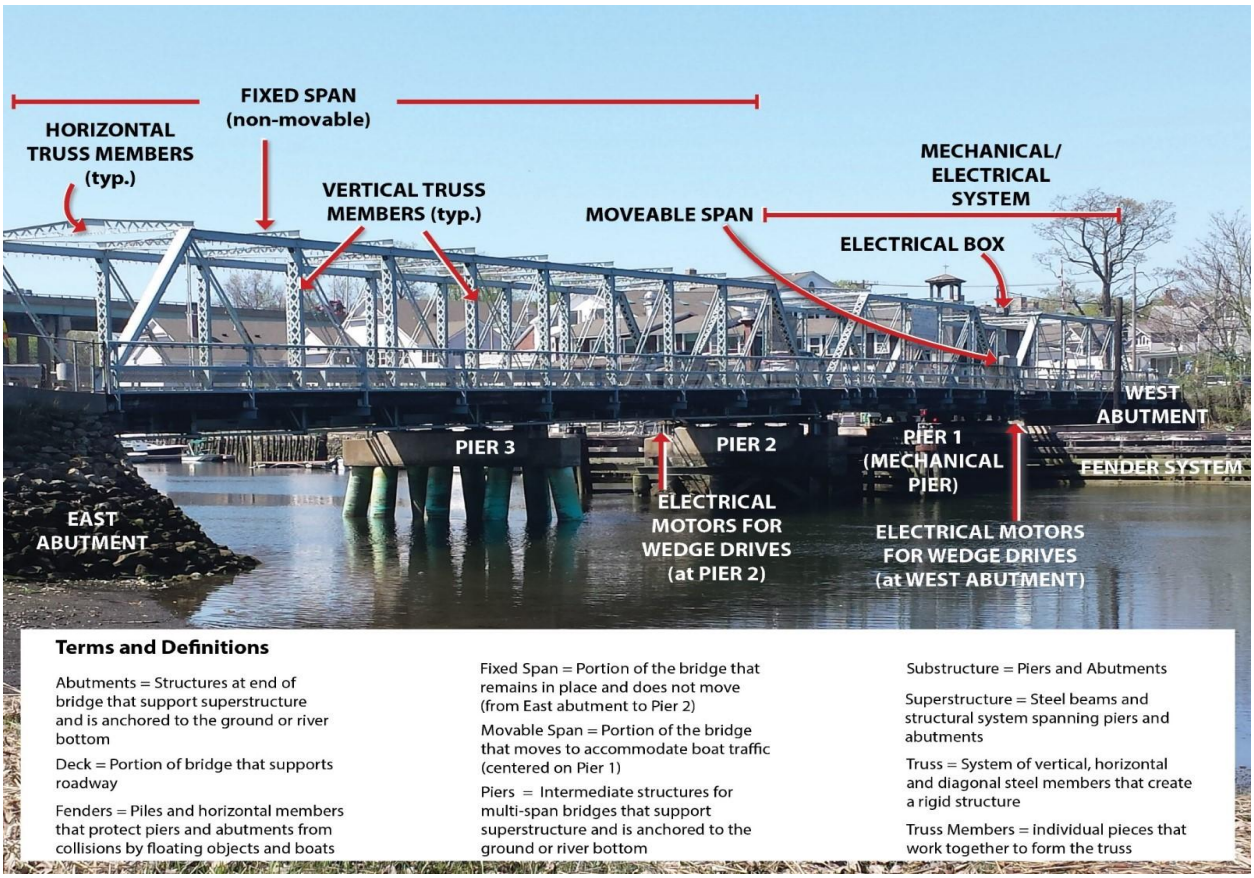

Figure 2. Existing elements of the Cribari Bridge.

Cribari Bridge Deficiencies

Load Capacity

The load capacity is structurally determined by the condition of the in-water piers and the associated cross bracing. Piers 2 and 3 are deteriorated to the point where, for safety reasons, Cribari Bridge is currently posted with a vehicular weight limitation of 20 tons. This weight limitation is substandard for bridges located on State routes. Without action to replace or strengthen the damaged and deteriorated structural elements, the capacity of the existing bridge to support the weight of larger vehicles will continue to diminish, resulting in additional load restrictions. Decreasing load capacity will eventually lead to the inability of the bridge to support the load of critical vehicles, such as fire trucks or buses.

Vertical Clearance

The Cribari Bridge has a posted vertical clearance of 12 feet 7 inches because an electrical box for the mechanical equipment is attached to a truss member at the western end of the bridge above Pier 1. The electrical box encroaches into the travelway at an elevation of 12 feet 10 inches. The standard vertical clearance according to the 2025 CTDOT Highway Design Manual is 14 feet 3 inches for existing bridges, and 16 feet 3 inches for new bridges.

Horizontal Clearance

The horizontal clearance of the existing structure (i.e., the curb-to-curb width across the bridge) is 19 feet

6 inches, while the standard horizontal clearance for this type of bridge is 28 feet. The existing width, sufficient in 1884, is too narrow for the size of vehicles today. The current width precludes the ability of larger vehicles, such as school buses and fire trucks, from traversing in both directions without the risk of clipping mirrors or bridge trusses.

Wind Load Capacity

The existing trusses that were reattached to the bridge for ornamental reasons after the 1991 rehabilitation project, are not designed to meet the wind load design speed of 125 miles per hour (mph). Damage to the trusses from vehicle impacts has recently been repaired however, these repairs do not bring the trusses to current standards for wind load.

Guard Rail System

When installed, guard rail systems are tested for their ability to withstand crashes. However, this was not a safety requirement when the existing bridge guard rail system was constructed. Consequently, the existing guiderail system that is placed against the trusses is not crash-test compliant and is a substandard system because it cannot withstand the full force of collisions. When a collision occurs, the guard rail deflects the impact and damage to the truss system. Even though the trusses are no longer structurally supporting the bridge, maintaining their structural integrity is important for the safety of the traveling public.

Solid Roadway Barrier System

The existing bridge has manually-operated pipe rail gates with mounted stop signs at each end of the bridge to control traffic and deter vehicles from using the bridge during openings. The lack of a solid roadway barrier-gate system at both roadway approaches when the bridge is in the open position has been identified as a substandard condition of the existing bridge that affects public safety.

Mechanical and Electrical Equipment and Flooding

Mechanical and electrical equipment used to operate (open and close) the existing swing bridge is located on Pier 1, the mechanical pier. An electrical box is located on top of a horizontal truss above the bridge deck, while two motors are located under the bridge deck. One motor is located at Pier 2 and the other is at the West Abutment. This equipment is located between elevation 6.0 and 8.4 feet (NAVD88). Specifically, the current Federal Emergency Management Agency (FEMA) 10-year coastal flood elevation at the bridge is 8.1 feet (NAVD88). This means that the equipment would be partially submerged and susceptible to damage during an event of this magnitude which would compromise bridge functionality for marine navigation. The current FEMA 100-year flood event is 13 feet (NAVD88 which would result in complete inundation of the operational equipment and would overtop the approach bridge spans that are located at 11.9 feet (NAVD88)

Because the mechanical and electrical equipment is located below the 10-year tidal surge elevation and below the 100-year flood elevation, the equipment is often inundated and inoperable after storm events and in the closed position. The equipment has also experienced malfunctions which has left the bridge in the open position until repairs can be completed.

During Hurricane Sandy in 2012, critical bridge operational components were completely submerged and required extensive repairs before the bridge could return to operation. The repairs were completed nearly six months later restricting marine travel during repairs. In July 2018, the mechanical system failed as a result of overheating, which resulted in the bridge being unable to close for several hours. Several

mechanical failures also occurred during the fall of 2019, resulting in the bridge being stuck in the open position and preventing any vehicular traffic from crossing, culminating in the need for mechanical maintenance in November 2019.

Bridge Openings and Marine Vertical Clearance

Opening and closing the movable span for marine traffic is time consuming (approximately 20 minutes) under normal conditions. Opening the bridge requires advance notice as the bridge is not regularly attended. Bridge openings are scheduled upon request via phone call to the CTDOT District 3 Office at least 2 to 24 hours in advance of a requested opening depending on the time of year. When scheduled in advance, CTDOT arranges for a bridge attendant to go to the bridge and open it.

The current marine vertical clearance is less than 7'- 0". During public outreach for this project, mariners have expressed that smaller vessels that normally do not require bridge openings have some difficulty passing beneath the bridge when the river approaches high tide. However, because there is a fairly large fluctuation between high and low tide, the smaller vessels can time their passage beneath the bridge during lower tidal periods.

Based on CTDOT surveys and information from CTDEEP, Mean Low Water is at -3.67 feet (NAVD88) and Mean High Water is at 3.32 feet (NAVD88), and the Highest Astronomical Tide (HAT) is 5.15 feet (NAVD88). The low chord of the existing bridge in the closed position is 8.4 feet (NAVD88).

Shoulders, Sidewalks and Bike Lanes

The are no shoulders or bike lanes on the Cribari Bridge. The existing timber 3'-8" timber sidewalk on the north side of the bridge is not compliant with the ADA because of insufficient width on the bridge.

Service Life

The anticipated service life of the bridge under the No Build Alternative is 10 to 15 years.

Alternative 1 Summary

Under the Do Nothing Alternative, CTDOT maintenance activities would be performed to repair minor elements to extend the service life of the existing bridge as much as possible but major repairs to eliminate existing deficiencies, would not be made. While this alternative would not further degrade the historic nature of the bridge, it would also not address the structural or functional deficiencies of the existing bridge. Correcting these structural and functional deficiencies is the focus of the purpose and need for this project. The Do Nothing Alternative fails to meet the key elements of the project's purpose and need.

Based on the clear need to address the structural and functional deficiencies of the bridge, and in keeping with the definitions established in 23 CFR §774.17, Alternative 1, "Do Nothing" is not prudent because it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need. The Do Nothing Alternative therefore cannot be considered a feasible and prudent alternative.

Alternative 2 - Construct New Bridge on New Alignment Without Affecting the Historic Integrity of the Old Bridge

Under this alternative, the CTDOT would be responsible for rehabilitating and maintaining the existing bridge in addition to constructing and maintaining a new bridge on a new alignment.

This alternative creates a scenario where the rehabilitated old bridge retains some of the same structural, functional and design deficiencies and vulnerabilities as the bridge under Alternative 1, the Do Nothing Alternative, while at the same time creating an entirely new set of substantial issues and impacts associated with the new alignment of the new bridge.

The vulnerability of the electrical and mechanical equipment to flooding and the impact to marine travel is most pronounced in this alternative. This is because while the new bridge would remain operational during 10-year tidal surges and 100-year flood elevations, the old, rehabilitated bridge's equipment would be flooded and susceptible to damage, potentially leading to closures to marine travel during repairs to the system. The operational benefits of the new bridge to marine travel would not be realized. The functional operation of the new bridge would be limited by the substandard conditions of the rehabilitated old bridge.

The following sections discuss Rehabilitating the Existing Bridge and Constructing a New Bridge on a New Alignment.

Rehabilitating the Existing Bridge

Rehabilitating the bridge would not address all of the structural, functional and design deficiencies as described in the project's purpose and need. Rehabilitation of the old bridge, would include widening the trusses, structurally repairing Piers 2 and 3, installing a MASH-compliant guard rail, installing new water-resistant mechanical and electrical equipment, and installing a new solid roadway barrier for bridge openings. These improvements and how they address the deficiencies are described below.

Load Capacity

Rehabilitating the bridge would include replacing damaged or deteriorated bridge components and structurally repairing Piers 2 and 3. These repairs would improve the load capacity and allow the bridge to meet CTDOT design standards.

Vertical Clearance

The Rehabilitation Alternative would repair and widen damaged truss members. By widening the existing truss system, the electrical box encroaching into the roadway could be relocated outside of the travel lanes to slightly increase the posted vertical clearance of the bridge.

Horizontal Clearance

The horizontal clearance of the existing structure (i.e., the curb-to-curb width across the bridge) is 19 feet 6 inches and would not change under the Rehabilitation Alternative. While sufficient in 1884 this width is too narrow for the size of vehicles today. The standard horizontal clearance for this type of bridge is 28 feet. This deficiency would not be improved or eliminated.

Wind Load Capacity

The existing trusses that were reattached to the bridge for ornamental reasons after the 1991 rehabilitation project, are not designed to meet the wind load design speed of 125 miles per hour (mph). Under this alternative, the trusses would not be brought to current standards for wind load and would continue to be vulnerable to wind exposure.

Guard Rail System

Widening the trusses 1-2 feet on both sides of the bridge would reduce the chance for impact damage to the trusses from larger vehicles. This increased distance also provides sufficient clearance for a MASH-compliant rail system to be installed. This would also better protect the trusses from vehicular impact damage.

Solid Roadway Barrier System

The existing manually-operated pipe rail gates with mounted stop signs would be replaced with a solid roadway barrier-gate system at both roadway approaches when the bridge is in the open position. This would eliminate this deficiency and risk to public safety.

Mechanical and Electrical Equipment and Flooding

Mechanical and electrical equipment located under the bridge deck that is used to operate (open and close) the existing swing bridge would remain in the same location. This equipment would remain below the 10-year tidal surge elevation and below the 100-year storm elevation and would continue to be subject to continual flooding. In an attempt to reduce the number of operational failures caused by flooding, the existing equipment would be replaced with newer water-resistant equipment. Water resistant equipment is not waterproof and as such, while it may be an improvement, it is not a guarantee that the equipment can remain functional and the bridge operational after a flood event that inundates the equipment.

Bridge Openings and Marine Vertical Clearance

There would be no improvements to reduce the time needed to open the bridge for marine travel. Additionally, there would be no increase to the existing marine vertical clearance for a less restrictive passage to marine vehicles. No changes would occur to the marine vertical clearance that would make it less restrictive for marine vessels to pass under the bridge when the bridge is in the closed position.
However, rehabilitating the Cribari bridge would have a permanent adverse impact on the existing navigational channel width. In the open position, the wider bridge structure from the trusses being spread apart and the corresponding wider fender system, would protrude two feet further toward the channel and reduce the horizontal clearance from 50 feet to 48 feet. Since the existing piers would be utilized under this alternative and would not be relocated, there is no way to avoid this encroachment. This would be a limiting factor for barges that regularly require passage upstream for the purposes of conducting dock work, pile driving, and other activities. Reduction of the channel by two feet would restrict current vessels that might utilize the river north of the bridge.

Shoulders, Sidewalks and Bike Lanes

While the existing narrow timber sidewalk would be widened to minimum of 5’ for compliance with the ADA, the Rehabilitation Alternative would not provide shoulders or bike lanes on the Cribari Bridge.

Service Life

The anticipated service life of the bridge under the Rehabilitation Alternative is 20 to 40 years. Within a

maximum of 40 years, replacement of the Cribari bridge is reasonably foreseeable.

New Bridge on a New Alignment

A new bridge would meet all of the purpose and need objectives of the project. However, the new alignment would create new impacts and issues. The current alignment has been in place since 1869 before the Cribari bridge was constructed. Since 1884, the current Cribari bridge has been on the same fixed alignment that carries Route 136 (Bridge Street) over the Saugatuck River.

On this alignment, the Cribari Bridge is considered a contributing element to the Bridge Street Historic District citing its construction and the creation of Bridge Street as the reason the eastern bank of the Saugatuck River developed as a residential neighborhood rather than an industrial center like the western bank.

The existing alignment provides residences on the East side of the Saugatuck River convenient access to businesses on the West side. It also provides a quick emergency response time to and from the on the west and east sides of the Bridge.

A new bridge on a new alignment would need to be located a sufficient distance from the existing bridge to avoid any conflicts when both bridges are in the open position for marine vessel passage. Construction to either the north or south of the existing bridge would require substantial land acquisitions that would impact established residential neighborhoods and businesses and their private docks and piers. Land acquisitions and displacements would create an extraordinary disruption to current businesses and property owners.

The current bridge alignment is located on the narrowest part of the Saugatuck River in the vicinity of Westport. A new bridge to the south of the existing bridge would be a substantially longer structure because of the natural widening of the river to the south. This costs of this alignment to the south would be significantly higher than an alignment to the north of the existing bridge.

The width of the Saugatuck River to the north of the existing bridge makes a northern alignment more reasonable for constructability however, as previously mentioned, the land acquisitions and business and residential displacements would cause an extraordinary disruption to current businesses and property owners, as well as increased ROW costs.

Additionally, a new bridge on the new alignment would cause new permanent and temporary encroachments on tidal wetlands, intertidal flats, estuarine embayments, shellfish beds and the coastal flood hazard area. There would be disturbances to vegetation and subtidal and intertidal communities localized impacts to the river bottom benthic habitat and mudflat habitat associated with construction of new piers and the new shadow footprint associated with new piers and bridge. There would also be additional localized impacts to wetlands. The permanent impacts associated with two bridges may be more cumulatively substantial to the coastal land and water resources than one bridge in the area.

The estimated lifespan for a new bridge on a new alignment to the north of the existing bridge would be between 75-100 years.

Alternative 2 Summary

Under this alternative, a new bridge on a new alignment would be constructed and the existing bridge would be rehabilitated. Rehabilitation to the old bridge would include widening the trusses, structurally repairing

Piers 2 and 3, installing a MASH-compliant guard rail, installing new water-resistant mechanical and electrical equipment, and installing a new solid roadway barrier for bridge openings. However, even with these improvements known vulnerabilities and operational limitations would persist and the rehabilitation would not provide a bridge that fully meets the key elements of the purpose and need. Additionally, the rehabilitated bridge would not be fully consistent with regional hazard mitigation and long-term transportation plans that focus on improving the safety of the traveling public, providing more bicycling opportunities. These considerations together with the unreasonable costs of maintaining and operating two bridges to serve the same function make this alternative not prudent or feasible. Based on the clear need to address the structural and functional deficiencies of the bridge, and in keeping with the definitions established in 23 CFR §774.17, Alternative 2, - "Construct New Bridge on New Alignment without Affecting the Historic Integrity of the Old Bridge", is not prudent because it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need. This alternative therefore cannot be considered a feasible and prudent alternative.

Alternative 3 – Rehabilitation Without Affecting the Historic Integrity of the Bridge

While a Rehabilitation alternative would retain the visual characteristics of the existing bridge, it would not meet key elements of the purpose and need. Specifically, it would not provide a bridge with adequate horizontal clearance, it would not provide a structure resilient to wind exposures, it would not provide mechanical and electrical equipment located above the 100-year flood, it would not improve bridge opening reliability or increase vertical clearance under the bridge for marine travel and it would not provide bike lanes or shoulders.

Rehabilitating the Cribari bridge would have a permanent impact on the existing navigational channel width. In the open position, the wider bridge structure from the trusses being spread apart and the corresponding wider fender system, would protrude two feet further toward the channel and reduce the horizontal clearance from 50 feet to 48 feet. Since the existing piers would be used under this alternative and would not be relocated, there is no way to avoid this encroachment. There would be no changes to the channel width when the bridge is in the closed position.

These deficiencies and vulnerabilities were previously discussed in more detail in Alternative 2 – "Construct New Bridge on New Alignment without Using the Old Bridge".

Alternative 3 Summary

The Rehabilitation Alternative would not be able to address the structural and functional deficiencies of the existing bridge and would cause a permanent narrowing of the channel of the Saugatuck River. The primary costs of the Rehabilitation Alternatives are associated with the monetary outlay and energy consumption required for constructing it. In addition to the cost to rehabilitate the bridge, there would also be annual operational costs and the costs to repair the bridge after flooding events. While the annual costs are anticipated to be comparable to operational costs associated with the existing bridge, the costs of repairing the bridge and mechanical and electrical equipment after a flood event is unknown. These expenses for a bridge that still has deficiencies is an unreasonable expenditure of money. Based on the clear need to address the structural and functional deficiencies of the bridge, and in keeping with the definitions established in 23 CFR §774.17, Alternative 3, "Rehabilitation Without Affecting the Historic Integrity of the Bridge" is not prudent because it compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need. This alternative therefore cannot be considered a feasible and prudent alternative.

Public Information and Outreach

This current project evolved from a Rehabilitation Feasibility Study conducted by CTDOT as State Project 158-212 to identify structural and functional deficiencies of the bridge. The RSR also included seven conceptual alternatives to address the deficiencies. The development of concepts was also informed by a 2015-2016 engineering evaluation that identified structural deficiencies that could not be corrected through maintenance activities. In 2015 and 2016, the CTDOT held public information meetings regarding the studies and concepts and in November 2015 the studies and recommendations were presented in a public forum at the Westport Town Hall where representatives of CTDOT were available to answer questions and hear from the public. In addition to these meetings, CTDOT launched a publicly accessible project website to provide information and updates, which it continues to maintain.

At the meetings, some members of the public expressed concern that if the bridge is rehabilitated or replaced there would no longer be load capacity restrictions and vertical clearance limitations to restrict the use of the bridge by truck traffic. on the bridge, new and additional truck traffic will be attracted to and through the area.

This concern is important to the CTDOT and the CTDOT evaluation has shown that because there are no improvements proposed to Route 136 or the surrounding local roadway network beyond the immediate project area, truck drivers are more apt to continue to use I-95 or Route 1 to cross the Saugatuck River. Additionally, the Town of Westport is able to impose limitations on truck traffic on its local roads which lead to the bridge.

With the renewed need to address the bridge's structural and functional deficiencies, CTDOT established a Public Advisory Committee (PAC) to provide better communication between the CTDOT and local stakeholders. Between July 2018 and May 2025, several public meetings with PAC members were held to address the range of concerns.

A Public Involvement Plan (PIP) was developed by CTDOT to ensure the public would have access to information and provide a variety of opportunities for engagement. In addition to the PAC meetings, there have also been public informational meetings, presentations before the regional planning agency, and meetings with various Town of Westport committees, commissions, and boards.

Meetings and associated notices have included:

- Town/WestCOG Meeting on July 8, 2015.
- Project Informational Meeting on November 23, 2015.
- A Notice of Public Scoping was published in the Connecticut CEQ *Environmental Monitor* on May 17, 2016, June 7, 2016, and June 15, 2016.
- Public Information and Public Scoping Meeting held on June 15, 2016.
- Westport Historic District Commission Special Meeting to discuss NEPA/Section 106 on July 17, 2017.
- Six PAC meetings between July 18, 2018, and May 15, 2025. Summary reports of the PAC meetings are provided in Appendix I.
- A Post-Scoping Notice was published in the Connecticut CEQ *Environmental Monitor* on August 4, 2020, and August 18, 2020.
- A preliminary meeting with the Historic Stakeholders regarding the preferred alternative and MOA was held on December 18, 2025.
- A Notice of Availability of the EA/EIE and notice of the public hearing was published in the

Westport News and also posted to the Connecticut CEQ *Environmental Monitor* website on February 17, 2026 and March 10, 2026 .

Part II – 4(f) Exception

As a requirement of the proposed replacement of Bridge No. 01349 a temporary bridge is to be constructed north of the existing bridge in order to maintain traffic on State Route 136. This alignment will require the temporary occupancy of land associated with 535 Riverside Avenue, a property determined to be eligible for listing on the National Register of Historic Places.

535 Riverside Avenue is a 0.44 acre parcel bordered by Riverside Avenue and the Saugatuck River. On it are two buildings that currently operate as restaurants. The southernmost of the two is a 2-story building that was built in 1875 as the Rufus Wakeman Mattress Factory. It has a rectangular plan and a gabled roof. The primary façade is three bays wide and the north and north facades are six bays wide. The only element that distinguishes the building as a manufactory is a Dutch door in the center bay of the second floor (Image 13). On the north side of the building is a covered patio that allows for outdoor dining.

Abutting the covered patio is a 1-story pizzeria (ca. 1900) that was originally constructed as part of the mattress business. It also has a rectangular footprint, gabled roof, and its primary façade faces Riverside Avenue. The property also features an 8-slip dock and 4,000 square foot gravel parking area between the buildings and the river. There are two driveways that connect Riverside Avenue and the parking lot: one is 40 feet north of the corner of Bridge Street and Riverside Avenue and the other is adjacent to the pizzeria building. The age of the buildings and their past use as an early business in the Saugatuck neighborhood give them merit in consideration for the National Register. Rufus Wakeman was a prominent Westport citizen whose home (18 Bridge Street) is listed as a contributing element of the Bridge Street Historic District. Despite its proximity, this property is excluded from the historic district.

The temporary bridge will be aligned such that only the dock and parking area of the property are impacted. Neither of these elements are considered to add to the historic character of the property. The dock is a recent construction of polymer material, and the parking area consists of a crushed stone surface with landscaped borders.

Coordination with the CT State Historic Preservation Officer (CTSHPO), the officials with jurisdiction, is forthcoming.

Part III - Determination and Approval

Based on this Programmatic Section 4(f) Evaluation for the Use of a Historic Bridge, and the results of public and agency consultation and coordination, as evidenced by the attachments hereto, the FHWA will determine if:

1. The project meets the applicability criteria set forth in the Nationwide Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges dated July 5, 1983.

   All of the alternatives set forth in the Findings section of the above Nationwide Section 4(f) Evaluation have been fully evaluated. Based on those Findings, it is determined there is no feasible and prudent alternatives to the use of Bridge No. 01349 (Route 136 over the Saugatuck River) in the town of Westport.

The project complies with the Measures to Minimize Harm Section of the above Nationwide Section 4(f) Evaluation, the Section 106 process has been completed and agreement among the FHWA, CTSHPO and CTDOT has been reached.

Accordingly, the FHWA approves the proposed replacement of Bridge No. 01349 (Route 136 over the Saugatuck River) in the town of Westport with a new movable bridge at the same location under the above Nationwide Section 4(f) Evaluation issued on July 5, 1983.

2. FHWA has, determined that the temporary occupancy of the 535 Riverside Avenue, as presented, satisfies the criteria under 23 CFR 774.13(d) and qualifies as an exception to the approval of Section 4(f) of the USDOT Act.

Enclosed information may include [coordination with the official with jurisdiction over the property, Section 106 determination of Adverse Effect and resulting MOA, a project location map, and the concurrence letter from CTSHPO.]

Approved by:

_____

John McAvoy
Division Administrator
Federal Highway Administration

DRAFT

Press Release Information –
Westport 158-214 – Saugatuck River Swing Bridge (William Cribari Bridge) Marketing

February 17, 2026

Saugatuck River Swing Bridge (William Cribari Bridge) Available for Reuse from CTDOT

The Connecticut Department of Transportation (CTDOT) is exploring potential alternatives for the rehabilitation or replacement of the Saugatuck River Swing Bridge (William Cribari Bridge) in Westport under State Project No. 0158-0214. The draft Environmental Assessment/Environmental Impact Evaluation (EA/EIE) for the project alternatives was released for a 60-day public comment period on February 17, 2026, and CTDOT will hold a public hearing in Westport on March 19, 2026.

The historic Saugatuck River Swing Bridge (State Bridge No. 01349), also known as the "William F. Cribari Bridge" and the "Bridge Street Bridge" in Westport, carries Route 136 over the Saugatuck River and currently has a fair condition rating. It is individually listed on the National Register of Historic Places and is also listed as a contributing resource to the Bridge Street Historic District.

If CTDOT, in coordination with stakeholders and the community, opts for an alternative that includes replacement of the bridge, the bridge superstructure will be available for relocation and reuse, as the Federal Highway Administration (FHWA) requires CTDOT to offer historic metal bridges for relocation and reuse prior to demolition (https://www.environment.fhwa.dot.gov/legislation/section4f/4f_bridges.aspx). Therefore, CTDOT is seeking preliminary Letters of Interest to relocate, rehabilitate, use, and maintain the bridge.

The Saugatuck River Swing Bridge was constructed in 1884 by the Union Bridge Company of Buffalo, New York as a wrought iron, pin-connected swing bridge. The original bridge consisted of three Pratt truss spans, supporting the load of the bridge, which were supported by four masonry piers. The western section of the bridge consists of two Pratt truss spans that meet at the pivot pier, which was originally masonry that is currently encased in concrete and steel plate. Its machinery allows it to swing 90 degrees to open the channel for boat traffic on the Saugatuck River. The eastern section is a single Pratt truss that is supported by original masonry piers at either end and a 1991 concrete pier at the center of the span. Rehabilitation and repair efforts on the bridge have included replacing the original wooden deck with an open steel grid deck and later a rigid platform deck; replacement of the original swing machinery; and removing the original horizontal and vertical trusses and replacing them as non-loadbearing elements.

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Press Release Information –
Westport 158-214 – Saugatuck River Swing Bridge (William Cribari Bridge) Marketing

Interested parties are requested to submit a Letter of Interest to CTDOT, indicating their intention for reuse of the bridge. If CTDOT opts to replace the Saugatuck River Swing Bridge, it will contact the interested parties and request formal proposals for the preservation and future use of the bridge. These proposals will, at minimum, need to:

- Provide a comprehensive written plan for the preservation and use of the bridge, including any desired modifications and the estimated cost of rehabilitation.
- Ensure the means and methods to receive and transport the bridge components from the site.
- Present a timeline for relocation, reassembly, and restoration of the bridge.
- Maintain the structure and the features that give it historic significance according to prescribed standards.
- Assume all future legal and financial responsibility for the structure, including hold harmless agreements to CTDOT and FHWA, and post a performance bond.
- Provide proof of availability to maintain financial and administrative responsibilities of the bridge's preservation. The maximum assistance that may be available for the transport and rehabilitation of the bridge will not exceed CTDOT's estimated cost of transport and disposing of the structure.
- Priority will be given to a new owner that will use the entire superstructure of the truss bridge (three truss spans) in a transportation-related capacity. If no proposal is submitted that meets this requirement, proposals for use of complete span sections of the bridge will be considered.

Those interested in obtaining ownership of the bridge for aesthetic, historic, recreation, or other preservation uses should contact Heather Carpini-Prescott, CTDOT Transportation Planner 2 – Architectural Historian (heather.carpini-prescott@ct.gov; 860-594-2437). Letters of Interest may be sent via email, but must be received by the close of business on April 18, 2026. CTDOT reserves the right to accept or reject any or all proposals and to withdraw this invitation at any time, before or after submissions are received.

Note: This press release is planned for publication on the CTDOT website. Additionally, the Press Release will be shared with Preservation Connecticut, for inclusion in their online Historic Properties Exchange; with the CT SHPO, for the office to share with their network of preservation professionals and partners; and with the *Westport Journal* and *Westport News*, for publication as they believe is appropriate.

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Westport 158-214 – Saugatuck River Swing Bridge (William Cribari Bridge) Marketing

Photos:



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APPENDIX B: Section 106 Correspondence & Documentation

STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Transmittal:

From:	Mark McMillan	
Date:	September 1, 2020	
Through:	Robert Bell, Director, Bureau of Policy & Planning	
To:	Jonathan Kinney, Deputy State Historic Preservation Officer	
Project:	State No.:	158-214
	F.A.P. No.:	TBD
	Project Title:	Rehabilitation of Saugatuck Swing Bridge #01349 Route 136 over Saugatuck River
	Town:	Westport
Subject:	§106 Evaluation of State Project #158-214	

Description of Activity

The Connecticut Department of Transportation (CTDOT) is currently evaluating a project that will address the structural and functional deficiencies of the Saugatuck River Swing Bridge in Westport. The bridge is also known as the "Bridge Street Bridge" and "William Cribari Bridge". For simplicity this document will reference its state inventory number. Bridge #01349 carries two lanes of State Route 136 (Bridge Street) traffic and a pedestrian sidewalk over the Saugatuck River. The center span of the bridge can be rotated 90 degrees into an open position to allow the passage of marine vehicles. Bridge #01349 was listed on the National Register of Historic Places in 1987. [1]

Because this project anticipates the use of both federal and state funding, it falls under the purview of the National Historic Preservation Act (NHPA). "Section 106" is the clause of the NHPA that mandates federal agencies to consider the effects of an undertaking on historic properties. The process of codified in 36 CFR 800.1-16, and often referred to colloquially as simply "Section 106".

Concurrent with the Section 106 evaluation, an Environmental Assessment / Environmental Impact Evaluation (EA / EIE) document is being prepared for State Project #158-214 to analyze the broader environmental impacts of four proposed project alternatives in accordance with the National Environmental Policy Act (NEPA) and the Connecticut Environmental Policy Act (CEPA).

[1] National Park Service, *Saugatuck River Bridge (NPS #87000126)*, listed February 12, 1987.

The EA/EIE will evaluate the impacts of the project on the man-made, social, and natural environments and will recommend the preferred alternative of action. It is considering five alternatives that consist of a "No Build/No Action" option and four "build" alternatives that will entail construction actions.

This document will evaluate the four build alternatives impacts specifically as they impact historic properties in accordance with the provisions of Section 106 of the National Historic Preservation Act. The information provided by this review process will complement other analyses that are being conducted under NEPA/CEPA.

Each of the five alternatives have been presented at a series of Project Advisory Committee (PAC) meetings held in Westport between July 2018 and May 2019. Among the stakeholders CTDOT invited representatives each of the nine Section 106 Consulting Parties to participate in the PAC meetings and provided input on both historic/cultural considerations as well as the environmental impacts as a whole.

Technical Review of Project

Bridge #01349 consists of a four span multi-girder steel superstructure carried on masonry abutments and three mid-river piers built of masonry or concrete (Image 1). Dimensionally, it is 287 feet long and 26'8" wide, which accommodates a 19'6" wide roadway with a lane of westbound and eastbound Route 136 traffic. On the north side of the bridge is a 4-foot wide wood and steel sidewalk.

The western half of the bridge is the 2-span swing portion, which is 145' in length and centered over a large pivot pier. The swing span is capable of rotating 90° relative to the alignment of Route 136, thereby providing an open passage for river traffic. Timber cribbing protects both the pivot pier and the western side of Pier 2 from damage from marine collisions. At 24'2", the cribbing is slightly wider than the cylindrical pivot pier. Lengthwise, its up- and downstream portions each extends 73' from the pier.

In its closed position, the ends of the swing span rest on the bridge's western abutment and a masonry pier (Pier 2) that supports the east end of the swing span. Pier 2 also supports the west end of the bridge's fixed section. This half of the bridge is 142' long and comprised of two continuous spans of steel girders. The east end of the fixed section is support on a masonry abutment and midspan there is a reinforced concrete pier (Pier 3) set on steel piles.

Bridge #01349 has undergone several alterations since it was originally built in 1884. In 1925 the bridge's original timber deck was replaced with an open steel grid. In 1951, the swing span's pivot pier was encased in concrete that was poured into a cylindrical form comprised of steel plates. Steel beams and new piles were added to the pivot pier and Pier 2 as a strengthening measure. Repair campaigns in 1968 and 1979 added reinforcing plates and connections to address load capacity deficiencies.

In 1991, State Project #158-150 performed a major rehabilitation to Bridge #01349 that reconfigured the floor system of the deck. A new steel girder system was installed to carry the live load of the bridge. Pier 3 was installed beneath the center of the fixed spans to support the new system and the original manually-operated swing mechanism was replaced with new electric-powered machinery. The trusses were reinstalled decorative elements to mitigate the impacts this project had on the historic bridge.

In 1987, the Saugatuck River Bridge was listed on the National Register of Historic Places in 1987 under Criterion A (Events) and Criterion C (Design). Like the current project, State Project #158-150 was the subject of a Section 106 evaluation with the United States Coast Guard as the lead federal agency. They determined that the 1991 project had an adverse effect finding on the historic bridge. However, the nature and extent of the impacts that caused adverse effect was not documented and the question of whether the bridge retained sufficient integrity to be eligible for the National Register of Historic Places was not addressed.

In 2017, CTDOT staff assessed the historic integrity of Bridge #01349 in order to establish a basis on which the current undertaking could be evaluated.[2] It recommended that Bridge #01349 retained sufficient integrity to still qualify for the National Register under Criterion A *(Events)*. Given the loss of its integrity of materials, design, and association, the bridge no longer retained sufficient integrity to qualify under Criterion C (*Design/Construction*). CTDOT sought comments from the CTSHPO and the Connecticut State Historic Preservation Review Board regarding this assessment.

Each of the nine entities that would later be recognized as Section106 Consulting Parties were sent copies of the integrity evaluation and given the opportunity to comment on the report. At the request of the Westport Historic District Commission, CTDOT staff presented the findings of the evaluation at a public meeting at Westport's Town Hall in July, 2017.

Throughout this process, CTDOT has been coordinating with the public and identifying stakeholders for both the NEPA/CEPA and Section 106 processes. The current project evolved from a Rehabilitation Feasibility Study conducted by CTDOT as State Project #158-212. In 2015 and 2016, the Department held public information meetings regarding the study and a public scoping meeting that outlined its findings and recommendations. In addition to these meetings, CTDOT launched a publicly accessible project website to provide information and updates, which it continues to maintain.[3]

In the course of this outreach, several entities requested that CTDOT recognize them as Consulting Parties to the Section 106 process. State Project #158-212 had no federal involvement which would trigger a Section 106 review.

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[2] Mark McMillan, *Evaluation of Integrity, Saugatuck River Swing Bridge #01349*, April 4, 2017.

[3] State Project #158-214: https://portal.ct.gov/DOT/Bridges/Project-Pages/Project-No-158214

When CTDOT initiated State Project #158-214 in 2017, they forwarded these requests to FHWA. After review, FWHA granted Section 106 Consulting Party status to each of the following entities that had requested it:

- The Coalition
- Preservation Connecticut
  (previously "Connecticut Trust for Historic Preservation")
- Green's Farms Association
- Historic Bridge Foundation
- historicbridges.org
- Residents of the Bridge Street Neighborhood
- Save Westport Now
- Westport Historic District Commission
- Westport Preservation Alliance

Alternatives Under Consideration

The purpose of the current project is to address the existing structural and functional deficiencies of Bridge #01349, to provide a structure that accommodates safe vehicular, bicycle, pedestrian, and marine travel, and is resilient to the changing shoreline climate and environmental conditions, and considered the historic character of the bridge.

Four alternatives are currently being evaluated as part of the development of the EA/EIE document. Each of the alternatives will be described here and evaluated with regard to their impacts specifically to historic properties.

Rehabilitation

The Rehabilitation alternative will make repairs that address the needs and deficiencies identified in the Rehabilitation Study Report. The majority of the bridge's existing historic and non-historic elements will be retained and repaired rather than replaced. Key elements of this alternative include:

- Widening the space between decorative trusses on the bridge
- Repairing existing damage to the trusses
- Installing structural repairs to Piers 2 and 3
- Installing water resistant mechanical equipment for opening/closing bridge
- Installing new roadway barriers to control traffic during bridge openings
- Lengthening the existing dedicated right turn lane (westbound Bridge Street turning onto northbound Riverside Avenue)

This alternative will widen the space between the truss frames from 21'3" to 25'3" (measured from the centerline of the individual lattice frames). The bridge's existing 9'9"-wide vehicle lanes will remain as they are currently configured. The additional 2-feet of width gained from widening will allow the trusses to be set back from the roadway and will accommodate crash-tested guiderails. The current configuration does not allow for any deflection of the guiderail when it is struck (Image 2).

Without space for deflection, the force of a vehicle strike is transferred directly to the trusses. This will address a safety deficiency of the bridge and protect the trusses from future damage by vehicle strikes. In addition to the horizontal widening, this alternative will increase the vertical clearance between the roadway and top of the truss to a minimum of 13'11" (Figures 2 and 3).

Conservation

The Conservation Alternative was put forth by some of the stakeholders at the Project Advisory Committee (PAC) meetings. The goal of this alternative is to install repairs that will return the bridge to the condition it was in 1993 at the conclusion of the last project. It features the same repair actions to the substructure and trusses as the Rehabilitation Alternative and includes the extension of the dedicated right turn lane from Bridge Street onto Riverside Avenue (Figure 4). Unlike the Rehabilitation option, the Conservation Alternative will not reconfigure the decorative trusses. Consequently, the guiderail system will be replaced in kind with metal beam rails attached directly to the trusses. The existing road barrier system and mechanical equipment with either be retained or, if necessary, replaced in kind.

On-Alignment Replacement

The On-Alignment Replacement alternative will install a new bridge at the same location as the existing. The replacement structure will be designed to carry two lanes of traffic, feature a pedestrian sidewalk, meet current design code, and be a moveable span that will facilitate marine traffic. It will be larger than the existing bridge, with an estimated width of 43'6" and minimum 16'3" vertical clearance (Figures 5, 6 & 9). The On-Alignment Replacement has not been developed to the point of specifying a particular movable bridge type or the exact appearance of the replacement structure. Examples of a swing bridge and bascule bridge were provided to the PAC for their consideration in evaluating the impacts of this alternative.

Off-Alignment Replacement

The Off-Alignment Replacement Alternative will install a new bridge to the north of the existing structure (Figures 7 and 8). Like the On-Alignment option, the replacement bridge will include a moveable span and will be designed to meet current guidelines. It will carry two vehicle lanes and a sidewalk. As with the On-Alignment Replacement and Rehabilitation Alternatives, the Off-Alignment Replacement will install crash-tested guiderails and road barriers to stop traffic when the bridge is open and extend the dedicated right-turn lane from Bridge Street onto Riverside Avenue.

During construction, traffic will continue to be carried by the existing bridge. Once the new bridge opens to traffic, Bridge #01349 will be removed. The Off-Alignment bridge will require a permanent reconfiguration of this segment of Route 136. While CTDOT owns parcels of land on both the northeast and northwest sides of the existing bridge, it is likely that additional rights-of-way impacts will be required.

Area of Potential Effects (APE)

The APE is the geographical space in which an undertaking may create changes to a historic property's character or use. This document developed an APE that encompasses all four alternatives under consideration (Figure 1). It is centered on Bridge #01349 and includes approximately 1,100 feet (0.2 miles) of Route 136 between Riverside Avenue at the west to Imperial Avenue to the east. A 250-foot wide buffer zone extends southward the bridge to accommodate construction activities. The APE extends 500-feet north of the bridge to encompass the buffer and the area needed for a temporary detour or permanent new bridge proposed under the various build alternatives. The up- and downstream areas also capture vantage points that may be indirectly impacted by changes in the visibility of and from the bridge.

There are 14 properties within the APE. CTDOT's cultural resources staff conducted preliminary research on each of the properties and found that 6 of the 14 are potentially eligible for the National Register of Historic Places.[4] An evaluation of each property will follow and the criteria of adverse effect will be applied to all of the historic properties within the APE.

Adverse effects result when an undertaking alters the qualities that make a property "historic". An adverse effect will change one or more of the aspects of a historic property's integrity (location, design, workmanship, materials, setting, association, and feeling), thereby weakening a property's connection to the past. Bridge #01349 was already been the subject of an adverse effect in 1991. While each property in the APE will be evaluated individually, a single recommendation of effect for the undertaking as a whole will be made for each alternative.

<u>Saugatuck River Bridge (Bridge #01349)</u>

The Saugatuck River Bridge was originally listed on the National Register of Historic Places in 1987 under Criterion A (Events) and Criterion C (Design). As an historic property, the bridge must retain sufficient integrity to convey these connections to the past. The 2017 evaluation found that Bridge #01349's integrity of material, design, and association had been diminished. If Bridge #01349 were to be nominated for the National Register in its current condition, it would lack these key aspects of integrity to be eligible under Criterion C. The bridge retains integrity of location, setting, and feeling to qualify under Criterion A.

Assuming that provisions to follow the Secretary of the Interior's *Guidelines for Treatment of Historic Properties* will be applied to each alternative, the actions proposed under the Conservation Alternative would have minimal impacts to the existing historic integrity of Bridge #01349.

The Rehabilitation Alternative will change the design and material integrity of the trusses. Widening this element will change their dimensions and new material will be introduced to span the gap between the top chords and the sides of the truss.

[4] Appendix A – Project Study Area and Preliminary Screening

Other new elements such as the crash compliant guiderail will introduce new visual elements to the bridge. These are reversible treatments that can be removed without affecting the remaining character defining features of the bridge. Under the Rehabilitation Alternative, the aspects of location and setting will be unchanged. These aspects were key to supporting the context of the bridge's role in the pattern of the development of Westport and Saugatuck (Criterion A). As such, the Rehabilitation alternative will potentially have *no adverse effect* on historic properties.

The actions of replacing the bridge proposed in the On-Alignment and Off-Alignment alternatives would both constitute an *adverse effect* to the bridge.

Bridge Street Historic District[5]

Added to the NRHP in 2018, the district is described as a cohesive example of an early 19th to mid-20th century residential neighborhood with a period of significance that spans from 1809-1945. The majority of the 22-½-acre district is located east of Imperial Avenue and outside of the project's APE.

The district includes Bridge #01349, citing its construction and the creation of Bridge Street as the reason the eastern bank of the Saugatuck developed as a residential neighborhood, rather than an industrial center like the western bank. Within the APE are two segments of stone walls that are identified as contributing elements of the district. Both walls are within the state-maintained road right of way of Route 136.

During the previous rehabilitation of Bridge #01349, the walls were protected by either the existing metal beam guiderails or temporary barriers installed along the detour route. Such protective measures could be used in the current project and thereby avoid impacts to these features. Each wall will be discussed in the following sections on 12 Bridge Street and 5 Imperial Landing. In addition to the bridge and walls that are within the state-owned right of way, there are three properties that are both the Bridge Street District and the project's APE.

Map C06 / Block 53 / Lot 000 *(Parcel AQ in Figure 1)*

Abutting the southeast corner of Bridge #01349 is a 0.04 acre vacant parcel that is situated between Route 136 and the river (Image 3). It is steeply sloped and predominantly covered in riprap. This property is not mentioned in the Bridge Street District and does not appear to be or contain historic properties.

Map C06 / Block 59 / Lot 000 *(Parcel AM in Figure 1)*

Abutting the northeast corner of Bridge #01349 is a 0.79 acre vacant parcel that is co-owned by the State of Connecticut and CTDOT (Image 4). Between 1991-1993, a temporary bridge was built on this parcel as part of the previous rehabilitation of Bridge #01349. The Bridge Street District nomination includes this parcel within its boundaries; however no historic properties have been identified in it nor is any justification given for its inclusion.

[5] National Parks Service, *Bridge Street Historic District (SG100002318),* listed April 19, 2018.

Under the current project, all four alternatives will impose rights of way impacts to this property. The Rehabilitation, Conservation, and On-Alignment Replacement alternatives will temporarily use this parcel during construction to provide a detour bridge and roadway, similar to the 1991 project. The Off-Alignment Replacement alternative will permanently install the new alignment of Route 136 through this parcel.

12 Bridge Street *(Parcel AR in Figure 1)*

Bordered by Route 136 to the north and the Saugatuck River to the south is a 0.49 acre parcel near the southeast corner of Bridge #01349. At its eastern end is a 1-story single family cottage that was built in 1932 (Image 5). The property is identified as the Anna E. Dolan House, a contributing element to the Bridge Street District. A 19th century stone wall abuts the north side of the property and terminates approximately 375 feet east of Bridge #01349 (Image 6).

There are no direct impacts to this property anticipated by any of the build alternatives of this project. While each of the alternatives will present temporary construction impacts such as noise or traffic backups, none of these will foreseeably have a lasting diminishment of the property's historic character.

5 Imperial Landing *(Parcel AN in Figure 1)*

This 0.53 acre parcel is located 375 feet northeast of the subject bridge. On it is a 1-¾ story single family residence that was built in 1984. The property is excluded from Bridge Street District but a portion of the 20th century stone wall abuts its property line (Image 7). The wall terminates 200 feet east of Bridge #01349 and is within the state road right of way. It is identified as part of the system of stone walls within the Bridge Street District. The property is not eligible for the National Register and none of the alternatives are anticipated to have a direct impact on this property or the stone wall.

9 Imperial Landing *(Parcel AL in Figure 1)*

Located 375 feet northeast of Bridge #01349 is a 2-¼ story single family residence that was built in 1984. The house is not visible from the river or Bridge Street because of a stand of trees that surrounds it (Image 3). Because the property is less than 50 years old, it is not eligible for the National Register. The APE extends into a portion of this property, but there are no direct or permanent indirect impacts anticipated by any of the four alternatives.

1 Bridge Street *(Parcel Q in Figure 1)*

Abutting the northwest corner of Bridge #01349 is a 0.16-acre vacant parcel that is owned by CTDOT (Image 8). Along its eastern border is a masonry retaining wall that is contiguous with the bridge abutments and continues northward along the west bank of the river (Image 9). The property was acquired by the State as part of the 1991 rehabilitation of Bridge #01349.

Prior to its acquisition, it was the site of a gas station. The station and four 3,000-gallon subterranean gasoline tanks were removed in preparation for the western approach of the detour bridge to be built.

Under the current project, this property will once again serve as a detour route for Route 136 and a temporary bridge during construction of the alternatives. The Off-Alignment Replacement will permanently reroute Route 136 through this parcel. Because it is already part of the state right of way, no acquisitions will be required.

518 Riverside Avenue *(Parcel M in Figure 1)*

At the northwest corner of the APE is a 1.45-acre parcel that features two commercial/office buildings (Image 10). The 2-story structures are clad in vertical wood siding and have hip roofs with monitors in their ridgelines. Each was built in 1998, but their design and red paint make them resemble a rustic barn structure. The 3,000 square foot parking area is accessed via driveways on Riverside Avenue and Franklin Street. Neither of the buildings on the property are 50 years old, which is typically one of the requirements for listing on the National Register.

521 Riverside Avenue *(Parcel N in Figure 1)*

At the northeast end of the APE is a 1.53 acre parcel whose eastern border is the bank of the Saugatuck River. The property features the 2-story, 14,500 square foot Saugatuck Rowing Club, which was built in 2000 (Image 11). The property includes 20,000 square feet of paved parking, a stone patio, and a pier and dock installed in the river. The north and south parking areas is each have their own driveways off Riverside Avenue that are connected by a single lane in front of the building.

530 Riverside Avenue *(Parcel O in Figure 1)*

On the west side of Riverside Avenue is a 0.31 acre parcel on which is a 2-story restaurant that was originally constructed in 1900 as residence. The building is set back from the street approximately 250 feet (Image 12). Abutting the sidewalk is a masonry wall that encloses an outdoor seating area. Property also features 6,000 square foot asphalt paved parking area which is accessed from Riverside Avenue via a driveway along the south side of the building and enclosed patio.

535 Riverside Avenue *(Parcel P in Figure 1)*

To the northwest of Bridge #01349 is a 0.44 acre parcel bordered by Riverside Avenue and the Saugatuck River. On it are two buildings that currently operate as restaurants. The southernmost of the two is a 2-story building that was built in 1875 as the Rufus Wakeman Mattress Factory. It has a rectangular plan and a gabled roof. The primary façade is three bays wide and the north and north facades are six bays wide. The only element that distinguishes the building as a manufactory is a Dutch door in the center bay of the second floor (Image 13). On the north side of the building is a covered patio that allows for outdoor dining.

Abutting the covered patio is a 1-story pizzeria (ca. 1900) that was originally constructed as part of the mattress business. It also has a rectangular footprint, gabled roof, and its primary façade faces Riverside Avenue. The property also features an 8-slip dock and 4,000 square foot gravel parking area between the buildings and the river. There are two driveways that connect Riverside Avenue and the parking lot: one is 40 feet north of the corner of Bridge Street and Riverside Avenue and the other is adjacent to the pizzeria building.

The age of the buildings and their past use as an early business in the Saugatuck neighborhood may merit consideration for the National Register. Rufus Wakeman was a prominent Westport citizen whose home (18 Bridge Street) is listed as a contributing element of the Bridge Street Historic District. Despite its proximity, this property is excluded from the historic district.

The detour bridge and relocation of Route 136 through 1 Bridge Street will displace the dock currently associated with this property. Moving the roadway closer to these buildings will introduce indirect impacts such as noise, and a change in light caused by traffic signals or headlights. For the Rehabilitation, Conservation, and On-Alignment alternatives, these impacts will be temporary and will cease when construction is completed.

The Off-Alignment alternative will permanently relocate this segment of Route 136 north of its current alignment. It will create the same indirect impacts caused by the detour bridge as described above; however, these impacts will be permanent.

540 Riverside Avenue *(Parcel R in Figure 1)*

On the west side of Riverside Avenue opposite Bridge Street is a 1.15 acre parcel with two structures. At the south is a 2-¼ story residential building (1900) that has been converted to a multi-tenant commercial use (Image 14). Set back 100 feet from the street is a 1-story restaurant that was built in 1997. The majority of the parcel is covered in asphalt and serves as parking which is accessed from driveways on Riverside Avenue opposite Bridge Street and on Ketchum Street.

545 Riverside Avenue *(Parcel S in Figure 1)*

Abutting the southwest corner of Bridge #01349 is a 0.45 acre parcel with an L-shaped multi-tenant commercial building that was built in 1962 (Image 15). Outwardly, the building appears to be a collection of distinct structures that form a continuous streetfront. Along the west bank of the river is a section that consists of an L-shaped 2-story segment that is 5 bays wide. Connected to it are 2 additions that are each 2-stories tall and 3 bays wide. The additions continue the same stained vertical wood siding and regularly spaced white 6 over 6 vinyl windows but are distinguished by their discontinuous roof ridgelines and slightly taller facades.

The east-west arm of the building has a 3-½ story, five bay volume with a gable roof at its center. It is connected to previously described northern wing by a 2-¼ story, 3-bay addition. Both sections are clad is white vinyl clapboard siding and their upper story windows feature decorative storm shutters.

Adjoining the west side of the 3-½ story section is a 2-story, 1-by addition with a flat roof. Finally, there is a 2-story, 3-bay section that abuts the sidewalk of Riverside Avenue. This section has brick cladding on its first story and stained vertical wood siding on second story and gabled façade. The property also includes a dock on the river and a paved parking area with driveways on Riverside Avenue and Bridge Street, the latter of which is 250 feet west of the bridge. The buildings have businesses that include a restaurant, liquor store, dry cleaners and donut shop. Although the building is over 50 years old, it does not appear to be eligible for the National Register.

554 Riverside Avenue *(Parcel T in Figure 1)*

At the corner of a Riverside Avenue and Ketchum Street is a 0.33 acre parcel with a 1-story gas / auto service station that was built in 1970. Also on the property is a canopy over the gas pumps and asphalt and concrete paving. The parking area is accessed via two driveways, each on Riverside Avenue. Although the property is 50 years old, it does not exhibit design characteristics or associations with people or events that would be historically significant.

555 Riverside Avenue *(Parcel U in Figure 1)*

Located in the southwest of the APE is a 0.26 acre parcel that features a 2-story brick firehouse (Image 16). The building was constructed in 1900, but the Saugatuck Fire Station has been at this location since 1832. It is set back approximately 25 feet from Riverside Avenue. Between the building and the river is a parking area that is accessed via a single driveway on the north side of the building.

The sediments on the west side of the Saugatuck are classified as Urban Land and Udorthent-Urban Land Complex. Predictive models find that these types of soils have low archaeological sensitivity. On the east they are comprised of Westbrook Mucky Peat and Agawam Fine Sandy Loam, which is categorized as unknown sensitivity. There are no known archaeological sites in or within ½ mile of the project's APE. No archaeological surveys have been completed within a mile of the APE.

Recommendation

State Project #158-214 is the subject to both an Environmental Assessment under NEPA and a Section 106 review under the National Historic Preservation Act. At this time, a preferred alternative has not yet been identified form among the four under consideration. In accordance with Section 106 of the National Historic Preservation Act, CTDOT offers the following recommendations of effect on historic properties caused by each the alternatives:

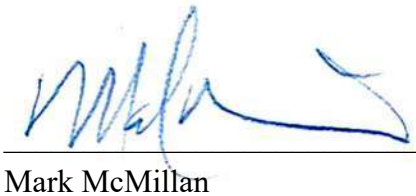
Construction of any of the four will create indirect impacts to the area such as noise, installation of a temporary detour, and disruption of normal traffic patterns on the road and river. However, these impacts are temporary and will not foreseeably impact the integrity of the historic properties identified within the APE.

Rehabilitation: Widening the trusses of Bridge #01349 will further diminish the integrity of design of the original trusses. It should be noted that the bridge's integrity of design and was already substantially compromised in 1991 when the trusses ceased to function as load-carrying elements. The wider deck will retain and reuse the existing top truss members but install new elements to span the additional 2-foot distance between the top assemblies and each side of the truss. It will introduce new materials and change the connections (workmanship) of the top and side elements; however, these connections were already reconfigured when the truss was dissembled and reinstalled as part of the 1991 project.

These impacts will not foreseeably alter the aspects of the bridge's location and setting, which are key to bridge's associations with past events and the development of the Saugatuck community. The aspect of Feeling, or the bridge's ability to convey its sense of history to an observer is not substantially changed by the proposed alterations. As such, this alternative will result *no adverse effect* to either the Saugatuck Swing Bridge or the Bridge Street Historic District.

Conservation: This alternative will not substantially change the historic integrity of Bridge #01349 from its current condition. Aside from temporary indirect impacts of noise and detoured traffic, this alternative will not foreseeably affect the Bridge Street Historic District. As such, it will have *no adverse effect* on historic properties.

Both the On-Alignment and Off-Alignment Replacement Alternatives will remove the Bridge #01349 (Saugatuck Swing Bridge) from its historic location and alter its integrity of setting, materials, design, and association. These impacts will constitute an *adverse effect to historic properties*.



Mark McMillan
Transportation Supervising Planner
Office of Environmental Planning
Connecticut Department of Transportation

Attached Documents:

☒ **Historic Review Map**

☒ **Supporting Documents**

- Appendix A – Cultural Resources Study
- Appendix B – Integrity Evaluation Letter (2017)

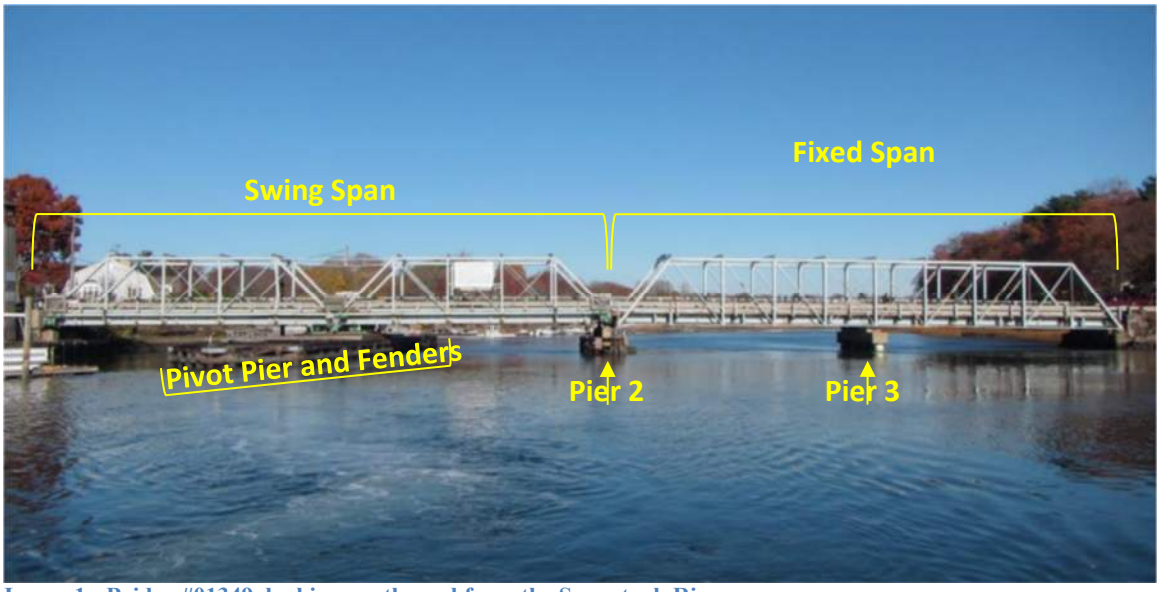


Image 1: Bridge #01349, looking northward from the Saugatuck River.



Image 2: Existing metal beam guiderail abutting the decorative trusses. When the guiderail is struck, the truss members restrict any deflection and the force of the impact is transferred to the truss.

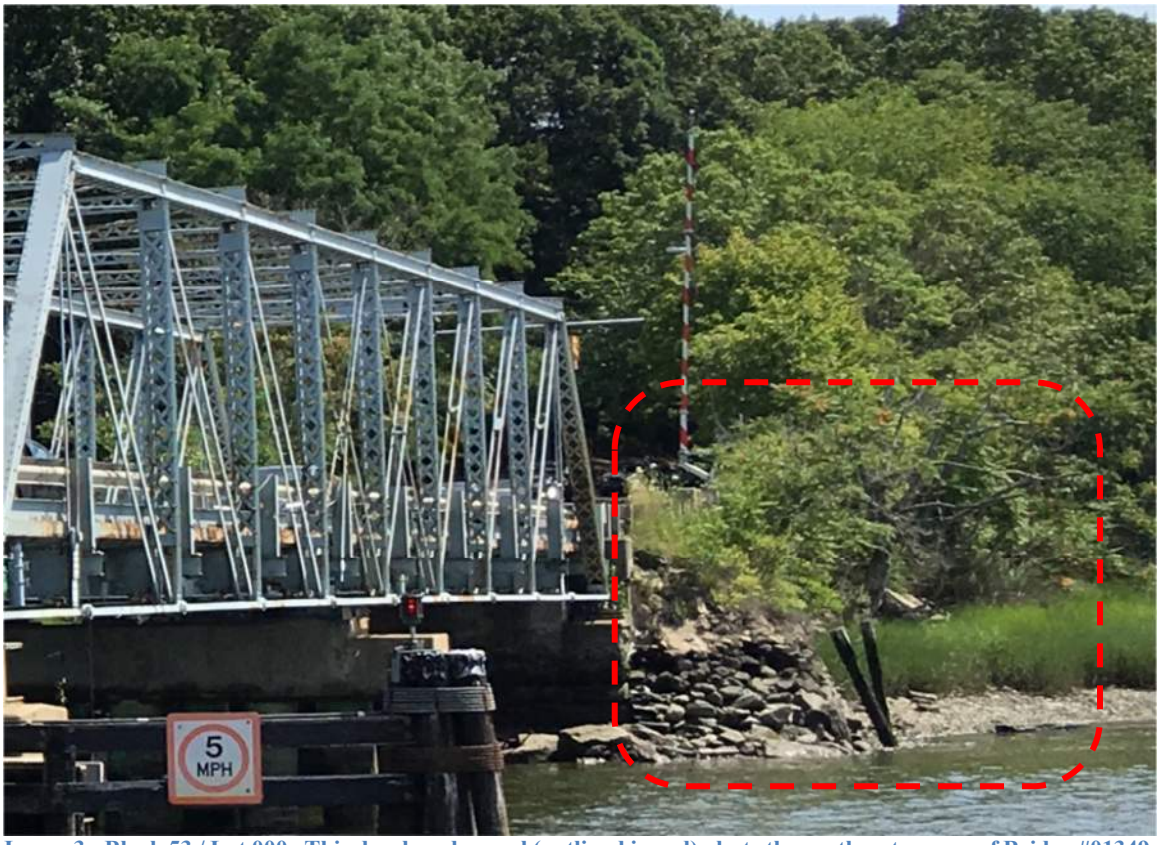


Image 3: Block 53 / Lot 000. This developed parcel (outlined in red) abuts the southeast corner of Bridge #01349.



Image 4: Block 59, Lot 000. This undeveloped parcel is owned by CTDOT. The house at 9 Imperial Landing is just visible through the trees during winter (red arrow). The rest of the year, the trees' foilage screens the homes to the northeast of the bridge from view.



Image 5: House at 12 Bridge Street, viewed from Route 136 looking westward.



Image 6: Stone wall on southern side of Route 136. This wall abuts the property line of 12 Bridge Street. The wall terminates 375 feet east of Bridge #01349, which is located beyond the curve in Route 136.



Image 7: Western terminus of stone wall that abuts the property at 5 Imperial Landing. The wall is within the existing road right of way.



Image 8: Block 59 / Lot 000 (grass covered area) at the northwest corner of Bridge #01349. This proeprty is owned by CTDOT and served as the approach for the detour bridge that was required for the previous rehabilitatoin in 1991.



Image 9: Masonry retaining wall on the west bank of the Saugatuck River, viewed from Bridge #01349.



Image 10: Old barns at 518 Riverside Avenue.



Image 11: Saugatuck Rowing Club at 521 Riverside Avenue.



Image 12: Restaurant at 530 Riverside Avenue.



Image 13: Restaurants at 535 Riverside Avenue. Each building was orignially constructed as part of the Rufus Wakeman Mattress Factory.



Image 14: House turned office at 540 Riverside (at left). The 1-story restaurant s visible in the background.



Image 15: Commerical building at 545 Riverside Avenue.



Image 16: Fire station at 555 Riverside Avenue.



Figure 1: Area of Potential Effect (APE) of Project #158-214 outlined in orange. Bridge #01349 is highlighted in red. The legend in the upper right corner identify the addresses or Block/Lot of the parcels within the project APE.



Figure 2: Conceptual rendering of Rehabilitation Alternative.

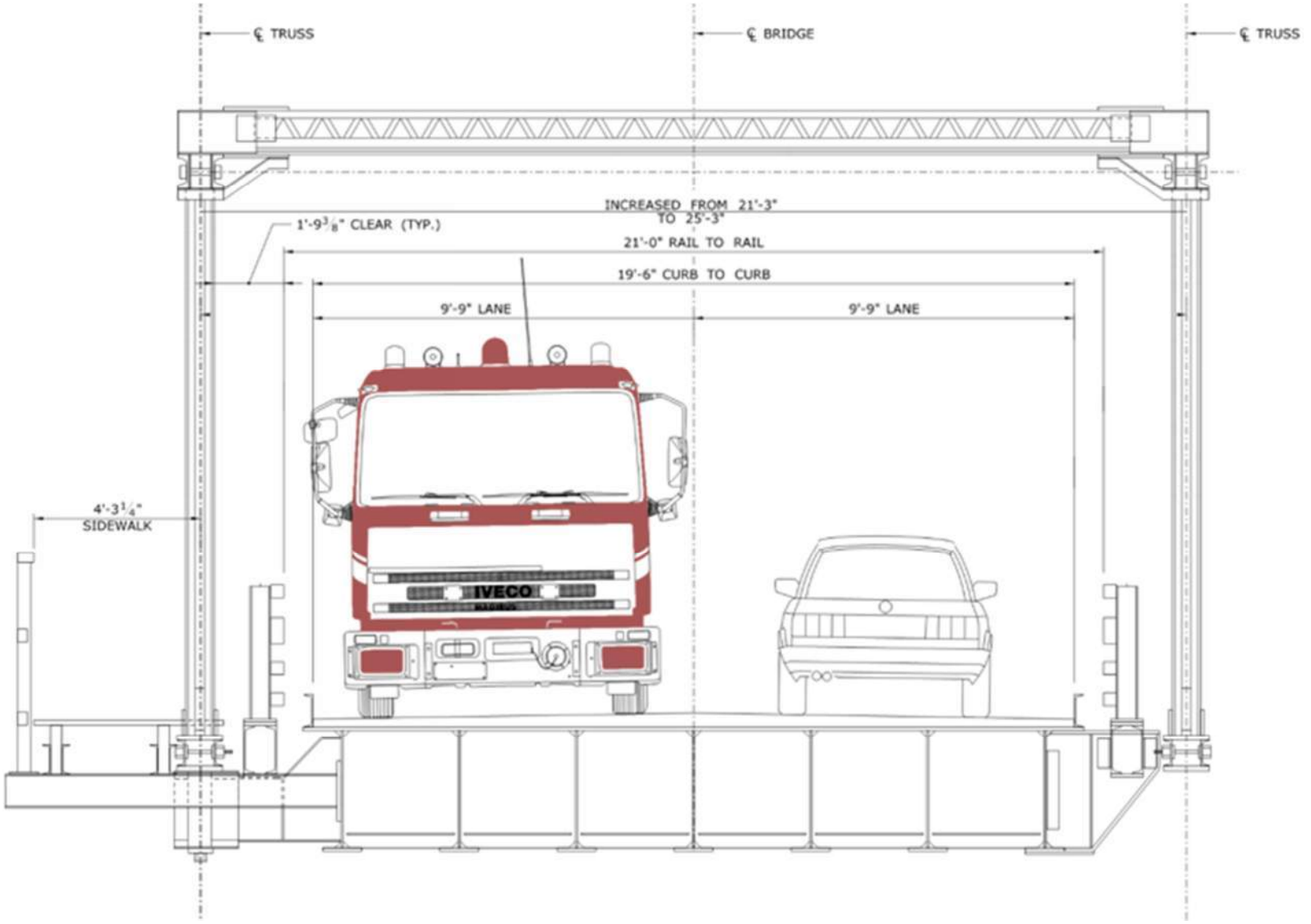


Figure 3: Section of Swing span showing dimensions of the Rehabilitation Alternative.

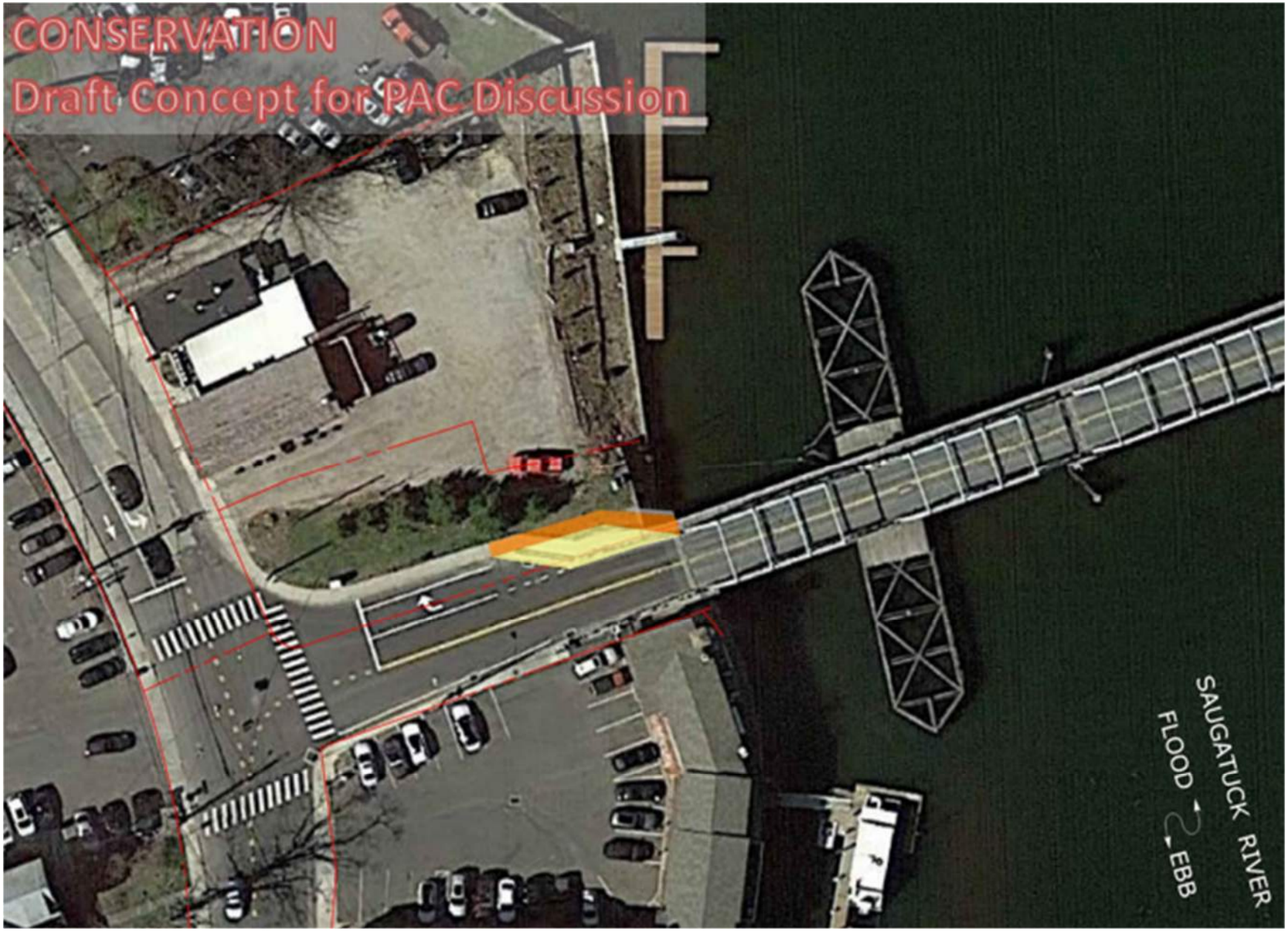


Figure 4: The Conservation Alternative will not substantially change the bridge. Included in this Alternative is extending the dedicated right-turn lane from Route 136 onto Riverside Avenue.

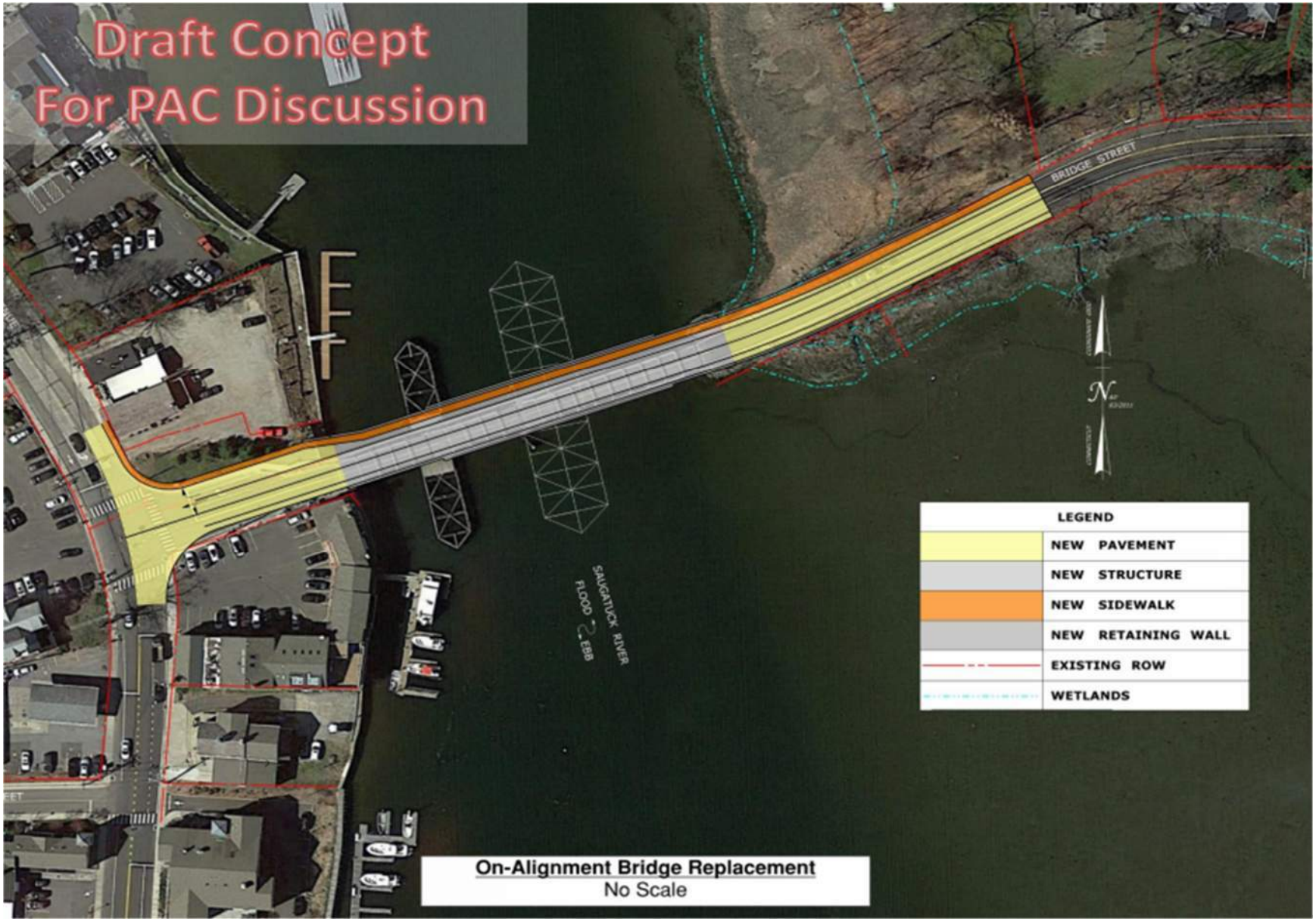


Figure 5: Conceptual plan of Rehabilitation Alternative.



Figure 6: Conceptual rendering of the On-Alignment Replacement Alternative.

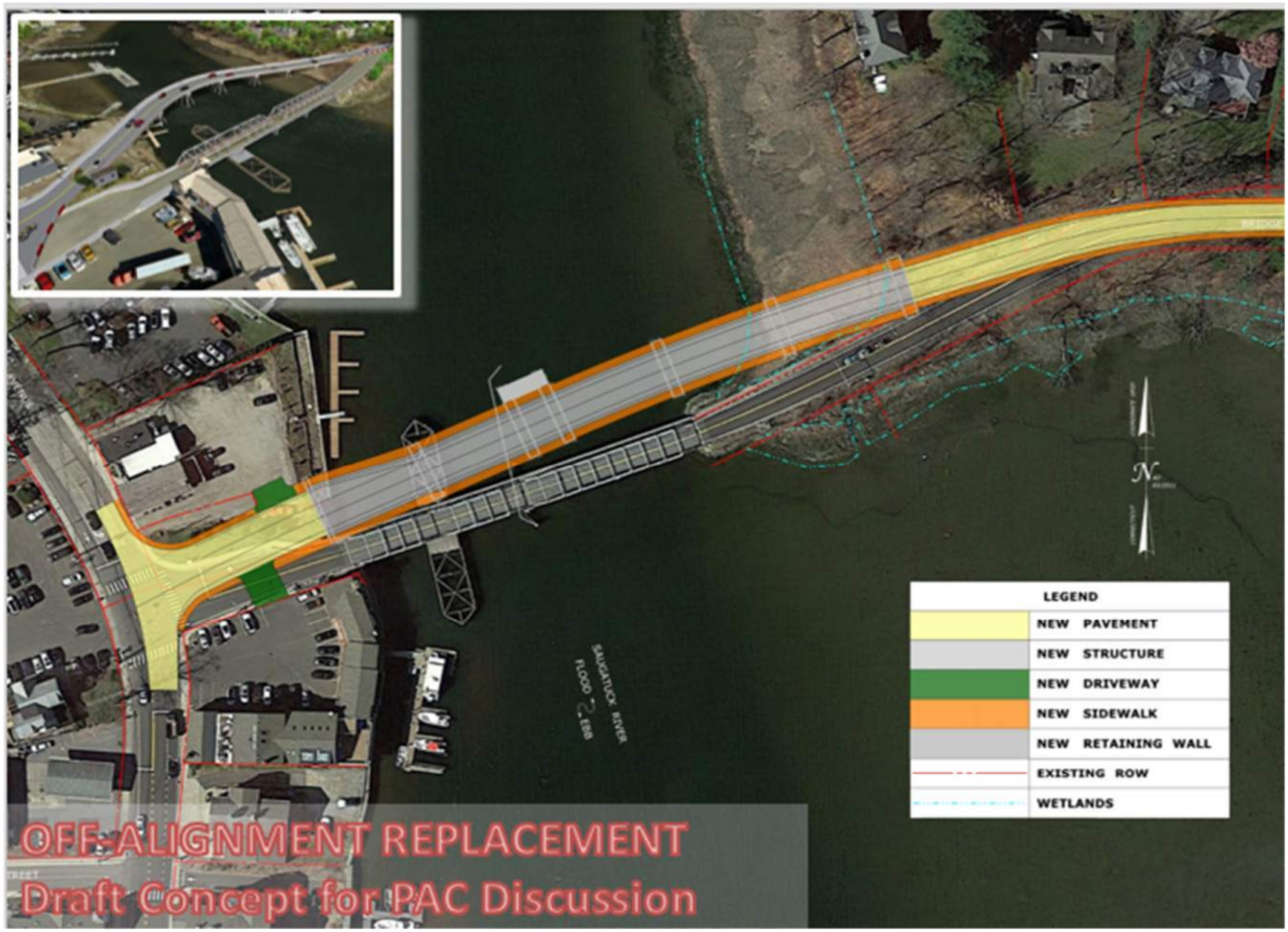


Figure 7: Conceptual plan of Off-Alignment Replacement Alternative. The inset image shows the detour bridge required by the other three alternatives.



Figure 8: Conceptual rendering of the Off-Alignment Replacement Alternative.

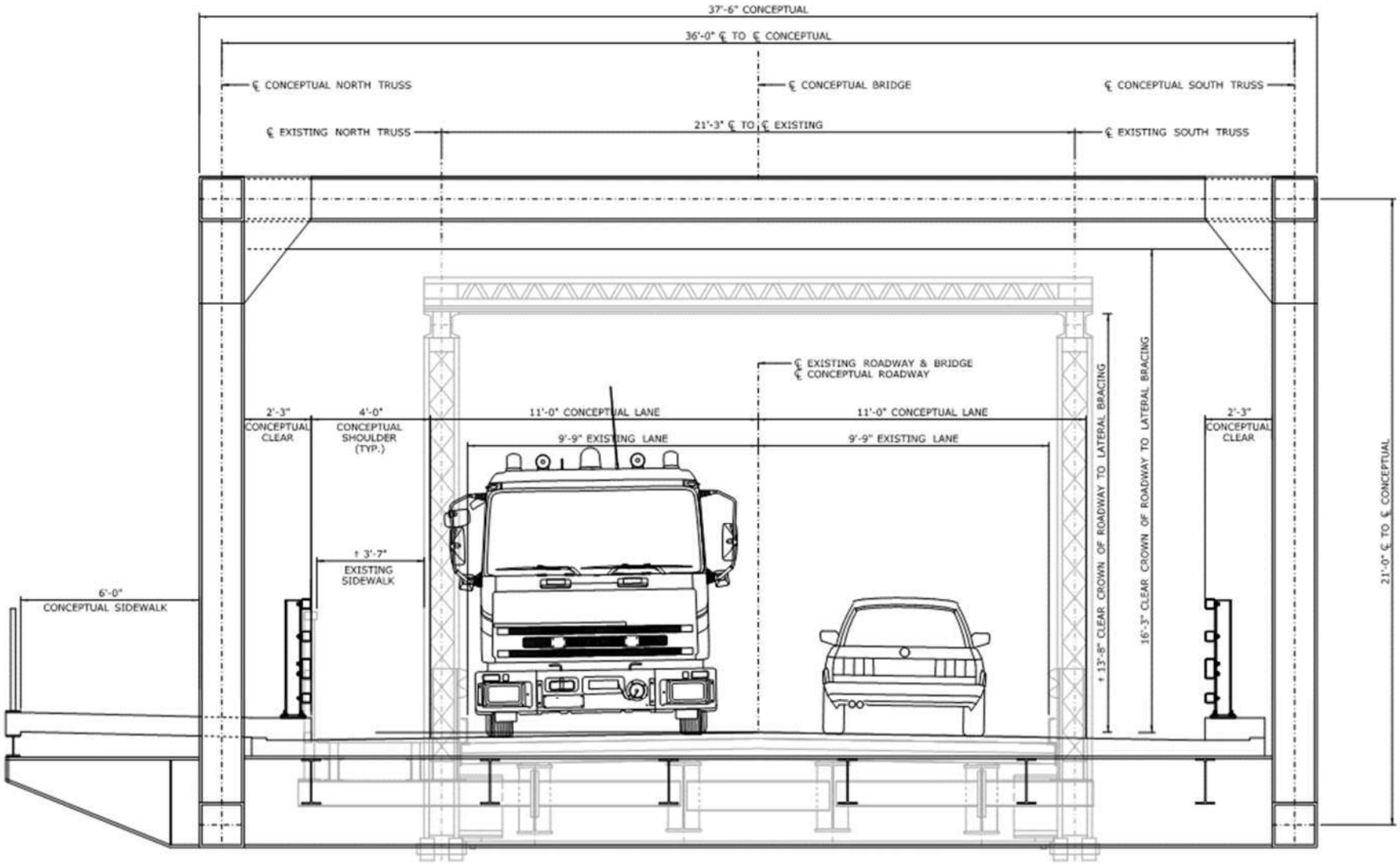


Figure 9: Conceptual section of replacement bridge superimposed on a section of the existing Bridge #01349 (shown in light grey).

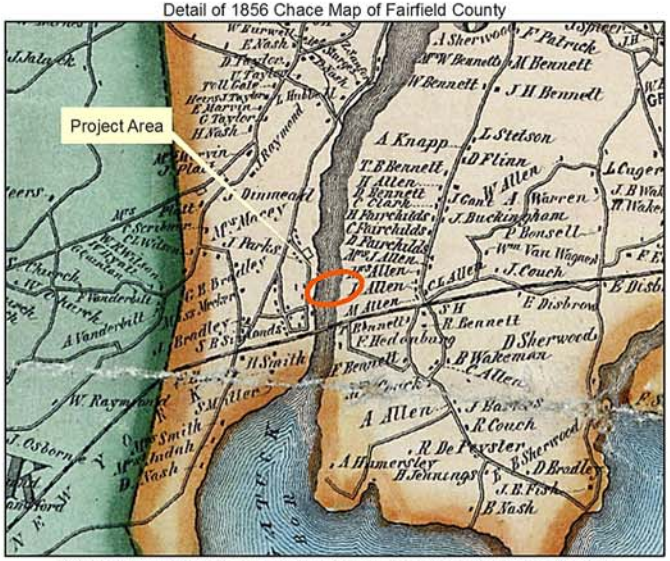
CONCEPTUAL THROUGH TRUSS SWING BRIDGE - WEST ELEVATION SECTION

NOTE: THE BRIDGE SHOWN IN THIS CONCEPT IS ONE OF SEVERAL STRUCTURE TYPES THAT CAN BE CONSIDERED FOR THIS CROSSING. THE LOCATION OF CONCEPTUAL BRIDGE WITH RESPECT TO THE EXISTING BRIDGE IS DEPICTED FROM THE DRIVER'S PERSPECTIVE BY MATCHING THE ROADWAY CENTERLINES.

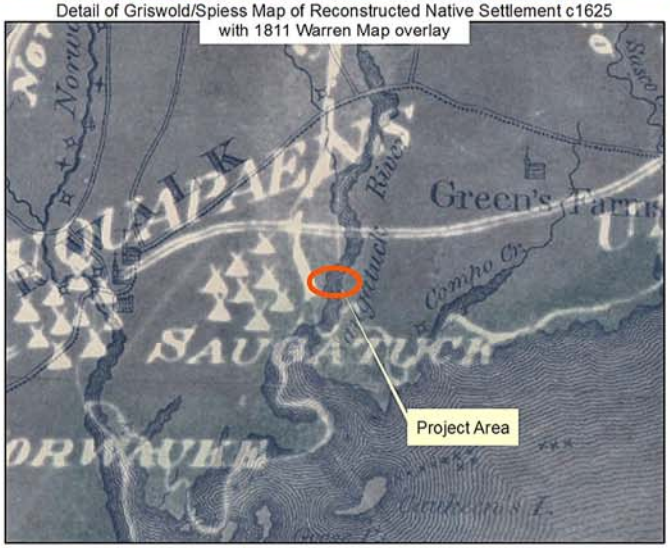
Detail of 2019 Aerial Photography



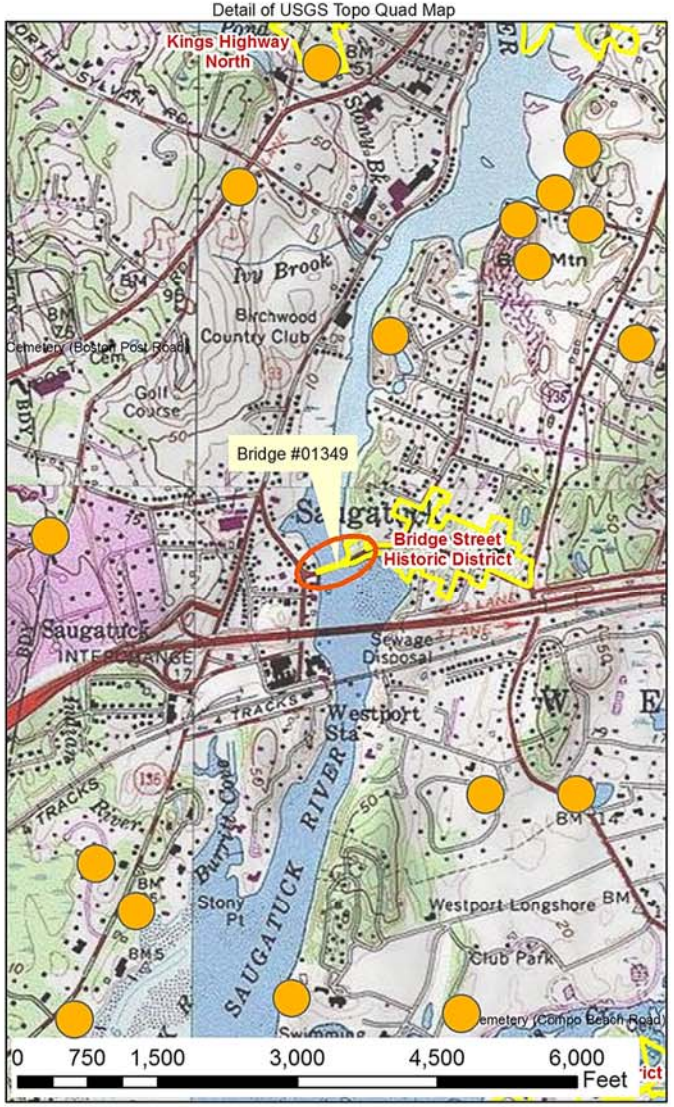
Detail of 1856 Chace Map of Fairfield County



Detail of Griswold/Spiess Map of Reconstructed Native Settlement c1625 with 1811 Warren Map overlay



Detail of USGS Topo Quad Map



Office of Environmental Planning
Environmental Review - Historical and Archaeological Resources

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State Project No. 158-214
F.I.D.#: TBD
Bridge #01349 Rehabilitation
Route 136 over Saugatuck River
Westport

Predicted Archaeological Soil Sensitivity
- High
- Moderate
- Variable
- Low
- Poor
- Unknown

Historic District

Cemetery/ 4(f) Resource

Approximate Location of Archaeological Site
- Historic
- Pre-Contact
- Unknown

March 1, 2019

APPENDIX A – Cultural Resources Study Area

In establishing an Area of Potential Effects (APE), a broad study area was initially examined. The study area extends ¼-mile and is roughly bounded to the north by the bend in the Saugatuck River and to the south by I-95. It includes properties on the east and west sides of the river that are within the viewshed of the bridge (Figure 1). The viewshed is constrained by the bend in the river to the north and natural landforms to the east (Figure 2). In addition to limiting potential visual impacts caused by the project, the landforms limit other indirect impacts such as noise and vibration.

Within the study area are 52 properties, the majority of which are privately-owned residential or business properties. There are also a few municipally- or state-owned parcels such as vacant conservation areas and road right-of-way. These properties underwent an initial screening to identify historic properties that may be impacted by the project (Table 1). The properties that were located within the project APE are examined in depth in the §106 recommendation letter.

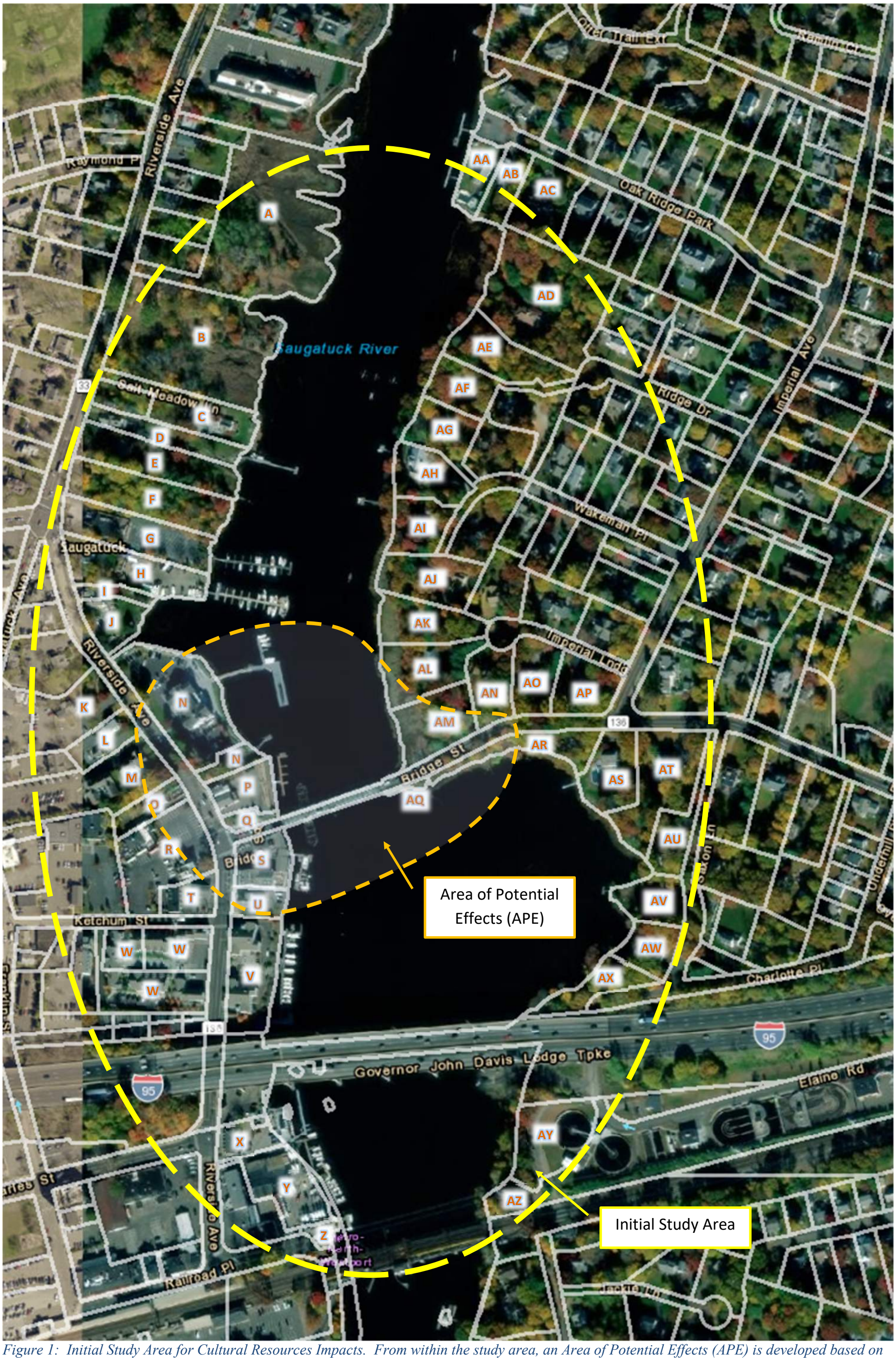


Figure 1: Initial Study Area for Cultural Resources Impacts. From within the study area, an Area of Potential Effects (APE) is developed based on the limits of probable impacts that will be foreseeably created by any one of the four alternatives under consideration.

Table 1: Properties within the Initial Study Area

ID	Address	Year Built	Description	Notes
A	407 Riverside Ave	--	Town of Westport / Open Space on River 3.32 acre municipal land, vacant	Not NRHP-Eligible
B	427 Riverside Ave	--	Town of Westport, 2.6 acre municipal land, vacant	Not NRHP-Eligible
C	435 Riverside Ave	1930	1-¾ story single family residence, 0.67acre	
D	443 Riverside Ave	1860	2-story single family residence, 2 sheds, dock/pier, 0.49 acre	
E	447 Riverside Ave	1880	1-¼ story single family residence shed, poultry house, dock/pier, 1.0 acre	
F	455 Riverside Ave	1890	2-story multi-family residence	
G	465 Riverside Ave	1974	1-story VFW Lodge	Not NRHP-eligible
H	471 Riverside Ave	1850	1-¾ story single family residence	Possibly, 50+ year
I	481 Riverside Ave	1890	1-¾ story single family residence	Possibly, 50+ year
J	485 Riverside Ave	1890	2-story single family residence	Possibly, 50+ year
K	500 Riverside Ave	1860 1860	2-¼ story multi-family residence 1-½ story single family residence	Possibly, 50+ year
L	512 Riverside Ave	1930	3-story residential/commercial building	Possibly, 50+ year
M	518 Riverside Ave	1998	2-story office building	No
N	521 Riverside Ave	2000	2-story club/lodge (Saugatuck Rowing Club)	No
O	530 Riverside Ave	1900	2-story restaurant	Possibly, 50+ year
P	535 Riverside Ave	1875	2-story restaurant	Possibly
Q	1 Bridge Street	--	Vacant 0.16 parcel owned by CTDOT Northwest abutter of Bridge #01349	No
R	540 Riverside Ave	1900 1997	2-¼ story commercial building 1-story restaurant	Possibly
S	545 Riverside Ave	1962	2-story commercial building	Possibly
T	554 Riverside Ave	1970	1-story service station	No
U	555 Riverside Ave	1900	2-story fire station	Possibly
V	575 Riverside Ave	2010	2-story office/apartments	Not NRHP-eligible
W	580 Riverside Ave	2013 2013 2013 2013 2013	2-story stores/apartments 2-story stores/apartments 2-½ story apartments (5 units) 3-story apartments (7 units) 2-½ story apartments (5 units)	Not NRHP-eligible
X	601 Riverside Ave	1940 1953	1-¾ story office/commercial building (8 units) 1-story restaurant 10,400 sf paved parking, 9-slip boat dock, 0.37 acres	
Y	609 Riverside Ave	1900	1-story commercial service shop, 2 boat houses, 10,000 paved parking, 13-slip dock, 0.81 acre	
Z	2 Railroad Place	1900	2-story professional building, highly altered, 5,000 sf paved parking, 17 slip dock/pier, 0.09 acre	

ID	Address	Year Built	Description	Notes
AA	25 Oak Ridge Park	2019	2-story single family residence cabana, inground pool, dock/pier, shed	Not NRHP-eligible
AB	23 Oak Ridge Park	1949 2016	2-story single family residence 2-story single family residence, 0.34 acre	
AC	21 Oak Ridge Park	1988	2-story single family residence 0.69 acre, in-ground pool	Not NRHP-eligible
AD	20 Ridge Drive	1900	3-story single family residence 1.99ac, in ground pool	
AE	24 Ridge Drive	--	0.73 acre vacant parcel	Not NRHP-eligible
AF	0 Ridge Drive Block 012 / Lot 000	--	Aspetuck Land Trust, Inc., 0.5 acre vacant parcel	Not NRHP-eligible
AG	Block 78 / Lot 000	--	Aspetuck Land Trust Inc., aka Hemlock Kettle, 0.5 acre vacant parcel	Not NRHP-eligible
AH	22 Wakeman Place	1960 2016	1-½ story single family residence 2-story single family residence Above ground pool, dock/pier, 0.61 acre	
AI	24 Wakeman Place	1930	1-story single family residence, dock/pier, 0.51 acre	
AJ	17 Wakeman Place	1900	2-story single family residence, 0.71 acre	
AK	8 Imperial Landing	1984	2-¼ story single family residence	Not NRHP-eligible
AL	9 Imperial Landing	1984	2-½ story single family residence	Not NRHP-eligible
AM	0 Bridge Street *Map 059 / Lot 000*	--	Vacant 0.79 acre parcel owned by CTDOT Northeast abutter of Bridge #01349 *Located within Bridge Street Historic District*	Yes
AN	5 Imperial Landing	1984	1-¾ story single family residence	Not NRHP-eligible
AO	3 Imperial Landing	1986	2-story single family residence	Not NRHP-eligible
AP	1 Imperial Landing	1985	2-story single family residence	Not NRHP-eligible
AQ	Block 053 / Lot 000	--	Vacant 0.04 acre parcel, southeast abutter of bridge *Located within Bridge Street Historic District (?)*	Yes
AR	12 Bridge Street	1932	1-story cottage *Located within Bridge Street Historic District*	Yes
AS	14 Bridge Street	1920	2-story single family residence	Possibly
AT	16 Bridge Street	1875	2-story single family residence, 1.12 acre *Located within Bridge Street District*	Yes
AU	1 Saxon Lane	1879	2-story single family residence, garage w/ loft, 0.5 acre	Possibly?
AV	8 Saxon Lane	1950 1950	1-¾ story 2-family home 1-story studio shed, 0.32 acre	
AW	10 Saxon Lane	1928	1 ½ story 2-family home, 0.44 acre	
AX	Block 046 / Lot 000	--	State of CT, DEEP, 0.27 acre vacant parcel	Not NRHP-eligible
AY	0 Saxon Lane Block 005 / Lot 000	--	Town of Westport / Rendoor Pk-Saxon Lane 1.0 acre vacant parcel	Not NRHP-eligible
AZ	4 Elaine Road	1960 1989	Town of Westport Treatment Plant 1-story industrial building, 4.42 acre	Not NRHP-eligible

* Properties that are shaded in grey are outside the Area of Potential Effects (APE).

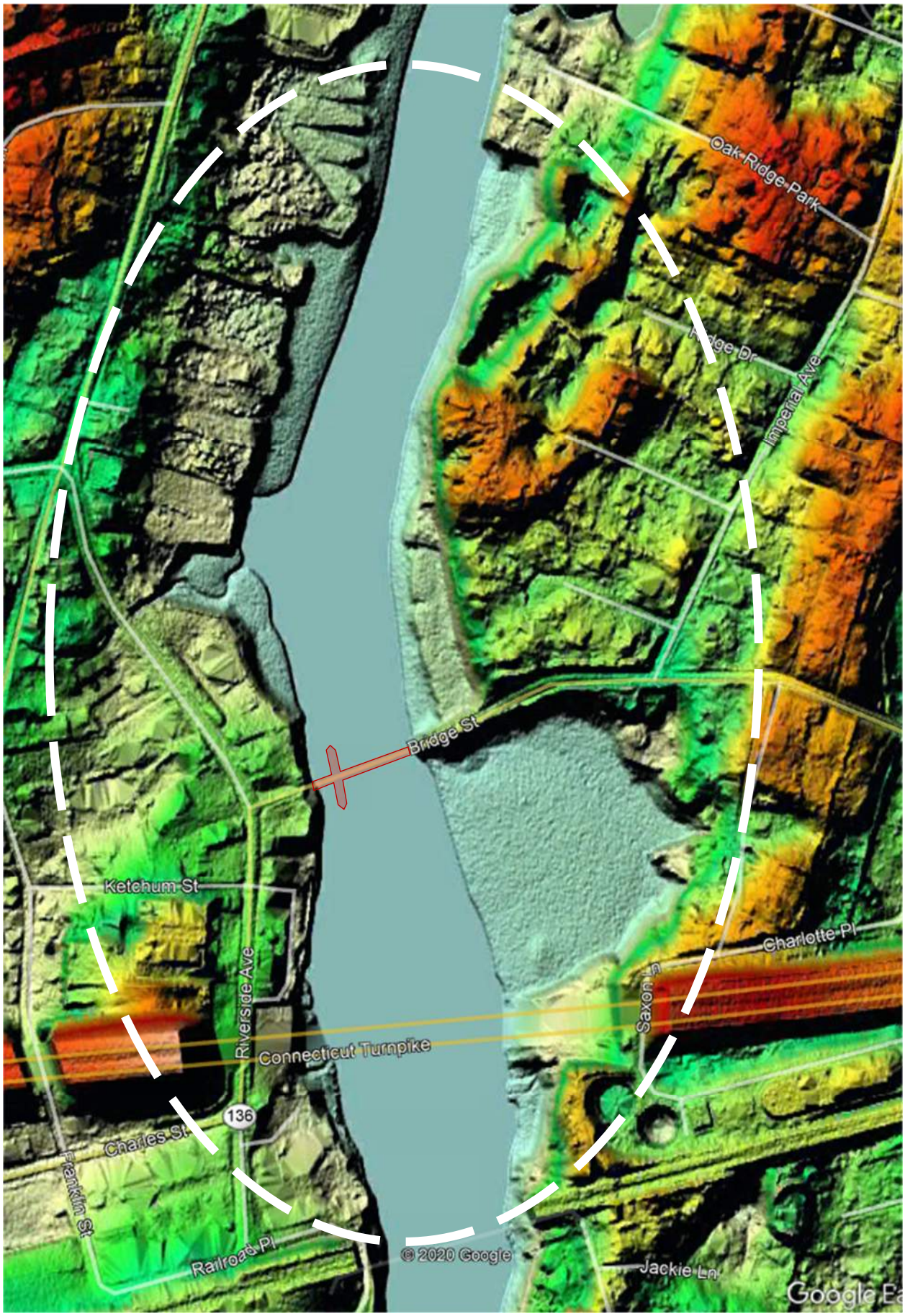


Figure 2: LiDAR view of the topography of the study area (outlined in white). Areas shaded in red indicate landforms (hills/ridges) that limit the visibility of and from Bridge #01349.

STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Evaluation of Integrity for Historic Properties

Author: Mark McMillan **Date: April 28, 2017**

Resource: **Saugatuck River Swing Bridge #01349**
Route 136 over Saugatuck River
Westport

Cause for Assessment

The Connecticut Department of Transportation (CTDOT) has recently completed a Rehabilitation Feasibility Study of the Saugatuck River Swing Bridge (Bridge #01349) in Westport. The report assesses the current condition of the bridge and explores alternatives for rehabilitating the structure. CTDOT anticipates that work will be required to maintain the bridge and that this work will entail federal funding and/or permitting.

Such federal involvement constitutes an undertaking, which brings the project under the purview of Section 106 of the National Historic Preservation Act of 1966 (NHPA) and the National Environmental Policy Act (NEPA). Respectively, these Acts require the lead federal agency to consider the impacts of an undertaking on historic properties (NHPA) and to balance the needs of infrastructure, social, and economic improvements with the impacts that such improvements cause to the environment (NEPA). Like air, water, and endangered species, historic resources are considered elements of the environment under NEPA.

In 1987, the Saugatuck River Swing Bridge (Bridge #01349) was listed on the National Register of Historic Places as a significant example of a moveable bridge type.[1] In 1991, the bridge underwent a major rehabilitation which altered its design and replaced major elements such as the operating machinery and superstructure deck. Although strategies to retain the character-defining features of the bridge were incorporated into the rehabilitation, the undertaking was determined by the US Coast Guard and State Historic Preservation Officer (CTSHPO) to have an Adverse Effect to Historic Properties.

No documentation of the structure's historic integrity was performed after the 1991 Adverse Effect determination was made. In anticipation of future rehabilitation work, CTDOT's Office of Environmental Planning (OEP) has resolved to examine Bridge #01349's historic integrity, as defined by the National Parks Service. This documentation will provide a basis upon which future Section 106 review impacts will be evaluated.

[1] National Park Service, *Saugatuck River Bridge (NPS #87000126)*, listed February 12, 1987.

Resource Description

The Saugatuck River Swing Bridge – also known as the "Bridge Street Bridge" and "William Cribari Bridge" and hereafter referred to as Bridge #01349 – was constructed in 1884. It consists of a four span multi-girder steel superstructure carried on masonry abutments and mid-river piers of both masonry and concrete (Image 1). Dimensionally, the bridge is 26'8" wide, which accommodates a 19'6" wide roadway of two lanes of opposing traffic and a 4-foot wide sidewalk cantilevered off the structure's north side.

The western half of the bridge is the swing span, which is 145' in length and centered over a large pivot pier. As the name implies, the swing span is capable of turning 90° to the path of Route 136, thereby opening the river to boat traffic. In 1950, the masonry pivot pier was encased in concrete that was poured into a cylindrical form comprised of steel plates. This was installed as a repair and strengthening measure. Surrounding the pivot pier is timber cribbing set on wood piles that protect the pier from ice floes and maritime collision damage. At 24'2", the cribbing is slightly wider than the cylindrical pivot pier. Lengthwise, its up- and downstream portions each extends 73' from the pier.

The western end of the swing span is supported by a masonry abutment when the bridge is closed. A masonry pier (Pier 2) supports the east end of the swing pier as well as the west end of the fixed span. Pier 2 is also protected by timber cribbing, though this consists of a single wall on the western side of the pier.

The eastern half of the bridge is 142' long and is comprised of two continuous spans that make up the fixed section. The spans are supported by Pier 2 and a masonry abutment at its eastern end. Prior to the 1991 rehabilitation of the bridge, the fixed portion was a single span structure. A reinforced concrete pier was installed at the midpoint of the new structure to support the ends of the two new spans. In addition to the replacement of the bridge deck, the pivot pier and Pier 2 were rehabilitated by introducing new pilings and replacing deteriorated timber cribbing.

The three original Pratt trusses that had carried the live load of the bridge prior to 1991 were rehabilitated as decorative elements on top of the new platform superstructure. In order to attach the trusses to the new deck, the center portion of the truss floor beams were removed, leaving only a 2' stub (Image 2). Today the trusses support their own weight, but no longer bear any of the loads of the bridge.

The trusses retain their original configuration and thereby impose the same geometric constrictions as they did pre-rehabilitation. There is an average vertical clearance of 13'7" between the roadway and the lower chords of the portal trusses. Although these dimensions did not meet 1991 code, a design exception was made to allow for the retention of these character-defining elements. An electrical junction box attached to one of the upper chords of the swing span further reduces the vertical clearance. The bridge currently has a posted limit height of 12'7".

Methodology

In considering the integrity of the Saugatuck River Swing Bridge, the staff of CTDOT's Office of Environmental Planning (OEP) consulted the following resources:

- National Historic Preservation Act (NHPA) of 1966, as amended
- National Register Bulletin 15: *How to Apply the National Register Criteria for Evaluation* (1995)
- "The *Secretary's Standards* Interpreted for Bridge Repair, Rehabilitation, and Replacement Situations" adapted from Miller, A.B., K.M. Clark, and M.C. Grimes. 2001. *A Management Plan for Historic Bridges in Virginia VTRC 01-R11* (2001). This document is attached as Appendix A.
- National Register Nomination Form (NRP #87000126) for *Saugatuck River Swing Bridge* (1987)
- Parsons Brinkerhoff and Engineering and Industrial Heritage, *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15*, National Cooperative Highway Research Program, (October 2005)
- Historic American Engineering Record (HAER) No. CT-46 *Saugatuck River Bridge (Connecticut Bridge No. 01349)*
- Historic Resource Consultants, *Connecticut Historic Bridge Inventory Final Report: Preservation Plan*, State of Connecticut Department of Transportation (May 1991)
- *Local Historic District Designation, Saugatuck River Swing Bridge, Westport, CT* (2016)
- Close, Jensen & Miller, P.C., *Rehabilitation Study Report, Bridge #01349, Route 136 over Saugatuck River, Westport, CT*, (June 2016)
- Original drawings, as-built drawings, and specifications from the 1991 and 1993 rehabilitations

In addition to these resources, staff from the Office of Environmental Planning, in conjunction with CTDOT maintenance engineering staff performed on-site evaluations of the bridge and its surroundings.

Integrity

In order to be listed on the National Register of Historic Places (NRHP), a property must not only meet certain criteria of historic significance, but it must also retain sufficient integrity to convey this significance. In his assessment of the bridge, the author of the 1987 NRHP nomination of the Saugatuck Swing Bridge identified the original construction – 1884 – as the period of significance for the bridge. He acknowledged that repairs and alterations had altered the bridge from the structure it had been in 1884, but noted that the repairs had not compromised the bridge's visual or functional integrity. The major alterations were not highly visible and were "an unobtrusive way of allowing the members to continue in their original function."[2]

Following its listing, Bridge #01349 underwent rehabilitation in 1991 and again in 1993 (Figure 1).

[2] NR Inventory Form, Item 7, Page 2.

The major changes of these campaigns included:

- Replacement of the floor system within the fixed and swing trusses
- Rehabilitation of the original wrought iron trusses
- Replacement of the operating machinery of the swing span
- Installation of a new pile foundation within the pivot pier
- Repairs of the existing masonry piers
- Installation of a new reinforced concrete pier beneath the fixed span

As evidenced by the Adverse Effect determination made in 1991, these alterations to the bridge resulted in the diminishment of one or more the bridge's historic Integrity: The National Park Service defined seven aspects of integrity: Location; Design; Setting; Materials; Workmanship; Feeling; and Association.[3]

Location

During the 1991 rehabilitation, repairs to the bridge abutments and pivot pier were completed *in situ*. The bridge superstructure removed from its position over the river. Rehabilitation of trusses and minor alterations were installed off-alignment. Following the repairs, the trusses were returned to their original location and installed on the bridge's new superstructure. Despite this process of removal and replacement, the Location aspect of Bridge #01349's integrity remains intact. It has not significantly changed since the completion of the 1991/1993 construction projects.

Design

Bridge #01349 was originally designed as a pin-connected wrought iron Pratt truss structure (Image 3). It was designed by Cornelius Van Ness Kittredge of the Central Bridge Works of Buffalo, New York (later the Union Bridge Company). The engineering innovation required to design a moveable structure is one of the defining features of the bridge's historic significance (Criterion C). At the time of its NRHP nomination, it was the only such State-maintained bridge in Connecticut that was still manually operated.

In its original design, a series of beams were pin-connected to the Pratt trusses that supported their weight. The deck that carried travelers over the bridge was originally constructed of wood and built over the beams (Image 4). The wood deck was replaced in 1952 by a steel grid "singing" deck that was carried on the original beams. In 1991, a rigid platform was installed that supports the deck and loads above it. It replaced the trusses' function of bearing the loads of the bridge. In terms of Design integrity, "a truss should still function as a truss".[4] While Bridge #01349's trusses retain their pre-construction appearance, they no longer perform the function for which they were made.

In 1991, new electric motors and jacks were installed that allow the bridge to be automatically opened and closed. In response to the public input, the new machinery included the means to operate the span manually. In practice, such an opening has not occurred. The overall Design integrity of the bridge has been diminished.

[3] 36 CFR Part 800.5(a)(1)

[4] NCHRP Project 25-25, Task 15, Context, 1-8

Setting

Within Bridge #01349's Setting is the Saugatuck River, a railroad line, and the neighborhood of Saugatuck village. These elements provide the context of the natural and human forces that resulted in a moveable span bridge being built at this location. Setting is a critical aspect of the bridge's historic significance in the role it played in the development of Westport and Saugatuck (Criterion A).

In the early 19th century, the villages of Westport and Saugatuck were evolving from an agriculture-based economy to a mercantile center. With its access to Long Island Sound, the Saugatuck River provided an efficient means of transporting goods. Docks and storehouses to receive these goods were built along the river. With the rise of this new economy, demands for more efficient travel beyond the river also increased.

In 1848, the newly constructed New York / New Haven & Hartford railroad line opened a station on the east side the Saugatuck River (near the north end of E. Ferry Lane) which further increased demands for a means of crossing the Saugatuck to reach the station. At that time, the only means of doing so were by ferry or by travelling over a mile north to use a toll bridge/toll road near the center of Westport. Roadways connecting Westport and Saugatuck with the outlying areas of Connecticut were improved, but the challenge of crossing the Saugatuck remained.

Despite controversy between the town center in Westport and the village of Saugatuck, a bridge near the railroad line in the Saugatuck village area was desired. Because river traffic remained a strong economic driver in this area, such a bridge would have to be capable of crossing the river without interfering with marine travel. In 1869, a wooden moveable type bridge was constructed at the current alignment of Bridge #01349. Within a decade of its construction, this bridge was on the verge of collapse due to deterioration caused by an invasive mollusk that burrows into its wood members.

In 1884, the Saugatuck Swing Bridge was opened on the same alignment as its short-lived wooden bridge. To prevent a repeated loss from the wood borers, Bridge #01349 was an iron structure built on masonry. Its span that was capable of moving to accommodate traffic both over the river and travelling along it. Ironically, by 1884 the need for river traffic was waning. This was due to an onion blight which affected the area's mainstay agricultural export and because of the improved overland road and railways.

> *"The decline in river traffic probably accounts for the survival of the bridge: it is unlikely that strong and ascendant maritime interests would have tolerated for very long the slow, awkward hard operation of the swing span."* (NR Form, Item 8)

The neighborhoods on either side of the Saugatuck River developed with distinctive characters. The eastern bank developed as residential parcels while the western bank saw more commercial and industrial development. Despite these changes to individual properties over time, the general character of "closely spaced commercial buildings on the west bank, and more widely spaced residences to the east" has remained unchanged.

The Saugatuck River retains elements of commerce as seen in the Marina located northwest of the bridge. It is also used by the local rowing club. The former of these two still requires a moveable span bridge in order to facilitate its business. To the extent that Saugatuck still retains ties to its development based on the river, the bridge retains its integrity of Setting.

Materials

Along with Design, Material integrity is an important quality for properties that are significant under Criterion C (Design/Construction). This aspect is critical in providing insight to the technology and resources make up the bridge.

The original material palette consisted of metal, stone, and wood. Certain elements such as wood, can be expected to be more ephemeral in nature. The iron and masonry components are expected to have a longer useable lifespan and their retention or loss is more critical to the Material integrity of the bridge.

Iron / Steel

The archaic use of wrought and cast iron in the trusses is significant to the overall historic nature of the bridge. The 1991 construction documents specifically identify procedures for retaining the original pin-connected trusses. During the rehabilitation, the trusses were removed with minimal disassembly (Image 5). The project drawings and specifications call out the procedures and quantities for straightening 13 truss chords that had been deformed or damage.[5] There are no provisions or quantities for replacing any elements of the trusses.

The original stringers (floor beams) were cut and bolted to the new girders, which run parallel to the roadway (Image 6). The cross braces beneath the bridge appear to be original features. During the field examination of the bridge conducted for this report, it was noted that the looped end of the cross braces appear to be wrought iron forged elements. Also, the bracing are connected with cast iron turnbuckles that are stamped, "EdgeMoor, Pat Jan 18th 1881" (Image 7). The Edge Moor Ironworks Company was based in Delaware and operated under that name until they were purchased by the American Bridge company in 1900.

Wood

Originally, the travelling surface of the bridge was composed of wood planking 4x12 wood stringers covered by 3" wood decking. It was also used as cribbing that supported the piers below the riverbed. By its nature, the wood required continual maintenance and cyclical replacement until it was replaced with a steel grill deck in 1951 (Image 8). At present, the bridge sidewalk is only element still constructed of wood. It was fully replaced in 1991 and has likely been the subject of partial replacement since that time as maintenance requires.

Masonry

The abutments and piers are constructed of Stony Creek granite. At present, only the masonry of the east and west abutments is visible (Image 9). When the granite of the pivot pier required stabilization and strengthening in 1952, the original masonry was encased in concrete (Image 10). During that same campaign, Pier 2 was strengthened by introducing new reinforced concrete pilings around the pier. The new pilings supported steel beams that carry part of the load of Pier 2. Although the masonry is still visible, it is almost completely obscured by the pilings, a concrete cap over the top of the beams and the wood protective cribbing (Image 11).

[5] CTDOT, Drawings for *Project No. 158-150 Town of Westport Reconstruction of Bridge No. 01349* (10/20/1989).

Operating Machinery

New operating machinery was installed as part of the 1991 rehabilitation. The original gears and rollers that turn the swing span and the jacks that allow the deck to move vertically into alignment with the approach roadways were replaced. The electric motors and jacks introduce new visual elements that were not part of the original design (Image 12). These features are small in size relative to the overall structure. The historic appearance of the bridge is not significantly altered by the new machinery.

While these remain largely intact, the original masonry has been obscured or encased by concrete. The original operating machinery is an important character-defining element of a moveable span structure (NCHRP). The loss of these elements detracts from the authenticity and Material integrity of the bridge. The overall Material integrity of the bridge is compromised.

Workmanship

The uniform, engineered nature of a bridge structure offers few examples of individual craftsmanship. This quality can best be appreciated in the tooling and placement of the masonry and the riveted connections of the individual members of the trusses (Image 13). While neither is a strong example of individual workmanship, they do reflect the technology and craftsmanship of their era.

Perhaps the strongest case for workmanship is the manual operation of the span. The bridge was notable as being the last of its type in Connecticut. Today, it is still possible to operate the swing span by hand. However, aside from periodic testing of the manual machinery and training personnel to use it, such an operation has not occurred since the reopening in 1991.

Feeling

Feeling is defined as a property's ability to convey its sense of history. It is a quality that is difficult to quantify because it is based on individual perception. Objectively, Bridge #01349's overall appearance as an archaic structure supports the bridge's Feeling. Its apparent age, appearance and longevity in the community anchors it as a long-standing element of the town's history (Criterion A).

Association

Association is the direct link between the historic property and the events, persons, or ideas that define its historic significance. Bridge #01349 significance is derived from it being an example of a particular moment in bridge technology and construction and also for it's role in the development of the Town of Westport and village of Saugatuck (Criteria C & A, respectively). The diminishment of Design and Material integrity that has occurred since 1884 weakens the integrity of Association with Bridge #01349's significance as an engineering innovation.

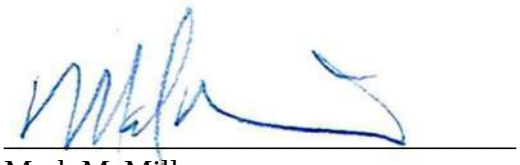
The Association with past events and the development of the town is bolstered by the integrity of the Setting, Location, and Feeling. In this regard, the Association aspect as it relates to Criterion A remains intact. The State Historic Preservation Officer has informed CTDOT that a nomination for a Bridge Street NRHP Historic District is underway. This proposed district will include Bridge #01349 and bolster the structure's Association with the town's history.

Conclusion

The OEP staff recognizes the importance of this bridge to the community as well as the efforts to preserve its historic appearance in the 1991/1993 rehabilitation efforts. This commitment speaks to the local support of historic Feeling integrity for the bridge. The aspects of Location and Setting also remain relatively intact and convey the role Bridge #01349 played in the pattern of history of Westport and Saugatuck (Criterion A).

The aspects of integrity that are most important in considering the bridge's engineering and construction significance (Criterion C) have been compromised by alterations since 1991. There is little individual Workmanship evident in the structure aside from its archaic riveted connections or dressed stone substructure. The Design, Material, and Association integrity of the bridge are diminished by alterations that relieve the trusses of their function as load bearing elements; the replacement of the original operating machinery, and changes to the substructure that obscure the original masonry.

This report documents the state of the character defining historic features of the bridge prior to any future actions that may further impact the integrity and historic significant of Bridge #01349.



Mark McMillan
National Register Specialist, Architectural Historian
Office of Environmental Planning
Connecticut Department of Transportation



Image 1: Southern face of Bridge #01349, viewed from I-95.

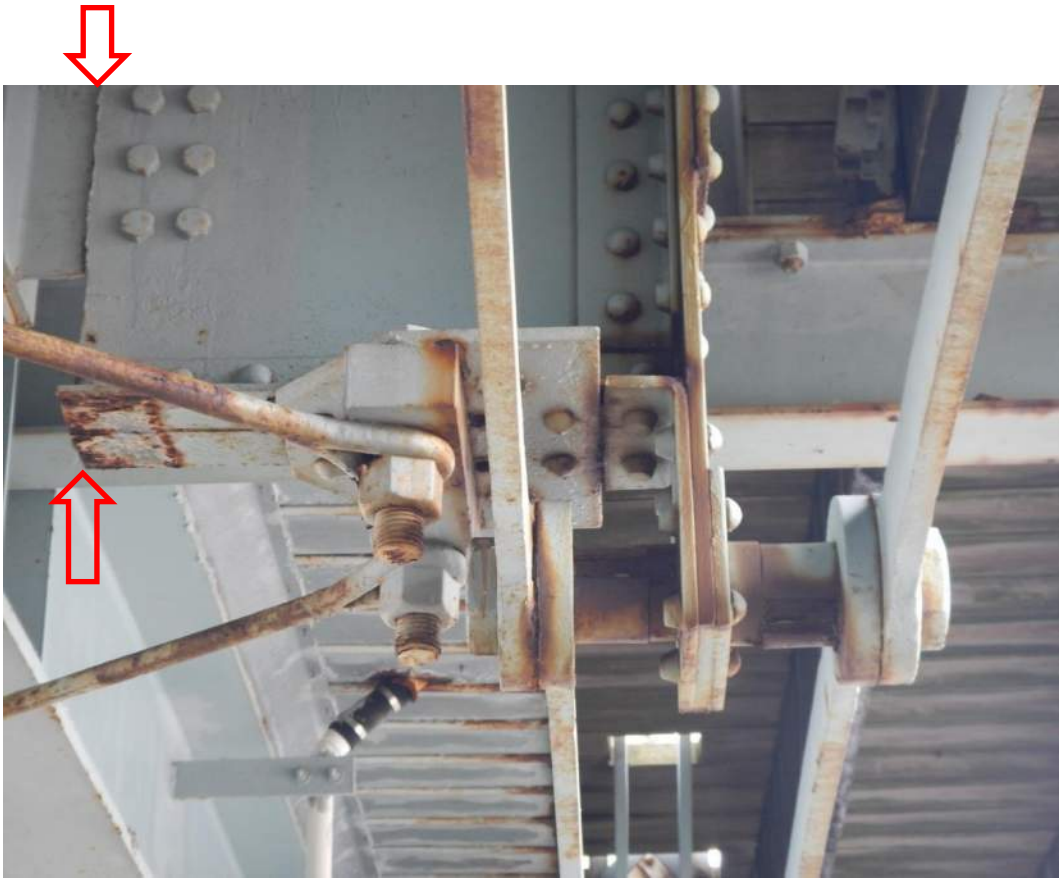


Image 2: Attachment point of the original truss to the new steel superstructure. All but the outer18-24" of the floor beams were removed and then bolted to the new superstructure beams (red arrows indicate the cut line).

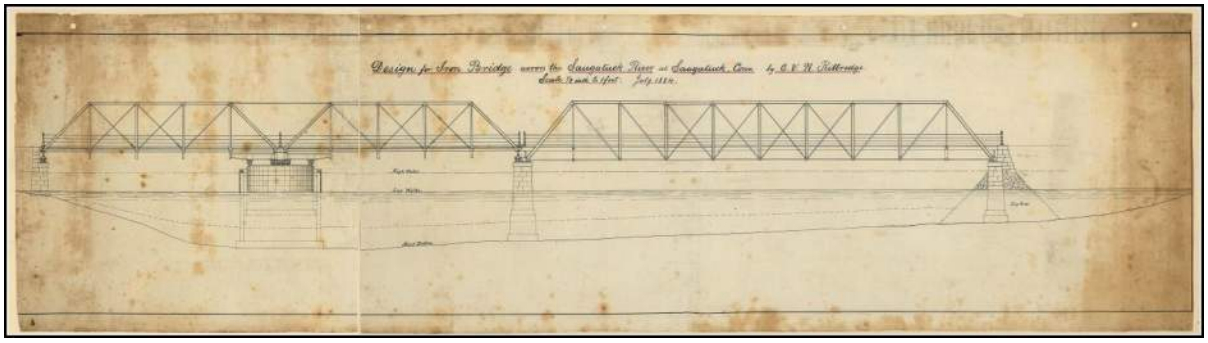


Image 3: "Design for Iron Bridge across the Saugatuck River at Saugatuck, Conn." (July 1884). The elevation is an early design drawing of Bridge #01349 and shows the three-span Pratt Truss superstructure, masonry abutments, center pivot and fixed piers.

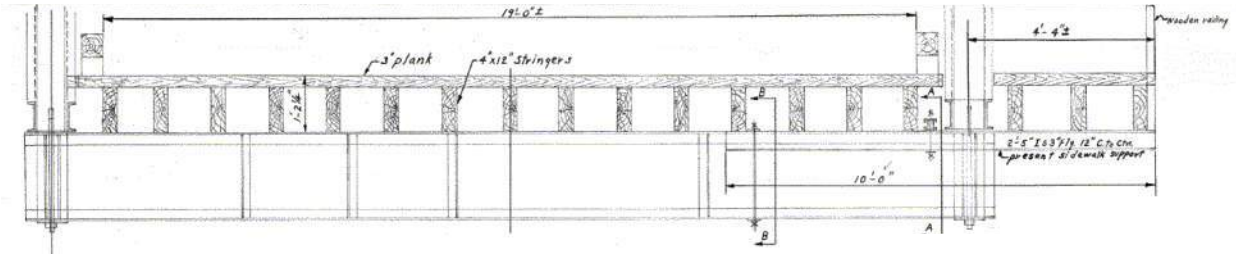


Image 4: Cross section of the original wood deck of Bridge #01349. This was replaced by a steel "singing" deck in 1952. *Image Courtesy of CTDOT State Project #158-0050, Sheet 3 of 4; (11/6/1948).*



Image 5: View of Bridge #01349 from the temporary bridge installed to carry Route 136 during the 1991 rehabilitation. Note that the trusses have been moved from their original locations intact and are staged on the approach roadway (red arrow).



Image 6: The original beams of the truss were oriented perpendicular to the roadway. In 1991, they were cut and attached to the new superstructure beams (outlined in red), which are oriented parallel to the roadway.



Image 7: Cast iron turnbuckle bearing the label "EdgeMoor – Pat *[Patent]* Jan 18th 1881"

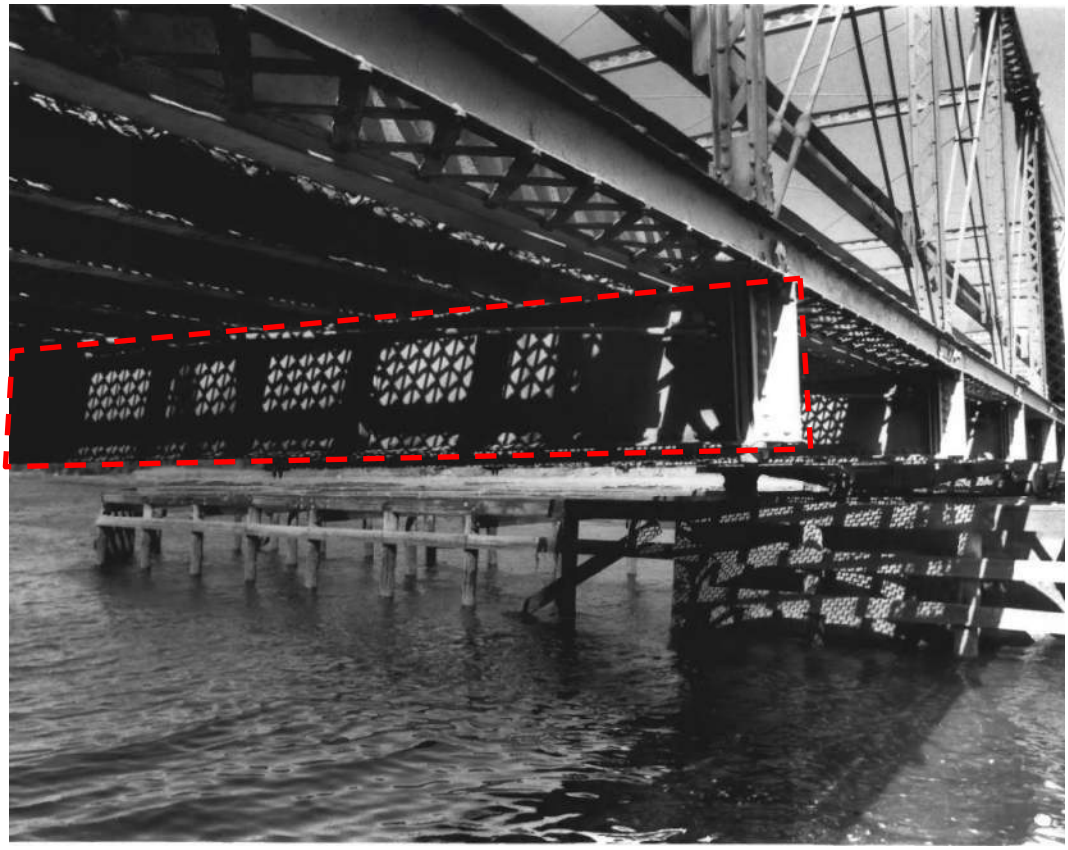


Image 8: Steel grid "singing" deck of the bridge prior to the 1991 rehabilitation. In addition to distinctive sound this type of deck makes, it also allows light to filter through the driving surface of the bridge to the substructure and water. Note that the girders are oriented perpendicular to the roadway (outlined). *Photography Courtesy of National Park Service (NR Nomination Form).*



Image 9: Western abutment of Bridge #01349. The original ashlar masonry is visible. Reinforced concrete was introduced on top of the abutment in 1993 to raise the bridge clearance above the water and facilitate river traffic. The outriggers and catwalk allow access to the screw jacks that raise and lower the swing span when it is operated.



Image 10: Detail of pivot pier. In 1952, the original masonry pier was encased in a sheet metal form which was filled with concrete.



Image 11: Eastern face of Pier 2. The original masonry is outlined in red. It is obscured by modern pilings, a concrete cap and the timber cribbing that protects the western wide of the pier. The detail in the upper right corner has been enhanced to highlight the masonry in the shadows.

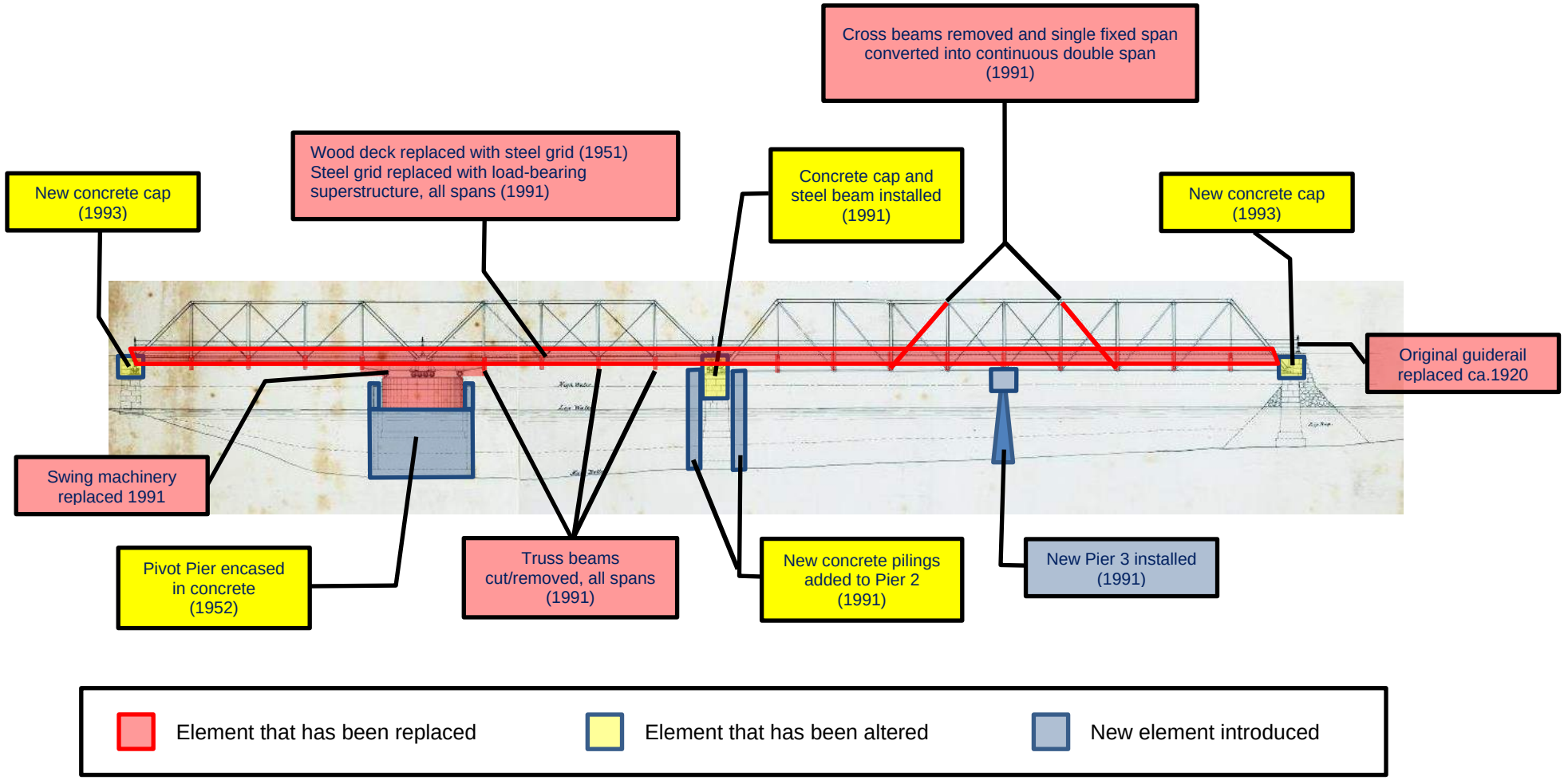


Image 12: The south side of the swing span now features an electric motor at the screw jacks (left photo) and at the center of the swing span (right photo, outlined) that are responsible for opening and closing the span. This is a minor change in the appearance of the bridge.



Image 13: There are a few locations where the original rivets have been replaced with bolts (see inset). However, almost all of the original rivets remain intact.

Following Bridge #01349's listing on the National Register of Historic Places, several alterations were made to the structure. Every element of the bridge has been altered from its original construction. The wrought iron trusses retain their original appearance, but not their function as load-bearing elements that support the live loads of the bridge.



November 10, 2020

Mr. Mark McMillan
Transportation Supervising Planner
Office of Environmental Planning
Cultural Resources & Environmental Documents Unit
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131
(via email only to mark.mcmillan@ct.gov)

Subject: Rehabilitation of Saugatuck Swing Bridge (Bridge #01349)
Route 136 over Saugatuck River
Town of Westport, Connecticut
State Project # 158-214

Dear Mr. McMillan,

The Connecticut State Historic Preservation Office (SHPO) is in receipt of your request for our comments concerning the above-referenced project and potential effects to historic properties. SHPO understands that the Connecticut Department of Transportation (CTDOT) plans on using a combination of state and federal funding to address the structural and functional deficiencies of the Saugatuck River Swing Bridge (Bridge # 01349) in the Town of Westport. As a result of the use of federal funding, the project is subject to review pursuant to Section 106 of the National Historic Preservation Act. The undertaking will also be the subject of an Environmental Assessment (EA) pursuant to the National Environmental Policy Act (NEPA) and an Environmental Impact Evaluation (EIE) pursuant to the Connecticut Environmental Policy Act (CEPA) which will analyze the project's broader environmental impacts.

This office appreciates the opportunity to comment on the proposed project at this early stage of the environmental review process. CTDOT is considering 5 alternatives in order to address the deficiencies of the Saugatuck River Swing Bridge. These five alternatives are No Build, Conservation, Rehabilitation, On-Alignment Replacement, and Off-Alignment Replacement.

SHPO concurs with the preliminary Area of Potential Effect (APE) defined in your letter. Upon selection of a preferred alternative and the further progression of project design, the SHPO looks forward to additional consultation to refine the APE if necessary. As stated in your letter, a number of previously identified historic resources are located within the currently delineated APE:

- The Saugatuck River Swing Bridge (Bridge #01349), also known as the Bridge Street Bridge or William Cribari Bridge was listed on the National Register of Historic Places in 1987.

- The Bridge Street Historic District was listed on the National Register of Historic Places in 2018. The Saugatuck River Swing Bridge is located within the boundaries of the district and is

considered a contributing resource. The properties at the northeast (Map C06 Block 59/Lot 000) and southeast (12 Bridge Street, knowns as the Anna E. Dolan House) quadrants of the bridge are both located within the boundaries of the historic district. 12 Bridge Street is a contributing building within the historic district. The stone walls along both the north and south sides of Bridge Street, east of the Saugatuck River Swing Bridge, are also considered contributing elements within the Bridge Street Historic District.

CTDOT also has identified several properties within the APE as potentially eligible for listing on the National Register of Historic Places:

- 530 Riverside Avenue
- 535 Riverside Avenue
- 540 Riverside Avenue
- 545 Riverside Avenue
- 555 Riverside Avenue

As the project design evolves and a preferred alternative is selected, additional information about these resources may be required in order to conduct a formal eligibility evaluation.

Of the build alternatives, SHPO considers the Conservation and Rehabilitation alternatives to have the fewest foreseeable impacts to historic resources. Should CTDOT proceed with either of the replacement alternatives, the undertaking will constitute an adverse effect upon historic resources. SHPO looks forward to continuing consultation with CTDOT and the additional consulting parties to avoid and/or minimize the effects of the proposed undertaking.

This office appreciates the opportunity to review and comment upon this project. These comments are provided in accordance with the National Environmental Policy, the Connecticut Environmental Policy Act, and Section 106 of the National Historic Preservation Act, as amended. For additional information, please contact Jonathan Kinney at (860) 500-2380 or Jonathan.kinney@ct.gov.

Sincerely,

Jonathan Kinney
Deputy State Historic Preservation Officer

U.S. Department of Transportation
Federal Highway Administration

Connecticut Division

628-2 Hebron Avenue
Suite 303
Glastonbury, CT 06033
860-659-6703
860-659-6724
Connecticut.FHWA@dot.gov

August 16, 2017

In Reply Refer To:
HPR-CT

Ron Corwin
Coalition for Westport
20 Grove Point
Westport, CT 06880

Dear Mr. Corwin:

The Federal Highway Administration Connecticut Division (FHWA-CT) has been informed of your interest in becoming a consulting party for the purposes of Section 106 of the National Historic Preservation Act for State Project Number 158-214, potentially impacting the William F. Cribari Memorial Bridge in Westport, Connecticut.

Per 36 CFR 800.2(c)(5), FHWA-CT accepts your organization to participate as a consulting party due to your concern with the proposed undertaking's potential effects on historic properties.

The Advisory Council on Historic Preservation (ACHP) has published A Citizen's Guide to Section 106 Review, which may be a useful guide in understanding your role as a consulting party. It may be downloaded at: http://www.achp.gov/docs/CitizenGuide.pdf

The CTDOT is responsible for administering many Section 106 responsibilities on behalf of FHWA-CT. As such, the CTDOT will remain your primary contact for project-related issues. If you have any questions or concerns, you may contact me at christopher.hansen@dot.gov or 860-494-7577.

Sincerely yours,

CHRISTOPHER P HANSEN

Digitally signed by CHRISTOPHER P HANSEN
DN: c=US, o=U.S. Government, ou=DOT FHWAFrankfortKY, ou=FHWA FHWAFrankfortKY, cn=CHRISTOPHER P HANSEN
Date: 2017.08.16 11:21:35 -04'00'

Chris Hansen
Environmental Protection Specialist

cc: Electronic copies sent to:

Mark McMillan, CTDOT National Register Specialist
Melanie Zimyeski, CTDOT Transportation Supervising Planner
Theodore Nezames, CTDOT Manager of Bridges
Cathy Labadia, Connecticut State Historic Preservation Office

U.S. Department of Transportation
Federal Highway Administration

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February 8, 2017

In Reply Refer To:
HPR-CT

Daniel Mackay
Executive Director
Connecticut Trust for Historic Preservation
940 Whitney Ave
Hamden, CT 06517

Dear Mr. Mackay:

The Federal Highway Administration Connecticut Division (FHWA-CT) has been informed of your interest in becoming a consulting party for the purposes of Section 106 of the National Historic Preservation Act for State Project Number 158-214, potentially impacting the William F. Cribari Memorial Bridge in Westport, Connecticut.

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Sincerely yours,

Chris Hansen
Environmental Protection Specialist

cc: Electronic copies sent to:

Mark Alexander, CTDOT Transportation Assistant Planning Director
Theodore Nezames, CTDOT Manager of Bridges
Cathy Labadia, Connecticut State Historic Preservation Office

U.S. Department of Transportation
Federal Highway Administration

Connecticut Division

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Connecticut.FHWA@dot.gov

February 2, 2017

In Reply Refer To:
HPR-CT

Mr. Art Schoeller
President
Green's Farms Association
P.O. Box 10
Green's Farms, Connecticut 06838

Dear Mr. Schoeller:

The Federal Highway Administration Connecticut Division (FHWA-CT) has been informed by the Connecticut Department of Transportation (CTDOT) of your interest in becoming a consulting party for the purposes of Section 106 of the National Historic Preservation Act for State Project Number 158-214, potentially impacting the William F. Cribari Memorial Bridge in Westport, Connecticut.

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Sincerely yours,

Chris Hansen

Chris Hansen
Environmental Protection Specialist

cc: Electronic copies sent to:

Mark Alexander, CTDOT Transportation Assistant Planning Director
Theodore Nezames, CTDOT Manager of Bridges
Cathy Labadia, Connecticut State Historic Preservation Office

U.S. Department of Transportation
Federal Highway Administration

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February 17, 2017

In Reply Refer To:
HPR-CT

Kitty Henderson
Executive Director
Historic Bridge Foundation
PO Box 66245
Austin, TX 78766

Dear Ms. Henderson:

The Federal Highway Administration Connecticut Division (FHWA-CT) has been informed of your interest in becoming a consulting party for the purposes of Section 106 of the National Historic Preservation Act for State Project Number 158-214, potentially impacting the William F. Cribari Memorial Bridge in Westport, Connecticut.

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Sincerely yours,

Chris Hansen

Chris Hansen
Environmental Protection Specialist

cc: Electronic copies sent to:

Mark Alexander, CTDOT Transportation Assistant Planning Director
Theodore Nezames, CTDOT Manager of Bridges
Cathy Labadia, Connecticut State Historic Preservation Office

U.S. Department of Transportation
Federal Highway Administration

Connecticut Division

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February 17, 2017

In Reply Refer To:
HPR-CT

Nathan Holth
HistoricBridges.org
2767 Eastway Drive
Okemos, MI 48864

Dear Mr. Holth:

The Federal Highway Administration Connecticut Division (FHWA-CT) has been informed of your interest in becoming a consulting party for the purposes of Section 106 of the National Historic Preservation Act for State Project Number 158-214, potentially impacting the William F. Cribari Memorial Bridge in Westport, Connecticut.

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Sincerely yours,

Chris Hansen

Chris Hansen
Environmental Protection Specialist

cc: Electronic copies sent to:

Mark Alexander, CTDOT Transportation Assistant Planning Director
Theodore Nezames, CTDOT Manager of Bridges
Cathy Labadia, Connecticut State Historic Preservation Office

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Federal Highway Administration

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Connecticut.FHWA@dot.gov

February 2, 2017

In Reply Refer To:
HPR-CT

Mr. Werner Liepolt
Residents of the Bridge Street Neighborhood
27 Bridge Street
Westport, Connecticut 06880

Dear Mr. Liepolt:

The Federal Highway Administration Connecticut Division (FHWA-CT) has been informed by the Connecticut Department of Transportation (CTDOT) of your interest in becoming a consulting party for the purposes of Section 106 of the National Historic Preservation Act for State Project Number 158-214, potentially impacting the William F. Cribari Memorial Bridge in Westport, Connecticut.

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Sincerely yours,

Chris Hansen

Chris Hansen
Environmental Protection Specialist

cc: Electronic copies sent to:

Mark Alexander, CTDOT Transportation Assistant Planning Director
Theodore Nezames, CTDOT Manager of Bridges
Cathy Labadia, Connecticut State Historic Preservation Office

U.S. Department of Transportation
Federal Highway Administration

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Connecticut.FHWA@dot.gov

February 13, 2017

In Reply Refer To:
HPR-CT

Valerie Seiling Jacobs
Co-Chairman
Save Westport Now
11 Compo Parkway
Westport, CT 06880

Dear Ms. Seiling Jacobs:

The Federal Highway Administration Connecticut Division (FHWA-CT) has been informed of your interest in becoming a consulting party for the purposes of Section 106 of the National Historic Preservation Act for State Project Number 158-214, potentially impacting the William F. Cribari Memorial Bridge in Westport, Connecticut.

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Sincerely yours,

Chris Hansen

Chris Hansen
Environmental Protection Specialist

cc: Electronic copies sent to:

Mark Alexander, CTDOT Transportation Assistant Planning Director
Theodore Nezames, CTDOT Manager of Bridges
Cathy Labadia, Connecticut State Historic Preservation Office

U.S. Department of Transportation
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Connecticut Division

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860-659-6724
Connecticut.FHWA@dot.gov

February 8, 2017

In Reply Refer To:
HPR-CT

Carol Leahy
Coordinator/HDC Staff Administrator
Westport Historic District Commission
110 Myrtle Avenue, Room 108
Westport, CT 06880

Dear Ms. Leahy:

The Federal Highway Administration Connecticut Division (FHWA-CT) has been informed by the Connecticut Department of Transportation (CTDOT) of your interest in becoming a consulting party for the purposes of Section 106 of the National Historic Preservation Act for State Project Number 158-214, potentially impacting the William F. Cribari Memorial Bridge in Westport, Connecticut.

Per 36 CFR 800.2(c)(5), FHWA-CT accepts your organization to participate as a consulting party due to your concern with the proposed undertaking's potential effects on historic properties.

The Advisory Council on Historic Preservation (ACHP) has published A Citizen's Guide to Section 106 Review, which may be a useful guide in understanding your role as a consulting party. It may be downloaded at: http://www.achp.gov/docs/CitizenGuide.pdf

The CTDOT is responsible for administering many Section 106 responsibilities on behalf of FHWA-CT. As such, the CTDOT will remain your primary contact for project-related issues. If you have any questions or concerns, you may contact me at christopher.hansen@dot.gov or 860-494-7577.

Sincerely yours,

Chris Hansen

Chris Hansen
Environmental Protection Specialist

cc: Electronic copies sent to:

Mark Alexander, CTDOT Transportation Assistant Planning Director
Theodore Nezames, CTDOT Manager of Bridges
Cathy Labadia, Connecticut State Historic Preservation Office

U.S. Department of Transportation
Federal Highway Administration

Connecticut Division

628-2 Hebron Avenue
Suite 303
Glastonbury, CT 06033
860-659-6703
860-659-6724
Connecticut.FHWA@dot.gov

February 2, 2017

In Reply Refer To:
HPR-CT

Westport Preservation Alliance
PO Box 651
Westport, Connecticut 06880

Dear Mr. Suggs, Ms. Garten, Ms. Crowther, and Mr. Boyd:

The Federal Highway Administration Connecticut Division (FHWA-CT) has been informed by the Connecticut Department of Transportation (CTDOT) of your interest in becoming a consulting party for the purposes of Section 106 of the National Historic Preservation Act for State Project Number 158-214, potentially impacting the William F. Cribari Memorial Bridge in Westport, Connecticut.

Per 36 CFR 800.2(c)(5), FHWA-CT accepts your organization's request to participate as a consulting party due to your concern with the proposed undertaking's potential effects on historic properties.

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Sincerely yours,

Chris Hansen
Environmental Protection Specialist

cc: Electronic copies sent to:

Mark Alexander, CTDOT Transportation Assistant Planning Director
Theodore Nezames, CTDOT Manager of Bridges
Cathy Labadia, Connecticut State Historic Preservation Office

Francisco T. Fadul/esk

bcc: Comr. Redeker – Dep. Comr. Barry – (Log No. 77)
Pamela Sucato
Judd Everhart
Cheryl A. Malerba
Kevin Nursick
Thomas A. Harley
Scott A. Hill
Thomas J. Maziarz
Robbin L. Cabelus - Colleen A. Kissane
Mark Alexander – Mark McMillan
Melanie Zimyeski - Anna Bergeron - Katherine Rattan
Darren Meyers
Theodore H. Nezames – Timothy D. Fields – Priti S. Bhardwaj – Francisco T. Fadul
Thomas Ryan - CJM

File: S:\Condes\BR\FADUL\Bridge 01349 - Westport Moveable over Saugatuck\Redeker Log No 77 20160627 from Greens Farms Asstn Response.docx

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone:

July 15, 2016

Mr. Art Schoeller
Green's Farms Association
P.O. Box 10
Green's Farms, Connecticut 06838

Dear Mr. Schoeller:

Subject: Request for Consulting Party Status and Project Planning Documents
William F. Cribari Memorial Bridge
Bridge No. 01349
Route 136 over Saugatuck River
Town of Westport

Thank you for your letter dated June 23, 2016 (enclosed) requesting to be registered as a Consulting Party for project planning activities for the subject bridge project. Commissioner Redeker has requested I respond to your letter to the Department of Transportation (Department). We appreciate the Green's Farms Association's interest in this important bridge and look forward to working with you and other stakeholders as the project moves forward. The Department is in the process of assessing and assembling the requested information and will contact you shortly to discuss how the information will be transferred.

Your request to be registered as a Consulting Party relates to Section 106 of the National Historic Preservation Act of 1966. Under the guidelines of Section 106, as codified by 36 CFR §800.2, the Department recognizes your interest in the William F. Cribari Memorial Bridge (Bridge No. 01349). Such Consulting Party status applies to specific projects or actions where federal funding and/or federal approval (e.g. federal permitting) is involved. It is ultimately the lead federal agency that grants Consulting Party status.

At this time, the Department has conducted a rehabilitation study through a state-funded project, Project No. 158-212, to explore rehabilitation options and was presented to the public on June 15, 2016. The study has revealed that further in-depth investigation of major rehabilitation and replacement options is required, in conjunction with stakeholder input, to determine the best solution in resolving the issues affecting the bridge. The remainder of the project will have Federal Highway Administration participation. Your request for Consulting Party registration should go to the appropriate federal agency for determination once the project is established.

The Department appreciates the interest displayed by the Green's Farms Association with regard to this bridge, and looks forward to continued collaboration with all stakeholders regarding future plans for the rehabilitation of the subject bridge.

If you have any further questions, please contact me by telephone at (860) 594-3272 or by email at theodore.nezames@ct.gov.

Very truly yours,

Theodore H. Nezames, P.E.
Manager of Bridges
Bureau of Engineering and Construction

Enclosure

cc: The Honorable James S. Marpe, First Selectman, Town of Westport
Mr. Francis Pickering, Executive Director, Western Connecticut Council of Governments

GREEN'S FARMS ASSOCIATION

June 23rd, 2016

Subject: State Bridge No. 01349 – request for consulting status for Greens Farms Association

To: James Redeker, Commissioner
State of Connecticut Department of Transportation
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 0613107546

CC: James Marpe, First Selectman, Westport, CT
RTM District 5

Dear Commissioner Redeker:

Consistent with the Connecticut Department of Transportation policy and Sec. 106 of the National Historic Preservation Act (NHPA) the Greens Farms Association would like to formally register as a consulting party in connection with any planning activities related to the above captioned bridge. Moreover, upon receipt of this request we ask that our association be furnished in a timely fashion with any and all documents related to the planning activities associated with the subject structure. This would include any other pertinent work products developed or sourced by the CTDOT's Bureau of Engineering and Construction, it's National Register Specialist, or other related departments of the Agency.

This request was reviewed and approved by the GFA board of directors at our June 21st board meeting. Please note the GFA advocates for the preservation of the quality of life in the Greens Farms area of Westport, representing over 1,000 households.

Sincerely,

Art Schoeller

President – Green's Farms Association

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone:

June 2, 2016

Mr. Werner Liepolt
Residents of the Bridge Street Neighborhood
27 Bridge Street
Westport, Connecticut 06880

Dear Mr. Liepolt:

Subject: Request for Consulting Party Status and Project Planning Documents
William F. Cribari Memorial Bridge
Bridge No. 01349
Route 136 over Saugatuck River
Town of Westport

Thank you for your letter dated May 26, 2016 (enclosed) requesting Consulting Party status and project planning documents for the subject bridge project. Commissioner Redeker has requested I respond to your letter to the Department of Transportation (Department). We appreciate the Residents of the Bridge Street Neighborhood's interest in this important bridge and look forward to working with you and other stakeholders as the project moves forward. The Department is in the process of assessing and assembling the requested information and will contact you shortly to discuss how the information will be transferred.

Your request to be a Consulting Party relates to Section 106 of the National Historic Preservation Act of 1966. Under the guidelines of Section 106, as codified by 36 CFR §800.2, the Department recognizes your interest in the William F. Cribari Memorial Bridge (Bridge No. 01349). Such Consulting Party status applies to specific projects or actions where federal funding and/or federal approval (e.g., federal permitting) is involved. It is ultimately the lead federal agency that grants Consulting Party status.

At this time, the Department is conducting a rehabilitation study through a state-funded project, Project No. 158-212, to determine the possible rehabilitation actions needed. The remainder of the project will have Federal Highway Administration participation. Your request for Consulting Party status should go to the appropriate federal agency for determination once this project is established.

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The Department appreciates the interest displayed by the Residents of the Bridge Street Neighborhood with regard to the Cribari Bridge, and looks forward to continued collaboration with all stakeholders regarding future plans for the rehabilitation of the William F. Cribari Bridge.

If you have any further questions, please contact me by telephone at (860) 594-3272 or by email at theodore.nezames@ct.gov.

Very truly yours,

Theodore H. Nezames, P.E.
Manager of Bridges
Bureau of Engineering and Construction

Francisco T. Fadul

bcc: Comr. Redeker – Dep. Comr. Barry – (Log No. 70)
Judd Everhart
Kevin Nursick
Thomas A. Harley
Scott A. Hill
Thomas J. Maziarz
Robbin L. Cabelus - Colleen A. Kissane
Mark Alexander – Mark McMillan
Melanie Zimyeski - Anna Bergeron - Katherine Rattan
Darren Meyers
Theodore H. Nezames – Timothy D. Fields – Priti S. Bhardwaj – Francisco T. Fadul
Thomas Ryan - CJM

James Redeker, Commissioner
State of Connecticut Department of Transportation
2800 Berlin Turnpike, P.O. Box 317546
Newington, CT 06131-7546

Re: State Bridge No. 01349/Route 136 over Saugatuck River, Westport

Dear Commissioner Redeker,

Consistent with Connecticut Department of Transportation policy and Sec. 106 of the National Historic Preservation Act (NHPA), we, the undersigned, together with a least 25 signatories (see attached), wish to formally register as a consulting party in connection with any planning activities related to the above captioned bridge. Moreover, upon receipt of this petition we ask that the petitioning party, known as the Residents of the Bridge Street Neighborhood, be furnished in a timely fashion with any and all documents related to the planning activities associated with the subject structure. This would include, but is not limited to: the Rehabilitation Study Report (RSR), any associated traffic studies and any other pertinent work products developed or sourced by the CTDOT's Bureau of Engineering and Construction, its National Register Specialist, or other related departments of the Agency.

As we are now moving ahead with the designation of Bridge Street as a National Register District, the Residents of the Bridge Street Neighborhood look forward to collaborating with the DOT towards the conservation of the .5 mile Saugatuck Swing Bridge District.

We thank you very much for your prompt attention to this matter and look forward to hearing from you.

Respectfully yours,

Roberta Liepolt	27 Bridge St	203-226-4842	BLiepolt@optonline.net
Roberta Liepolt Joe Simmons JOHN SIMMONS	1 SAXON LANE	203 227-4647	JSimmons@optonline.net
Elena Klopfer	144 Compo Road South	203-349-5965	eKklopfer@icloud.com
Werner Liepolt werner liepolt	27 Bridge St	203 226 4842	whliepolt@optonline.net
Terri Pieraa	146 S. Compo	203 222-0560	Dalaid@optonline.net
Charlotte Weber	16 Bridge St	203-226-3222	charlotteuw@gmail.com

CLAYTON J. HUGHES	2 IMPERIAL LNDG	203-520-2074	cjhughes9973@gmail.com
Janine Bassin	2 Imperial Ldg	203.222.0133	jan-z@sbcglobal.net
Nora Caporale	5 Imperial Ldg	203-293-4849	noracaporale@gmail.com
Janis Fox	1 Imperial Landing	(203) 222-8485	jpfox@optonline.net
Suzanne Tager	8 Imperial Ldg	203 557 4706	SUZANNETAGER@yahoo.com
Steve Obsitnik	8 IMPERIAL LANDING	203 557 4706	SOBSITNIK@GMAIL.CO
MICHELLE BASSIN	18 PARK LANE	203/226.1525	michbassin@gmail.com
Douglas Odell	3 Imperial Landing	203 221-0824	buddodell@hotmail.co
BOB CAPORALE	5 IMPERIAL LNDG	203-293-4849	bobcaporale@gmail.com
Eugene Fox III	1 Imperial Landing	203-222-8485	efox@cardcap.com
JESSICA WONG	4 Imperial LANDING	646-556-5317	jessicawong833@gmail.com
CHI LAI	4 Imperial LANDING	347-226-1422	chiwlai@gmail.com
DEBRA DOUPAL	6 Imperial LNDG	203-349-5830	DEBDOUP@
Cosgrove	6 Imperial Landing	203-856-3137	Cosgrove1@ikluud.co
Peter M. Green	158 Imperial Ave	203-226-9674	petermgreen@hotmail
Veronica Hofstetter	15 Bridge St.	203.858.8062	veronicahofstetter@hotmail.com
Thomas Hofstetter	15 BRIDGE ST	203 505 9398	hoffy13@gmail.com

Stefanie Lally-Ardrey	24 Bridge St.	203-222-3488	stallyardrey@gmail.com
Rick Smilow	14 Stony Point Rd.	203-256-8821	Rsmilow@ice.edu
DOUG WEBER	16 Bridge St	203-952-8542	deejaydubya@ct.keys.com

Werner Liepolt 5/26/16

Werner Liepolt
27 Bridge St
Westport, Ct 06880

John P. Coniglio

notarized

JOHN P. CONIGLIO
NOTARY PUBLIC
My Commission Expires 10/31/2018.

Timothy Fields /tf/ cmm

bcc: Comr. Redeker – Dep Comr. Barry – (Log No. 45)
Judd Everhart
Kevin Nursick
Thomas A. Harley
Scott A. Hill
Thomas J. Maziarz
Robbin L. Cabelus - Colleen A. Kissane
Mark Alexander – Mark McMillan
Melanie Zimyeski - Anna Bergeron - Katherine Rattan
Darren Meyers
Theodore H. Nezames - Timothy D. Fields – Priti Bhardwaj - Francisco Fadul
Thomas Ryan – CJM TDF

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone:

April 22, 2016

Westport Preservation Alliance
Post Office Box 651
Westport, Connecticut 06880

Dear Mr. Suggs, Ms. Garten, Ms. Crowther, and Mr. Boyd:

Subject: Request for Consulting Party Status and Project Planning Documents
William F. Cribari Memorial Bridge
Bridge No. 01349
Route 136 over Saugatuck River
Town of Westport

Thank you for your letter dated March 18, 2016 (enclosed) requesting Consultant Party Status for the subject bridge project. Commissioner James Redeker has requested I respond to your letter to the Department of Transportation (Department). We appreciate the Westport Preservation Alliance's interest in this important project and look forward to working with you and other stakeholders as the project moves forward.

Your request to be a Consulting Party relates to Section 106 of the National Historic Preservation Act of 1966. Under the guidelines of Section 106, as codified by 36 CFR §800.2, the Department recognizes your interest in the William F. Cribari Memorial Bridge (Bridge No. 01349). Such Consulting Party status applies to specific projects or actions where federal funding and/or federal approval (e.g., federal permitting) is involved. It is ultimately the lead federal agency that grants Consulting Party status.

At this time, the Department is conducting a rehabilitation study through a state-funded project, Project No. 158-212, to determine the possible rehabilitation actions needed. The remainder of the project will have Federal Highway Administration participation. The Department will convey your request for Consulting Party status to the appropriate federal agency for determination once this project is established. In the meantime, the Department will share with you all completed planning documents as they become available, such as the Rehabilitation Study Report and Section 106 documentation for the Westport Preservation Alliance's review and comment.

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The Department appreciates the interest displayed by the Westport Preservation Alliance with regard to the Cribari Bridge, and looks forward to continued collaboration with all stakeholders regarding future plans for the rehabilitation of the William F. Cribari Bridge.

If you have any further questions, please contact me by telephone at (860) 594-3272 or by email at theodore.nezames@ct.gov.

Very truly yours,

Theodore H. Nezames, P.E.
Manager of Bridges
Bureau of Engineering and Construction

Enclosure

cc: The Honorable James S. Marpe, First Selectman, Town of Westport
Western Connecticut Council of Governments

FROM: Commissioner of Transportation

Date 3/23/16 LOG No. 45

TO COMMISSIONER – copy

	Deputy Comr. – copy	
✓	Engineering & Construction	
	Finance & Administration	
	Highway Operations	
	Policy & Planning	
	Public Transportation	
	Communications	
	Legal Office	
	Legislative Office	
	Management Services	
	State Traffic Commission	
	Attorney General	
	If handled by phone, complete reverse	
	For Your Information	
✓	Please Reply By: 4/6/16	
	Please Handle	
	For Commissioner's Signature	
	For Deputy Commissioner's Signature	
	Please See Me	

COMMENTS:

INVITATION:

COMMISSIONER WILL ATTEND ___Yes ___No

DEPUTY COMMISSIONER WILL ATTEND ___Yes ___No

March 18, 2015

James Redeker, Commissioner
State of Connecticut Department of Transportation
2800 Berlin Turnpike, P.O. Box 317546
Newington, CT 06131-7546

Re: State Bridge No. 01349/Route 136 over Saugatuck River, Westport

Dear Commissioner Redeker,

Consistent with Connecticut Department of Transportation policy, we, the undersigned, together with a least 25 signatories (see attached), wish to formally register as a consulting party in connection with any planning activities related to the above captioned bridge. Moreover, upon receipt of this petition, we ask that the petitioning party, known as the Westport Preservation Alliance, be furnished in a timely fashion with any and all documents related to the planning activities associated with the subject structure. This would include, but is not limited to: the Rehabilitation Study Report (RSR), any associated traffic studies and any other pertinent work products developed or sourced by the CTDOT's Bureau of Engineering and Construction, its National Register Specialist, or other related departments of the Agency.

We thank you in advance for your promt attention to this matter and look forward to working alongside the DOT towards the conservation of the Saugatuck Swing Bridge, now the oldest, active span of its type in the nation.

Respectfully yours,

John F. Suggs
jsuggs@preservewestport.com

Wendy Crowther
WCrowther@preservewestport.com

Helen Garten
HGarten@preservewestport.com

Morley Boyd
MBoyd@PreserveWestport.Com

Westport Preservation Alliance
Post Office Box 651
Westport, Conn. 06881
www.PreserveWestport.Com

#45

Petition Request

We, the undersigned, do hereby petition the Connecticut Department of Transportation to become a Consulting Party in connection with any planning activities or deliberations associated with restoration, reconstruction, rehabilitation or replacement of State Bridge No. 01349 / Route 136 over the Saugatuck River, Westport, Connecticut.

Name (please print clearly)	Address (please print clearly)	Signature
1 Martha S. Hauketh	31 Island Way Wspt	
2 CAROL BUFFINTON	9 EVERGREEN AVE, WESTPORT	
3 State Representative Gail Lavielle	109 Hickory Hill Wilton	
4 WERNER LIEPOLT	27 BRIDGE ST, WESTPORT	
5 Roberta Liepolt	27 Bridge St Westport	
6 P.W. WRIEDT-BOYD	6 Violet LA. Westport.	
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Petition Request

We, the undersigned, do hereby petition the Connecticut Department of Transportation to become a Consulting Party in connection with any planning activities or deliberations associated with restoration, reconstruction, rehabilitation or replacement of State Bridge No. 01349 / Route 136 over the Saugatuck River, Westport, Connecticut.

Name (please print clearly)	Address (please print clearly)	Signature
1. Matthew Mantell	18 Ferry Lane East Westport	
2. WENDY CROWTHER	38 E. MAIN ST., WESTPORT	Wendy Crowther
3. MORLEY BOYD	6 VIOLET LN. WESTPORT	
4. Helen Garten	4 River Cir Westport	
5. John F. Suggs	64 Center Street Westport Ct	
6. Enid Greenidge	688 Nostrand Ave Brklyn NY 11216	
7. Benice Horowitz	202 LYNAM RD, STAMFORD. CT 06903	
8. DANIEL HOROWITZ	36 DRUMLIN RD WESTPORT	
9. CHARLES WALICK	202 LYNAM RD STAMFORD CT 06903	
10. Shawn Horwitz	64 Center street, Westport CT	
11. Josh suggs	64 center street westport, ct	
12. CRAIG F. EDWARDS	110 GREENS FARMS WSPT. CT	
13. Amy Mattson	110 Greens Farms Wspt CT	
14. Samantha Edwards	110 Greens Farms Westport CT	Samantha
15. Maddy Edwards	110 Greens Farms rd, Wspt. CT	
16. Irene Dragatakos	43 Tiernex St, Norwalk CT	
17. Ann MARIE Serians	Crowley St Ansonia CT	Ann Marie Serians
18. Barbara Panton	25 Cottage Pl. Trumbull Ct 06611	Barbara Panton
19. Elizabeth Evans	117 Vought Place Stratford CT	
20. Margarita Orpie	265 Meadowbrook RD Stratford, CT	Margarita Orpie

Petition Request

We, the undersigned, do hereby petition the Connecticut Department of Transportation to become a Consulting Party in connection with any planning activities or deliberations associated with restoration, reconstruction, rehabilitation or replacement of State Bridge No. 01349 / Route 136 over the Saugatuck River, Westport, Connecticut.

	Name (please print clearly)	Address (please print clearly)	Signature
1	Terry Zingaro	17 Turkey Hill Cir	
2	Robert Maier	17 Turkey Hill Cir	
3	Rachel Suggs	64 Center Street	
4	Stu Hawley	60 Center St.	
5	Danielle Hawley	60 Center St.	
6	Barbara Vigars	87 Hillandale	
7	Ronald Vigars	87 Hillandale	
8	William Hebel	3 Iris Lane	
9	Frank Enos	131 Morningside Dr. S	
10	Robin L. Coutts	131 Morningside Dr. S	
11	Traci Lacoseglio	7 Gray Lane	
12	Paul Lacoseglio	7 Gray Lane	
13	Tye Schlegelmilch	6 Gray Ln.	
14	Neil Taylor	52 Maple Ave.	
15	William Bates	23 Richards Ln.	
16	Ian Warburg	16 Owenoke Park	
17	Jane Breen	16 Owenoke Park	
18	Mario Manna	330 Compo Rd	
19	Melissa G Manna	330 Compo Rd	
20	Staci K. Hebel	3 iris lane	

Petition Request

We, the undersigned, do hereby petition the Connecticut Department of Transportation to become a Consulting Party in connection with any planning activities or deliberations associated with restoration, reconstruction, rehabilitation or replacement of State Bridge No. 01349 / Route 136 over the Saugatuck River, Westport, Connecticut.

	Name (please print clearly)	Address (please print clearly)	Signature
1	ART SCHOELLER	6 BRIGHTFIELD LANE, WESTPORT CT	Art Schoeller
2	Jayne Schoeller	6 Brightfield Lane Westport CT	Jayne Schoeller
3	Lake Lutkenhaus	17 Turkey hill circle	Lake Lutkenhaus
4	Harriet Blitstein	17 Forest Rd Weston, CT	
5	THOMAS C. Bloch	93 Regents Park Westport	Thomas C. Bloch
6	eileen belmont	92 Regents Park Westport	Eileen Belmont
7	PETER GOLD	92 REGENTS PARK WESTPORT	
8	Mannasses Ogutu	134 N. Avenue, Westport	Mannasses
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Petition Request

We, the undersigned, do hereby petition the Connecticut Department of Transportation to become a Consulting Party in connection with any planning activities or deliberations associated with restoration, reconstruction, rehabilitation or replacement of State Bridge No. 01349 / Route 136 over the Saugatuck River, Westport, Connecticut.

	Name (please print clearly)	**Address** (please print clearly)	**Signature**
1	PEGEEN RUBINSTEIN	30 Dogwood Lane Wspt	
2	Nathalie GAVRILOVIC	4 DEEPWOOD LANE Wstpt	
3	Ellen Wentworth	8 Highland Rd Wspt CT	
4	REGINA MASTERSON	8 HIGHLAND RD. WSPT, CT	
5	TOM GUMAS	39 EAST MAIN ST WESTPORT, CT	
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PRESERVATION CONNECTICUT

6 October 2020

Lynn Murphy
Transportation Planner II
Office of Environmental Planning
Cultural Resources and Environmental Documents Unit
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, Connecticut 06131-7546
via email: lynn.murphy@ct.gov

Subject: State project 158-214, Cribari Bridge (Bridge #01349): Section 106 Evaluation

Dear Ms Murphy:

As a consulting party to Project 158-214, Preservation Connecticut urges the Connecticut Department of Transportation to pursue either the Conservation or Rehabilitation options for the Cribari Bridge, also known as the Saugatuck River Swing Bridge.

The Saugatuck River Swing Bridge was individually listed on the National Register of Historic Places in 1987 for its significance in community development (Criterion A) and engineering and design (Criterion C). While subsequent alterations have made it no longer eligible under Criterion C, the bridge retains its integrity under Criterion A. In fact, that significance was reaffirmed by the inclusion of the bridge as a contributing resource in the Bridge Street historic district, listed on the National Register in 2018. The very existence of that district is dependent on the presence of a bridge over the Saugatuck River — the current structure as well as an earlier one constructed in 1869 — which made development on the eastern bank of the river possible.

Of the four build options under consideration for the Cribari Bridge, both the Conservation and Rehabilitation options call for retaining the bridge as a significant resource in its own right and a significant element in the historic district. While the Conservation option would minimize structural alterations to the bridge, the Rehabilitation option, which calls for further alterations to the bridge trusses, would constitute an acceptable and perhaps desirable intervention to improve traffic safety and pedestrian access.

The remaining two options call for the bridge to be replaced with a new structure. These options would constitute the total loss of a significant historic resource, a truly adverse effect.

Furthermore, projects that widen and straighten roads almost invariably result in increased traffic levels and speeds. Therefore, the replacement options would certainly bring these traffic pressures to bear on the Bridge Street district, a potential adverse effect not addressed in the Section 106 evaluation document.

In the past the Department demonstrated its commitment to preserving as much of the Saugatuck River Swing Bridge as was feasible, an approach that was strongly supported by the community. While the work done in 1991 removed some of the historically significant engineering aspects of the bridge's construction, the experience of the historic bridge for its day-to-day users remains unaffected. Any future work should continue to continue to reflect that approach.

Very truly yours,

Christopher Wigren
Deputy Director
cwigren@preservationct.org

WL
Werner Liepolt <wliepolt@mac.com>
To McMillan, Mark J.
Wed 10/7

EXTERNAL EMAIL: This email originated from outside of the organization. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Dear Mark McMillan,

In response to your call for public comment, I have a strong interest in the preservation of the 1884 Saugatuck Swing Bridge (a.k.a. Cribari Bridge) in Westport – now the nation's oldest, active bridge of its type. In addition to being an irreplaceable piece of America's engineering heritage, the bridge also functions to calm traffic in a residential, historically significant neighborhood. Accordingly, I cannot support the inappropriate alteration or potential destruction of this valuable cultural resource and community asset.

At first with interest, I read over the Area of Potential Effects section of the 106. Then my interest turned to dismay. The APE of the fourteen properties(?!) warps and distorts the actual place in importance and historical context that the Cribari bridge holds. For example it neglects (or displays ignorance of) the two former bridge keepers' houses, the house of the nineteenth century donor of the land on which the Bridge was built, etc. It also fails to acknowledge the bridge's role in defining a federally recognized Historical District ("The Bridge Street Neighborhood") of close to forty historically significant houses, and as being the end of a recognized Connecticut Scenic Highway. This iconic bridge is one of the few immediately recognizable images associated with Westport, and as such must be maintained with the care befitting a National Historic Structure.

Therefore, please vote to **REMOVE State Project 0158-0214 from the 2021-2024 State Transportation Improvement Fund.** That the Connecticut Department of Transportation needs to adhere to the recommendations stated in its own Historic Bridge Preservation Plan is imperative. All available funds should be devoted to the restoration and maintenance we Westport, Connecticut voters and taxpayers expect and deserve.

Werner Liepolt
27 Bridge St.
Westport, CT 06880
203 226 4842

Nathan Holth
2575 Waldheim Drive
Port Huron, Michigan 48060

269-290-2593
nathan@historicbridges.org

September 30, 2020

Lynn Murphy
Transportation Planner II
Office of Environmental Planning
Cultural Resources and Environmental Documents Unit
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131-7546
(860) 484-9987

Subject: 106 Evaluation of State Project #158-214, Cribari Bridge, Westport, September 1, 2020 Evaluation Letter

Ms. Murphy:

As a Section 106 Consulting Party, I offer the following comments in response to the above listed document.

The document shows that there are two alternatives that can avoid adverse effect to this bridge: Rehabilitation and Conservation. Both alternatives will retain the bridge's National Register Eligibility under Criterion A. I am in strong support of advancing both of these alternatives for further consideration. The previous 1991 project, which altered the bridge but retained the trusses in a decorative fashion, shows a desire and commitment to retain the historic appearance and original historic truss materials of this crossing. Both in the interest of Section 106 as well as the past efforts of the community to preserve the bridge, it makes sense to give the greatest consideration to alternatives that would avoid adverse effect and continue to preserve the existing trusses of the bridge in some manner.



I do think at some point some more detailed and technical discussion is warranted as to the nature of the proposed changes, particularly with the Rehabilitation alterative. In particular, this bridge contains unique pedimented portal bracing. This triangular shape means that it is not easy to widen the portal bracing without

changing its appearance. Will the portal bracing be widened at the center, or at the ends? This needs to be considered and discussed. In addition, I am unsure if the State of Connecticut is aware of opportunities such as the ability to use historically correct hot riveting to produce the proposed two foot extensions of the sway bracing/struts and portal bracing. This would allow for a seamless widening of the trusses in a manner that does not compromise the historic feel of the bridge in the way that welding or bolting these alterations would do. Repairs to the trusses could also use hot riveting as needed. There are several companies that do work in multiple states that could perform hot riveting. Special Provisions in the contract documents could call for the use of hot riveting by companies with documented experienced in this. A photo of hot riveting in the shop for a Michigan Department of Transportation bascule bridge is shown above.

In conclusion, I am in strong support of advancing the Rehabilitation and Conservation for further consideration, but I also think a more detailed explanation of the exact nature of the proposed scope of work is warranted for discussion and consideration by the Consulting Parties.

Sincerely,

Nathan Holth

Nathan Holth

Author/Webmaster, HistoricBridges.org

The Cribari Bridge

SW

Save Westport Now <contactsavewestportnow@gmail.com>
To McMillan, Mark J.
Cc Mark Kirby

Fri 10/9

Save Westport Now supports efforts to preserve the scenic and historic Cribari Bridge and to make the bridge safe and durable. We oppose any changes that would allow larger trucks to cross the bridge and travel through the residential area surrounding it. For those reasons, we believe the “conservation” option is the best of those proposed for the bridge.

Sincerely,

Ian E. Warburg
Chair

Save Westport Now
https://gcc02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.savewestportnow.org%2F&data=01%7C01%7CMark.McMillan%40ct.gov%7C760886845207412737380 8d86c95f3b4%7C118b7cfaa3dd48b9b02631ff69bb738b%7C0&sdata=VAVNysSlfEatDO6xWskJ0QUf%2BHs0UlffK7dXP6%2F8JOw%3D&reserved=0
follow us on Facebook at Save Westport Now

Serving Westport Since 1980

RE: Final Reminder: Comments Due - 9 October: §106 Evaluation of State Pr...

DD

Douglass, Donna <ddouglass@westportct.gov>
To Murphy, Lynn D.; McMillan, Mark J. Thu 10/8

This message was sent with High importance.

EXTERNAL EMAIL: This email originated from outside of the organization. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

To Whom it may Concern:

At a Special Meeting of the Westport Historic District Commission, (HDC) held on October 7, 2020, the HDC reconfirmed its June 9, 2019 decision to prefer the "No Build" option for the Saugatuck River Swing Bridge #01349 as presented at the 2019 meeting.

That said, the Westport HDC expressed interest in learning more about the "Conservation" option as expressed by Mr. McMillan in his letter of September 1, 2020 through Mr. Bell on the subject of "106 Evaluation of State Project #158-214", and looks forward to remaining part of the process as a Section 106 Consulting Party during the design process.

However, most of the members of the HDC felt that at this time they cannot support the "Conservation" option due to a lack of clarity on some aspects of the proposal. The primary concerns were for the preservation of this unique historically contributing asset to the Town of Westport and of course safety.

Thank you for the opportunity to express our opinion during this ongoing process. We look forward to further dialogue.

Sincerely yours,

William R. Harris
Chairman, Westport HDC

October 8, 2020

Lynn Murphy
Transportation Planner II
Office of Environmental Planning
Cultural Resources and Environmental Documents Unit
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131-7546

RE: §106 Evaluation Letter, State Project #158-214

Dear Ms. Murphy,

After reviewing the above captioned Letter of Evaluation, the Westport Preservation Alliance offers the following commentary:

- We do not agree with the Letter's opinion that the subject structure has lost sufficient integrity of materials, design and association to cause it to no longer qualify under Criterion C. Furthermore, we note the absence of any corroborating independent analysis included in the Letter to support that opinion.

- While the Cribari Bridge's pin connected iron trusses were relieved of their live load during a 1991 rehabilitation effort, this modification was made via a MOU which sought to preserve the appearance of its most historically significant components (including the rare iron trusses) while also accommodating the demands of modern traffic. This is precisely what was done to preserve the iconic covered wooden bridge at Cornwall. In both instances, the modifications are not readily discernible to the eye.

- The Cribari Bridge is the oldest active span of any type documented to have been fabricated by the Union Bridge Company, a pioneer in the design of movable bridges. In fact, the span actually still contains two of the company's most notable (and patented) innovations; the unusual solid die-forged eye bars and the special lattice girders which took the place of hip verticals.

- Contrary to the claim made in the Letter, the bridge has *not* lost its ability to be opened manually – a fact that we have witnessed firsthand.

- Therefore, we assert that the Cribari Bridge does indeed retain sufficient integrity of material, design and association to continue to qualify for NR status under Criterion C.

- We were surprised to find no mention in the Letter of the fact that the Cribari Bridge is, in fact, the gateway to a State Scenic Highway. As the entity that proposed this

designation, we are well aware that it was approved based on both the quality and quantity of the historic resources throughout the route – starting with the subject span itself. In fact, it was the power of the historic resources located along the route that resulted in its State Scenic Highway designation – State Scenic Highways are not normally established on the basis of historic resources.

- It is not appropriate, in our view, to arbitrarily draw a line one third of the way into an established NR district and suggest that the other (contextually related) two thirds is somehow not impacted adversely. The Bridge Street National Register District neighborhood ONLY exists because of Westport's decision to build a crossing at this point and thus construct a roadway to support same.

- We do not agree that the Rehabilitation option would avoid an adverse outcome. That plan, which contemplates widening the span, would materially alter the design and feeling of the bridge and thus cause a loss of integrity. To place a finer point on this, we wish to note that the Cribari Bridge retains its original pedemented portals. These, of course, do not easily lend themselves to modifications of the sort contemplated by the Rehabilitation scheme. Any effort to widen the span as described in the Rehabilitation section, would damage the integrity of the historic pedemented portals and thus result in an adverse impact.

- Of the four options reviewed in the report, three would result in an adverse impact while only one, Conservation, would avoid that outcome. Therefore, the Westport Preservation Alliance supports ONLY the Conservation option – an approach which, we'd like to remind you, is consistent with the Connecticut Historic Bridge Inventory and Preservation Plan – a document produced and published by the Department of Transportation in 1991.

We appreciate the opportunity to comment on the §106 process as it relates to the Cribari Bridge.

Sincerely,

John F. Suggs Helen Garten Wendy Crowther Morley Boyd

Westport Preservation Alliance



Westport Historic District Commission

Town Hall

Westport, Conn. 06880

WESTPORT HISTORIC DISTRICT COMMISSION
LEGAL NOTICE AND AGENDA REVISION 1**

Notice is hereby given that the Westport Historic District Commission will hold a public hearing at 7:00 p.m. on **Tuesday June 11, 2019,** in Town Hall Room 201/201A for the following purposes:

1. To hear the Chair's report and update on current HDC activities.

2. To approve the minutes of the May 14, 2019 public hearing, minutes of the May 14, 2019 executive session, and May 21, 2019 special meeting.

3. To review and act on a *Certificate of Appropriateness* application dated April 12, 2019 which was continued from the May 14, 2019 meeting for the proposed installation of a lawn jockey at **6 Violet Lane** located in the Violet Lane Local Historic District.

4. To review and act on a *Certificate of Appropriateness* application dated May 23, 2019 for proposed renovations to the house, garage and driveway at **74 Wright Street** located in the Kings Highway Local Historic District.

5. To review and comment on the National Register Nomination for the Riverside Avenue Historic District.

6. To review and potentially act upon the proposed (a) Canal Street National Register District, (b) Canal Street Local Historic District, (c) Lee's Canal National Register District, and (d) Richmondville Avenue State Historic District.

7. To review and comment on the five alternative solutions provided by ConnDOT for treating Cribari Bridge.

8. ~~To review and comment on the Planning & Zoning Transmittal for the proposed Text Amendment #767 to create a new section in the zoning regulations for a Beach Residential District and associated Map Amendment #769 to change the zoning from Residential AA, and B to New Beach Residential District.~~** **WITHDRAWN**

9. To take such action as the meeting may determine to oppose the issuance of the demolition permit at **76 Compo Road South** and require the full 180-day delay.

10. To take such action as the meeting may determine to oppose the issuance of the demolition permit at **5 Otter Trail** and require the full 180-day delay.

11. To take such action as the meeting may determine to oppose the issuance of the demolition permit at **8 Murvon Court** and require the full 180-day delay.

Randy Henkels, **Chair****
Historic District Commission
May 28, 2019

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Office of the
Commissioner

An Equal Opportunity Employer

September 29, 2015

The Honorable James S. Marpe
Town of Westport
Town Hall
100 Myrtle Avenue
Westport, Connecticut 06880

Dear First Selectman Marpe:

Subject: Request for Endorsement of Bridge Study for Local Historic Property Designation
State Bridge No. 01349 (The Saugatuck River Bridge)
Route 136 over Saugatuck River
Town of Westport

This is in response to your letter to the Department of Transportation (Department) dated September 1, 2015 regarding whether the Department would endorse a proposed study by the town of Westport's Historic District Commission with a purpose and goal of establishing "local historic property" designation on Route 136, Swing Bridge No. 01349.

The Saugatuck River Swing Bridge was listed on the National Register of Historic Places (NRHP) in 1987. The Department recently initiated a rehabilitation study through State Project No. 158-212 to investigate bridge deficiencies and repair alternatives. It will include documentation of the existing conditions of the bridge, including the recognition of the bridge's historic significance on the NRHP. The study is anticipated to be completed in late February 2016. A public information meeting is anticipated to follow in early April 2016 to present the study and design recommendations. It should be noted that the Department has completed several prior bridge maintenance projects for Bridge No. 01349 that have incorporated the preservation of the bridge's character defining historic features. A major reconstruction project took place in the early 1990's. At that time, the load carrying bridge superstructure elements were replaced, while the historic truss was preserved in a non-load carrying capacity.

The Department appreciates the town of Westport Historic District's interest in having the local Commission conduct a study for the purposes of establishing the swing bridge as a "Local Historic Property." However, the Department would prefer to forgo any such designation for the swing bridge. The Department feels that the bridge's listing on the National Register of Historic Places sufficiently addresses any protection status for the swing bridge, requiring that any proposed action taken by the Department that might affect the bridge's historic integrity be examined, justified, and approved through the processes defined by State and Federal legislation. This process includes an integral public involvement process.

In summary, the Department believes its compliance with the current State and Federal legislation now in effect will assure an adequate and effective forum for public input on any proposed transportation project for the swing bridge. For these reasons, the Department looks forward to a continued dialogue with the Town of Westport and its constituents regarding this bridge. However, the Department will not endorse the proposed designation of Bridge No. 01349 as a local historic property and, in accordance with C.G.S. Section 7-147(g), would object to such designation, should it be pursued.

If you have any further questions, please contact, Mr. Theodore H. Nezames, Manager of Bridges, at (860) 594-3272.

Very truly yours,

James Redeker
Commissioner

APPENDIX C: National Register Nominations

NPS Form 10-900
(3-82)

OMB No. 1024-0018
Expires 10-31-87

United States Department of the Interior
National Park Service

National Register of Historic Places Inventory—Nomination Form

For NPS use only
received JAN 15 1987
date entered FEB 12 1987

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic N/A

and or common Saugatuck River Bridge

2. Location

street & number Route 136 over the Saugatuck River N/A **not for publication**

city, town Westport X **vicinity of** Saugatuck Village

state Connecticut **code** 09 **county** Fairfield **code** 001

3. Classification

Category	Ownership	Status	Present Use	
___ district	_x_ public	_x_ occupied	___ agriculture	___ museum
___ building(s)	___ private	___ unoccupied	___ commercial	___ park
_x_ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	_x_ yes: unrestricted	___ industrial	_x_ transportation
	n/a	___ no	___ military	___ other:

4. Owner of Property

name Commissioner J. William Burns
Connecticut Department of Transportation

street & number 24 Wolcott Hill Rd.

city, town Wethersfield ~~n/a~~ **vicinity of** **state** CT

5. Location of Legal Description

courthouse, registry of deeds, etc. Westport Town Clerk

street & number Town Hall, 110 Myrtle Street

city, town Westport **state** CT

6. Representation in Existing Surveys

title State Register of Historic Places (12-18-84) **has this property been determined eligible?** _x_ **yes** ___ **no**

date 1986 ___ **federal** _x_ **state** ___ **county** ___ **local**

depository for survey records Connecticut Historical Commision
59 South Prospect Street

city, town Hartford **state** CT

7. Description

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	XX original site
XX good	___ ruins	XX altered	___ moved date _____
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

Saugatuck River Bridge, a wrought-iron, pin-connected swing bridge erected in 1884, carries Route 136 over the Saugatuck River in the village of Saugatuck, town of Westport. Built by Central Bridge Works of Buffalo, New York, it has two spans: a fixed span (Photographs 1,2,3,4) to the east consisting of a single Pratt through truss (144' long), and a hand-operated swing span (Photographs 6,7,8,9,10) to the west consisting of two Pratt through trusses (each 71' long) set end-to-end and meeting over the swing pier. The trusses are approximately 16' deep between top and bottom chords, and they accomodate a roadway about 20' wide. The lower chords run some 10' above mean high water. The area surrounding the bridge is densely built up, with closely spaced commercial buildings on the west bank, and more widely spaced residences to the east. The bridge carries substantial automobile traffic; limitations of vertical clearance and load capacity preclude its use by trucks.

The substructure features two abutments, a pier beneath the junction of the two spans, and a swing (or pivot) pier beneath the center of the movable span. The swing pier is a cylinder with walls of cast-iron plate, filled with gravel and sand. The abutments and the other pier are ashlar masonry with concrete patching. Timber fenders extend upstream and downstream from both piers, to ward off winter ice and errant boats (Photographs 4,5,6,7,8).

The superstructure of the fixed span is a standard Pratt truss (Photographs 1,5). Its compression members (inclined end posts, top chords, web verticals) and struts (crosspieces over the roadway) are built-up girders using various combinations of wrought-iron plates, channels and lacing bars (Photographs 1,2,3,4). The portal struts at either end of the bridge (Photographs 1,10) have shallow pointed arches, now filled by plain steel plate, but formerly the location of cast-iron builder's plates. Tension members are wrought-iron eyebars of two types. Loop-welded eyebars appear at locations of minimal load, notably the hip verticals (those descending from the portal joints). Die-forged eyebars appear at the more demanding locations, such as the lower chords and the web diagonals. (Photograph 4 illustrates the two types of eyebars: the hip vertical connected to the top of the floor beam in the foreground is loop-welded; the bottom-chord members connected to the bottom of the floor beams are die-forged.) The diagonals consist of paired eyebars and some have been stiffened by means of small pieces of steel I-section welded between the bars (Photograph 3). The floor beams (Photograph 4) are girders of plates and angles. Rolled steel I-section stringers set atop the floor beams, and smaller I-sections laid across the stringers, are modern replacement material, as is the deck of steel grating, the curbing of steel channel, the steel W-section rail, and

(continued)

Representation in Existing Surveys (continued):

Connecticut: An Inventory of Historic Engineering and Industrial Sites.

1986 Federal/state

Records deposited with Connecticut Historical Commission

Description (continued):

the plank sidewalk resting on steel beams patched into the floor system. The pinned joints are relatively simple because they were not made to accomodate every possible intersecting member: the struts are mounted above the top chords by means of riveted plates (Photograph 2), and the floor beams are interposed between the bottom of the verticals and the bottom chord, allowing two simple joints above and below the floor beams rather than one complex joint connecting everything (Photograph 4).

The swing span trusses (Photographs 5,6,7,9,10) also take the standard Pratt configuration and use many similar members, but differ in two ways from the fixed truss. First, because each of the trusses in the swing span is about half as long as the fixed span, several analogous members are lighter: the swing span trusses have loop-welded diagonals in the center panels instead of die-forged (Photographs 9,10), and its verticals are built-up of laced angles instead of channels (Photographs 9,10). Second, and more important, the swing span trusses were designed to accomodate the reversal of stress distribution when the span opened to allow boats to pass. Thus the hip vertical, which transmits insignificant load in a static Pratt truss, must resist major compressive forces when the ends of the truss swing freely in the air, so a lattice girder appears in that location rather than the light eyebars used in the fixed truss (Photograph 10). And the bottom chord, under light tensile loading in the fixed span, is placed under maximum compression when the span is open; these members in the swing span take the same form as the top chord and inclined end posts--box girders with channel-section sides--rather than the eyebars used in the fixed span (Photograph 6). The demands of movement also dictated the placement of the floor beams below the bottom chords (not above as in the the fixed span); otherwise they would have pushed upward and buckled the roadway when he bridge stood open. Finally, the two trusses of the swing span are connected across the tops of the portals where they butt together (Photograph 9). Four die-forged eyebars run between the upper portal joints of the two spans. When the span is closed these eyebars have no function; when it is open, they resist the downward forces at the ends of the span.

The drive is very simple. Within two recesses in the deck are square-headed shafts (one to open the span, one to close) that are turned by means of a long T-handled socket wrench, which resides in a locked box along the rail of the bridge when not in use. Pinion gears mounted on the shafts engage a fixed ring gear below the deck. As the pinion advances along the ring gear, the span rotates with it, balanced by two sets of rollers that travel along a metal track affixed to the circumference of the pivot pier. The rollers are mounted on the ends of built-up plate girders that support the entire dead load of the span while it is open (Photograph 8). To operate the bridge, one grips the handle of the wrench, places it over the appropriate shaft, and rotates it.

(continued)

Description (continued):

Repairs to the bridge have not compromised its visual or functional integrity. The major alterations, in the floor system, are not highly visible. And the welded patches on several diagonal members are an unobtrusive way of allowing the members to continue in their original function.

8. Significance

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	___ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	x engineering	___ music	___ theater	
x 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	x transportation	
___ 1900–	___ communications	___ industry	___ politics/government	___ other (specify)	
		___ invention			

Criteria A,C

Specific dates 1884--built **Builder/Architect** Union Bridge Company

Statement of Significance (in one paragraph)

Summary

Saugatuck River Bridge is significant on a national basis as a rare surviving example from the first generation of movable iron bridges (Criterion C). The firm that built it, Union Bridge Company of Buffalo, New York, was a leading, if short-lived, pioneer in swing-bridge production; its spans followed the designs of company president Charles Kellogg and his son Charles H. Kellogg. The bridge is also significant in the history of Westport, because it illustrates the important role of maritime commerce (particularly the shipment of onions) in the town's economy during the 19th century (Criterion A), a role of sufficient importance that the town took on the additional trouble and expense of erecting a bridge that would not limit water-borne traffic.

Local History

As early as the mid-18th century, the agricultural community in what became the town of Westport made use of the protected anchorages in the Saugatuck River to promote modest commercial growth, acting as the mercantile center for the small hinterland drained by the river. Wharves and warehouses went up at the head of navigation (the area of today's downtown Westport), and to a lesser extent in the downstream village now known as Saugatuck (the area surrounding this bridge). The Connecticut Turnpike, which opened in 1807, ran through the upstream village and solidified that area's role as the center of local commerce. As the collapse of staple agriculture in Connecticut during the early 19th century forced farmers into more market-oriented production, Westport and Fairfield became centers of globe-onion cultivation. Local merchants, such as the Jesup family, built a substantial infrastructure of maritime facilities in Westport center, geared toward shipping the region's principal cash crop. That village grew not only through the construction of storehouses, shipping offices and docks, but also through the rise of businesses, such as hotels and taverns, that served the transient residents of the busy port. The village of Saugatuck also benefited from shipping related to the onion trade, as well as from its proximity to the Long Island Sound oyster beds. Thus, in the early 1880s, when the needs of overland transport demanded a new bridge in Saugatuck Village, there was little question but that the bridge would have to accomodate the passage of vessels destined not only for Saugatuck itself, but also for the larger port upstream at Westport center. Ironically, the onion trade declined drastically soon after the bridge was opened, rendering moot the reason for erecting the swing bridge rather than a cheaper and less troublesome fixed crossing. The decline in river traffic probably accounts

(continued)

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acreage of nominated property Less Than 1

Quadrangle name Sherwood Point **Quadrangle scale** 1:24000

UTM References

	Zone	Easting	Northing
A	18	636880	4553450
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification The nominated property includes only the bridge, its piers and abutments. See scaled sketch map.

List all states and counties for properties overlapping state or county boundaries N/A

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Matthew Roth & Bruce Clouette, edited by John Herzan, National Register Coordinator

organization Historic Resource Consultants **date** 7/25/86

street & number 55 Van Dyke Avenue **telephone** (203) 547-0268

city or town Hartford **state** CT

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

_X_ national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title Director, Connecticut Historical Commission **date** January 8, 1987

For NPS use only

I hereby certify that this property is included in the National Register

Entered in the National Register

date 2-12-87

Keeper of the National Register

Attest: **date**

Chief of Registration

Significance (continued):

for the survival of the bridge: it is unlikely that strong and ascendant maritime interests would have tolerated for very long the slow, awkward hand operation of the swing span.

The Bridge Company

The firm that became Union Bridge Company started in 1870 as an effort at diversification by the Union Iron Works, which set up a bridge-fabrication shop next to its smelting and rolling works. It was a fortuitous time for such a venture, as iron-bridge design and fabrication was just beginning to emerge from being a captive industry of the railroad companies. Innovative designs and production techniques proliferated as the new bridge companies sought to win business by the novelty, technical superiority, or economy of their products. The iron works brought in an experienced bridge man, Charles Kellogg, and his son Charles H. Kellogg, to head the bridge firm's operations. Known as Kellogg Bridge Company, it specialized from the start in movable spans. In 1876 the Kelloggs claimed that their 444'-long swing bridge over the Mississippi River at Louisiana, Missouri, was the longest draw span ever built.[1] The younger Kellogg patented several techniques, notably a design for wrought-iron compression members and a means of producing die-forged wrought-iron eyebars.[2] The latter was particularly important because it eliminated welding, which caused internal stresses in the metal that hampered its use. The availability of die-forged eyebars substantially helped in the growing acceptance of iron trusses.

Despite the technical successes of the Kelloggs, the company lasted barely a decade. Hampered by the financial problems of the parent iron works, and by keen competition among bridge builders, Kellogg Bridge Company sold out in 1881 to Central Bridge Works. Central occupied Kellogg's Buffalo shops and continued using many Kellogg techniques, including the die-forged eyebars made on equipment that remained in the plant. Central Bridge Works fared poorly as well, and in 1884 Union Bridge Company, a new firm that included the elder Kellogg, took over the works. The younger Kellogg remained in Buffalo working as a consulting bridge engineer, presumably including work on projects for his father's new firm. The succession of bridge firms apparently continued the initial specialty of movable spans, so it is not surprising that Westport hired Union Bridge for the Saugatuck project. Union Bridge lasted until 1895, until its plant was engulfed by expansion of the reorganized neighboring iron works.

(continued)

Significance (continued):

The Bridge

Swing bridges represented a particularly difficult challenge to the engineers and fabricators of the 1880s. One key problem was that the dead load of the span had to be borne in the center of the bridge when it was open, while the Pratt truss was designed to distribute load to the abutments at the ends of the span. This reversal of ordinary practice required thorough redesign of the standard Pratt truss. The Kelloggs took the redesign as an opportunity also to save some cost, because while some members (bottom chords, hip verticals) are much heavier than in the ordinary Pratt in order to accomodate the non-standard loading, others members (web diagonals) were made lighter to capitalize on the intermediate load-bearing capacity of the pivot pier. The other crucial problem was to devise a means to support the ends of the span when it was open. The most direct approach was to make the truss heavier than normal use would dictate, assuring that the superstructure could transmit the entire dead load to the pivot pier. A variation of this method would eventually be adopted for most swing spans: arching the top chord in the center panels, thus providing more metal and a minor arch effect where the greatest load was concentrated. Examples of this technique include the East Haddam (1913) and Niantic (1921) swing bridges. The Kellogg's solution was dictated both by economy and by familiarity with (and trust in) the use of die-forged eyebars. Rather than simply piling on more metal in the center of a single truss, they made the swing span of two trusses meeting in the center and tied together with four eyebars per side. Their approach was brilliantly simple: they solved the problem of truss stability in the center of the span not by altering the trusses but by removing them from the center.

This highly personalized, even idiosyncratic, approach to bridge design is entirely characteristic of the 1880s. By the end of the following decade, standardization of bridges and economic consolidation in the fabricating industry would preclude any chance for such unusual solutions to design problems. The Saugatuck River Bridge illustrates vividly a distinctive and ephemeral chapter in American bridge-building.

Besides the specific insight it offers into the history of bridge technology, the Saugatuck River Bridge is significant as a rare surviving example of the pin-connected, wrought-iron truss construction characteristic of the 1880s. Pinned connections were superceded by the riveted joints that became nearly universal after 1900. Wrought iron also represents archaic construction: by the mid-1890s, steel had eclipsed structural wrought iron for all but a handful of specialized uses. Finally, the Saugatuck River Bridge is the only example of a hand-operated swing bridge in Connecticut.

Notes

1. Asher and Adams Pictorial Album of American Industry, New York, 1876; reprint, New York: Rutledge Books, 1976 , p.70.
2. Ibid.

Bibliography (continued):

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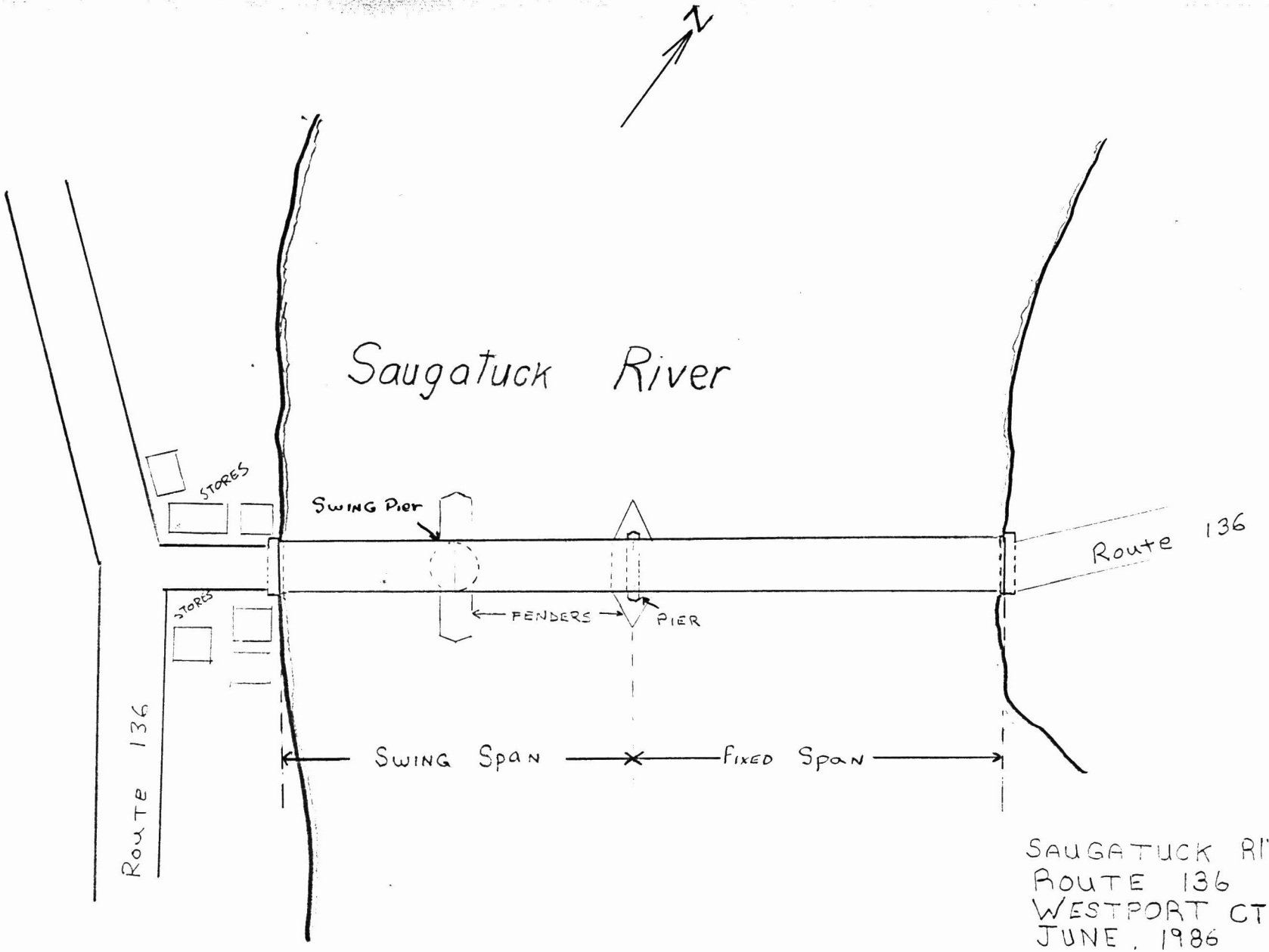
Sanborn Map Company, Insurance Maps of Buffalo, New York. New York, 1881, 1884, 1887, 1889; courtesy T.E. Leary, Buffalo and Erie County Historical Society.



SAUGATUCK RIVER BRIDGE
ROUTE 136
WESTPORT CT
JUNE, 1986

50 25 0 50
FEET

HISTORIC RESOURCE CONSULTANTS
HARTFORD, CT

87000126

WASO Form - 177
("R" June 1984)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Saugatuck River Bridge
Fairfield County
CONNECTICUT

Working No. JAN 05 1987
Fed. Reg. Date: 2/2/88
Date Due: 2/12/87 – 3/1/87
Action: ✓ ACCEPT 2-12-87
___ RETURN
___ REJECT
Federal Agency: _____

Entered in the National Register

☐ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Substantive Review: ☐ sample ☐ request ☐ appeal ☐ NR decision

Reviewer's comments:

Recom./Criteria _____
Reviewer _____
Discipline _____
Date _____
_____ see continuation sheet

Nomination returned for: _____ technical corrections cited below
_____ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition		Check one	Check one
☐ excellent	☐ deteriorated	☐ unaltered	☐ original site
☐ good	☐ ruins	☐ altered	☐ moved date _____
☐ fair	☐ unexposed		

Describe the present and original (if known) physical appearance

☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

8. Significance

Period Areas of Significance—Check and justify below

Specific dates Builder/Architect

Statement of Significance *(in one paragraph)*

- ☐ summary paragraph
- ☐ completeness
- ☐ clarity
- ☐ applicable criteria
- ☐ justification of areas checked
- ☐ relating significance to the resource
- ☐ context
- ☐ relationship of integrity to significance
- ☐ justification of exception
- ☐ other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References

Verbal boundary description and justification

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature

title date

13. Other

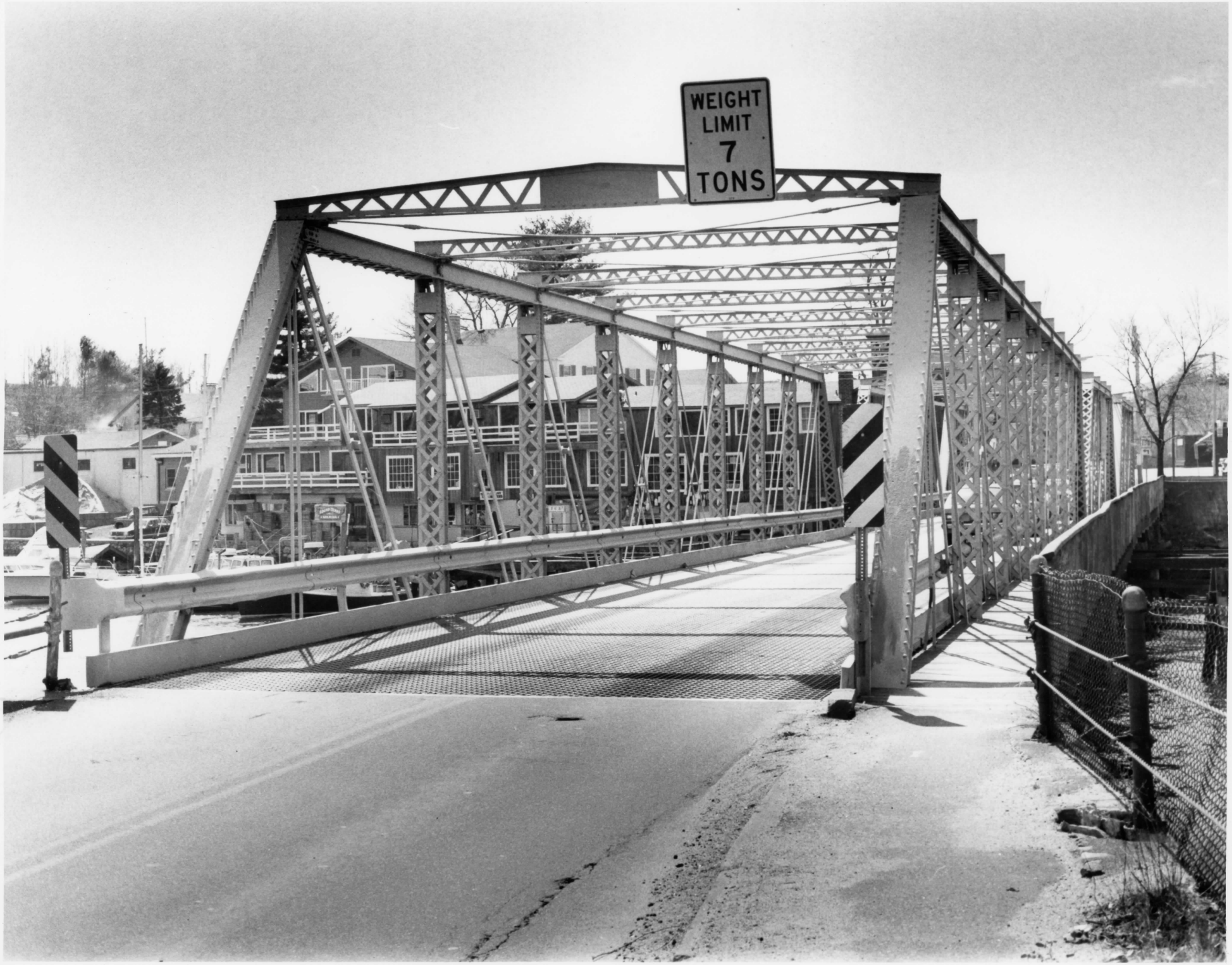
- ☐ Maps
- ☐ Photographs
- ☐ Other

Questions concerning this nomination may be directed to _____

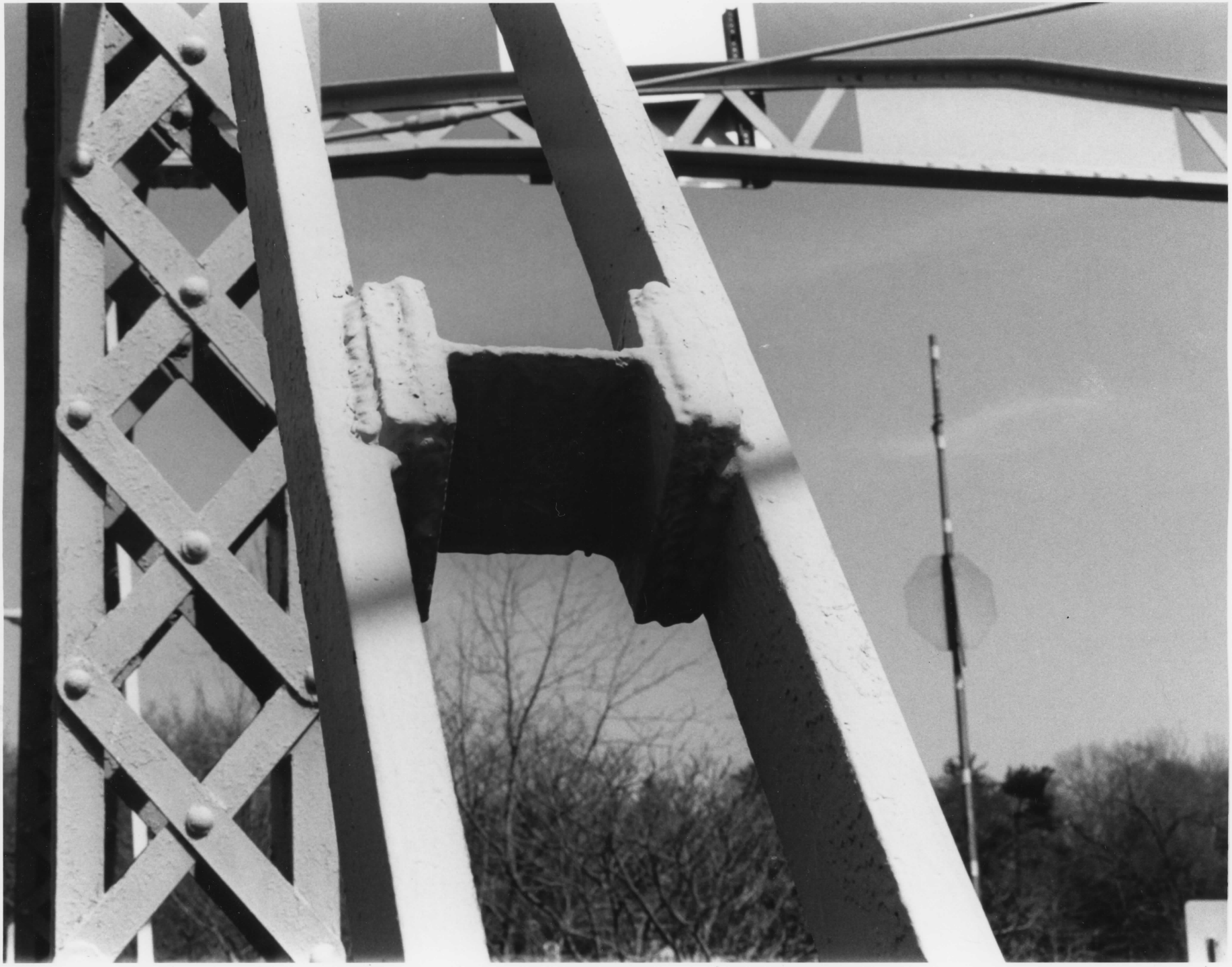
Signed _____ Date _____ Phone: _____

GPO 918-450

Comments for any item may be continued on an attached sheet


WEIGHT
LIMIT
7
TONS







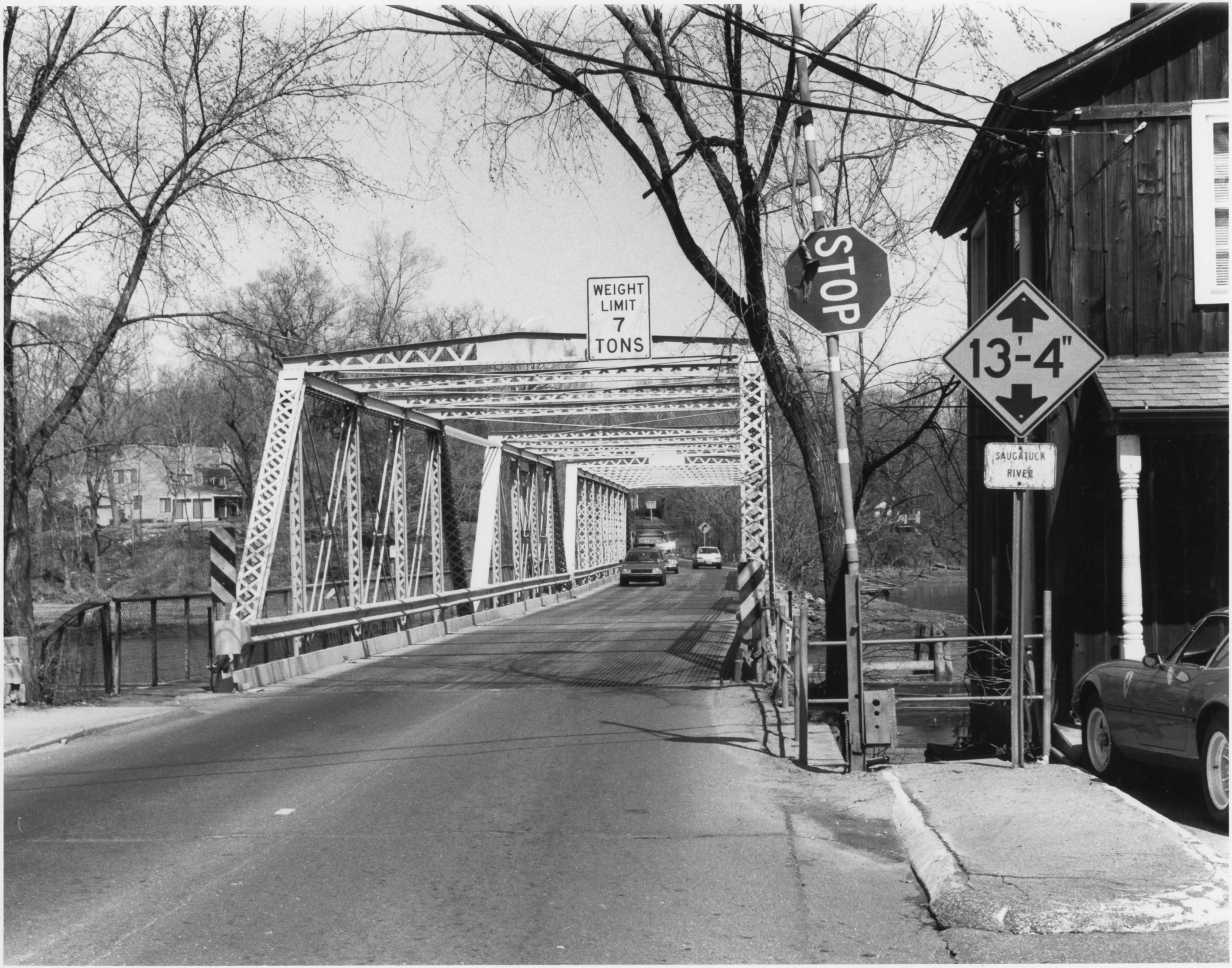











WEIGHT
LIMIT
7
TONS
STOP
13'-4"
SAUGATUCK
RIVER

Saugatuck River Bridge
Route 136, Westport, Connecticut

Sherwood Point Quadrangle
Scale 1:24000

UTM Reference:

18/636880/4553450

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF CONNECTICUT
HIGHWAY DEPARTMENT

SHERWOOD POINT QUADRANGLE
CONNECTICUT—NEW YORK
7.5 MINUTE SERIES (TOPOGRAPHIC)

Mapped, edited, and published by the Geological Survey

Control by USC&GS, USCE, and Connecticut Geodetic Survey

Topography by photogrammetric methods from aerial photographs taken 1949. Field checked 1951. Revised 1960

Selected hydrographic data compiled from USC&GS Charts 220 and 221 (1949). This information is not intended for navigational purposes

Polyconic projection. 1927 North American datum
10,000-foot grids based on Connecticut coordinate system, and New York coordinate system, Long Island zone
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue

Revisions shown in purple compiled in cooperation with Connecticut Highway Department from aerial photographs taken 1971. This information not field checked

MN GN
12½° 222 MILS
1°07′ 20 MILS
UTM GRID AND 1971 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24000
1 MILE
7000 FEET
1 KILOMETER

CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 7 FEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

CONNECTICUT
QUADRANGLE LOCATION

ROAD CLASSIFICATION
Heavy-duty — Light-duty
Medium-duty — Unimproved dirt
Interstate Route — State Route

SHERWOOD POINT, CONN.—N. Y.

N4100—W7315/7.5

1960
PHOTOREVISED 1971
AMS 6366 III SE—SERIES V816

INTERIOR—GEOLOGICAL SURVEY, WASHINGTON, D.C.—1973

RECEIVED
NOV 1 8 1986
Connecticut Historical Commission

Mrs. Stewart Greenfield
29 River Lane, Westport, Connecticut 06880

November 16, 1986

State Historic Preservation
Officer and Board
59 S. Prospect St.
Hartford, Ct. 06106

Sirs:

I hope that your Board will find in favor of granting National Register of Historic Places status to the Bridge Street Bridge in Westport.

The Bridge Street Bridge is one of the few remaining examples of the old Westport which many of us treasure today. Nomination to the National Register will help us preserve this historic old Westport bridge.

Sincerely yours,

Annie Greenfield

SC-2318

NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

RECEIVED 2280
MAR – 6 2018
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

1. Name of Property

Historic name: Bridge Street Historic District
Other names/site number:
Name of related multiple property listing:
N/A
(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: Bridge Street, Imperial Avenue, and Compo Road South
City or town: Westport State: Connecticut County: Fairfield
Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide X local

Applicable National Register Criteria:

X A ___B X C ___D

Mary B Dunne/Deputy SHPO 2/20/18
Signature of certifying official/Title: **Date**

Connecticut State Historic Preservation Office
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper

4/15/18
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	x
Public – Local	x
Public – State	x
Public – Federal	

Category of Property

(Check only **one** box.)

Building(s)	
District	x
Site	
Structure	
Object	

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
28	11	buildings
0	0	sites
2	0	structures
0	0	objects
30	11	Total

Number of contributing resources previously listed in the National Register 1

---

6. Function or Use
Historic Functions
(Enter categories from instructions.)
DOMESTIC/single dwelling
DOMESTIC/multiple dwelling
DOMESTIC/secondary structure
EDUCATION/school
TRANSPORTATION/road-related
VACANT/NOT IN USE

Current Functions
(Enter categories from instructions.)
DOMESTIC/single dwelling
DOMESTIC/multiple dwelling
DOMESTIC/secondary structure
TRANSPORTATION/road-related
VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions.)
_EARLY REPUBLIC/Federal_____
_LATE VICTORIAN/Italianate_____
_LATE VICTORIAN/Victorian Eclectic_____
_LATE VICTORIAN/Queen Anne_____
_LATE 19TH AND 20TH CENTURY REVIVALS/Colonial Revival_____
LATE 19TH AND 20TH CENTURY REVIVALS/Colonial Revival/Georgian Revival
_OTHER_____

Materials: (enter categories from instructions.)
Principal exterior materials of the property: _wood, brick, stone, stucco, metal_____

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Bridge Street Historic District (the District) is an approximately 0.5-mile-long linear district situated on the north and south sides of Bridge Street/CT Route 136 (hereafter referred to as Bridge Street) in Westport, Fairfield County, Connecticut. The 22.46-acre district is located on the east side of, and over, the Saugatuck River in the southern portion of Westport between Westport Center in the center of town and the Connecticut Turnpike (Interstate 95). The District is approximately 1.5 miles south of Westport Center. The Bridge Street Historic District is bounded on the west by the west bank of the Saugatuck River along Bridge Street, and on the east by the west side of Compo Road South. The District extends north to encompass portions of Imperial Avenue, ending at the south side of Wakeman Place on the west and at 169 Imperial Avenue on the east. The south side of the District extends to the rear property line of properties with a Bridge Street address as far east as 34 Bridge Street, and is drawn to exclude properties constructed after 1945. The District, which comprises a residential neighborhood developed between ca. 1809 and 1945, encompasses a total of 42 properties (28 contributing buildings, 3 contributing structures, 11 non-contributing buildings). One contributing structure, the Saugatuck River Swing Bridge, was previously listed on the National Register of Historic Places (NRIS 87000126, listed February 12, 1987). In 2016, a portion of Route 136, spanning from the intersection of Compo Road South and Route 1 at the north, running south to the intersection of Compo Road South and Bridge Street, then running west to the western abutment of the Saugatuck River Swing Bridge, was designated a Connecticut State Scenic Highway.

The Saugatuck River Swing Bridge (now known as the William F. Cribari Bridge) was previously listed on the National Register at the national level under Criterion C in the area of Engineering as a rare surviving example from the first generation of movable iron bridges, and under Criterion A in the area of Transportation as an illustration of the importance of Westport's maritime economy as demonstrated through the construction of a bridge type that would not limit water-borne traffic (Roth and Clouette 1986:6).

Narrative Description

The Bridge Street Historic District is laid out approximately east-west along the Bridge Street thoroughfare and runs north along the southern end of Imperial Avenue. Bridge Street is a winding, two-lane, asphalt-paved road running between the Saugatuck River on the west and Compo Road South on the east. A concrete sidewalk lines the entire length of the north side of Bridge Street and extends up the east side of Imperial Avenue. Along the north and south sides of Bridge Street are low stone walls, delineating the edge of the street right-of-way. Portions of the wall may date to ca. 1869, when Bridge Street was laid out, while others are twentieth-century replacements. Houses are generally set back from the street, and many properties are edged with low, stone retaining walls or wooden or iron fences. There is no public access to the Saugatuck River from the District, and views are limited from the street, but the District's proximity to the brackish river provides fresh salt air. Imperial Avenue is a two-lane, asphalt-paved road running north from Bridge Street to Westport Center where it intersects with Post Road East in the center of the village. A concrete sidewalk runs along the east side of the road. Compo Road South begins at Compo Beach on Long Island Sound and extends north to intersect with Post Road East, east of Westport Center. Compo Road South then becomes Compo Road North and extends north to Main Street, north of the center. Compo Road is a two-lane, asphalt-paved road with a concrete sidewalk along small portions of the street, including within the District.

The Bridge Street Historic District is a quiet, early nineteenth- to mid-twentieth-century residential neighborhood that developed in response to the construction of a bridge across the Saugatuck River in 1872 and the subsequent platting of Bridge Street and Imperial Avenue in the late nineteenth century. The earliest residence, and the only building that predates the bridge, in the District dates to 1809 and is at the east end sited on the northwest corner of Compo Road South and Bridge Street. Most of the rest of the contributing residences in the District, starting at the west end of Bridge Street, date to the last quarter of the nineteenth century and the early years of the twentieth century. They encompass popular building styles of the period, including Italianate, Queen Anne, Colonial Revival, Minimal Traditional, Craftsman, and Ranch. Non-contributing properties consist of two residences, one constructed in 1986 in the New Traditional Victorian style and one under construction during the writing of this nomination, and several outbuildings constructed in the late twentieth century.[1] Most of the buildings in the District are detached, single-family, wood-frame houses. The District also contains a few duplex houses, and a brick school that has been converted into elderly housing. A small number of the residences have associated garages or other outbuildings, many of which are non-historic, but most of the properties in the District do not.

[1] Minimal Traditional style houses are defined as small, generally one-story houses with low-pitched gable roofs and minimal architectural details. New Traditional style houses are defined as houses constructed after about 1970 that employ stylistic details found in earlier housing styles, including brackets, columns or pilasters, half-timbered detailing, steeply-pitched front gables, and spindlework porches (McAlester 2013:587, 717–727).

Building descriptions are arranged approximately east to west, beginning with Compo Road South and ending with the Saugatuck River Swing Bridge (now the William F. Cribari Bridge) at the west end of the District. All buildings in the District are described below, including non-contributing resources. The non-contributing resources have a construction date that falls outside the period of significance (1809–1945). Portions of the descriptions of features not visible from a public way are taken from aerial imagery. Property names refer to the earliest known owner. Alternate names will be included in the first reference to the property; thereafter only the name of the earliest owner will be used in this document.

The **Bridge Street System of Stone Walls, (ca. 1869, partial replacement early 20th century, contributing structure, photographs 8, 9, 20, 28, and 29)** comprises a grouping of low stone walls on the north and south sides of Bridge Street that were likely constructed ca. 1869 as boundary markers for the layout of Bridge Street. The walls are set back approximately three to four feet from the street edge, and consist of dry-laid stone walls composed of small, relatively flat stones, laid four to nine courses in height. Sections of the wall have been replaced with an early twentieth-century mortared cobble wall, approximately four courses in height. The section of the wall on the north side of Bridge Street at the west end of the District appears to be dry laid and is capped with concrete, and may be of late twentieth-century construction. Sections of the wall that appear to be original are in front of 12 and 20–24 Bridge Street, and on the south side of 192 Compo Road South. Replaced portions of the wall are predominantly on the north side of Bridge Street, beginning at the east abutment of the Saugatuck River Swing Bridge and running east to Imperial Avenue, then from 19 to 29–31 Bridge Street, and in front of 28 Bridge Street on the south side of the road.

The **David and Mary Finnegan House, 190 Compo Road South (1878, contributing building, photograph 1)** is on the west side of Compo Road South set back from the street edge on a grassy lot surrounded by shrubs and mature deciduous trees. A post and rail fence marks the northern edge of the property. The building is an east-facing, two-story, three-bay-by-two-bay, Italianate-style, wood-frame house topped with an end-gable roof. Heavy vegetation obscures the foundation. A one-story, two-bay-by-two-bay addition projects from the center of the north elevation, and a two-story, full-width addition projects from the west elevation and encloses the southwest corner. The walls are clad with wood clapboards, and the roof is covered with asphalt shingles. A brick chimney is in the center of the north slope of the roof. The entrance is in the center of the north elevation, sheltered by an engaged porch in the south bay of the north addition. A plaque reading “Finnegan House, 1878” from the Westport Historical Society is east of the door. Fenestration consists of six-over-six, double-hung wood sash with simple wood surrounds and slightly projecting cornices.

North of the house is a one-story, two-car **Garage (1978, non-contributing building, no photograph)** topped with a side gable roof. The walls are clad with vertical board siding, and the roof is covered with asphalt shingles. Two vertical lift metal doors are evenly spaced in the south elevation.

West of the house, obscured from view from the public way and accessed by a footpath, is the ca. 1880 **David and Mary Finnegan Barn (1880, contributing building, no photograph)** which rests on a rubblestone foundation and is topped with a side-gable roof. The walls are clad with vertical board siding, and the roof is covered with asphalt shingles. Irregularly-spaced openings on the west and south elevations are open to the elements or filled with multi-pane wood sash.

The **Delancy Allen House, 192 Compo Road South (1809, contributing building, photograph 2)** is at the northwest corner of Bridge Street and Compo Road South, and is the oldest building in the District. The house is set well back from the road on a low rise and is surrounded by a picket fence with stone posts. A mortared stone wall runs along the south property line and is topped with a picket fence, and the west part

of the lot is filled with mature evergreen and deciduous trees. The building is an east-facing, two-story, four-bay-by-two-bay, wood-frame, Federal-style house topped with a side-gable roof and seated on a stone foundation. A two-story, three-bay-by-one-bay ell projects off the center of the west elevation, and a one-story, one-bay-by-one-bay addition encloses the southwest corner of the main block. A two-story addition consisting of a two-bay-by-two-bay block at the second story supported by an arcade with square posts projects from the north bay of the main block. The walls and roof are both covered with wood shingles except on the one-story addition, which has a standing-seam metal roof. The entrance is in the north bay of the east elevation on the main block, and consists of a six-panel wood door flanked by four-light sidelights with engaged fluted pilasters and topped with a seven-light transom; the south sidelight has been infilled with wood. The entrance is sheltered by a shed-roof overhang supported by carved brackets and clad with standing-seam metal. A plaque reading "Delancy Allen, 1809" from the Westport Historical Society is east of the door. Fenestration consists of twelve-over-twelve and six-over-six double-hung wood sash with simple wood surrounds and wide projecting cornices.

Northwest of the house is a two-bay-by-one-bay **Garage (1978, non-contributing building, no photograph)**, topped with a side-gable roof. The walls are clad with board and batten, and the roof is covered with wood shingles. An arched entrance is in the south bay of the east elevation and is filled with a pair of wood doors with six-light windows and diagonal board panels. The north half of the east elevation is lit with a multi-pane window with a simple wood surround. Six-over-six, double-hung wood sash with simple wood surrounds are evenly spaced on the north, west, and south elevations.

The **Saugatuck Elementary School, 35 Bridge Street (1931, altered 1950, contributing building, photographs 3–5)** is set well back from the road on the north side of Bridge Street on a low rise. An asphalt-paved, circular driveway provides access to the building; the area inside the driveway curve is filled with grass and mature evergreen and deciduous trees. The school is a south-facing, two-story, five-bay-by-three-bay, Georgian Revival-style brick building seated on a raised basement with a stone water table, and topped with a hip roof with a dentiled cornice and bracketed eaves. A stone belt course separates the raised basement from the first story. A two-story, flat-roof addition projects from the center of the north elevation, and a one-to-two-story, one-bay wide, seven-bay-long, L-shaped addition constructed in 1950 projects from the south bay of the east elevation. A two-story bay window projects from the north bay of the east elevation. A two-story, slightly projecting center entrance bay with brick quoins and a gable overhang is in the center of the south elevation. The entrance consists of a pair of two-thirds-light wood-panel doors topped with a wide glass transom and surrounded by a one-story Georgian Revival door surround with engaged fluted pilasters with a dentiled entablature and a projecting bracketed cornice. A panel engraved with "Saugatuck School" is above the entrance surround. An arched window opening with stone keystone and springers is above the entrance; the arch is partially filled with wood clapboards. Secondary entrances are in the center of the addition set within a deep recess with a simple gable pedimented surround and in the center of the west elevation sheltered by a brick entry porch topped with a hip roof with a dentiled cornice. Fenestration consists of bands of six, six-over-six, double-hung, vinyl replacement sash in the south and west elevations of the main block, groups of six and pairs of four-over-one, double-hung, vinyl replacement sash in the 1950 addition, and pairs of six-over-six, double-hung, replacement sash with fifteen-light arched windows in the north addition. In 1995, the building was converted into a senior cooperative with income restrictions.

West of the school, accessed by a concrete and asphalt ramp, are former athletic fields of mown grass. A chain-link backstop is at the northwest corner of the fields, but no other athletic facilities remain extant.

The **George Disbrow House, 34 Bridge Street (1928, contributing building, photograph 6)** is on the south side of Bridge Street set back from the street edge on a wide grassy lot edged with a white picket

fence on the north and east property lines. A low hedgerow separates the property from the neighboring lot at 32 Bridge Street, and the house is surrounded with low shrubs. The building is a two-story, three-bay-by-two-bay, wood-frame, Dutch Colonial-style house. The building is topped with a gambrel roof pierced by a nearly full-width shed dormer, and is seated on a concrete foundation. A one-story, one-bay-by-two-bay addition projects from the west elevation. The walls are clad with wood clapboards, and the roof is covered with asphalt shingles. A brick chimney is at the east end of the ridgeline, and a second chimney is centered on the external wall of the west addition. The entrance is west of center in the north elevation and is sheltered by a gable overhang supported by simple round columns; curved shingles fill the gable end. The entrance is filled with a six-light, two-panel wood door. Fenestration consists of six-over-six and one-over-one double-hung wood sash with simple wood surrounds.

Southeast of the house is a north-facing, one-story, two-car **Garage (1974, non-contributing building, photograph 6)**, topped with an end-gable roof. The walls are clad with wood shingles and the roof is covered with asphalt shingles. A set of three four-light casement windows is centered in the gable peak. Two garage doors are centered in the north elevation and filled with vertical lift doors.

The **Joseph Postorino House, 32 Bridge Street (ca. 1913, contributing building, photograph 7)** is on the south side of Bridge Street, on a wide grassy lot edged with a picket fence on the north and west sides. The house is a north-facing, two-story, three-bay-by-two-bay, wood-frame, astylistic building with modest Craftsman-style detailing. The building is topped with a side-gable roof; foundation plantings obscure the foundation. The walls are clad with stucco, and the roof is covered with asphalt shingles. A low stone chimney pierces the center of the roof at the ridgeline. The eaves lift up over the second story windows along the north elevation. The entrance is in the east bay of the north elevation and is sheltered by a gable overhang supported by square, stuccoed posts. The entrance is filled with an eight-light, three-panel wood door. Fenestration consists of six-over-one and eight-over-one, double-hung vinyl replacement sash with simple surrounds.

Southwest of the house is a north-facing, one-story, two-car **Garage (1974, non-contributing building, photograph 7)**, topped with an end gable roof. The walls are clad with wood shingles and the roof is covered with asphalt shingles. Entrances are filled with paired eight-light, four-panel wood doors affixed with strap hinges.

The **Henry Guyaz Duplex, 29–31 Bridge Street (1915, contributing building, photograph 8)** is on the north side of Bridge Street near the street edge. A mortared, river stone wall with square pillars runs along the south property line at the edge of the sidewalk. The house is a south-facing, two-story, three-bay-by-three-bay, Craftsman-style, wood-frame building topped with a clipped gable roof and seated on a stone foundation. The walls are clad with wood shingles and wood clapboards, and the roof is covered with asphalt shingles. A brick chimney pierces the center of the roof at the ridgeline. A two-story bay window projects from the center of the east elevation. A full-width porch topped with a hip roof supported by simple pillars and enclosed with a wood balustrade shelters a pair of entrances in the center of the south elevation. A one-bay-wide, fully-enclosed porch topped with a hip roof with exposed rafter tails projects from the center of the second story of the south elevation. Glass and aluminum storm doors protect the entrances. Fenestration consists of one-over-one, double-hung wood sash with simple wood surrounds and slightly projecting sills and lintels.

To the rear of the house is a non-historic two-car **Garage (1969, non-contributing building, no photograph)** that is not visible from the public way.

North of the Guyaz duplex is the **Henry Guyaz House, 33 Bridge Street (1930, contributing building, photograph 8)**, which is partially obscured from view by the southern house and mature deciduous trees. The house is a south-facing, three-bay-by-two-bay, astylistic, wood-frame building seated on a poured concrete foundation and topped with an end-gable roof. A one-story, one-bay-by-one-bay addition topped with a side-gable roof projects from the center of the west elevation. A brick chimney pierces the center of the ridgeline. The walls are clad with wood shingles, and the roof is covered with asphalt shingles. The entrance, which is protected by a glass and aluminum storm door, is in the east bay of the south elevation and accessed by a short run of wood stairs. Fenestration consists of six-over-one, double-hung wood sash with wide wood surrounds and slightly projecting lintels.

The **Anthony Arciola House, 28 Bridge Street (1990, non-contributing building, photograph 9)** is on the south side of Bridge Street, set near the street edge in a slight depression. A low, mortared, river stone wall lines the north edge of the property. The house is a north-facing, wood-frame, split-level Ranch, composed of a one-story section on the west and a two-story section on the east. The building is topped with a cross-gable roof. A one-story, two-car garage topped with an end-gable roof projects from the center of the west elevation of the two-story portion. A brick chimney pierces the east slope of the roof near the north end of the two-story portion. The walls are clad with wood clapboards, and the roof is covered with asphalt shingles. The entrance is in the west end of the north elevation of the one-story portion, at the junction of the offset floor levels, and consists of a wood door with a fan light, which is accessed by a short run of concrete steps. A bay window is east of the entrance. Fenestration consists of one-over-one, double-hung vinyl sash and single-pane vinyl windows.

The **Lyons House, 27 Bridge Street (1945, contributing building, photograph 10)** is on the north side of Bridge Street in a slight depression, surrounded by mature evergreen and deciduous trees, which screen it from view from Bridge Street, along with a wood privacy fence at the edge of the sidewalk. The building is a south-facing, two-story, three-bay-by-two-bay, astylistic wood-frame house seated on a raised concrete foundation and topped with a side-gable roof. A two-story, two-bay-by-two-bay addition topped with a side-gable roof projects from the southwest corner of the main block. The walls are covered with wood shingles, and the roof is clad with asphalt shingles. An exterior chimney is centered in the south elevation of the addition, and a second chimney pierces the center ridgeline of the main block. A two-car garage is under the main block of the building, and has two vertical lift doors evenly spaced in the foundation wall on the west elevation. The entrance is centered in the west elevation of the addition, and is obscured by heavy vegetation. Fenestration consists of a bay window centered in the west elevation of the main block at the first story, filled with a wide picture window, and two single-pane, rectangular windows, all with wood frames, and single-light, wood-frame windows throughout the remainder of the visible portion of the building. Two skylights are evenly spaced in the west slope of the roof of the addition.

The **Orlando Allen House (or Allen-Keeler House), 24 Bridge Street (1886, contributing building, photograph 11)** is on the south side of Bridge Street set well back from the street edge on a wide, grassy lot edged with mature deciduous and evergreen trees and a dry-laid stone retaining wall. A set of stone stairs pierces the wall at the west end and is marked with mortared stone pillars. An iron fence runs parallel to the stone wall along the north line of the property. The house is a north-facing, two-story, three-bay-by-three-bay, wood-frame, Queen Anne-style house topped with a cross-gable roof. The foundation is not visible from the public way. A one-story, two-bay-by-two-bay addition is west of the house, attached by a one-story hyphen. The walls are clad with wood shingles, and wood clapboards, and the roof is covered with asphalt shingles. A full-width, shed-roof porch supported by square posts with angled wood brackets and enclosed by a simple wood balustrade shelters the first story of the north elevation. The entrance is in the west bay of the north elevation, and is protected by a fully-glazed, wood-frame, storm door. A plaque reading “Orlando Allen, 1886” from the Westport Historical Society is east of the door. Fenestration

consists of two-over-two and six-over-two, double-hung wood sash, decorative four-light or rectangular multi-pane windows are centered in the gable peaks.

To the rear of the house is a two-story, three-bay, wood-frame **Studio Apartment (1984, non-contributing building, no photograph)** with a garage on the first story and a studio apartment above, which likely replaced an earlier residence.

The **Single-Family House, 26 Bridge Street (1930, contributing building, no photograph)** is on the south side of Bridge Street, set well back from the road behind 24 Bridge Street, and is not visible from the public way. Aerial imagery indicates that the building is a one-story, four-bay-by-two-bay, wood-frame house seated on a raised foundation and topped with a hip roof.

The **Daniel Kirk House, 21 Bridge Street (1875, contributing building, photograph 12)** is on the north side of Bridge Street, set well back from the street on a gently sloping, wide, grassy lot. Mature deciduous trees are west and north of the house, and ornamental shrubs are along the property's southern boundary. The house is a south-facing, two-story, three-bay-by-four-bay, wood-frame, astylistic house topped with an end-gable roof. The foundation is not visible from the public way. The roof is covered with asphalt shingles, and the walls are clad with wood clapboards. A two-story, full-width, one-bay-wide addition enclosing a sunroom projects off the south elevation, creating an asymmetric facade, and a two-story, two-bay-by-three-bay, shed-roof addition projects from the north elevation. A wide shed dormer pierces the east slope of the roof. The entrance is in the west bay of the south addition, under a two-story engaged porch with a shed roof overhang supported by square posts and enclosed with a simple balustrade. A plaque reading "Daniel Kirk, 1875" from the Westport Historical Society is west of the door. A second entrance is centered in the north addition, sheltered by a trapezoidal, hip roof overhang supported by simple square posts. Fenestration consists of six-over-six and nine-over-nine, double-hung, vinyl sash and 15-light vinyl sash.

To the north of the Kirk House is the **Nathaniel Gault Carriage House, 23 Bridge Street (ca. 1900, photograph 13)**, which was converted into a single-family home ca. 1945. The carriage house is a south-facing, two-story, irregularly-shaped, astylistic building topped with a cross-gable roof. The foundation is not visible. The roof is covered with asphalt shingles, and the walls are clad with wood shingles. An enclosed porch lit with ribbon windows projects from the second story of the east elevation, supported by brick piers. Vegetation obscures the entrance. Fenestration consists of single pane and two-light wood casement windows.

The **Single-Family House, 20 Bridge Street (2017, non-contributing building, no photograph)** is currently (2017) under construction.

The **Albert U. Smith House, 19 Bridge Street (1902, contributing building, photograph 14)** is on the north side of Bridge Street, set well back from the street edge. The building is a south-facing, two-story, wood-frame, Queen Anne-style building topped with a hip roof. Low shrubs obscure the foundation. Two, two-story, one-bay-by-one-bay additions project from the northeast and northwest corners of the building. The walls are clad with wood clapboards, and the roof is covered with slate in a fish-scale pattern. A corbelled brick chimney pierces the roof at the center ridgeline. Hip dormers project from the east, south, and west slopes of the roof, and are filled with pairs and triple sets of windows. A wide, wrap-around porch with a hip roof supported by simple round columns encloses the west and south elevations of the house, and shelters the entrance in the center of the south elevation. Two evenly-spaced bay windows are above the porch roof on the south elevation. The entrance is filled with a half-light wood door flanked by single-pane skylights set in a simple wood surround. A plaque reading "Albert U. Smith, 1902" from the Westport

Historical Society is west of the door. Fenestration consists of large picture windows flanked by multilight panels on the first story and one-over-one, double-hung wood sash on the second story and in the dormers.

At the north end of the property is the **Albert U. Smith Carriage House (1902, carriage house, photograph 14)**, accessed by an asphalt driveway running north from Bridge Street. The carriage house is a south-facing, one-and-one-half-story, three-bay-wide, wood-frame building. The building is topped with a side-gable roof with a projecting center gable with simple wood detail in the peak, and projecting rafter tails. A hay loft door is centered under the projecting gable. The walls are clad with vertical boards, and the roof is covered with slate laid in a fish-scale pattern. Entrances are in the center and west bays of the south elevation, and are filled with paired, cross-braced wood doors set into shallow recesses with narrow gable pediments.

The **Rufus Wakeman House, 18 Bridge Street (1884, contributing building, photograph 15)** is on the south side of Bridge Street set well back from the road on a large, grassy lot surrounded by mature deciduous trees and low shrubs. A historic wrought-iron fence, the **Rufus Wakeman Iron Fence, 18 Bridge Street (1884, contributing structure, photograph 15)** lines the north edge of the property and consists of wrought iron pickets affixed to horizontal wrought-iron stringers. A low, arched gate is in the center of the fence attached to wrought-iron posts topped with simple finials. The house is a north-facing, two-story, three-bay-by-three-bay, wood-frame, Italianate-style building. The building is topped with a shallow-pitch hip roof with wide, bracketed eaves, and is seated on a parged foundation. The roof is clad with asphalt shingles and is pierced by a square cupola, and the walls are covered with wood clapboards. A brick chimney with a corbelled top is immediately south of the cupola. A two-story bay projects from the center bay on the east and west elevations, and a one-story addition projects from the south elevation. One-story bay windows with bracketed hip roofs project from the center and south bays on the east elevation and from the center bay on the west elevation. A wide, wrap-around porch with a bracketed hip roof supported by square posts surrounds the northeast corner of the building and shelters the entrance. The entrance, located in the east bay of the north elevation, consists of a pair of four-panel wood doors set into a simple wood surround with a bracketed projecting cornice. A plaque reading "Rufus Wakeman, 1884" from the Westport Historical Society is east of the door. Fenestration consists of two-over-two, double-hung wood sash with simple wood surrounds and wide, projecting bracketed cornices. Horizontally-sliding, two-light windows are under the eaves, and paired, arched, one-over-one, double-hung windows are in each face of the cupola.

To the south of the house, is the **Rufus Wakeman Carriage Barn (1884, contributing building, no photograph)**. The carriage barn is a north-facing, two-story, wood-frame, side-gable carriage barn with a one-and-one-half story, shed-roof addition projecting from the west elevation. The building is partially built into the hillside and is seated on a mortared rubblestone foundation. The walls are clad with vertical board, and the roof is covered with asphalt shingles. The building has been converted for use as a garage, with vertical-lift garage doors in the north elevation.

The **Single-Family House, 17 Bridge Street (1986, non-contributing building, photograph 16)** is on the north side of Bridge Street on an approximately rectangular lot. The house is set back from the street edge on a wide grassy lot, and is built partially into a low terrace with the west bay of the basement exposed. The house is a south-facing, two-story, three-bay-by-four-bay, wood-frame, New Traditional Victorian-style building with Italianate detailing. The building is seated on a concrete foundation, and is topped with an asphalt shingle-clad end-gable roof. The walls are clad with wood clapboards. A one-story addition, topped with a side-gable roof, projects from the east elevation, and a one-story enclosed porch with a hip roof encloses the southwest corner of the building, resting on the stone-clad, exposed portion of the basement. The entrance is in the center of the south elevation under an engaged porch supported with square pillars. The entrance is filled with a two-light, two-panel wood door with a simple wood surround. Stone

veneer surrounds the entrance. Fenestration consists of two-over-two, double-hung, modern wood sash and wide, twelve-light picture windows. An arched, two-over-two, double-hung, modern wood window is in the gable peak.

The **Frederick Hotchkiss House (or Hotchkiss-Wheeler House), 16 Bridge Street (1877, contributing building, photograph 17)** is on the south side of Bridge Street on a large, irregularly shaped lot which extends southwest to the Saugatuck River. The building is set back from the street edge and is accessed by a curved, asphalt-paved driveway with a parking pad to the east of the house. The lot is filled with mature shrubs, deciduous trees, and small evergreens. The house is a two-story, three-bay-by-three-bay, wood-frame, Italianate-style building. The building is seated on a parged brick foundation and topped with a hip roof with wide, bracketed eaves. The roof is pierced by a square cupola with wide, bracketed eaves. A two-story, flat-roof addition projects off the east elevation. The walls are clad with wood clapboards, and the roof is covered with asphalt shingles. The building has a three-bay side-hall plan, with an entrance in the east bay of the northwest elevation composed of a double door with arched windows in the upper half. The doors are set within a shallow recess topped with a bracketed hood. A plaque reading "Frederick Hotchkiss, 1877" from the Westport Historical Society is east of the door. Fenestration consists of evenly-spaced paired windows on the first story and two-over-two, double-hung wood sash on the second story. First story windows consist of paired, three-light windows and single-pane windows with diamond-light glass above. Horizontally-sliding, two-light windows are under the eaves, and paired, arched, one-over-one, double-hung windows are in each face of the cupola. Windows have simple wood surrounds with projecting bracketed cornices on the first and second stories.

The **David Bulkley House (or Edward Dolan House), 15 Bridge Street (ca. 1880, contributing building, photograph 18)** is at the northeast corner of Bridge Street and Imperial Avenue, on a large, grassy lot surrounded by a picket fence.[2] A privacy fence extends from the east side of the house and runs east to the property line. Low shrubs and mature deciduous trees dot the property. A curved, asphalt-paved driveway provides access to the building from Imperial Avenue. The building is a south-facing, two-story, three-bay-by-two-bay, Italianate-style house topped with an end-gable roof. Two gable-roof ells project from the north elevation. The roof is covered with asphalt shingles and standing-seam metal, and the walls are clad with wood clapboards. The building has a stone foundation. The house has a three-bay side-hall plan, with an entrance in the west bay of the south elevation, sheltered by a full-width, hip-roof porch supported by square posts. A second entrance is in the north bay of the first ell under an engaged porch with a shed roof overhand supported by square posts. Fenestration consists of evenly-spaced two-over-two, double-hung wood sash and four-light wood sash. An arched, four-light window is centered in the gable peak on the southwest elevation. Two gable dormers pierce the west slope of the roof of the main block. A two-story, two-car garage, projecting off the north elevation of the house, was constructed in 2017. The garage is topped with an asphalt-clad, side-gable roof pierced by a wide, gable, wall dormer. A wide, vertical-lift door is centered in the west elevation, and is topped with two eight-light transoms.

A non-historic, one-story, gable-roof outbuilding, partially obscured by the privacy fence, is east of the house.

The **Albert U. Smith House, 14 Bridge Street (ca. 1917, contributing building, photograph 19)** is on the south side of Bridge Street, set back from the road on an irregularly-shaped lot which extends south to the Saugatuck River. A wide, curved, asphalt-paved driveway leads to the house from Bridge Street, and

[2] McCahon 1988a refers to this property as the Edward Dolan House, however, Dolan is not the earliest known owner. Dolan owned the property approximately 23 years after its construction, therefore the building should be known as the David Bulkley House.

the south portion of the property consists of manicured lawns dotted with shrubs and mature deciduous trees. A mortared stone wall with stone pillars at each end spans the northern end of the driveway. The building is a northwest-facing, two-story, three-bay-by-two-bay, clapboard-clad, Colonial Revival-style house, with a one-story, shed-roof addition projecting off the east elevation. The second story projects slightly over the first story with a flared eave. The building is seated on a parged foundation and topped with an asphalt shingle-clad side-gable roof. The roof is pierced by a low brick chimney with a corbelled top at the east end of the roof at the ridgeline, and an external end wall chimney is centered on the west elevation and has a corbelled top. The entrance is centered in the northeast elevation and is flanked by two half-light sidelights. A wide, gable-roof overhang supported by simple turned columns shelters the entrance. A second entrance is in the northeast elevation of the addition and is filled with a nine-light vinyl door protected by a vinyl storm door. An engaged porch is in the east bay of the second story on the southwest elevation, facing the Saugatuck River. Fenestration consists of eight-over-eight, double-hung wood sash with simple wood surrounds and slightly projecting molded cornices.

A small, shingle-clad **Outbuilding (1920, contributing building, no photograph),** topped with an asphalt shingle-clad, end-gable roof is southeast of the house at the back of the driveway. The symmetric, street-facing elevation has an entrance filled with a multi-light door, and a tall multi-light window.

The **Anna E. Dolan House, 12 Bridge Street (1932, contributing building, photograph 20)** is on the south side of Bridge Street on a narrow strip of land along the Saugatuck River, and is partially obscured by mature deciduous trees. A low, dry-laid stone wall runs along the northern property line. The southeast-facing building is a one-story, wood-frame, Minimal Traditional-style house topped with a cross-gable roof. The walls are clad with wood shingles, and the roof is covered with asphalt shingles. A low, square, brick chimney pierces the southeast end of the roof at the ridgeline. The foundation is not visible from the public way. The entrance is in the southeast elevation and is not visible from the public way. Fenestration consists of two-light, horizontally-sliding, vinyl windows immediately below the eaves.

The **Francis Godfrey House, 189 Imperial Avenue (ca. 1878, contributing building, photograph 21)** is on the east side of Imperial Avenue, set back from the street edge on a grassy lot dotted with shrubs and surrounded by mature deciduous trees. A picket fence lines the west edge of the property near the sidewalk. The building is a west-facing, two-story, three-bay-by-five-bay, wood-frame, Italianate-style building topped with a cross-gable roof with bracketed eaves. The foundation is obscured from view. The walls are clad with wood clapboards, and the roof is covered with asphalt shingles; the gable peak is filled with shaped shingles. A brick chimney clad with wood clapboards pierces the west roof slope of the north wing of the building. A wrap-around porch topped with a hip roof supported by turned posts and enclosed with a wood balustrade wraps the first story of the west and south elevations. A bay window projects from the center of the west elevation of the north wing of the house. Fenestration consists of two-over-two, double-hung, wood sash with simple wood surrounds and slightly projecting molded cornices. An arched, two-over-two, double-hung, wood window is in the gable peak on the west elevation.

North of the building is a two-car, wood-frame **Garage (1998, non-contributing building, photograph 21)** seated on a concrete foundation and topped with an end-gable roof. The walls are clad with wood clapboards, and the gable peak is filled with shaped shingles. The roof is covered with asphalt shingles. The garage is attached to the house via an open-sided hyphen consisting of a side-gable roof supported by turned posts.

The **Edward A. Gauchet House, 188 Imperial Avenue (ca. 1890, contributing building, photograph 22)** is on the west side of Imperial Avenue, set well back from the street edge on a low, grassy rise surrounded by ornamental plantings, low shrubs, and mature deciduous trees. The house is an east-facing,

two-story, three-bay-by-four-bay, wood-frame, Queen Anne-style building topped with a cross-gable roof with simple, ornamented, bargeboards. A one-story, three-bay-by-two-bay ell topped with a side gable roof projects from the center of the north elevation, and a modern, two-story addition projects from the west elevation; the west addition is not visible from the public way. The walls are clad with wood clapboards and the roof is covered with asphalt shingles. The gable ends are clad with shaped shingles and turned king-post trusses are in the gable peaks. A brick chimney pierces the center ridgeline of the main block and a second chimney is in the west slope of the roof at the north end of the ell. The north chimney is clad with shaped shingles. A gable dormer is in the center of the east slope of the roof of the ell. A wide, wrap-around porch topped with a hip roof supported by turned posts and enclosed with a wood balustrade surrounds the west wing of the building. Entrances are in the north and south bays of the east elevation, and are filled with a four-light, four-panel door on the south and a half-light, wood door on the north. Fenestration consists of six-over-six and four-over-four double-hung wood sash with simple wood surrounds.

A **Garage (1982, non-contributing building, no photograph)** is west of the building and is not visible from the public way.

The **Single-Family House, 185 Imperial Avenue (2007, non-contributing building, photograph 23)** is on the east side of Imperial Avenue set slightly back from the street edge on a grassy lot with mature deciduous and evergreen trees. The building is a west-facing, two-story, three-bay-by-two-bay, Colonial Revival-style house topped with a side-gable roof. Low shrubs obscure the foundation. A two-story, two-bay-by-two-bay addition projects from the south elevation, and a two-story, one-bay-by-two-bay addition connects a two-story, two-car garage to the north elevation. The walls are clad with wood clapboards, and the roof is covered with asphalt shingles. The building has two entrances, one in the north addition and one in the south bay of the main block. The south entrance consists of a six-panel wood door flanked by five-light sidelights and topped with a three-panel wood transom. A simple molded cornice is above the transom. The north entrance is a nine-light, two-panel, wood door sheltered by a shed overhang supported by simple square brackets and clad with standing-seam metal. Fenestration consists of nine-over-nine, six-over-six, and four-over-four, double-hung, wood sash, and nine- and six-light casement windows. The garage openings are filled with paired eight-light, four-panel wood doors.

The **Oscar Allen House, 186 Imperial Avenue (1891, contributing building, photograph 24)** is on the west side of Imperial Avenue set back from the street edge on a thickly vegetated lot and is largely obscured from view from the public way. The house is an east-facing, two-story, one-bay-by-three-bay, Queen Anne-style, wood-frame building topped with an end-gable roof. The foundation is not visible. A two-story, one-bay-by-one-bay ell projects from the center of the south elevation, and a one-story, flat-roof garage addition projects from the west elevation; the garage is not visible from the public way. The walls are clad with asbestos shingles, and the roof is covered with asphalt shingles. A full-width, shed-roof porch supported by simple square posts surrounds the east elevation of the building. The entrance is in the north end of the ell and is protected by a glass and aluminum storm door. Fenestration consists of eight-over-eight and two-over-two, double-hung, wood sash with simple wood surrounds.

The **Albert W. Allen House, 184 Imperial Avenue (1891, contributing building, photograph 24)** is at the southwest corner of Imperial Avenue and Wakeman Place, set slightly back from Imperial Avenue. The east side of the lot is planted with low shrubs and ornamental plants, and the west side of the lot is enclosed with a wood privacy fence. The house is an east-facing, two-story, one-bay-by-three-bay, Queen Anne-style, wood-frame building topped with an end-gable roof. The foundation is parged. A two-story, one-bay-by-one-bay ell projects from the center of the south elevation and a one-story, flat-roof addition projects from the west elevation; the roof of the west addition is enclosed with a wood balustrade. The walls are clad with wood clapboards, and the roof is covered with asphalt shingles. Shaped shingles fill the gable

peak, which has simple, decorative bargeboard. A full-width, one-to-two-story porch with a shed roof with a projecting center gable encloses the east elevation of the house; the north end of the porch is one story, and the south end is two stories. The porch is supported with turned posts, and the second-story porch is enclosed with a decorative wood balustrade. The entrance is south of center in the east elevation and is filled with a six-panel wood door. Access to the second-story porch is via a multi-light wood door in the north end of the ell. A secondary entrance is centered in the west elevation of the west addition. Fenestration consists of four-over-four, double-hung, wood sash.

The **Charles Godfrey House, 179 Imperial Avenue (1887, contributing building, photograph 25)** is on the east side of Imperial Avenue set back from the road on a landscaped lot with ornamental plantings and low shrubs. The building is a west-facing, two-story, three-bay-by-three-bay, wood-frame, Italianate-style house topped with an end-gable roof. A wood-lattice apron obscures the foundation. A two-story box bay projects from the center of the south elevation, topped with an end-gable roof, and a one-story, full-width addition topped with a shed roof projects from the east elevation. A second one-story, two-bay-by-two-bay addition projects to the north and attached to the house with a narrow hyphen; the north addition is obscured from view by heavy vegetation. The walls are clad with wood clapboards, and the roof is covered with asphalt shingles. A wide, wrap-around porch topped with a shed roof supported by square posts encloses the west elevation of the building. The entrance is in the north bay of the west elevation and consists of a three-light, four-panel, wood door with a simple wood surround. A plaque reading "Charles Godfrey, 1887" from the Westport Historical Society is east of the door. A bay window is under the porch roof, south of the entrance. Fenestration consists of two-over-two and one-over-one, double-hung, wood sash with simple wood surrounds topped with a slightly projecting cornice.

The **Francis Godfrey House, 169 Imperial Avenue (1909, contributing building, photograph 26)** is on the east side of Imperial Avenue set well back from the street edge on a sloping, grassy lot. The house is a west-facing, one-and-one-half-story, three-bay-by-two-bay, wood-frame, Colonial Revival-style building topped with a side-gable roof. The foundation is not visible from the public way. A two-story, one-bay-by-three-bay addition projects off the east elevation. The walls are clad with wood clapboards, and the roof is covered with asphalt shingles. A small chimney pierces the ridgeline north of center, and a chimney clad with wood clapboards is in the center of the south elevation. The entrance is in the north bay of the west elevation and consists of a nine-light wood door sheltered by a gable overhang supported by square posts. Fenestration consists of six-light wood casement windows with simple wood surrounds and paired eight-light casement windows with slightly projecting molded cornices.

The **Saugatuck River Swing Bridge (1884, NRIS No. 87000126, contributing structure, photographs 27)** is a wrought-iron, pin-connected swing bridge spanning the Saugatuck River at the west end of Bridge Street and connecting to Riverside Avenue on the west river bank. This bridge replaced an original 1869 bridge on the same site. The bridge consists of a four-span multi-girder steel superstructure carried on masonry abutments and mid-river concrete and masonry piers. The eastern end of the bridge is 142-foot (ft) long and comprised of two continuous spans resting on concrete abutments. The western end of the bridge is 145-ft long and centered over a large pivot pier, making it capable of turning 90 degrees to the path of Bridge Street to allow boat traffic on the river to pass; wood cribbing set on wood piles is north and south of the pivot pier to protect it from ice floes and collisions. The bridge is 26-ft-8-in wide, with a 19-ft-6-in wide asphalt-paved roadbed and 4-ft wide wood plank walkway cantilevered from the north side of the bridge. In 1950, the masonry pivot pier was encased in concrete. The bridge was originally supported by three Pratt through trusses, but in 1991 the center portion of the truss floor beams were removed, leaving approximately 2-ft intact. As a result of rehabilitation work undertaken in 1991, the Pratt trusses are now decorative elements that support only their own weight atop a new platform superstructure. Additionally, as part of rehabilitation campaigns in 1991 and 1993, operating machinery was replaced, a new reinforced

concrete pier was installed under the fixed span, and the floor system was replaced in both spans (McMillan 2017).

Statement of Integrity

The Bridge Street Historic District possesses integrity of location, design, setting, workmanship, materials, feeling, and association as a cohesive residential district developed as early as 1809 and primarily between ca. 1870 and ca. 1915. The District retains a significant number of early properties constructed in popular architectural styles of their day, such as Federal, Italianate, Queen Anne, and Colonial Revival. Contributing buildings retain their character defining features, such as fenestration patterns and architectural ornament, including alterations made during the period of significance. There are few modern intrusions or vacant lots within the District, and most of the modern construction in the District is designed in New Traditional Victorian, Minimal Traditional, Ranch, or Contemporary styles and screened from view from Bridge Street by change in elevation and vegetation. No historic buildings within the District have been determined to be non-contributing, as they all retain sufficient integrity to convey their associations with the historic development of the Bridge Street neighborhood; therefore, all of the non-contributing buildings within the District were constructed outside the period of significance. The Saugatuck River Swing Bridge maintains its association as an integral part of the development of the neighborhood.

BRIDGE STREET
HISTORIC DISTRICT DATA SHEET

Please note: properties marked with an asterisk (*) have been previously listed on the National Register of Historic Places.

Resource Name	Address	WRI No.[3]	Est. Date	Resource Type	C/NC	Photograph #
Anna E. Dolan House	12 Bridge Street	None	1932	Building	C	20
Albert U. Smith House	14 Bridge Street	1003	ca. 1917	Building	C	19
Outbuilding	14 Bridge Street	1003	1920	Building	C	None
David Bulkley House	15 Bridge Street	0053	1880	Building	C	18
Frederick Hotchkiss House	16 Bridge Street	0054	1876	Building	C	17
Single-family residence	17 Bridge Street	None	1986	Building	NC	16
Rufus Wakeman House	18 Bridge Street	0055	1884	Building	C	15
Rufus Wakeman Carriage Barn	18 Bridge Street	0055	1884	Building	C	None
Rufus Wakeman Iron Fence	18 Bridge Street	0055	1884	Structure	C	15

[3] WRI No. refers to the Westport Resources Inventory Number, assigned by the Westport Historic District Commission.

Resource Name	Address	WRI No.[3]	Est. Date	Resource Type	C/NC	Photograph #
Albert U. Smith House	19 Bridge Street	0056	1902	Building	C	14
Albert U. Smith Carriage House	19 Bridge Street	0056	1902	Building	C	14
Single family house	20 Bridge Street	None	2017	Building	NC	None
Daniel Kirk House	21 Bridge Street	0057	1875	Building	C	12
Nathaniel Gault Carriage House	23 Bridge Street	1230	ca. 1900	Building	C	13
Orlando Allen House	24 Bridge Street	0058	1886	Building	C	11
Studio Apartment	24 Bridge Street	None	1984	Building	NC	None
Single-family residence	26 Bridge Street	None	1930	Building	C	None
Lyons House	27 Bridge Street	None	1945	Building	C	10
Anthony Arciola House	28 Bridge Street	None	1990	Building	NC	9
Henry Guyaz Duplex	29–31 Bridge Street	0059	1915	Building	C	8
Garage	29–31 Bridge Street	0059	1969	Building	NC	None
Joseph Postorino House	32 Bridge Street	1231	ca. 1913	Building	C	7
Garage	32 Bridge Street	1231	1974	Building	NC	7
Henry Guyaz House	33 Bridge Street	0059	1930	Building	C	8
George Disbrow House	34 Bridge Street	None	1928	Building	C	6
Garage	34 Bridge Street	None	1974	Building	NC	6
Saugatuck Elementary School	35 Bridge Street	0060	1931; addition 1950	Building	C	3–5
Delancy Allen House	192 Compo Road South	0188	1809	Building	C	2
Garage	192 Compo Road South	0188	1978	Building	NC	None
David and Mary Finnegan House	190 Compo Road South	1278	1878	Building	C	1
David and Mary Finnegan Barn	190 Compo Road South	1278	1880	Building	C	None
Garage	190 Compo Road South	1278	1978	Building	NC	None

Resource Name	Address	WRI No.[3]	Est. Date	Resource Type	C/NC	Photograph #
Francis Godfrey House	169 Imperial Avenue	1344	1909	Building	C	26
Charles Godfrey House	179 Imperial Avenue	0398	1887	Building	C	25
Albert W. Allen House	184 Imperial Avenue	0397	1891	Building	C	24
Single Family Residence	185 Imperial Avenue	None	2007	Building	NC	23
Oscar Allen House	186 Imperial Avenue	0399	1891	Building	C	24
Edward A. Gauchet House	188 Imperial Avenue	0400	ca. 1890	Building	C	22
Garage	188 Imperial Avenue	0400	1982	Building	NC	None
Francis Godfrey House	189 Imperial Avenue	0401	ca. 1878	Building	C	21
Saugatuck River Swing Bridge*	Route 136 over the Saugatuck River	0229	1884	Structure	C	27
Bridge Street System of Stone Walls	Bridge Street	None	ca. 1869, altered 20th c.	Structure	C	8, 9, 20, 28, 29

C: Contributing Resource
NC: Non-Contributing Resource

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [x] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark “x” in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
Community Planning and Development
Architecture

Period of Significance
1809–1945

Significant Dates
1809: Delancy Allen House constructed
1869: Bridge Street deeded to the town
1869: Bridge Street Bridge constructed
1884: Saugatuck River Swing Bridge constructed to replace original bridge
1931: Saugatuck Elementary School constructed

Significant Person
(Complete only if Criterion B is marked above.)
N/A

Cultural Affiliation
N/A

Architect/Builder
Allen, Isaac
Union Bridge Company
Emmons & Abbott
Lyons & Mather

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Bridge Street Historic District is eligible for listing in the National Register of Historic Places (National Register) at the local level under Criterion A in the area of Community Planning and Development and under Criterion C in the area of Architecture. Under Criterion A, the District is eligible for listing due to its associations with the development of the Bridge Street residential neighborhood as a result of the concurrent donation of land to the Town of Westport by Chloe Allen and construction of a bridge across the Saugatuck River in 1869 (replaced by the Saugatuck River Swing Bridge in 1884). Under Criterion C, the District is eligible for listing as a relatively intact collection of late nineteenth- and early twentieth-century residences constructed in a variety of popular styles including Italianate, Queen Anne, Colonial Revival, Minimal Traditional, and Craftsman, reflecting the District's status as a primarily upper middle- and middle-class neighborhood.

The period of significance begins in 1809, the construction date of the earliest building in the District, the Delancy Allen House at 192 Compo Road South, and ends with 1945, with the construction of the Lyons House at 27 Bridge Street, after which the nature of residential construction significantly changed in the District, following the close of World War II.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

CRITERION A – COMMUNITY PLANNING AND DEVELOPMENT

The Bridge Street Historic District is eligible for listing in the National Register under Criterion A at the local level due to its development as a residential neighborhood following the Allen family's donation of land for Bridge Street in 1869 to the Town of Westport, the related construction of a bridge over the lower Saugatuck River in 1869, and the subsequent subdivision and development of large parcels of land between Compo Road South and the Saugatuck River in the late nineteenth and early twentieth centuries. The neighborhood was inhabited by upper middle- and middle-class residents, in contrast with the worker housing across the river in Saugatuck, which was home to working-class Westporters and predominantly Irish and Italian immigrants who worked in nearby factories and businesses. North of Bridge Street, Westport developed into a late nineteenth- and early twentieth-century suburban community, with a commercial center along Post Road at Westport Center and houses occupied by upper middle-class residents and prominent New Yorkers looking to escape the City for quieter suburbs. [4]

The early layout of Westport resembled a horseshoe, with the apex in Westport Center, north of the District, the western side along the border of Westport and Norwalk, and the eastern side along Compo Road, laid out in 1679. Initially, no roads ran between Compo, the predominantly agricultural southern settlement on the east side of the river, and Saugatuck, on the west side of the Saugatuck River opposite Compo, which was dominated by factories and worker housing (Birge 1926:42; MacKenzie 1922:1). River crossings were via three ferries, one near Kings Highway North, one near Edge Hill Lane, and the third just north of the railroad bridge in Saugatuck, or by fording the river (Weingarten et al. 2016:5). Westport's early

[4] Kings Highway North Historic District was listed on the National Register in 1998, NRIS 98000884; the Westport Center Historic District was listed on the National Register in 2016, NRIS 16000449.

development occurred largely due to local grain dealer Ebenezer Jesup (1767–1851), who built a wharf near the headwaters of the Saugatuck River. In 1807, the Connecticut Turnpike (today's US Route 1) was built through Westport Center, due in part to Jesup (Weingarten et al. 2016:5–6). In 1811, Jesup arranged for the construction of a carriage bridge over the river, with the right of way located on his property, near what is now the intersection of Jesup Road and Post Road East (Klein 2010:74; Dyer-Carroll 2014:45). Jesup's efforts resulted in an expanded maritime trade in Westport and the development of Westport Center as the locus of business and trade in town (Gibbs 2009:2-3).

The District first appears on a detailed map of Westport in 1853 (Figure 1). At that time, the land in the District was predominantly owned by the Allen family, whose holdings spanned from the east bank of the Saugatuck River to Compo Road, and was sparsely populated beyond Compo Road. The two sections of Westport were first connected with the coming of the railroad in 1848. The New York, New Haven, and Hartford (NYNH&H RR) was chartered in 1844 to create a rail link between New Haven and New York City (Karr 1995:45–50). The residents of Compo wanted access to the railroad station that was subsequently built in south Saugatuck without having to travel north through the Center first or cross the river via ferry (Weingarten et al. 2016:6). Eventually the NYNH&H built a footpath to the railroad bridge, which pedestrians could use to cross over to the railroad station (Birge 1926:43).

The American Civil War (1861–1865) was a period of prosperity in Westport, with shipping, wool, and onion industries flourishing. This prosperity led to the expansion of development in Westport Center and in Saugatuck on the west side of the Saugatuck River. Immigrants who arrived in Westport and settled in Saugatuck in the mid-nineteenth century to work on the farms and in the factories initially came predominantly from Ireland, along with Poland, Hungary, and Germany; Italians followed in the late nineteenth and early twentieth centuries (Klein 2010:138; Dyer-Carroll 2014:48–49).

Railroad access coupled with increasing industrialization following the end of the Civil War led to an increase in business and population in Saugatuck, including the construction of factories and shops along Riverside Avenue, and thus a demand for easier access to the area (Gibbs 2009:2–4). Until 1868, when a charter was granted to the Saugatuck Bridge Company, a private corporation, to build a bridge across the Saugatuck River, Jesup's bridge remained the primary carriage crossing point over the Saugatuck River (Gibbs 2009:2–4). Many Westport residents, particularly those living and working in the Center to the north, opposed the construction of a bridge near Saugatuck, fearing it would divert trade from the prosperous Center (Birge 1926:42; Klein 2010:129). Despite these concerns, in 1869, the Saugatuck Bridge Company constructed a moveable type wooden wagon bridge north of the southern ferry landing, and following a series of legal proceedings, in 1872 the Town purchased the bridge (Birge 1926:43). An invasive burrowing mollusk soon significantly damaged the bridge, forcing the town to replace it. The replacement for the damaged bridge, the **Saugatuck River Swing Bridge (1884, NRIS 87000126, contributing structure)**, was built on the same alignment as the wooden bridge, and was constructed of iron seated on masonry piers to avoid damage from the burrowing mollusks (Birge 1926:43; McMillan 2017:5). The bridge connected the two sides of Westport, and, as residences on Bridge Street were constructed, provided easier access to the industrial and commercial center of Saugatuck on the west bank of the river (McMillan 2017:5). The pattern of bridge construction followed by residential building along Bridge Street is somewhat different than the nineteenth-century development in other parts of Westport, as Saugatuck was already emerging as an industrial center in the town prior to the construction of the bridge, and Bridge Street became a residential neighborhood, rather than a commercial locus as in the case of Westport Center.

The eastern terminus of the bridge was the land of Chloe Allen (1875–1870), whose family owned land from Compo Road west to the river. Allen believed that there should be a public highway leading from the

bridge to Compo Road South, one of the major thoroughfares running south from Westport Center. As a result, in 1869, she deeded land for what would become Bridge Street to the town, with the provision that the road and a fence on either side of the road be constructed at no expense to her; this was reaffirmed in a deed from Chloe's heirs (Allen 1869; Westport Town Clerk 1876).[5] The required fence was likely a low stone wall, possibly topped with one or two wooden rails, and exists as the **Bridge Street System of Stone Walls (ca. 1869, contributing structure)**, remnants of which remain extant and line the Bridge Street public right-of-way of (CSHD 1937; Sloane 1955:27). It is unknown if Ebenezer Jesup constructed stone walls along Post Road near his bridge over the Saugatuck River to the north, as the Westport Center area has since become densely developed with commercial buildings situated at the sidewalk edge. Along Kings Highway North, however, there are numerous stone walls along the south side of the street, which may delineate the southern boundary of the right-of-way. No discussion of the origins of the walls appears in the Kings Highway North Historic District National Register nomination, so they cannot definitely be linked to the laying out of the road beginning in 1672 (Cunningham 1997).

Stone walls are common elements of the Westport landscape, reflective of its early history. Frequently no more than linear piles of field stones at the edges of fields, stone walls were tyipcally used to delineate pastures, enclose livestock, or to act as property boundaries (Sloane 1955:27–31). Stone walls often lined roads as well, as a result of clearing stones from roadbeds, and were constructed as farms expanded and roadways emerged between them (Thorson 2002:90). Later, stone walls became decorative elements, laid out by landscape architects and others, particularly on large estates. This pattern may be evident in Westport, such as at Hockanum, banker Morris Ketchum's (1796–1880) Cross Highway estate, which had grounds designed by Frederick Law Olmsted Sr. (Thorson 2002:6; Potts 1994:84). These later stone walls were frequently constructed of river cobbles or other stones mortared in place, sometimes capped with concrete, such as along Post Road near Ludlow Street (Potts 1994:147).

Prior to the construction of Bridge Street, development in the District was generally confined to Compo Road South and to Ferry Lane south of the railroad (outside District). Chloe Allen, the widow of farmer Delancy Allen (ca. 1783–1833) lived in the **Delancy Allen House, 192 Compo Road South (1809, contributing building)**, and two of her sons, Isaac (1812–1900) and Maltbie (1810–1859), had houses just to the south (no longer extant, demolished for the construction of the Connecticut Turnpike) (Potts 1985:170–171; McCahon 1988h). Outside of the Allen family, by 1867 Stephen R. Sexton, an artificial flower manufacturer, had a house near the east bank of the river north of the railroad. Sexton likely accessed his property from the south, via Ferry Lane, or by a long, winding drive that ran west from Compo Road; the drive does not appear to have followed what would become the route of Bridge Street (Figure 2).

Shortly after the construction of Bridge Street, Isaac Allen and his nephew Marcus began selling off plots of family land along the north and south sides of the street to prominent Saugatuck business owners. While it is unknown if Chloe Allen intended that her property be subdivided into a residential neighborhood, her son and nephew likely benefitted from her largesse in donating the road to the town. Nearly concurrently, Erastus P. Smith, who owned the lot north of Isaac Allen spanning from Compo Road to the Saugatuck River, began developing his property, laying out Imperial Avenue from Bridge Street to Baker Street on the north (Birge 1926:66; McCahon 1988m). Smith called a promontory on the river Point Imperial, then laid out a road to connect the point with Compo Road, likely today's Franklin Road (Birge 1926:66). In 1873, the Town of Westport constructed the northern portion of Imperial Avenue, running from Post Road to the section of road built by Smith that connected to Bridge Street. Smith's lot was poor farmland, but

[5] Both Allen's proclamation and the associated deed mention a map that would more precisely show the path of Bridge Street. Efforts to find this map in Westport archives have been unsuccessful.

well suited for residential development, located between Westport Center and the Saugatuck railroad station, and near the manufacturing district in Saugatuck (Birge 1926:67).

At the end of the nineteenth century, as agriculture declined in Connecticut, many farms were subdivided and numerous new residences were constructed. This pattern may be seen throughout Westport, particularly along Kings Highway North north of Westport Center and is present along Bridge Street. Kings Highway North was occupied by long-standing Westport families, as well as prominent local citizens and newcomers to Westport (Cunningham 1997:16). Many residents along Kings Highway North were involved in banking or town government, generally in Westport Center (Cunningham 1997:16). Bridge Street and other parts of southern Westport were occupied by business owners who often worked in nearby Saugatuck, rather than further north in Westport Center.

Within the District, the west end of Bridge Street and the south end of Imperial Avenue developed first, with generally large, high-style residences constructed for prominent Westporters who owned businesses in Saugatuck (see **Criterion C – Architecture**). One of the first buildings constructed was the **Frederick Hotchkiss House, 16 Bridge Street (1876, contributing building)**, built on land purchased from Isaac Allen; it is likely that Allen built the house for Hotchkiss. Little is known about Frederick Hotchkiss, or Lydia Hotchkiss, who next owned the property, but in 1903, E. Sterne Wheeler (ca. 1857–1911) purchased the property from her estate (McCahon 1988b). Wheeler was the son of Elonzo Wheeler, who owned the Saugatuck Manufacturing Company on Riverside Avenue near the railroad station (outside the District across the river in Saugatuck).

In 1875, the **Daniel Kirk House, 21 Bridge Street (1875, contributing building)** was constructed on the north side of the street on a large lot purchased from Marcus Allen (Westport Town Clerk 1875a). Kirk, a laborer, hired Horace Staples to build a house for him on Bridge Street, but appears to have been unable to pay Staples, as a mechanics lien was filed by Staples in July 1875 (Westport Town Clerk 1875b). The house was subsequently purchased by Thomas Jones, who sold the house to Charles LaCroix just three years later (Westport Town Clerk 1875c, 1878). Charles LaCroix was a saloonkeeper from Bavaria who resided at the property until about 1890 (Adams 1951). Nathaniel Gault, who owned a trucking company, purchased the property from LaCroix in 1890 and resided at the property until he sold it to George W. Alger in 1915 (US Census 1910; Adams 1951). In 1880, David Bulkley, a carpenter, purchased a parcel of land from Isaac Allen at the northeast corner of Imperial Avenue and Bridge Street and constructed an Italianate-style house (**David Bulkley House, 15 Bridge Street [1880, contributing building]**).

On the south side of Bridge Street, near Imperial Avenue, Rufus Wakeman (1843–1916), who owned a grocery store and mattress factory (the Rufus Wakeman Mattress Factory is outside the District at 535 Riverside Avenue across the river in Saugatuck) purchased land from Isaac Allen and likely hired Allen to construct a large, ambitious Italianate-style house for him in the developing neighborhood. The **Rufus Wakeman House, Carriage Barn, and Iron Fence, 18 Bridge Street (1884, contributing buildings and structure)** reflected Wakeman's status as First Selectman (1884–1891) and later as representative to the Connecticut General Assembly (McCahon 1988c; WHS 1977). Wakeman's factory was well known for the manufacture of yacht and church cushions (WHS 1977). He appears to have purchased multiple lots, likely as investments, as brothers Oscar and Albert W. Allen bought a lot on the west side of Imperial Avenue at the northwest corner of the District from Wakeman about 1891, which they split between them. The brothers built a pair of nearly identical Queen Anne-style houses on the parcel, the **Oscar Allen House, 186 Imperial Avenue (1891, contributing building)** and the **Albert W. Allen House, 184 Imperial Avenue (1891, contributing building)**. Albert, the caddy master at a local country club, lived at the property until his death in 1933 (US Census 1930; McCahon 1988j).

Local inventor Albert U. Smith (1859–1942), who invented the computing scale which became known as the Dayton scale, had a large, Colonial Revival-style house and carriage house constructed at 19 Bridge Street (**Albert U. Smith House and Carriage House, 19 Bridge Street [1902, contributing buildings]**). Smith lived at the property until his retirement in 1916, moving to a new, more modest residence at 14 Bridge Street (**Albert U. Smith House and Outbuilding, 14 Bridge Street [ca. 1917 and 1920, contributing buildings]**). Smith's business, the Computing Scale Company, which held the patent to his invention, occupied the second floor of the Doscher Plane and Tool Company building at 10 Saugatuck Avenue. The Computing Scale Company, became part of the Computing-Tabulating-Recording Company formed in 1911. In 1933, the Computing-Tabulating-Recording Company became a division of International Business Machines (now IBM), as part of its scale division, which was eventually sold to the Hobart Manufacturing Company (IBM 2017).

By about 1900, the District and surrounding neighborhood were sufficiently populated to require a school building, which was constructed in 1902 at what is now 35 Bridge Street. By 1916, the school had to be expanded to accommodate a growing population (McCahon 1988g). Much of the associated residential growth took place outside the District, with only a small number of new residences constructed at the turn of the century.

At the west end of the District, near the Saugatuck River Swing Bridge, the Dolan family constructed or occupied several residences around the turn of the twentieth century. On the north side of Bridge Street, immediately east of the bridge, John Dolan, an Irish immigrant who arrived in the United States in 1860 and who would later become the bridge keeper for the Saugatuck River Swing Bridge, purchased two parcels of land from Isaac Allen between Imperial Avenue and the east bank of the river. Three houses were ultimately constructed across the two lots, all of which are no longer extant; the land is now occupied by modern houses on Imperial Landing (Sanborn 1940). In 1903, John's son Edward, a machinist, owned the house at 15 Bridge Street, which was next occupied by Edward's daughter Mary Dolan, a secretary for the Carl Bruno Dolge Company (outside the District) (McCahon 1988a). In 1932, a modest house, the **Anna E. Dolan House, 12 Bridge Street (1932, contributing building)** was built for John's daughter Anna on the south side of Bridge Street, across from the other Dolan houses at the west end of the District (US Census 1910).

In the early twentieth century, many areas of Westport became popular destinations for wealthy New Yorkers who constructed vast estates or purchased houses in nascent coastal resort communities (Gibbs 2009:2–4). The Merritt Parkway, built in 1938 to relieve congestion along US Route 1/Boston Post Road, runs through the northern part of Westport and connects New York and New Haven on a route close to the Connecticut shoreline. The Parkway provided convenient access to the estates and resorts developing in Westport (Lynn and Wigren 1991).[6] Many farms away from the Saugatuck River, particularly in the northern part of Westport, became estates for wealthy elites, and resort communities were established along the southern shoreline at Compo Beach and Mill Cove, both east of the District (Gibbs 2009:2–4; Cunningham 1992:25).[7] Writers, artists, and actors were drawn to Westport, and a small artist's colony formed, predominantly in the northern part of town. In Greens Farms, Westport native E.T. Bedford, who started work in Westport's agricultural fields and eventually becoming a Standard Oil executive, built a vast estate on Beachside Avenue (Klein 2010:162; Cunningham 1992:25). Rose O'Neill, inventor of the Kewpie Doll, lived off Imperial Avenue, north of the District (exact address unknown) (Hirshey 2008).

[6] The Merritt Parkway was listed on the National Register in 1991, NRIS 91000410.
[7] Compo Beach/Owenoke Historic District was listed on the National Register in 1991, NRIS 91000393; Mill Cove Historic District was listed on the National Register in 1991, NRIS 91000392.

Bridge Street remained a generally year-round residential neighborhood occupied by residents typically working in nearby Saugatuck or in Westport Center. Occupations listed for residents of the District in the 1940 Federal Census ranged from bookkeeper, mason, and bank clerk, to high school teacher, engineer, architect, and the Westport Chief of Police. Two residents listed their occupations as freelance writers. Most of the residents were native-born Americans with only a small number of immigrants, from Italy and Switzerland (US Census 1940). These immigrant families typically constructed more modest residences on smaller lots near the east end of the District, but still reflected popular architectural styles. Joseph Postorino, an Italian immigrant who arrived in the United States in 1913, built a house at 32 Bridge Street (**Joseph Postorino House, 32 Bridge Street [ca. 1913, contributing building]**), and Henry Guyaz, a Swiss immigrant who arrived in the United States in 1899, built the **Henry Guyaz Duplex, 29–31 Bridge Street (1915, contributing building)** around the same time on land purchased from Orlando Allen, a descendant of Isaac Allen (US Census 1930; McCahon 1988f).

By the end of the first quarter of the twentieth century, Bridge Street began to become more densely populated as the east end of the District began to be developed, larger properties on the west end of the District subdivided into smaller ones, and former outbuildings converted into residences. On the south side of Bridge Street, the house at **26 Bridge Street (1930, contributing building)** was built behind the **Orlando Allen House, 24 Bridge Street (1886, contributing building)**. A secondary residence was also south of the Allen house on the same property; this building was likely replaced in the 1980s. On the north side of Bridge Street, the **Nathaniel Gault Carriage House, 23 Bridge Street (1900, contributing building)** was converted into a residence, and the land was split off as a separate lot. Carriage painter Francis Godfrey, lived on Imperial Avenue (**Francis Godfrey House, 189 Imperial Avenue [ca. 1878, contributing building])** with his wife, brother, and a boarder (Adams 1951; US Census 1910). Henry Guyaz constructed a single-family house behind his duplex (**Henry Guyaz House, 33 Bridge Street [1930, contributing building]**); his son William (a building carpenter) subsequently rented one unit in the duplex and resided there with his wife, two daughters, a son, and members of his extended family. Leroy Bassett, a shipping clerk at a lock factory, resided in the other unit with his wife (US Census 1930).

As the District became more populated, the original Bridge Street School quickly became inadequate, and in 1931 was replaced with the **Saugatuck Elementary School, 35 Bridge Street (1931, altered 1950, contributing building** (Westport School Study Council n.d.). Designed by the Stamford, Connecticut-based architectural firm of Emmens and Abbott, the Georgian Revival school was built by general contractor William Martin and Son of Bridgeport, Connecticut (McCahon 1988g). In 1950, the school was expanded with an addition to the east, designed by the Bridgeport firm of Lyons and Mather, which was also responsible for a contemporaneous addition constructed on the Greens Farms school (outside the District) (Cunningham 1990a). The Saugatuck Elementary School was subsequently closed, likely in 1983 as the Westport School District consolidated (Cunningham 1990a).

By the middle of the twentieth century, modest Ranch-style houses were being constructed in the east end of the District, some built for first generation Italian-Americans who had grown up in Saugatuck on the west side of the river (US Census 1930). In 1945, the Lyons family purchased land from George W. Algers and built a house at 27 Bridge Street (**Lyons House, 27 Bridge Street [1945, contributing building]**). This was the last small parcel carved out of the larger lot that had previously also encompassed 21 and 23 Bridge Street. The remainder of the property, to the north of 27 Bridge Street, was sold to the Town of Westport for use as athletic fields by the Saugatuck Elementary School (Adams 1951). The District changed little until after the close of World War II in 1945, when the neighborhood began to become more working-class. In 1956, the Connecticut Turnpike, now Interstate 95, was constructed south of the District, and residents displaced from the Saugatuck neighborhood across the river began to move into the District. The Turnpike appears to have had a relatively modest effect on the District, with only two known buildings

demolished to make way for the highway – the houses of Maltbie and Isaac Allen near the intersection of Compo Road South and Bridge Street (Potts 1985:170–171). In the late twentieth and early twenty-first centuries, numerous residences have been constructed along Bridge Street, Compo Road South, and Imperial Avenue (outside the District).

CRITERION C – ARCHITECTURE

The Bridge Street Historic District is eligible for listing on the National Register under Criterion C at the local level as a well-preserved example of a group of buildings constructed in popular residential architectural styles dating from the mid- to late nineteenth and early twentieth centuries. The relatively intact collection of single- and multiple-family residences are constructed in a variety of popular late nineteenth- and early twentieth-century styles including Italianate, Queen Anne, and Colonial Revival, built for upper middle- and middle-class residents. One large former institutional building, a Colonial Revival-style neighborhood school, is near the east end of the District and reflects the District's growth as a residential area. The Colonial Revival style was extremely popular in Westport, with numerous examples of older buildings altered with Colonial Revival detailing, and groups of buildings constructed in the style. Examples are present throughout Westport, including along the coast in Mill Cove, a summer resort area with seasonal Colonial Revival and Bungalow-style cottages, such as those at 50 and 52 Compo Mill Cove; the residential neighborhood on Maplewood Avenue, which has a concentration of Craftsman, Colonial Revival, and Dutch Colonial-style houses, such as those at 3 and 5 Maplewood Avenue; and along Kings Highway North and nearby side streets, which are dominated by buildings exhibiting the Colonial Revival style, such as the Francis Converse House (75 Kings Highway North, 1922), the Charles E. Cutler House (79 Kings Highway North, 1920), and 72 Ludlow Road (1929). Directly across the river in Saugatuck, many houses may have no or little ornamentation, but building forms reflect the Italianate, Queen Anne, and Colonial Revival styles (Cunningham 1990; PAL 2017; Dyer-Carroll 2014; Cunningham 1997; Taylor and Taylor 2014).

Unlike some other areas of Westport, such as along Kings Highway North and in Westport Center, which heavily reflect the Colonial Revival period in American history and architecture that occurred in the early to mid-twentieth century, the Bridge Street Historic District reflects a continuum of popular architectural styles dating from the mid- to late nineteenth and early twentieth centuries.

The earliest house in the District is the Federal-style **Delancy Allen House, 192 Compo Road South (1809, contributing building)** at the corner of Compo Road South and Bridge Street. The Allen family, who played a significant role in the development of the District, owned much of the land along what would become Bridge Street between Compo Road South and the east bank of the Saugatuck River (see **Criterion A – Community Planning and Development**). Federal-style houses, common between 1780 and 1820, were typically constructed with side-gable roofs and symmetric facades of three or five openings with center entries; six-light, double-hung wood sash; and elaborate door surrounds, often with semi-circular or elliptical fanlights over the front door (McAlester 2013:217). Many Federal-style houses in Westport conform to this design, with symmetrical facades and side-gable roofs, such as the D. Bennett/Richards-Dunne House at 8 Myrtle Avenue (Gibbs 2009:2-7; Dyer-Carroll 2014:9). The Delancy Allen House is a vernacular example of a Federal-style house that does not strictly conform to the typical Federal style, with an asymmetric, four-opening facade, a side-entry plan, and a somewhat less elaborate door surround than was typical for its period, with a rectangular transom light, rather than fanlight over the door.

In the mid-nineteenth century, as southwestern Connecticut became more prosperous with the advent of waterpowered industry and a shift away from agriculture as the primary economic force, architecture also

became more sophisticated and elaborate (Cunningham 1992:16–17). By the late 1830s, Greek Revival architecture was the dominant style in the region, exhibited in modest farmhouses and more ornate civic and institutional buildings (Cunningham 1992:18). There are no extant examples of Greek Revival architecture, popular between 1825 and 1860, in the Bridge Street district, reflecting that this was a quiet farming area, mostly owned by one or a few families, which developed after the height of the preference for Greek Revival-style architecture. On the south side of Bridge Street, near the intersection with Compo Road South, once stood two high-style examples of Greek Revival-style architecture, the homes of Chloe Allen's sons Isaac Allen and Maltbie Allen. The houses, topped with end-gable roofs with enclosed gable peaks, were ornamented with fluted columns supporting a slightly projecting cornice on one of the buildings, and engaged pilasters on the other. The buildings were demolished during the construction of the Connecticut Turnpike, now Interstate 95; no other examples of Greek Revival architecture remain within the District (Potts 1994:170–171). Otherwise, the Greek Revival style, popular with the middle class during the mid-nineteenth century, likely would have been a popular architectural style in Bridge Street as it was throughout the northern portions of Westport. Examples of this style in Westport include the William Wright House (25 Wright Street, 1849) and the Daniel Platt House (25 Post Road West, ca. 1843).

The scale and siting of the residences at the west end of the District, nearest to Saugatuck, provide a contrast to the densely-built, modest, worker housing across the river. The larger houses may have been a middle-class version of the more ornate mansions constructed during this period with multi-wing layouts; large, landscaped lots; and ornate architecture (Cunningham 1992:27). Houses constructed in this part of the District were generally on large, flat lots, and set well back from the street edge. Additionally, houses in the west end of the District were typically constructed with pronounced stylistic features, including eaves brackets and door and window surrounds, as opposed to more vernacular elements as seen on buildings at the east end of the District or across the river in Saugatuck. These buildings were generally on a similar scale to those constructed in Westport Center and parts of the Kings Highway North historic district, and had similar levels of ornament. This is likely due to construction for residents of similar economic status throughout all three districts.

The buildings in the District constructed in the last quarter of the nineteenth century after the Bridge over the Saugatuck River connected the east and west sides of the river, were generally designed in one of three major styles: Italianate, Queen Anne, or Colonial Revival. The prevalence of these styles is a reflection of the expansion of industry and the following prosperity, embodied in more ambitious, complex buildings that tended to move away from the symmetrical earlier building styles (Cunningham 1992:26). Houses constructed in the District in the Italianate style, a picturesque style that followed the Greek Revival style and was popular from 1840–1885, generally fall into one of two types, either constructed with an end-gable roof or a simple hip roof. Most Italianate buildings, regardless of roof configuration, were constructed as two- to three-story buildings topped with roofs with bracketed eaves. Hip-roof examples frequently had a square cupola in the center of the roof. Windows were generally two-over-two, double-hung wood sash, frequently topped with bracketed hoods. Many Italianate dwellings were constructed with porches, either narrow entry porches or full-width, one-story porches supported by simple square posts (McAlester 2013:283–285). Decorative details often came from standardized materials available through catalogs. The Italianate style was popular in Westport, with numerous buildings constructed in both high-style and vernacular interpretations. The Italianate style was somewhat more prevalent in the Bridge Street Historic District than in the Kings Highway North and Westport Center areas, with relatively few examples of the style in either of the two northern districts. The Bradley-Wheeler House in Westport Center, now the home of the Westport Historical Society, is one such example, with a full-width, one-story porch, and a cupola in the center of the roof.[8] Two buildings in the Bridge Street Historic District, the **Frederick Hotchkiss**

[8] The Bradley-Wheeler House was listed on the National Register of Historic Places in 1984, NRIS 84000791.

House, 16 Bridge Street (1876, contributing building) and the **Rufus Wakeman House, 18 Bridge Street (1884, contributing building)** are of the hip-roof subtype. The Wakeman House, constructed by local builder Isaac Allen (see **Criterion A – Community Planning and Development**) is a particularly ambitious example of Italianate architecture, with projecting and recessed bays, as well as bracketed window hoods, a wide, wrap-around porch, and bracketed eaves, reflecting Wakeman's status in the community. The Hotchkiss House is somewhat less elaborate, constructed with flat walls and no entry porch.

Four residences in the District exhibit the end-gable subtype of Italianate building. The **David and Mary Finnegan House, 190 Compo Road South (1878, contributing building)** is a somewhat modest example, lacking a front porch, and has no eaves brackets. The three Italianate buildings constructed on Imperial Avenue, the **David Bulkley House, 15 Bridge Street (1880, contributing building)**, **Francis Godfrey House, 189 Imperial Avenue (ca. 1878, contributing building)**, **Charles Godfrey House, 179 Imperial Avenue (1887, contributing building)**, all have full-width or wrap around porches and arched windows in their gable peaks. Only the Francis Godfrey House has bracketed eaves.

Second Empire-style buildings are conspicuously absent from the Bridge Street district, despite its popularity as a style throughout the Northeast and Midwest from ca. 1860–1880 and its presence elsewhere in Westport. Limited examples of this style are along Kings Highway North. This may be due to a preference for the Italianate style throughout Westport, having been popularized for country settings by influential architects Andrew Jackson Downing and Samuel Sloan, and its reflection of earlier, more traditional architectural types (McAlester 2013: 286, 302, 318, Cunningham 1997).

Queen Anne-style buildings, generally constructed between 1880 and 1910 are identified by their use of steeply-pitched, irregularly-shaped roofs with dominant front-facing gables, patterned shingles, and asymmetrical facades and plans, frequently with partial or full-width porches which often wrap around to one or more side walls. Some Queen Anne buildings have spindlework in the gable peaks, ranging from relatively simple king truss posts to more elaborate gable detailing such as ornately carved panels or patterned shingles (McAlester 2013:345–50). Decorative details often came from standardized materials available through catalogs. Queen Anne architecture was popular throughout Westport, with numerous examples constructed in and around Westport Center and beyond (Gibbs 2009:2–12). The Queen Anne style rose in prominence after the financial panic of 1873 and subsequent depression, gaining popularity toward the late 1870s as the economy recovered (McAlester 2013:302). Four houses in the District were constructed in the Queen Anne style, with varying levels of ornamentation. The **Orlando Allen House, 24 Bridge Street (1886, contributing building)** and **Edward A. Gauchet House, 188 Imperial Avenue (ca. 1890, contributing building)** are large, relatively ornate examples of Queen Anne-style architecture, with patterned shingles; wide, wrap-around porches;, and asymmetrical facades with large, front-facing gables. Two other Queen Anne-style buildings, the **Oscar Allen House, 186 Imperial Avenue (1891, contributing building)** and **Albert W. Allen House, 184 Imperial Avenue (1891, contributing building)**, are more modest examples, with narrow, asymmetric facades, less ornate detailing, and patterned gable ends.

The Colonial Revival style, an outgrowth of the American Centennial in 1876, enjoyed a long period of popularity, beginning about 1880 and continuing through the middle of the twentieth century. Colonial Revival-style buildings employed architectural devices believed to reflect earlier building styles, and included elements such as centered entries, often with decorative pediments either supported by pilasters or projecting forward and supported by simple columns; windows with double-hung, multi-pane sash; and roof forms such as side gable, gambrel, and hip. Roof cornices were frequently decorated with dentils or modillions, particularly in high-style examples of the style (McAlester 2013:409–412). The Colonial

Revival style was popular throughout Westport, with numerous examples constructed in similar scale and ornament throughout the town. Within the Bridge Street Historic District, five residences, one outbuilding, and one institutional building in the District were constructed in the Colonial Revival style. The earliest Colonial Revival building in the District is the **Albert U. Smith House and Carriage House, 19 Bridge Street (1902, contributing buildings)**. The 1902 Smith house is also one of the most ornate examples of Colonial Revival architecture in the District, constructed with a hip roof and a wide, wrap around porch. Windows in the Smith house are one-over-one, indicating that they are likely more modern replacement units. Two more restrained examples of the Colonial Revival style are Smith's later house constructed after his retirement, (the **Albert U. Smith House, 14 Bridge Street [ca. 1917, contributing building]**), and the **Francis Godfrey House, 169 Imperial Avenue (1909, contributing building)**. The last Colonial Revival-style house in the District is the **George Disbrow House, 34 Bridge Street (1928, contributing building)**, constructed in the Dutch Colonial subtype with a gambrel roof pierced by a wide, shed roof dormer.

The **Saugatuck Elementary School, 35 Bridge Street (1931, altered 1950, contributing building)** is an ornate example of a Colonial Revival-style institutional building, constructed in the Georgian Revival style. It has an elaborate central entrance, a symmetric facade on the main block, and is topped with a hip roof with a dentiled cornice. Institutional Colonial Revival buildings such as this were frequently constructed of brick, adding to the school building's prominence. Windows are double-hung sash, as was typical of the time. The building is in a formal setting, seated on a rise with a curved front driveway.

Beginning about 1890, Greens Farms east of the District began to be built up with Colonial Revival-style estates, such as the E.T. Bedford Estate on Beachside Avenue, constructed for Edward T. Bedford, a Standard Oil executive and Westport native (Klein 2010:162). Compo Mill and Mill Cove were also developed with summer cottages designed primarily in various revival- and Craftsman-style architecture, constructed for vacationing New Yorkers and a small number of local residents (Cunningham 1992:25).

Two houses in the District exhibit Craftsman-style elements, the **Henry Guyaz Duplex, 29–31 Bridge Street (1915, contributing building** and the **Joseph Postorino House, 32 Bridge Street (ca. 1913, contributing building)**. The Craftsman style, popular predominantly between 1905 and 1930, is typified by low-pitched, generally gable roofs; exposed rafter tails; full or partial-width porches; and buildings that are generally between one-and-one-half and two-stories in height. The two-story Guyaz Duplex has a clipped front gable roof and a full-width porch topped with a hip roof porch with exposed rafter tails. The Postorino house, while not strictly in the Craftsman style, has exposed rafter tails and a narrow entry porch. The Craftsman style was particularly popular in the Compo/Owenoke area of Westport, south of the District, near the mouth of the Saugatuck River, where numerous summer residences were constructed (Cunningham 1990b). Few examples of the Craftsman style are found in other historic districts in Westport, with two noted in the Kings Highway North Historic District and none in the Westport Center Historic District, although stylistic elements, particularly windows, are employed in other buildings (Cunningham 1997, Dyer-Carroll 2014). Following the Guyaz and Postorino houses, construction in the District was largely confined to outbuildings, with the exception of the **Anna E. Dolan House, 12 Bridge Street (1932, contributing building)**, a modest, vernacular house, until about 1945 when the **Lyons House, 27 Bridge Street (1945, contributing building)** was built. After 1945, Bridge Street began to develop with more typical, mid-twentieth-century, suburban house forms, particularly modest capes and ranches, and larger lots were subdivided into smaller house lots, indicating the District's shift away from being predominantly oriented toward prominent Saugatuck business owners to more working-class housing.

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1875b	Book 8/Page 754	Horace Staples Mechanic's Lien on 21 Bridge Street.
1875c	Book 12/Page 550	Daniel Kirk to Thomas Jones
1876	Book 13/Page 116	Isaac Allen et als. to the public.
1878	Book 14/Page 122	Thomas Jones to Charles LaCroix

Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
__x_ previously listed in the National Register
_____previously determined eligible by the National Register
_____designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
_____recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____ State Historic Preservation Office

____ Other State agency
____ Federal agency
__x_ Local government
____ University
__x_ Other
Name of repository: _Westport Historic District Commission, Westport Historical Society___

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property ___22.46_____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

A. Latitude: 41.125059 Longitude: -73.365297

B. Latitude: 41.124054 Longitude: -73.362243

C. Latitude: 41.122924 Longitude: -73.361406

D. Latitude: 41.122177 Longitude: -73.361489

E. Latitude: 41.122152 Longitude: -73.363331

F. Latitude: 41.122283 Longitude: -73.366193

G. Latitude: 41.122554 Longitude: -73.369762

H. Latitude: 41.123394 Longitude: -73.368704

I. Latitude: 41.124269 Longitude: -73.366860

Or
UTM References
Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

1. Zone:	Easting:	Northing:
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The Bridge Street Historic District National Register boundaries encompass approximately 22.46 acres in Westport, Connecticut, comprising the following property lots as shown on the attached map:
Plat No. C6, Lot Nos. 25–26, 36–40, 50–52, 59, 68–70, 93, 96–100, and 102–111.

Boundary Justification (Explain why the boundaries were selected.)

The boundary encompasses the Saugatuck River Swing Bridge, the north side of Bridge Street between Imperial Avenue and Compo Road South, and the south side of Bridge Street from the west bank of the Saugatuck River to 34 Bridge Street, representing the historic development of the neighborhood between 1809 and 1945. The boundary also encompasses the southern portion of Imperial Avenue and two properties on the west side of Compo Road South, immediately adjacent to Bridge Street. Town-owned land on the north side of Bridge Street along the west bank of the Saugatuck River is also within the boundary. The Bridge Street System of Stone Walls is within the right-of-way of Bridge Street, and is considered a historic resource. The boundary follows legally recorded property lines. The resources included in the District are primarily associated with the development of Bridge Street as a residential neighborhood, which developed in the nineteenth and early to mid-twentieth centuries.

11. Form Prepared By

name/title: Gretchen M. Pineo, Architectural Historian; Virginia H. Adams, Senior Architectural Historian; Michelle Johnstone, Assistant Architectural Historian
organization: The Public Archaeology Laboratory, Inc. (PAL)
street & number: 26 Main Street
city or town: Pawtucket state: Rhode Island zip code: 02860
e-mail vadams@palinc.com
telephone: (401) 728-8780
date: December 2017

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photograph log. For simplicity, the name of the photographer,

photograph date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photograph Log

Name of Property: Bridge Street Historic District

City or Vicinity: Westport

County: Fairfield State: Connecticut

Photographer: Gretchen M. Pineo, Michelle Johnstone, PAL

Date Photographed: April 27 and May 17, 2017

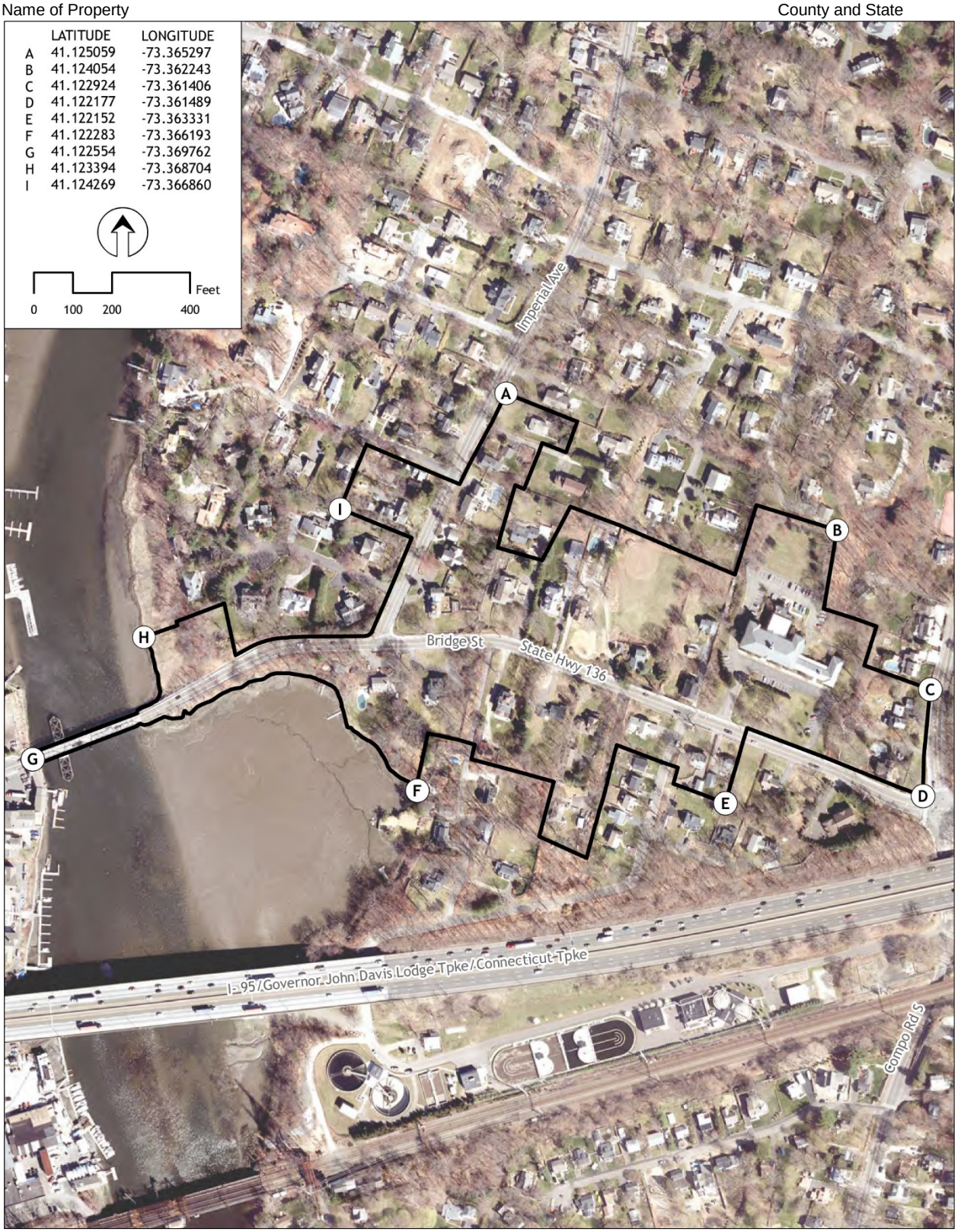
Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 29. David and Mary Finnegan House, 190 Compo Road South, looking west.
2 of 29. Delancy Allen House, 192 Compo Road South, looking west.
3 of 29. Saugatuck Elementary School, 1931 building, 35 Bridge Street, looking northwest.
4 of 29. Saugatuck Elementary School, 1950 addition, 35 Bridge Street, looking northeast.
5 of 29. Saugatuck Elementary School athletic fields, 35 Bridge Street, looking northwest.
6 of 29. George Disbrow House, 34 Bridge Street, looking southeast.
7 of 29. Joseph Postorino House, 32 Bridge Street, looking south.
8 of 29. Henry Guyaz Duplex and Bridge Street System of Stone Walls, 29–31 Bridge Street (left) and Henry Guyaz House, 33 Bridge Street (right), looking north.
9 of 29. Anthony Arciola House and Bridge Street System of Stone Walls, 28 Bridge Street, looking southwest.
10 of 29. Lyons House, 27 Bridge Street, looking east.
11 of 29. Orlando Allen House, 24 Bridge Street, looking southeast.
12 of 29. Daniel Kirk House, 21 Bridge Street, looking northwest.
13 of 29. Nathaniel Gault Carriage House, 23 Bridge Street, looking northeast.
14 of 29. Albert U. Smith House (left) and Carriage House (right), 19 Bridge Street, looking north.
15 of 29. Rufus Wakeman House and Iron Fence, 18 Bridge Street, looking southwest.
16 of 29. 17 Bridge Street, looking north.
17 of 29. Frederick Hotchkiss House, 16 Bridge Street, looking south.
18 of 29. David Bulkley House, 15 Bridge Street, looking northeast.
19 of 29. Albert U. Smith House, 14 Bridge Street, looking southeast.
20 of 29. Anna E. Dolan House and Bridge Street System of Stone Walls, 12 Bridge Street, looking southeast.
21 of 29. Francis Godfrey House, 189 Imperial Avenue, looking east.
22 of 29. Edward A. Gauchet House, 188 Imperial Avenue, looking southwest.

23 of 29. Single-Family House, 185 Imperial Avenue, looking northeast.
24 of 29. Albert W. Allen House, 184 Imperial Avenue (right) and Oscar Allen House, 186 Imperial Avenue (left), looking southwest.
25 of 29. Charles Godfrey House, 179 Imperial Avenue, looking southeast.
26 of 29. Francis Godfrey House, 169 Imperial Avenue, looking east.
27 of 29. Saugatuck River Swing Bridge, looking east.
28 of 29. Bridge Street System of Stone Walls near east end of Saugatuck River Swing Bridge, looking east.
29 of 29. Bridge Street System of Stone Walls near 24 Bridge Street, looking west.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Bridge Street Historic District | Fairfield, CT
Name of Property | County and State



Bridge Street National Register District Boundary Coordinate Map

Bridge Street Historic District
Name of Property

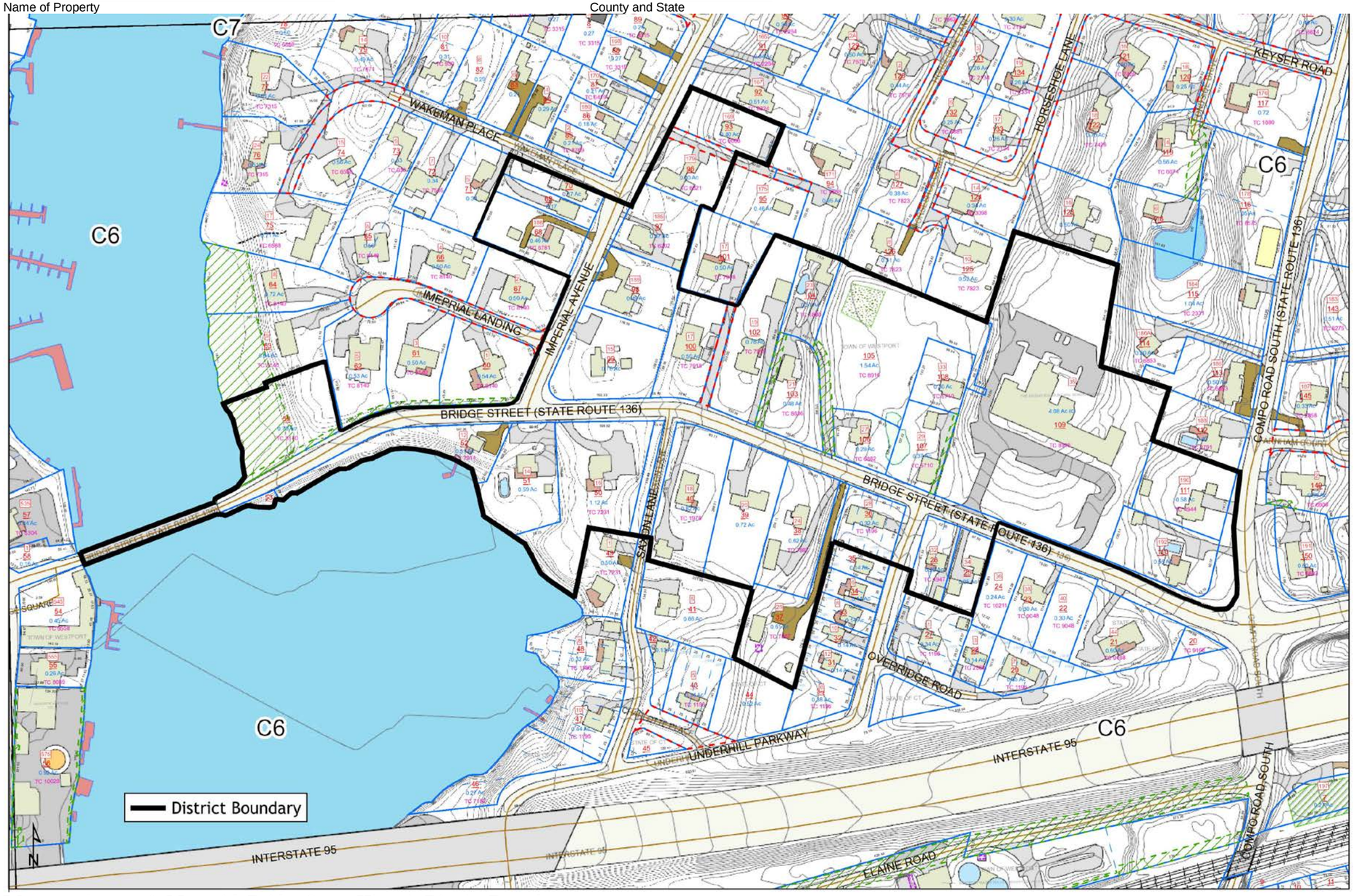
Fairfield, CT
County and State



Bridge Street Historic District Map and Photograph Key

Bridge Street Historic District
Name of Property

Fairfield, CT
County and State



Westport Assessor's Map with Bridge Street Historic District Boundary

Historic Images and Maps



Figure 1. Map of Bridge Street neighborhood prior to the construction of Bridge Street (Clark 1856).

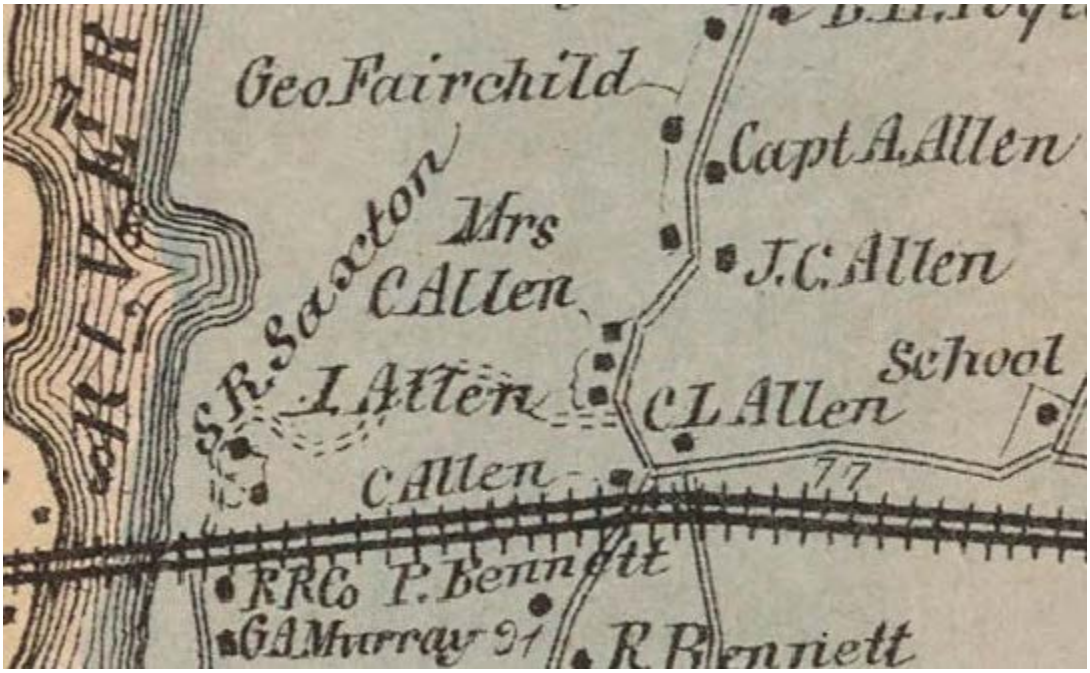


Figure 2. Map of Bridge Street neighborhood in 1867 (Beers 1867).



Figure 3. Map of Bridge Street neighborhood in 1879 (Hopkins 1879).



Figure 4. Aerial photograph of Bridge Street Historic District in 1934 (Fairchild Aerial Survey, Inc., 1934).




DELANEY ALLEN
1809



GUEST

GUEST


34
BRIDGE STREET












TORO








1877








STUDIO
IN


185




CHARLES GODFREY
1887









National Register Information System

Evaluation/Return Sheet For Single/Multi Nomination

1 of 1

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action: Nomination

Property Name: Bridge Street Historic District

Multiple Name:

State & County: CONNECTICUT, Fairfield

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
3/6/2018	4/2/2018	4/17/2018	4/20/2018	

Reference number: SG100002318

Nominator: State

Reason For Review:

__Appeal	__ PDIL	__ Text/Data Issue
__ SHPO Request	__ Landscape	__ Photo
__ Waiver	__ National	__ Map/Boundary
__ Resubmission	__ Mobile Resource	__ Period
X Other	__ TCP	__ Less than 50 years
	X CLG	

__X__ Accept _____ Return _____ Reject __4/19/2018__ Date

Abstract/Summary Comments: The nomination claims significance under A, Community Planning and Development due the development of the neighborhood around the bridge that is a contributing structure in the historic district. This is in conjunction with Criterion C for the architecture of the residential neighborhood.

Recommendation/ Criteria

Reviewer Roger Reed Discipline Historian

Telephone (202)354-2278 Date

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

<< Back

Certified Local Government Program
Chief Elected Official's Comment Form
For Nominations to the National Register of Historic Places

District/Property Name: Bridge Street Historic District

Address (For individual nomination): 12-35 Bridge Street; 190 and 192 Compo Road South; 169, 179, and 184-189 Imperial Avenue; 1 Saxon Lane (north portion of lot only), and the Saugatuck River Bridge.

As Chief Elected Official for: Town of Westport
(Name of Municipality)

I hereby:

☑ Approve
☐ Do not Approve

of the submission by the State Historic Preservation Officer of the National Register of Historic Places Registration Form for the district/property noted above to the National Park Service for review and listing of the resource on the National Register of Historic Places.

Name /Signature

First Selectman
Title

11/28/17
Date

Certified Local Government Program
Historic District Commission Form
For Nominations to the National Register of Historic Places

District/Property Name: Bridge Street Historic District

Address (For individual nomination): 12-35 Bridge Street; 190 and 192 Compo Road South; 169, 179, and 184-189 Imperial Avenue; 1 Saxon Lane (north portion of lot only), and the Saugatuck River Bridge.

As Historic District Commission Representative: Town of Westport
(Name of Municipality)

I hereby:

☒ Approve
☐ Do not Approve

of the submission by the State Historic Preservation officer of the National Register of Historic Places Registration Form for the district/property noted above to the National Park Service for review and listing of the resource on the National Register of Historic Places.

Frances Herkels
Name /Signature

Chair, Westport Historic District Commission
Title

11/28/17
Date

Connecticut
still revolutionary

Department of Economic and Community Development

State Historic Preservation Office

RECEIVED 2280
MAR - 6 2018
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

February 20, 2018

Mr. Roger Reed
National Park Service
National Register and National Historic Landmarks Programs
1849 C St., NW
Mail Stop 7228
Washington, D.C. 20240

Subject: Bridge Street Historic District, Fairfield County, Connecticut, National Register Nomination

Dear Mr. Reed:

The following National Register nomination materials are submitted for your review:

- Printed cover sheet
- 2 CLG response forms
- CD of National Register text. The enclosed disk contains the true and correct copy of the nomination for the Bridge Street Historic District to the National Register of Historic Places.
- 1 CD of Digital Photographs

This National Register nomination was approved by the Connecticut State Historic Preservation Review Board (SRB) on December 1, 2017. A public information meeting was held in the community at the beginning of project on June 6, 2016, subsequent to a public walk-through of the district with residents, State Historic Preservation Office staff and the local Historic District Commission. A second public information meeting was held during the noticing period on October 18, 2017. Owners were notified of this meeting and the State Historic Review Board meeting by direct mail and posting on the town website. No letters of objection or support were received. The Certified Local Government response was positive; response forms from the mayor and Historic District Commission are enclosed.

If you have any questions, or if this office can be of assistance, please call Jenny Scofield at 860-500-2343.

Sincerely,

Jenny F. Scofield

Jenny F. Scofield,
National Register Coordinator

Enclosures

APPENDIX D: CEPA Public Scoping Notice & Post Scoping Notice

5. Notice of Scoping for Major Rehabilitation or Replacement of Bridge No. 01349 (William Cribari Memorial Bridge): Route 136 over the Saugatuck River

Municipality where proposed project might be located: Westport

Possible Project Location: Bridge No. 01349 (William Cribari Memorial Bridge) carrying Route 136 over the Saugatuck River

Project Description: The current phase of this project involves completion of the Rehabilitation Studies Report (RSR) for the subject project historic swing bridge, listed on the National Register of Historic Places. This bridge project was originally initiated under the presumption that it would require rehabilitation work, primarily to vehicular collision-damaged truss elements and corroded pile cross bracing. The on-going findings in the RSR have revealed substantially more structural deficiencies and significant highway functionality deficiencies. The cost to address the structural deficiencies may require major rehabilitation of the structure at a much greater construction cost than originally estimated. Due to a projected high cost of major bridge rehabilitation work, a complete bridge replacement option is also being studied in the RSR, to provide a base line cost comparison between bridge rehabilitation and bridge replacement.

Project Map: Click **here** to view a map of the project area.

Written comments from the public are welcomed and will be accepted until the close of business on: Friday July 1, 2016

There will be a Public Scoping Meeting for this project at:

DATE: **Wednesday June 15, 2016**

TIME: 7:00 p.m.

PLACE: Westport Town Hall Auditorium, 110 Myrtle Avenue, Westport, CT 06880

NOTES:The hearing location is accessible to persons with disabilities. Deaf and hearing impaired persons wishing to attend this hearing and requiring an interpreter must make arrangements by contacting the Department of Transportation's Office of Communications at 860-594-3062 (voice only) at least five working days prior to the hearing.

Written comments should be sent to:

Name:	Mr. Mark W. Alexander, Transportation Assistant Planning Director
Agency:	Connecticut Department of Transportation Bureau of Policy and Planning
Address:	2800 Berlin Turnpike, Newington, CT 06131

Fax:	860-594-3028
E-Mail:	dot.environmentalplanning@ct.gov

If you have questions about the public meeting, or other questions about the scoping for this project, contact:

Name:	Ms. Priti S. Bhardwaj, Transportation Supervising Engineer
Agency:	Connecticut Department of Transportation Bureau of Engineering and Construction
Address:	2800 Berlin Turnpike, Newington, CT 06131
Phone:	860-594-3311
E-Mail:	Priti.Bhardwaj@ct.gov

1. Post-Scoping Notice for Major Rehabilitation or Replacement of Bridge No. 01349 (William Cribari Memorial Bridge): Route 136 over Saugatuck River

Municipality where it would be located: Westport

CEPA Determination: On May 17, 2016, the Connecticut Department of Transportation (CTDOT) published a **Notice of Scoping** to solicit public comments for this proposed action in the *Environmental Monitor*.

A public scoping meeting was held on June 15, 2016 at the Westport Town Hall Auditorium. **Several comments were received** at the Public Scoping Meeting and during the public comment period. After consideration of the comments, CTDOT formed a Project Advisory Committee (PAC), consisting of various community organizations, in order to obtain critical input from a range of perspectives, help identify any community concerns, and help identify any potential alternatives. Since this time, CTDOT has determined **to proceed with the preparation of an Environmental Impact Evaluation (EIE).** Comments will be addressed within the EIE.

CTDOT's webpage for the project, which contains project press releases, PAC information, information regarding project meetings, and various project documents/ reports, can be accessed by clicking **here**.

Agency contact:

Name: Ms. Priti S. Bhardwaj, Transportation Supervising Engineer

Agency: Connecticut Department of Transportation, Bureau of Engineering and Construction

Address: 2800 Berlin Turnpike, Newington, CT, 06131

E-Mail: Priti.Bhardwaj@ct.gov

Inquiries and requests to view and or copy documents, pursuant to the Freedom of Information Act, must be submitted to the sponsoring State Agency.

Agency contact:

Name: Ms. Alice M. Sexton

Agency: Connecticut Department of Transportation, Offices of Legal Services

Address: 2800 Berlin Turnpike, Newington, CT, 06131

Phone: (860) 594-3045

E-Mail: Alice.Sexton@ct.gov

What Happens Next: CTDOT expects the proposed action to go forward, and the EIE will be published in a future edition of the *Environmental Monitor*. Currently, it is expected that the EIE will be circulated for public review and appear in the *Environmental Monitor* in early 2021.

Connecticut Department of Transportation

Meeting Minutes

Public Information & Public Scoping Meeting
Project No. 158-212
Bridge 01349 (William F. Cribari Memorial Bridge)
Route 136 (Bridge Street) over the Saugatuck River
Town of Westport

Wednesday, June 15, 2016, 7:00 p.m.
Town Hall Auditorium
110 Myrtle Avenue
Westport, Connecticut

Present:

Honorable James Marpe – Westport First Selectman
Toni Boucher – State Senator
Jonathan Steinberg – State Representative
Gail Lavielle – State Representative
Helen Garten – Westport Selectwoman
Theodore H. Nezames – Connecticut Department of Transportation (CTDOT)
Timothy D. Fields – CTDOT
Priti S. Bhardwaj – CTDOT
Francisco T. Fadul – CTDOT
Mark W. Alexander – CTDOT (Office of Environmental Planning)
Mark J. McMillan – CTDOT (Office of Environmental Planning)
Robert W. Ike – CTDOT (Office of Rights of Way)
Michelle A. Miller – CTDOT (Office of Rights of Way)
Thomas M. Ryan – Close, Jensen and Miller, P.C. (CJM)
Mark F. Levesque – CJM
Jeffrey J. Fontaine – CJM
See attached Attendance Sheet for additional attendees not listed above

Presentation:

A presentation was delivered by the CTDOT to present the findings of the Rehabilitation Study Report (RSR) to the public, discussing the purpose and needs of the project, existing condition of the William F. Cribari Memorial Bridge, reviewing the advantages and disadvantages for each of the options presented in the RSR, and the steps moving forward. It was stated that the RSR did not make any recommendations or decisions regarding the bridge, and the intent of the meeting was to bring the findings of the report to the attention of the community and obtain public input and feedback

Upon the completion of the presentation, the meeting was then opened up for questions and comments.

Public Comments and Questions:

Comment:

First Selectman Marpe began the forum stating that the CTDOT should continue to review options that will maintain the historic elements of the structure and maintain the character that the Cribari Bridge provides for the community, while also ensuring the safety of the public, including pedestrians and bicyclists. The Town would be against the potential for increased large truck traffic; however, CTDOT's solution must also improve the traffic flow issues in the area.

Comment:

Representative Steinberg emphasized the character, safety, and quality of life that the existing bridge brings to the community. He went on to request that the CTDOT be more open to the public in stating the intent regarding the vertical clearance along the bridge, as well as provide further explanation so that others may understand better the lifecycle costs, rehabilitation option, and why so many long term issues are not resolved in the rehabilitation option despite the tremendous costs involved.

Comment:

Cathy Walsh, Planning and Zoning Chairman, stated the Planning and Zoning's opinion for preserving the bridge. She continued by stating that the decision making and design process for the Cribari Bridge would likely span several years and requested that minor repairs be made to the bridge in the interim.

Comment/Question:

Representative Lavielle explained that while safety is appreciated, history is important to the community. The impact to traffic patterns should be reviewed to determine what would happen if the vertical clearance were raised. Distinctions should also be made as to the degree of adverse impacts to historic elements for the rehabilitation vs. replacement options, and "historic properties" that will be affected should be clarified. It was then asked how this project would be managed during construction in conjunction with other construction projects occurring at the same time.

Both alternates presented in the RSR maintain the existing traffic patterns during construction, whether by the use of a temporary bridge, or by maintaining traffic along the existing bridge while construction is performed on a new alignment. Because the existing traffic configuration would be maintained, adverse impacts to traffic as a result of this project are not anticipated. Major Rehabilitation option would diminish certain historic elements, such as the splicing of the trusses while the Replacement option would remove the historic bridge altogether. However, it is too soon to know the extent of impacts to other historic properties.

Comment:

Senator Boucher emphasized the impact this project would have to the character and economic health of the community, and requested that no trucks be allowed along the bridge at all costs.

Question/Comment:

Mr. Suggs questioned the reason CTDOT is getting involved in local intersections, referencing the traffic analysis in the RSR as well as the Riverside Avenue and Route 136 (Bridge Street) intersection improvements presented in both alternates, which proposed modifications to the signal phase timing and lengthening the westbound right turn storage lane on Route 136.

The traffic analysis in the RSR was performed to review the potential for a detour during construction for the presented alternates, which was ultimately determined unfeasible. It is not intended to propose improvements to several local intersections. The intersection of Route 136 with Riverside Avenue was looked into due to its close proximity to the bridge, and the noted improvements were suggested as a responsible solution to provide sufficient traffic flow along the bridge.

Mr. Suggs continued by quoting email correspondence between CTDOT, the Regional Planning Agency, and the Town of Westport regarding the bridge, accusing the CTDOT of spending money on problems that do not exist, resulting in the embellishment of the rehabilitation alternate to the magnitude presented at this meeting.

Question:

Selectwoman Helen Garten stated that she opposed both viable alternates presented in the RSR, as they result in raising the vertical clearance and allowing trucks along the bridge. She then questioned what widening of the truss did for the bridge.

Widening the truss would aid in protecting the truss by helping to prevent further impact damage to the vertical members. The 2-foot offset on each side would also allow for the replacement of the existing deficient bridge rail with a crash-tested system. Also, due to legal and design requirements, CTDOT must present the option to raise the bridge.

The question was raised whether a crash tested system could be installed without resulting in the need for splaying the trusses.

No, any crash-compliant option would result in further reducing the width of the roadway without widening the truss.

Selectwoman Garten also questioned the level of Rights-of-Way impacts that would be required citing the mention of “eminent domain” from the Rights-of-Way portion of the presentation.

The Rights-of-Way portion of the presentation was only an overview of the overall process used for any project. At this point in the process, Rights-of-Way impacts have not been identified; however, impacts in the form of temporary easements or partial takes are anticipated for both alternates.

Question:

A Westport resident requested clarification regarding the 106 process and how it coincides with the investigated alternates, questioning how the designation of the

surrounding area as a Historic District impacts the process and when community input would be allowed in the engineering process. The resident wished to ensure that dialogue continues with the community as the project moves forward.

The 106 process follows the lines of identifying impacts, interested parties and owners of the historic resources - such as a historic district, assessment of those impacts, and incorporation of any mitigation measures. Communication with the community will continue throughout this process.

Question:

Morley Boyd of the Westport Preservation Alliance questioned CTDOT's opinion of the Town's pursuance for the 3 historic/scenic designations underway for the bridge and its surrounding areas.

It is clear to the CTDOT that there is a commitment within the Westport community to preserve the existing bridge. Part of the preliminary process, and one of the purposes for this meeting, is to collect input from all stakeholders in the community, including those previously indicated. Input is necessary from the entire community to give weight to the different aspects and considerations surrounding the project, and it is the CTDOT's goal to obtain as many comments and input as possible.

Mr. Boyd continued by questioning the accident data presented in the RSR, and whether or not the accidents are a driving factor for the project.

The accidents are not a driving factor for the project; however, their frequency is something that must be considered, where applicable, in the design alternates.

Comment:

A resident claimed that the vertical height of the damage to the truss suggests the damage is caused by snow plows and not necessarily the travelling public.

Question:

A resident questioned the purpose of two sidewalks in the replacement concept when only one exists today.

The replacement concept was developed as a baseline for pricing the bridge. The second sidewalk was included as an engineering judgment to allow for the growth of pedestrian and bicycle travel, or in the event such a request was made by the Town to promote such growth in the future. It was emphasized that this is not a definitive layout; an option showing only one sidewalk is just as viable, and this is only used for developing a price for replacement.

A follow up question was then made regarding the purpose of the widened shoulders for bicycle traffic since the approach roadways do not have such accommodations.

It was restated that the concept was only used for establishing a price. It is typical to provide a 5-foot shoulder, especially along bridges, where motion is limited, to provide additional safety for bicycle traffic.

Comment:

The concern regarding the vertical clearance of the bridge and the stance against allowing truck traffic across the bridge was stated by several residents. The common apprehension involved potential influx of large truck traffic a higher vertical clearance would allow which would disrupt the safety and well-being of the community. Many residents stated that large trucks, using their GPS as a means to avoid backups that occur along I-95, would be directed through their town and across their bridge. The bridge currently acts as a traffic calming device, and despite the consistent delays and backup the bridge causes, it is felt that such traffic issues are the preferable alternate when compared to the possibility of increased 18-wheeler truck traffic in the community.

Question:

What impact will vehicle emissions and traffic delays have on the project decision?

Air quality, noise, and other environmental considerations will all be looked into as a part of the Environmental Review process that the project would undergo further down the line.

Question:

What is the useful life of steel with regards to the bridge? Will the old steel be melted and recycled or would entirely new steel be used to replace the deficient areas of the bridge?

New steel would be used.

Question:

Has consideration been given towards the use of the river as it is a recreational and commercial resource?

Marina owners and other users of the river are considered stakeholders to the project, whom the CTDOT will coordinate with to gain their comments and concerns regarding the bridge project.

Comment:

Raising the low chord elevation of the bridge to provide additional clearance for marine traffic should be a major consideration, and to not do so as part of the project would be a huge failure on the part of the CTDOT and community. Rising tides and storm elevations, the need to reduce the frequency of bridge openings, which cause severe traffic delays, the need for proper access for emergency vehicles, and added mobility beneath the bridge are all issues that require consideration and could be addressed by raising the low chord elevation of the bridge. Also, boating and development along the Saugatuck River is expected to increase over the years, so proposed work should take that into account.

Comment:

The river within the vicinity of the bridge is used by the local rowing club with over 150 members, one of the best in the world, on a regular basis between March and November. It is requested that such access along the river not be restricted

by construction operations and that the programs be allowed to function as they do today.

Comment:

A comment was made in support of preserving the bridge; questioning the need to raise the low chord elevation of the bridge, the need for access of emergency vessels; and the frequency of bridge openings.

Comment:

A resident stated his involvement in the bridge's historic designation in the 1980s but commented that the historic elements of the bridge have been gutted and that the bridge is no longer the historic bridge that it was before the 1993 project. He also suggested there are a lot of good features in the replacement bridge concept, such as replicating the existing bridge trusses. He cautioned against the unfounded fears of a larger travelway and stated the increase in truck traffic may not materialize. The resident then spoke about the opportunities that a replacement option would present in terms of improving the intersection of Bridge Street and Riverside Avenue and improving traffic flow.

Question:

How would the issues regarding the mechanical/electrical systems be dealt with? Couldn't the existing system be waterproofed?

There is not a feasible method for waterproofing the existing system within its current location. Raising the system outside of the storm flood elevations is the necessary measure to help prevent damage from flood events. Otherwise major flood events would continue to damage the mechanical/electrical system.

The request was then made that all coordination with all stakeholders be made available for everyone to comment on. The resident then stated he did not want a higher, wider, or new bridge and that he is in favor of the existing traffic calming provided by the existing bridge.

Comment/Question:

Wendy Crowther of the Westport Preservation Alliance questioned the consistency of the East Coast Greenway path within the Town of Westport and adjacent towns and recommended removing its consideration from the project.

She also mentioned that in several inspection reports, sections noting deficiencies and damage continued to remain unaddressed through the years, implying the current condition of the bridge is the result of maintenance negligence and inaction by the CTDOT.

She then asked the cause the deterioration of the Pier 2 encasing and how it could be prevented?

The deterioration of the bridge encasing elements are primarily caused by corrosion, which is prevalent in the type of environment the bridge is located in. Coated systems, cathodic protection, and other methods would be implemented for either alternate to ensure the life of whatever work is performed.

Question:

A resident asked what is the motivation for raising the vertical clearance, and what costs were added in the rehabilitation alternate to include this work?

Increasing the vertical clearance in the rehabilitation option is an inexpensive fix to achieve the legal height and prevent top horizontal members of the truss from getting hit by legal trucks. As noted in the RSR and presentation, the existing structure is almost already at the required height. The rehabilitation alternate would need to remove the trusses from the bridge to make the necessary repairs. The additional few inches of clearance required would be gained during the reinstallation of the trusses.

Comment

A suggestion was made that dredging of the river be considered for incorporation into the project.

Comment:

Consideration should be given to the effect this project would have on the nearby railroad station.

Comment:

Recommendations for quantities and costs shown in the estimates for each alternate were made, mainly regarding a rental temporary bridge.

Question:

Would it be possible to restrict truck access along the bridge regardless of the alternate selected?

The CTDOT would look into this as any precedence for such an action was unknown at this time.

Comment:

An increased frequency of bridge openings should be considered as usage of the river is anticipated to continue to grow.

Question:

Mr. Boyd read select quotes from the Historic Bridge Inventory Preservation Plan pertaining to the bridge and questioned if CTDOT will follow the guidelines that it set forth back in 1991?

The recommendations in the plan are considered as part of the decision-making process.

Mr. Boyd recalled the previous Public Meeting from November 2015, noting that the CTDOT stated the guidelines put forth by AASHTO would be followed in making a recommendation, and asked that CTDOT confirm its use in the development of the RSR.

The project is not yet at this point. The CTDOT is currently in the process of gaining input from stakeholders. The RSR does not make a recommendation nor has a decision been made. The alternates are presented as a means for obtaining the public outreach needed for moving forward.

Question:

Will the closure of the Bridge Street be required during any phase of construction for either option?

No. Both alternates present viable methods for maintaining existing traffic throughout construction.

Adjournment: The meeting was adjourned at approximately 10:30 p.m.

From: JR Rowell [mailto:roger@hlassoc.com]
Sent: Sunday, June 05, 2016 11:32 PM
To: Bhardwaj, Priti S.
Subject: FW: Cribari Memorial Bridge - Correction

Ms. Priti S. Bhardwaj,

Upon reviewing the issue of the Cribari Memorial Bridge, I have two reactions. The first is that the problem begs for a solution to reroute the cross river traffic to and from Exit 18 of I-95. Sadly, when the highway was constructed, no exit to central Westport was constructed. This creates an insurmountable flow of traffic through Saugatuck and across the Saugatuck bridge. Until this is resolved, no plan to repair or expand the bridge will bring anything but chaos. More capacity will just bring more and heavier traffic.

Second, following the resolution of the I-95 exit traffic problem, I believe the most viable solution to the bridge repair would be a replacement with a replica bridge of greater capacity; still two lanes with greater width to facilitate the flow. This plan would most likely please the community which, I assure you, is essential.

Any attempt to dramatically expand the level of activity and traffic in the Saugatuck and train station area will meet with a great deal of resistance as the congestion will increase the isolation the western Westport and eastern Norwalk.

In general I believe that we now understand that increased capacity is no panacea. More capacity is met with more traffic. Sadly some react to this fact by saying "Gee, it was a good thing we made the roads wider, look at all this traffic growth. What if we hadn't made them wider." This is sadly flawed in the simplicity of its analysis. Before adding capacity, we need to design in the character and capacity management of the neighborhood so we citizens get what we want and need, not just what evolves.

Thank you for your attention,

Roger Rowell
32 Surf Rd.
Westport, CT

(PS: Judy, I am having trouble sending a copy to the list)

From: Taryn Bolotin [mailto:aroundtherosy@gmail.com]
Sent: Monday, June 06, 2016 12:31 PM
To: Bhardwaj, Priti S.
Subject: State Project No.158-212 Saugatuck Bridge

June 6, 2016

Ms. Bhardwaj,

My name is Taryn Bolotin. My husband, Robbie Guimond and I live on the Saugatuck River at 471 Riverside Avenue. We own Bridgebrook Marina, a small marina just north of the Saugatuck bridge. While we are not the only family affected by the bridge, we are one of the only families whose livelihood is affected by the bridge. We have a vested interest, past the obvious safety concerns, in the outcome of the bridge restoration/replacement. We want the bridge to be safe and we want the bridge to allow boat access to flow under the bridge. At the end of the day, it is a bridge over navigable water, and I think that point is being dangerously overlooked.

We see the bridge from our house. We see the traffic and the congestion and we can also see under the bridge, all of the deterioration. We are also aware of the historical significance but what ends up being an aesthetic pleasantry to some, is no longer beneficial to our growing and changing community. And it is painfully short sighted to think about the bridge aesthetics, and not what the bridge could be doing/creating/allowing for our community.

As a family who uses the bridge for commuting as well as boat traffic, we would love to see a swinging bridge that is safe, allows for safe passage for pedestrians, and also has a higher clearance for boat traffic underneath. We have, on average, 8 ft tide swings. This makes getting under the bridge impossible for most people on the average Long Island Sound boat to get under that bridge anywhere close to high tide. Not only does this impede recreational use of the river, but it becomes a huge safety issue when the marine police don't have access to that part of the river. With the addition of the massive Gault project, and the upcoming Railroad place development, we will be seeing an influx of traffic and hopefully boat traffic to our water community. Robbie suggested a water taxi bringing people from the train and surrounding Saugatuck area to downtown Westport shopping area including the Levitt Pavilion, Library and surrounding shops. Which would not only help boost the local economy but also alleviate some of the car traffic, especially in the busy summer months.

The idea of more activity on the river made us realize the Westport Marine police won't have access all the way up to the Route 1 bridge. Norwalk Fire Dept has a marine boat that can get all the way up to the corporate buildings to assist with fires via the water, but not with the Saugatuck bridge height now. We already have more activity on the water with the new popularity of paddle boarding as well as the rowing club. I haven't ever heard a whisper of concern for the safety of these people who are out on the water in cold temperatures and in early morning hours or after dusk. Mere minutes could

make the difference in saving lives when you're on the water. We would love to see the bridge clearance height raised to meet the clearance of the railroad bridge.
We live in a water community we need to understand and appreciate the treasure we have here. I hope the town will not have tunnel vision and will be able to see the big picture, allowing the community to grow and thrive. Thank you for your time and consideration with this matter.

Taryn Bolotin & Robbie Guimond
Bridgebrook Marina
471 Riverside Ave
Westport, CT 06880

p.s. I have attached a photo to show the clearance of the bridge. Its not always like this, but you can see the issues this creates.

--
Taryn Bolotin
Owner
Around the Rosy - Children's Resale Boutique
AroundtheRosy.com

From: Charles Schmerker [mailto:schmerker@msn.com]
Sent: Monday, June 13, 2016 10:15 AM
To: Bhardwaj, Priti S.
Cc: Westport Preservation Alliance
Subject: Cribari Memorial Bridge, Westport

Attention: DOT Supervising Engineer Priti S. Bhardwaj

Allowing replacement or structural changes to Westport's Cribari Memorial Swing Bridge would create an untenable nightmare for the Saugatuck and Greens Farms areas of Westport. The streets are not designed for the amount or type of traffic that could and would divert from I95.

The Cribari Bridge has historical significance and is visually appealing . More importantly, the bridge currently acts as a traffic calming device.

The whole area is historically significant to Connecticut and our Country. Please protect this historical and ecologically sensitive area for the safety of current residents and for future generations.

Right now, as a country, we need to remember the sacrifices of the past generations and their founding principles so that we can move forward in responsible ways. The Cribari Bridge is a symbol of strength, courage, endurance and co-operation.

Please protect the beloved Swing Bridge.

Mary Cookman Schmerker

From: Vincent Petrecca [mailto:vpetrecca@optonline.net]
Sent: Monday, June 13, 2016 11:00 AM
To: Bhardwaj, Priti S.
Cc: Jim Marpe; Loselle, Dewey; Avi Kaner
Subject: Bridge

We simply need an up- graded , wider, safer bridge that retains a somewhat historic look….

And as for continuing as a turning bridge there are no more than 20 buildings North of the bridge….A total waste of money.

This should become a fixed bridge…and save millions...
V Petrecca
Westport resident

From: E. van Dorsten [mailto:evandors@optonline.net]
Sent: Monday, June 13, 2016 11:10 AM
To: Bhardwaj, Priti S.
Cc: Info@PreserveWestport.Com
Subject: Future of our Saugatuck Swing Bridge

Mr. Bhardwaj, DOT Supervising Engineer;

We vote to PRESERVE the Saugatuck Swing Bridge in its PRESENT configuration and functionality.

Expanding the bridge creates a monumental change to the Town's infrastructure and traffic patterns. This will forever change the traffic patterns in Town in a ***negative*** way. And it will increase traffic flows through many neighborhood areas that will be severely and negatively impacted.

This area between Riverside/Treadwell and the train station cannot support the traffic that currently travels through it.
Changing the bridge will NOT, contrary to your supposition, improve the traffic …expanding the bridge will worsen the traffic.

Ellen van Dorsten (26 year resident of Westport)
216 Hillspoint Road
Westport, CT 06880

(203) 221-7131 (home)

From: Loselle, Dewey [mailto:DLOSELLE@westportct.gov]
Sent: Tuesday, June 14, 2016 5:02 PM
To: Bhardwaj, Priti S.
Subject: FW: Width of school bus

Priti – I asked our school bus coordinator about the use of the bridge by our buses. Yes standard school buses do cross the bridge every day for all three tiers, Elem. M.S. & H.S. There is a problem with the narrowness of the bridge for the buses and there have been mirrors hitting other vehicles/bridge etc. The buses cannot make it across without going somewhat over the middle line. Our buses as normal practice wait at one end of the bridge until they perceive that there are no oncoming large vehicles approaching from other direction. Standard bus dimension below.

Dewey

Dewey J. Loselle III
Operations Director
Office of the Selectman
203-341-1194

From: Sandra Evangelista [mailto:sevangelista@westport.k12.ct.us]
Sent: Tuesday, June 14, 2016 4:43 PM
To: Loselle, Dewey
Subject: Width of school bus

Dewey - the width of the IC RE school bus is 96". The mirrors extend at least an additional 12".

Sandy

--
Sandra Evangelista
Coordinator of Transportation and
Other Business Services
110 Myrtle Avenue
Westport, CT 06880
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APPENDIX E: Agency Coordination

FITZGERALD & HALLIDAY, INC.
Innovative Planning, Better Communities

416 Asylum Street
Hartford, CT 06103
t (860) 247-7200
www.fhiplan.com

MEMORANDUM

To:
Priti Bhardwaj

Project:
Project No. 158-214, Bridge No. 01349
William F. Cribari Memorial Bridge

From:
Laurel Stegina, AICP

Date:
November 25, 2019

Subject:
Summary of Project No. 158-214 Interagency Coordination Meeting

Meeting Attendees

Name	Organization	Email
Priti Bhardwaj	CTDOT – CE Bridge Design	Priti.bhardwaj@ct.gov
Tim Fields	CTDOT – CE Bridge Design	Timothy.fields@ct.gov
Francisco Fadul	CTDOT – CE Bridge Design	Francisco.fadul@ct.gov
Lynn Murphy	CTDOT/OEP	Lynn.murphy@ct.gov
Marilyn Gould	CTDOT/OEP	Marilyn.Gould@ct.gov
Kevin Fleming	CTDOT/OEP	Kevin.fleming@ct.gov
Andy Davis	CTDOT/OEP	Andrew.h.davis@ct.gov
Kimberly Lesay*	CTDOT/OEP	kimberly.lesay@ct.gov
Cathy Labadia	State Historic Preservation Office (SHPO)	Catherine.labadia@ct.gov
Jen Scofield	SHPO	jenny.scofield@ct.gov
Micheal Grzywinski	CT DEEP – Land & Water Resource Division	micheal.grzywinski@ct.gov
Emilie Holland	FHWA	emilie.holland @dot.gov
Susan Lee	U.S. Army Corps of Engineers (USACE)	Susan.k.lee@usace.army.mil
Charlotte Skolnick	USACE – Regulatory Division	Charlotte.R.Skolnick@usace.army.mil
Jennifer Sheeny	US Coast Guard – Long Island Sound	Jennifer.LSheeny@uscg.mil
Chris Bisignano	US Coast Guard – Bridge Program	Christopher.j.bisignano@usgc.mil
Jeff Fontaine	CJM	jfontaine@cjmpc.com
Steven Harlacker	Hardesty & Hanover	sharlacker@hardestyhanover.com
Laurel Stegina	FHI	lstegina@fhiplan.com
Anthony Zemba	FHI	azemba@fhiplan.com
Alison Verkade*	National Marine Fisheries, GARFO	alison.verkade@noaa.gov
Zach Jylkka*	National Marine Fisheries, GARFO	zachary.jylkka@noaa.gov

* Via conference call

Introductions
Attendees introduced themselves and Kim Lesay explained the purpose of the meeting.

Purpose of the Meeting
To present the alternatives and discuss any concerns the agencies may have with regards to potential impacts.

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Alternatives Presentation
Steven Harlacker, Hardesty & Hanover, presented the alternatives being evaluated in the Environmental Assessment (EA) / Environmental Impact Evaluation (EIE):

- No Build
- Rehabilitation
- Conservation
- On-Alignment Replacement
- Off-Alignment Replacement

Mr. Harlacker reviewed possible construction sequences for each alternative and their potential impacts to the navigable channel and surrounding area during construction.

Issues/Concerns

Navigation

- Chris Bisignano, USCG, inquired about the water depth at low tide and noted potential concerns with floating equipment to the construction site as well as leaving equipment in place for an extended time . It was noted that the water depth would be sufficient to perform the necessary work. A more in-depth layout for equipment and durations would be determined at the permit phase for the project once an alternate has been selected; however, the project is not yet at this point.
- Mr. Bisignano expressed concern with potential durations of effective navigable waterway closure. He suggested temporary movable bridges as a potential option, rather than temporary fixed elevation bridges. Any navigable channel restrictions are recommended during the off-season. Mr. Bisignano asked if an air-draft study had been completed yet for users requesting bridge openings. It was noted that a waterway users meeting will be scheduled as part of the permit process for the project, of which USCG and DEEP will be invited to attend.

Historic Resources

- Cathy Labadia, SHPO, expressed the possibility that the Town request retaining the existing bridge as a pedestrian bridge in the event the off-alignment replacement alternative is selected. Kevin Fleming, CTDOT-OEP, noted this option would be studied as part of the Section 4(f)/106 process but would not be carried as an alternative through the EA/EIE. Further discussion noted that this was not a preferred solution from a cost-benefit perspective due to the expense of two movable bridges at the same location. USCG also did not endorse the idea of multiple constraints to the navigable channel within the same area.
- Ms. Labadia and Jen Scofield noted that Bridge Street was listed as a historic district in April 2018. The bridge serves as a transportation link, enabling development of the neighborhood to the east. The bridge is individually significant for its historic design, and it is a contributing property to the newly listed historic district. It was acknowledged that there was loss in historic significance of the bridge as a result of the rehabilitation of the 1990s, and it is assumed there will be an adverse effect from any of the presented alternatives; however, it should also be noted that the aesthetics of any option selected will also have an impact of the views within the surrounding historic neighborhood.

Natural Resources

- Allison Verkade, NOAA Fisheries, noted to minimize river bottom impacts and loss of tidal wetlands. She expressed concerns for fisheries and rare species with river bottom and tidal wetland impacts associated with the temporary bridge.

DRAFT

- Micheal Grzywinski, CTDEEP, mimicked Fisheries concerns aboveregarding construction equipment impacting the river bottom and resulting in shellfish and other marine life casualties. Specific construction sequencing and equipment will be reviewed further once an alternate is selected that the project proceeds through the permit process. Best Management Practices will be employed, such as turbidity control methods, to ensure any impacts to the surrounding area as a result of construction are minimized.
-
- Ms. Verkade noted that while there is no NOAA threatened/endangered species critical habitat in the project area, there are known opportunistic foragers between April and November. Time of year restrictions would be required for Atlantic and Short-nosed Sturgeon.
- Susan Lee, USACE, stated that CTDOT is assessing a reasonable range of alternatives, and requested that we include information on the aquatic resources in the EA/EIE document. Ms. Lee offered to contact her colleagues in the ACOE Navigation to see what the most recent navigation data is available. She believes that at some point, a portion of the navigation channel in the river was de-authorized. She mentioned that compliance with the ACOE Section 408 process may apply if work would be done within an existing Navigational Channel.

Next Steps

1. Comments from Agencies requested by end of 2019. Send to: Priti Bhardwaj via Priti.Bhardwaj@ct.gov
2. Continued development of Environmental Assessment/Environmental Impact Evaluation (EA/EIE)

3. EA/EIE Public Hearing
4. Permit Process Waterway Users Meeting

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MEMORANDUM

To:
Priti Bhardwaj

Project:
Project No. 158-214, Bridge No. 01349
William F. Cribari Memorial Bridge

From:
Stephanie Brooks &
Laurel Stegina, AICP

Date:
December 13, 2017

Subject:
Summary of Project No. 158-214 Agency Stakeholder Meeting

Meeting Attendees

Name	Organization	Email	Phone
Priti Bhardwaj	CTDOT – CE Bridge Design	Priti.bhardwaj@ct.gov	860-594-3311
Tim Fields	CTDOT – CE Bridge Design	Timothy.fields@ct.gov	860-594-3217
Theodore Nezames	CTDOT – Bridge Manager	Theodore.nezames@ct.gov	860-594-3272
Francisco Fadul	CTDOT – CE Bridge Design	Francisco.fadul@ct.gov	860-594-2078
Mark McMillan	CTDOT/OEP	Mark.mcmillan@ct.gov	860-594-2135
Amanda Saul	CTDOT/OEP	Amanda.saul@ct.gov	860-594-2939
Kevin Fleming	CTDOT/OEP	Kevin.fleming@ct.gov	860-594-2924
Andy Davis	CTDOT/OEP	Andrew.h.davis@ct.gov	860-594-2157
David Harms	CTDOT/EPC	David.harms@ct.gov	860-594-3291
Joy Henault	CTDOT/EPC	Joy.henault@ct.gov	860-594-2757
Melanie Zimyeski	CTDOT	Melanie.zimyeski@ct.gov	860-594-2144
Bruce Wittchen	CT OPM	Bruce.wittchen@ct.gov	860-418-6323
David Ellis	CT DEEP – Fisheries Division	David.ellis@ct.gov	860-447-4341
Chris Hansen	FHWA	Christopher.hansen@dot.gov	860-494-7577
Susan Lee	Army Corps of Engineers	Susan.k.lee@usace.army.mil	978-318-8494
Jim Rousseau	US Coast Guard – Bridges	James.L.Rousseau@uscg.mil	617-223-8619
Chris Bisignano	US Coast Guard	Christopher.j.bisignano@usgc.mil	212-514-4331
Jeff Fontaine	CJM	jfontaine@cjmpc.com	860-563-9375
Mark Levesque	CJM	mlevesque@cjmpc.com	860-563-9375
Steven Harlacker	Hardesty & Hanover	sharlacker@hardestyhanover.com	203-772-2857
Laurel Stegina	FHI	lstegina@fhiplan.com	860-256-4914
Stephanie Brooks	FHI	sbrooks@fhiplan.com	917-933-7443
H. Max Tritt *	National Marine Fisheries, GARFO	max.tritt@noaa.gov	207-866-3756

* Via conference call

Introductions
Attendees introduced themselves and Priti Bhardwaj explained the purpose of the meeting.

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Purpose of the Meeting
To discuss the Purpose and Need Statement for the William Cribari Memorial Bridge over the Saugatuck River.

Project Overview

Priti Bhardwaj explained that a Rehabilitation Study Report (RSR) has been completed for the project and presented to the public in June 2016 in a Connecticut Environmental Policy Act (CEPA) scoping/public information meeting. In part as a result of the public comments received at the CEPA public scoping/public information meeting, the Department is undertaking a joint Environmental Assessment (EA) /Environmental Impact Evaluation (EIE) for the proposed project.

Priti continued by summarizing the findings from the RSR presented to the public. A review and discussion of the Project Goals followed the RSR summary.

Project Goals
1. Address deficiencies
2. Improve conditions for vehicles, cyclists, pedestrians, and marine traffic
3. Consider impacts to historic elements

Proposed Project
Rehabilitate or replace the Cribari Bridge over Saugatuck River in Westport

Discussion of Purpose & Need Statement
The meeting attendees participated in a facilitated discussion of the Purpose and Need Statement (P&N), which included real-time editing of the document (see attached)

Key questions raised during P&N Discussion
- Should P&N be broad enough to necessitate consideration of several structure types? Bascule bridges open faster than swing bridges. Twenty-four-hour notification for opening swing bridge meets reasonable needs of navigation for recreational waterway.
    - Response: P&N is not presumed for only one type of bridge structure.
- Should maintenance of historic character be part of the P&N or should it be stated as a goal of the NEPA analysis?
    - Response: P&N should be limited to the bridge structure only and not the surrounding area. Impacts to the historical character of the National Register-listed bridge will be evaluated under Section 106 of the National Historic Preservation Act. This is reflected in the updated document.
- Does "fully functional" limit alternatives to movable, at the exclusion of fixed span? Fixed span should be addressed up front in documentation, noting significance of anticipated impacts from this alternative.
    - Response: the term "fully functional" was removed from P&N.

Environmental Documentation Process

<u>Environmental Resources to be Evaluated</u>
- Catalog resources
- Quantify potential impacts to resources
- Identify measures to avoid or minimize impacts
- Propose mitigation for impacts that cannot be avoided

DRAFT

Resources

- Traffic
- Air and Noise
- Water resources
- Wetlands
- Water quality
- Coastal resources
- T&E Species
- Fish and Wildlife
- Historic/archaeological sites
- Hazardous materials
- Energy
- Health and safety
- Environmental justice
- Municipal, regional plans
- State plan of conservation and development

Other Discussion Items

Stakeholders

Input regarding the project has been received from several groups in the Town of Westport, including the Westport Preservation Alliance, Westport historical groups, and various residents. However, the following users of the facility should be contacted for their feedback:

- Automobile organizations and automobile commuters
- Bicycle organizations and bicyclists
- Pedestrians
- Truck/delivery companies
- Train users (transit users)
- Bus companies and bus transit users
- Marinas and vessel users

Next Steps

1. Finalize a well-defined "Purpose and Need"
2. Evaluate major rehabilitation & replacement alternatives (both on/off alignment)
3. Prepare advanced renderings & visual 3D simulations
4. Establish ground rules for the 9 Consulting Parties
5. Establish successful Public Outreach plan
    a. Identify key stakeholders
    b. Conduct workshop/hearing/info meetings
6. Development of Environmental Assessment/Environmental Impact Evaluation (EA/EIE)

DEADLINE FOR COMMENTS:

Friday, January 5, 2018

DRAFT

From: Lopez, Stephanie E CIV <Stephanie.E.Lopez@uscg.mil>
Sent: Friday, July 31, 2020 2:40 PM
To: Davis, Andrew H
Cc: Lesay, Kimberly C; McMillan, Mark J.; Murphy, Lynn D.; Samorajczyk, Christopher W; Rousseau, James L CIV
Subject: RE: Federal Navigational Limits, Route 136 Bridge, Westport CT

Good afternoon Andrew,

Thank you for informing me of the ConnDOT upcoming plans. I look forward to reading your findings and see which direction ConnDOT is going to go with the Rte 136 Bridge.
Have a good weekend.

Stephanie E. Lopez
Bridge Management Specialist
First Coast Guard District
1 South Street Battery Bldg, Room 306
New York, NY 10004-1466
Ph: (212) 514-4335
Stephanie.E.Lopez@uscg.mil



From: Davis, Andrew H <Andrew.H.Davis@ct.gov>
Sent: Thursday, July 30, 2020 2:27 PM
To: Lopez, Stephanie E CIV <Stephanie.E.Lopez@uscg.mil>
Cc: Lesay, Kimberly C <Kimberly.Lesay@ct.gov>; McMillan, Mark J. <Mark.McMillan@ct.gov>; Murphy, Lynn D. <Lynn.Murphy@ct.gov>; Samorajczyk, Christopher W <Christopher.Samorajczyk@ct.gov>
Subject: [Non-DoD Source] Federal Navigational Limits, Route 136 Bridge, Westport CT

Stephanie, The Connecticut Department of Transportation is preparing a joint Environmental Assessment/Environmental Impact Evaluation to address the functional, structural and safety deficiencies of the Swing Bridge, Route 136, over the Saugatuck River in Wesport CT. I have attached a location map for your convenience.

The alternatives being studied are no build, conservation of the existing bridge, rehabilitation of the existing bridge, the on alignment alternative that replaces the existing bridge with a new moveable bridge on the existing alignment, and the off alignment alternative that replaces the

existing bridge with a new moveable bridge on a new alignment just to the north of the existing bridge.

For the new on alignment bridge alternative, a temporary fixed bridge would be constructed just to the north of the existing bridge. For both the on alignment and off alignment alternatives, it is anticipated that short term closures both partial or full closures would be necessary for removal of the existing swing span superstructure and movable span piers and fender system and during construction of the new movable span and the associated piers and fender system

As part of the study we are going to discuss potential impacts to navigation as well as to the boating community . Your input on navigational issues at this time would be appreciated. Thank you for your assistance and please let me know if you have any questions, comments or concerns.

Andrew Davis
Natural Resource Planning
Office of Environmental Planning
Connecticut Department of Transportation
andrew.h.davis@ct.gov

From: Roosevelt Mesa - NOAA Affiliate <roosevelt.mesa@noaa.gov>
Sent: Monday, June 29, 2020 1:57 PM
To: Samorajczyk, Christopher W
Cc: Zachary Jylkka - NOAA Federal
Subject: Re: Fw: CTDOT 158-214 Environmental Assessment Indroduction_EFH

Mr. Samorajczyk:
We received your email on June 12, 2020 regarding the proposed work on the Cribari Bridge over the Saugatuck River in Westport, CT. In your communication, you requested information regarding the presence of ESA-listed species and/or critical habitat in the action area, as well as conservation recommendations to be considered as the project develops.

Endangered Species Act

Atlantic Sturgeon

Atlantic sturgeon are present in the waters of the Long Island Sound and its adjacent bays and tributaries. The New York Bight, Chesapeake Bay, Carolina, and South Atlantic Distinct Population Segments (DPSs) of Atlantic sturgeon are endangered; the Gulf of Maine DPS is threatened. We expect transient adult and subadult Atlantic sturgeon originating from any of these DPSs to opportunistically forage in the Saugatuck River, primarily from April through November, but potentially year-round. Due to the habitat characteristics and the project's location along the Saugatuck River, spawning and early life stages are not expected to occur. On August 17, 2017, NOAA Fisheries published a final rule designating critical habitat for the Gulf of Maine, New York Bight, Chesapeake Bay, Carolina, and South Atlantic DPSs of Atlantic sturgeon (82 FR 39160). The effective date of the rule was September 18, 2017. The action you have proposed will not occur within or near an area that is designated as critical habitat.

Shortnose Sturgeon

Shortnose sturgeon are assumed to be present in the Long Island Sound and its adjacent systems. Shortnose sturgeon are listed as endangered throughout their range. Transient adult individuals could be found opportunistically foraging near the proposed action area (4/1 – 11/30). Due to habitat characteristics such as salinity, and the project's location in the Saugatuck River, spawning and early life stages are not expected to occur. We do not expect shortnose sturgeon to overwinter in the action area.

Sea Turtles
Four species of Endangered Species Act (ESA) listed threatened or endangered sea turtles under our jurisdiction are seasonally present along the Long Island Sound and adjacent systems: the threatened Northwest Atlantic Ocean distinct population segment (DPS) of loggerhead, North Atlantic DPS of green, and the endangered Kemp's ridley and leatherback sea turtles. Sea turtles could occasionally be found in the Saugatuck River waters near the project area between April and November, with the highest concentration of sea turtles present from June through October.

As the project develops, we recommend you consider the following effects of the project on sturgeon and sea turtles:

- For any impacts to habitat or conditions that temporarily render affected water bodies unsuitable for the abovementioned ESA-listed species, consider the use of timing restrictions for in-water work.
- For activities that increase levels of suspended sediment such as pile driving and removal, consider the use of silt management best practices (i.e., silt curtains and/or cofferdams).
- For activities that may affect underwater noise levels such as pile driving and removal and/or the use of large cranes and barges, consider the use of cushion blocks and other noise attenuating tools such as soft-starts to avoid reaching noise levels that will cause injury or behavioral disturbance to sturgeon and sea turtles - see the table below for more information regarding noise criteria for injury/behavioral disturbance in sturgeon and sea turtles.

Behavioral and Physiological (Injury) thresholds for ESA-listed species in NMFS' Greater Atlantic Region

Species	Thresholds	Units
Sturgeon Behavioral	150	dB re 1 µPA RMS
Sturgeon Physiological	206	dB re 1 µPA Peak
Sturgeon Physiological (>2g)	187	dB re 1 μPa^2s cSEL
Sea Turtle Behavioral	175	dB re 1 µPA RMS
Sea Turtle Temporary Threshold Shift (TTS, SEL weighted)	189	dB re 1 μPa^2s SEL
Sea Turtle Temporary Threshold Shift (TTS, Peak SPL)	226	dB re 1 µPA Peak
Sea Turtle Permanent Threshold Shift (PTS, SEL weighted)	204	dB re 1 μPa^2s SEL
Sea Turtle Permanent Threshold Shift (PTS, Peak SPL)	232	dB re 1 µPA Peak

Depending on the amount and duration of work that takes place in the water, listed species of sturgeon and sea turtles may occur within the vicinity of your proposed project. The federal action agency will be responsible for determining whether the proposed action may affect listed species. If they determine that the proposed action may affect a listed species, they should submit their determination of effects, along with justification and a request for concurrence to the attention of the Section 7 Coordinator, NOAA Fisheries, Greater Atlantic Regional Fisheries Office, Protected Resources Division, 55 Great Republic Drive, Gloucester, MA 01930 or nmfs.gar.esa.section7@noaa.gov. Please be aware that we have recently provided on our website guidance and tools to assist action agencies with their description of the action and analysis of effects to support their determination. See - https://www.fisheries.noaa.gov/new-england-mid-atlantic/consultations/section-7-consultations-greater-atlantic-region. After receiving a complete, accurate comprehensive request for consultation, in accordance to the guidance and instructions on our website, we would then be able to conduct a consultation under section 7 of the ESA.

Should project plans change or new information become available that changes the basis for this determination, further coordination should be pursued. If you have any questions regarding these comments, please contact me (978-281-9186; roosevelt.mesa@noaa.gov).

Magnuson-Stevens Fishery Conservation and Management Act - Essential Fish Habitat
Recent changes to the Corps of Engineers' Nationwide Permits has removed the requirement that NMFS be contacted for information on essential fish habitat and that applicants provide evidence of the contact and our resources. You should now access the information on your own from our websites. The Habitat Conservation Division's website is: https://www.fisheries.noaa.gov/new-england-mid-atlantic/habitat-conservation/conserving-habitat-greater-atlanticregion. Information on essential fish habitat can be found there.

Thank you,
Roosevelt

Roosevelt Mesa
Environmental Specialist
Integrated Statistics, Inc. | In support of NOAA Fisheries
Greater Atlantic Regional Fisheries Office
Protected Resources Division
Gloucester MA, 01930
roosevelt.mesa@noaa.gov
Office: 978-281-9186

On Mon, Jun 15, 2020 at 9:04 PM Zachary Jylkka - NOAA Federal <zachary.jylkka@noaa.gov> wrote:

Hi Chris,

Thanks for the email and opportunity to comment.

We'll try to get you something within the next two weeks.

Zach

--
Zach Jylkka
Fisheries Biologist
Protected Resources Division
Greater Atlantic Regional Fisheries Office
NOAA Fisheries
Gloucester, MA 01930
zachary.jylkka@noaa.gov
office: (978) 282-8467
Pronouns: (he/him/his)

For additional ESA Section 7 information and Critical Habitat guidance, please see: https://www.fisheries.noaa.gov/new-england-mid-atlantic/consultations/section-7-consultation-technical-guidance



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On Fri, Jun 12, 2020 at 3:28 PM Samorajczyk, Christopher W <Christopher.Samorajczyk@ct.gov> wrote:

Hi Zach-
Hope all is well - The Connecticut Department of Transportation (CTDOT) is currently preparing the Environmental Assessment as part of the NEPA process for work on the Cribari Bridge (Route 136) over the Saugatuck River in Westport, CT (LAT 41.122_LONG -73.369). As part of that process we are reaching out to the National Marine Fisheries Service (NMFS), Greater Atlantic Regional Fisheries Office's (GARFO) Protected Resources Division to inform you of the different alternatives under consideration and the potential impacts to the resources under your review. The alternatives range from a no build option to an offline by-pass construction while a new bridge is built. Attached are the different alternative overviews and the plan sheets, with regulatory lines. The Department is aware that the Saugatuck River has up to 6 ESA listed species that may be impacted by this project. There is no mapped Critical Habitat within or close to the project area. We acknowledge the impacts that some of these options will have to the ESA listed species protected under NMFS GARFO's Protected Resources Division. As this Project develops we will be coordinating with your Division of NMFS GARFO to ensure the best management practices and conservation recommendations are incorporated into the construction. For now the Department is just introducing all the alternatives and asking for any comments or concerns you may have. If possible please provide us with any feedback within the next two weeks so we can stay on track with the documents development. Don't hesitate to reach out with any questions --Have a great weekend--talk soon
Thanks, Chris

Christopher W. Samorajczyk
Wildlife Biologist
Connecticut Department of Transportation
Office of Environmental Planning
Bureau of Policy & Planning
P: 860-594-2938

From: Williams, Bruce
Sent: Thursday, June 18, 2020 3:46 PM
To: Samorajczyk, Christopher W
Cc: Gephard, Steve
Subject: RE: CTDOT 158-214 Environmental Assessment Indroduction

Chris,
I don't see any fisheries resource concerns with any of the proposed alternatives, as long as the following recommendations are observed:

1. No unconfined in-water work from April 1 to June 30, inclusive.
2. No loud construction related activities such as jack hammering or hoe ramming after sunset or before sunrise from April 1 to June 30, inclusive.
3. Artificial lighting over the water is limited to navigation lights and any lighting typically required to operate the bridge during the spring migration period from April 1 to June 30, inclusive.

The only major concern I have with any of the alternatives is boat navigation. This issue is typically handled by the Boating Division, but I also represent the interests of recreational and commercial fishermen. The estimated construction time for this project is one year. How will boat traffic be affected under each of the alternatives throughout the construction season? Will large boats be excluded from passing under the bridge during construction?

Bruce

Bruce Williams
Fisheries Biologist
Diadromous Fish and Habitat Conservation and Enhancement Programs
Connecticut Department of Energy and Environmental Protection
Bureau of Natural Resources – Fisheries Division
Marine Headquarters - P.O. Box 719 / 333 Ferry Rd.
Old Lyme, CT 06371
P: 860.447.4317 / F: 860.434.6150 / E: bruce.williams@ct.gov

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Ensuring a clean, affordable, reliable, and sustainable energy supply

From: Samorajczyk, Christopher W <Christopher.Samorajczyk@ct.gov>
Sent: Friday, June 12, 2020 12:37 PM
To: Gephard, Steve <Steve.Gephard@ct.gov>; Williams, Bruce <Bruce.Williams@ct.gov>
Cc: Davis, Andrew H <Andrew.H.Davis@ct.gov>; Lesay, Kimberly C <Kimberly.Les ay@ct.gov>; Fields, Timothy D. <Timothy.Fields@ct.gov>; Bhardwaj, Priti S. <Priti.Bhardwaj@ct.gov>; McMillan, Mark J. <Mark.McMillan@ct.gov>; Murphy, Lynn D. <Lynn.Murphy@ct.gov>; Tom Ryan <tryan@cjmpc.com>; Fadul, Francisco T. <Francisco.Fadul@ct.gov>; Lstegina@fhiplan.com
Subject: CTDOT 158-214 Environmental Assessment Indroduction

Hi Steve/ Bruce-
Hope all is well - The Department is currently preparing the Environmental Assessment as part of the NEPA process for work on the Cribari Bridge (Route 136) over the Saugatuck River in Westport, CT. As part of that process we are reaching out to you to inform you of the different alternatives under consideration and the potential impacts to the resources under your review. The alternatives range from a no build option to an offline by-pass construction while a new bridge is built. Attached are the different alternative overviews and the plan sheets, with regulatory lines. The Department is aware that the Saugatuck River has active diadromous fish species with annual migration runs and the impacts that some of these options will have to this resource. As this Project develops we will be coordinating with your Program to ensure the best management practices are incorporated into the construction. For now the Department is just introducing all the alternatives and asking for any comments or concerns you may have. If possible please provide us with any feedback within the next two weeks so we can stay on track with the documents development. Don't hesitate to reach out with any questions --talk soon
Thanks, Chris

Christopher W. Samorajczyk
Wildlife Biologist
Connecticut Department of Transportation
Office of Environmental Planning
Bureau of Policy & Planning
P: 860-594-2938

From:	Samorajczyk, Christopher W
To:	DEEP Nddbrequest; McKay, Dawn
Cc:	Zyko, Karen; Blum, Robin; Davis, Andrew H; Lesay, Kimberly C; Fields, Timothy D.; Bhardwaj, Priti S.; Fadul, Francisco T.; McMillan, Mark J.; Murphy, Lynn D.; Tom Ryan; Laurel Stegina
Subject:	CTDOT 158-214 Environmental Assessment Indroduction
Date:	Friday, June 12, 2020 1:02:48 PM
Attachments:	CTDOT 158-214 Cribari_alternatives_EA.docx CTDOT 158-214 Offline .pdf CTDOT 158-214 Online Concept (06-09-20) (3).pdf CTDOT 158-214_Rehabilitation_Concept (06-09-2020) (3).pdf CTDOT 158-214_Temporary Bridge Concept (06-09-2020) (2).pdf

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Hi Dawn-

Hope all is well - The Department is currently preparing the Environmental Assessment as part of the NEPA process for work on the Cribari Bridge (Route 136) over the Saugatuck River in Westport, CT. As part of that process we are reaching out to the Natural Diversity Database program to inform you of the different alternatives under consideration and the potential impacts to the resources under your review. The alternatives range from a no build option to an offline by-pass construction while a new bridge is built. Attached are the different alternative overviews and the plan sheets, with regulatory lines. The Department is aware that the Saugatuck River has active diadromous fish species with annual migration runs and this area is also an active peregrine falcon territory. We acknowledge the impacts that some of these options will have to these and other species. As this Project develops we will be coordinating with your Program to ensure the best management practices are incorporated into the construction. For now the Department is just introducing all the alternatives and asking for any comments or concerns you may have. If possible please provide us with any feedback within the next two weeks so we can stay on track with the documents development. Don't hesitate to reach out with any questions --talk soon

Thanks, Chris

Christopher W. Samorajczyk
Wildlife Biologist
Connecticut Department of Transportation
Office of Environmental Planning
Bureau of Policy & Planning
P: 860-594-2938

From:	Samorajczyk, Christopher W
To:	cynthia_corsair@fws.gov
Cc:	Davis, Andrew H; Lesay, Kimberly C; Fields, Timothy D.; Bhardwaj, Priti S.; McMillan, Mark J.; Murphy, Lynn D.; Tom Ryan; Fadul, Francisco T.; Laurel Stegina
Subject:	CTDOT 158-214 Environmental Assessment Indroduction_EFH
Date:	Monday, June 15, 2020 3:38:10 PM
Attachments:	CTDOT 158-214 Cribari_alternatives_EA.docx CTDOT 158-214 Offline .pdf CTDOT 158-214 Online Concept (06-09-20) (3).pdf CTDOT 158-214_Rehabilitation_Concept (06-09-2020) (3).pdf CTDOT 158-214_Temporary Bridge Concept (06-09-2020) (2).pdf

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Hi Cindy-

Hope all is well - The Connecticut Department of Transportation (CTDOT) is currently preparing the Environmental Assessment as part of the NEPA process for work on the Cribari Bridge (Route 136) over the Saugatuck River in Westport, CT (LAT 41.122_LONG -73.369). As part of that process we are reaching out to the United States Fish & Wildlife Service (USFWS), to inform you of the different alternatives under consideration and the potential impacts to the species under your review. The alternatives range from a no build option to an offline by-pass construction while a new bridge is built. Attached are the different alternative overviews and the plan sheets, with regulatory lines. The Department is aware that the Saugatuck River has up to 3 ESA listed species that may be impacted by this project. The Northern long-eared bat has no hibernacula or confirmed maturity trees within 1/4 mile of this project and will be consulted for under the 4 (d) ruling. There is no mapped Critical Habitat within or close to the project area. We acknowledge the impacts that some of these options will have to the ESA listed species protected by the USFWS . As this Project develops we will be coordinating with you and the Service to ensure the best management practices and conservation recommendations are incorporated into the construction. For now the Department is just introducing all the alternatives and asking for any comments or concerns you may have. If possible please provide us with any feedback within the next two weeks so we can stay on track with the documents development. Don't hesitate to reach out with any questions ---talk soon

Thanks, Chris

Christopher W. Samorajczyk
Wildlife Biologist
Connecticut Department of Transportation
Office of Environmental Planning
Bureau of Policy & Planning
P: 860-594-2938

From:	Samorajczyk, Christopher W
To:	christopher.boelke@noaa.gov
Cc:	"alison.verkade@noaa.gov"; Davis, Andrew H; Lesay, Kimberly C; Fields, Timothy D.; Bhardwaj, Priti S.; McMillan, Mark J.; Murphy, Lynn D.; Tom Ryan; Laurel Stegina; Fadul, Francisco T.
Subject:	CTDOT 158-214 Environmental Assessment Indroduction_EFH
Date:	Friday, June 12, 2020 1:50:04 PM
Attachments:	CTDOT 158-214 Cribari_alternatives_EA.docx CTDOT 158-214 Offline .pdf CTDOT 158-214 Online Concept (06-09-20) (3).pdf CTDOT 158-214_Rehabilitation_Concept (06-09-2020) (3).pdf CTDOT 158-214_Temporary Bridge Concept (06-09-2020) (2).pdf

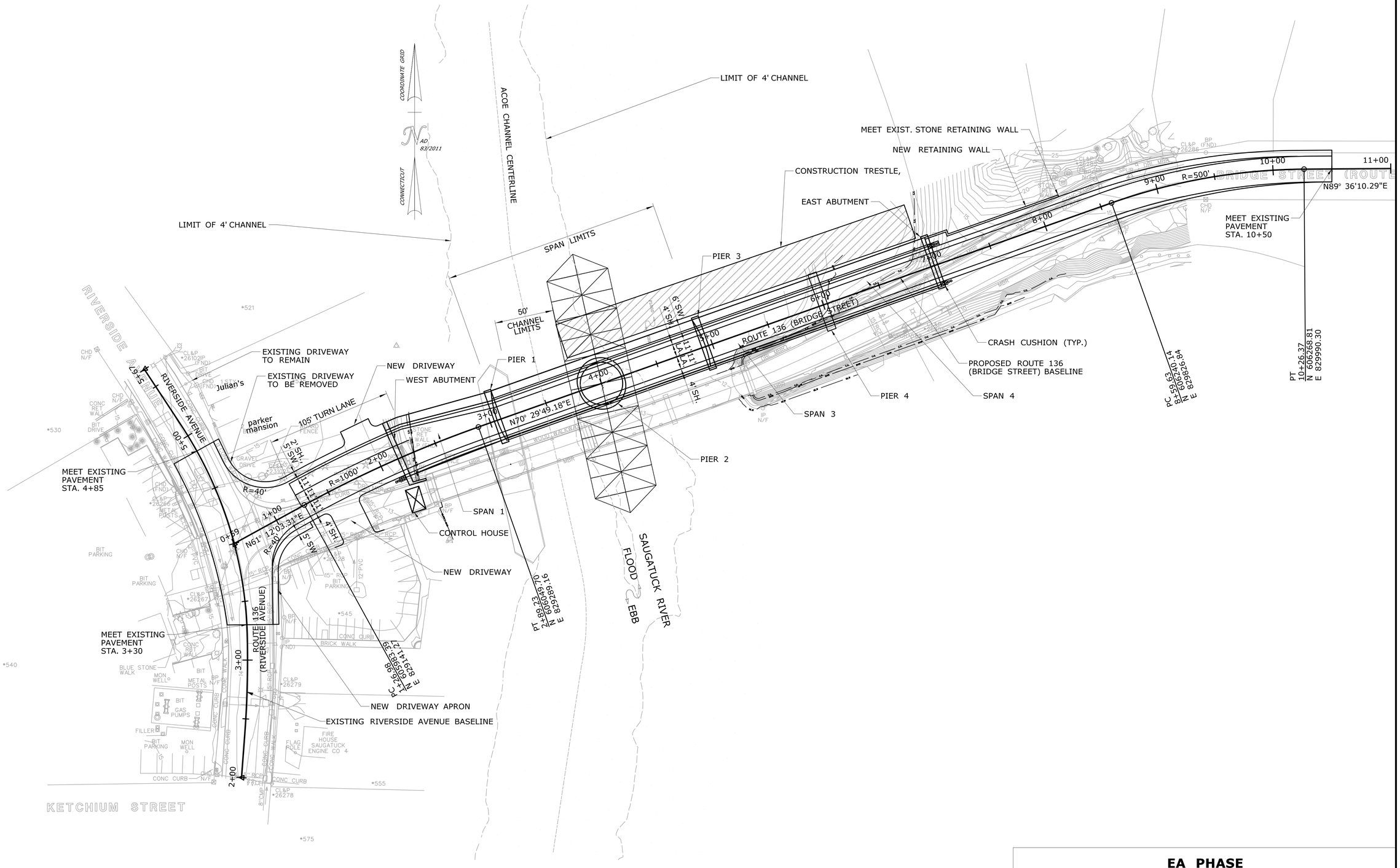
---

Hi Chris-

Hope all is well - The Connecticut Department of Transportation (CTDOT) is currently preparing the Environmental Assessment as part of the NEPA process for work on the Cribari Bridge (Route 136) over the Saugatuck River in Westport, CT (LAT 41.122_LONG -73.369). As part of that process we are reaching out to the National Marine Fisheries Service (NMFS), Greater Atlantic Regional Fisheries Office's (GARFO) Habitat Conservation Division to inform you of the different alternatives under consideration and the potential impacts to the resources under your review. The alternatives range from a no build option to an offline by-pass construction while a new bridge is built. Attached are the different alternative overviews and the plan sheets, with regulatory lines. The Department is aware that the Saugatuck River has active diadromous fish species with annual migration runs with various habitat's protected under Essential Fish Habitat that may be impacted including mudflats and rocky/cobble areas. We acknowledge the impacts that some of these options will have to the EFH and the NOAA Trust-species. As this Project develops we will be coordinating with your Division of NMFS GARFO to ensure the best management practices and conservation recommendations are incorporated into the construction. For now the Department is just introducing all the alternatives and asking for any comments or concerns you may have. If possible please provide us with any feedback within the next two weeks so we can stay on track with the documents development. Don't hesitate to reach out with any questions --talk soon

Thanks, Chris

Christopher W. Samorajczyk
Wildlife Biologist
Connecticut Department of Transportation
Office of Environmental Planning
Bureau of Policy & Planning
P: 860-594-2938



EA PHASE

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
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THE INFORMATION, INCLUDING ESTIMATED QUANTITIES OF WORK, SHOWN ON THESE SHEETS IS BASED ON LIMITED INVESTIGATIONS BY THE STATE AND IS IN NO WAY WARRANTED TO INDICATE THE CONDITIONS OF ACTUAL QUANTITIES OF WORK WHICH WILL BE REQUIRED.

Plotted Date: 06/10/2020

DESIGNER/DRAFTER: RM

CHECKED BY: BM

SCALE IN FEET 0 40 80

SCALE 1"=40'

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...\Plan\Offline Roadway Plan.dgn

SIGNATURE/ BLOCK:
OFFICE OF ENGINEERING
APPROVED BY: DATE:

PROJECT TITLE:
WILLIAM F. CRIBARI BRIDGE
NO. 01349 ROUTE 136
OVER SAUGATUCK RIVER

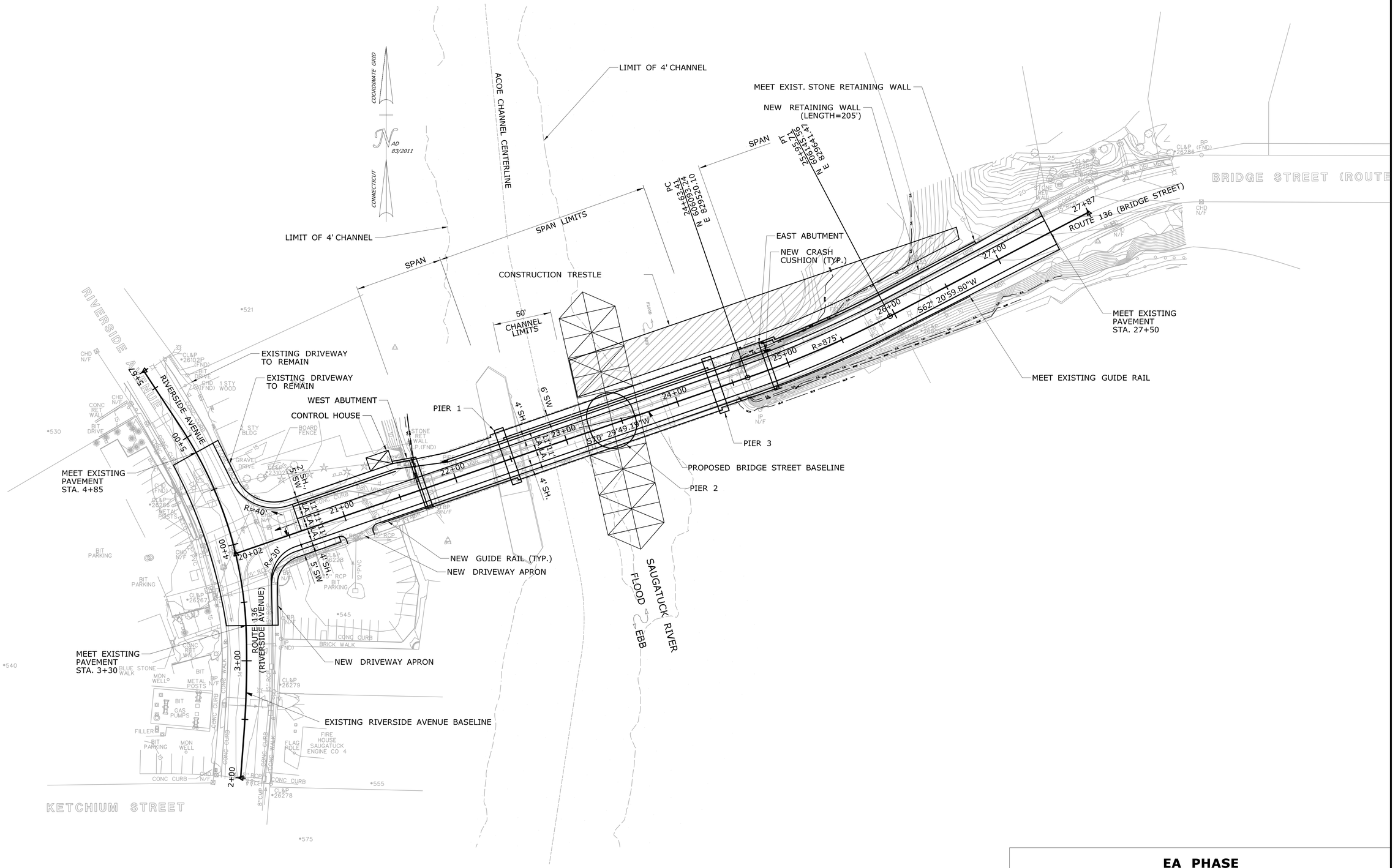
TOWN: WESTPORT

DRAWING TITLE:
OFFLINE ROADWAY PLAN
PARALLEL SWING

PROJECT NO. 158-214

DRAWING NO.

SHEET NO. S



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Plotted Date: 06/10/2020

DESIGNER/DRAFTER: RM

CHECKED BY: BM

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SCALE 1"=40'

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...\Online Roadway Plan - Outboard.dgn

SIGNATURE/ BLOCK:
OFFICE OF ENGINEERING
APPROVED BY: DATE:

PROJECT TITLE:
WILLIAM F. CRIBARI BRIDGE
NO. 01349 ROUTE 136
OVER SAUGATUCK RIVER

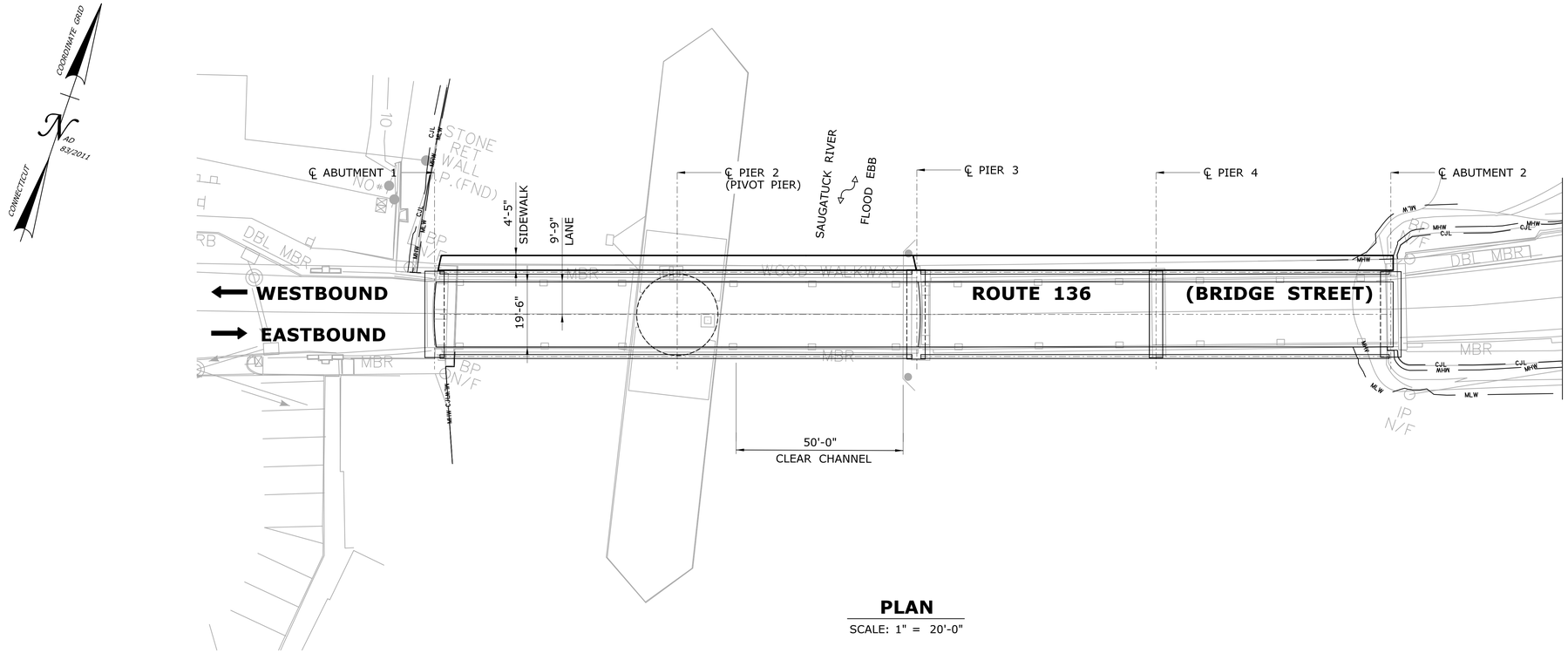
TOWN: WESTPORT

DRAWING TITLE:
ON-ALIGNMENT PLAN
OUTBOARD SIDEWALK

PROJECT NO. 158-214

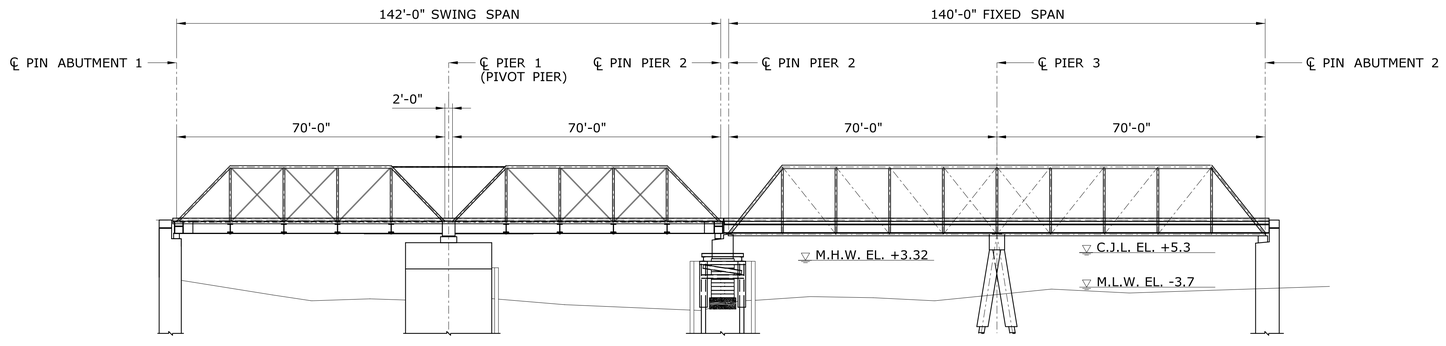
DRAWING NO.

SHEET NO. S



PLAN

SCALE: 1" = 20'-0"



ELEVATION

SCALE: 1" = 20'-0"

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Plotted Date: 06/10/2020

DESIGNER/DRAFTER: **AJA**

CHECKED BY: **SDH**

SCALE AS NOTED

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...\Rehab - GPE.dgn

SIGNATURE/ BLOCK:

PROJECT TITLE:
WILLIAM F. CRIBARI BRIDGE
NO.01349 ROUTE 136
OVER SAUGATUCK RIVER

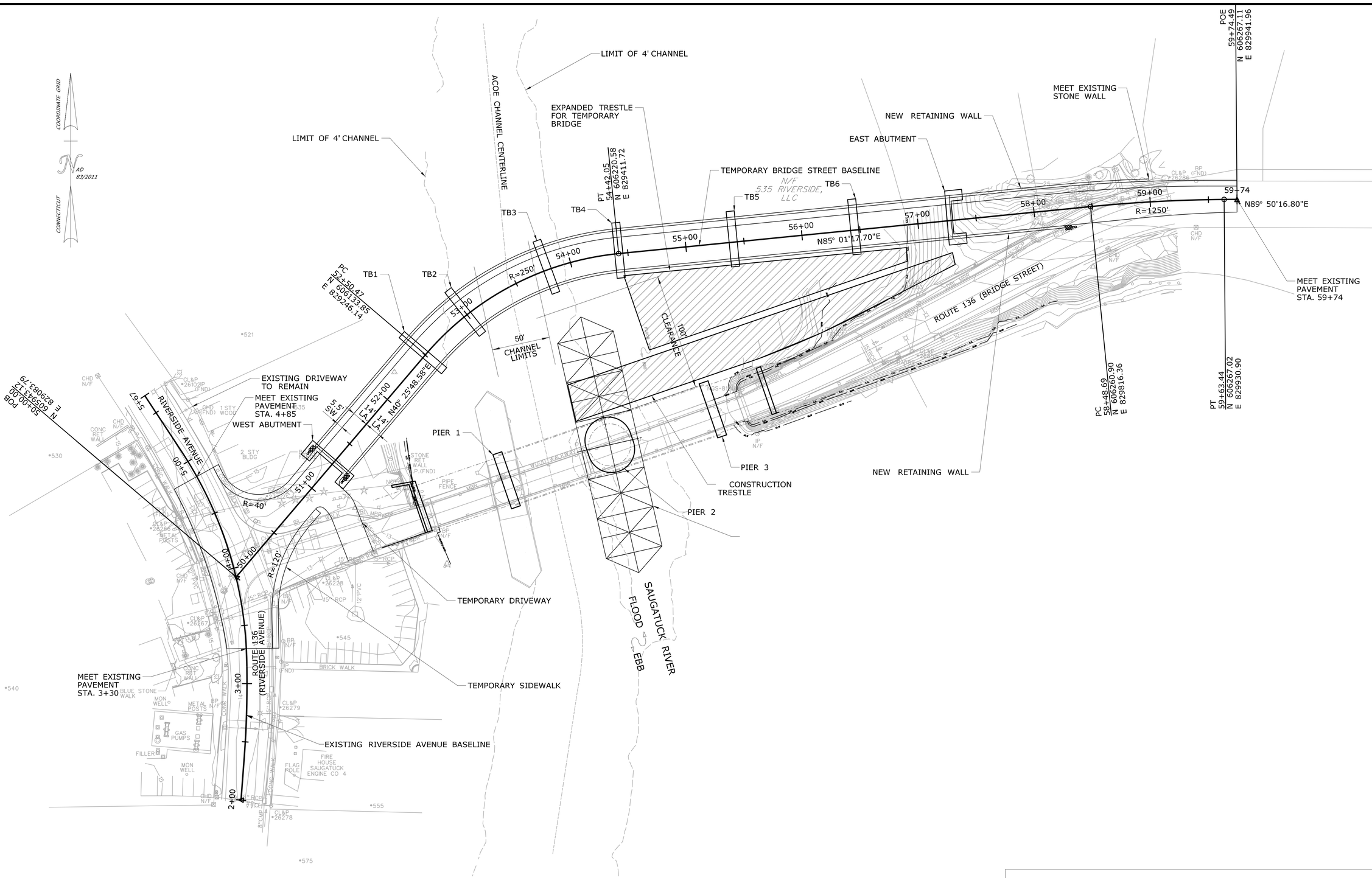
TOWN: **WESTPORT**

DRAWING TITLE:
GENERAL PLAN
REHABILITATION
CONCEPTUAL DESIGN

PROJECT NO. **158-214**

DRAWING NO. **XXX-XXX**

SHEET NO.



EA PHASE

REV.	DATE	REVISION DESCRIPTION	SHEET NO.
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Plotted Date: 06/10/2020

DESIGNER/DRAFTER: **RM**

CHECKED BY: **BM**

SCALE IN FEET
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SCALE 1"=40'

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

Filename: ...\Temporary Bridge Roadway Plan..dgn

SIGNATURE/ BLOCK:
OFFICE OF ENGINEERING
APPROVED BY: DATE:

PROJECT TITLE:
WILLIAM F. CRIBARI BRIDGE
NO. 01349 ROUTE 136
OVER SAUGATUCK RIVER

TOWN: **WESTPORT**

DRAWING TITLE:
TEMPORARY BRIDGE ROADWAY PLAN

PROJECT NO. **158-214**

DRAWING NO.

SHEET NO. **S**

Route 136 over Saugatuck River, Westport CT, Concept Alternatives

The concepts that are being studied in the EA/EIE include: 1) No Build Alternative, 2) Rehabilitation Alternative, 3) Conservation Alternative, 4) On-Alignment Bridge Replacement Alternative, and 5) Off-Alignment Bridge Replacement Alternative. For the location of the Project please see the attached location map.

No Build Alternative

The No Build Alternative represents a continuation of the existing conditions with no proposed improvements or changes to present CTDOT maintenance practices or level of management intensity.

The No Build Alternative would have a 20 to 25-year service life. The bridge is already in substandard condition and, in order to keep the bridge open to users, CTDOT would be required to continually repair the bridge during this period of time.

Rehabilitation Alternative

The Rehabilitation Alternative was developed to address elements of the Purpose and Need for the project, while retaining many of the elements of the existing bridge. Key elements of the rehabilitation which address deficiencies of the bridge and accommodate safer vehicular travel would include:

- Repairing, painting, and widening of the existing ornamental trusses to help reduce vehicular impact damage. Widening to the north would require reconstruction of the sidewalk and its support framing.
- Installing a crash-tested bridge railing system.
- Installing a solid roadway barrier system at both approaches to halt errant traffic during bridge openings.
- Reconstructing or replacing the Pier 2 support system. This work would require partial removal of the deck for pile removal and driving or auguring operations.
- Increasing the vertical clearance along the bridge to 14’-3” (min.) to satisfy functional adequacy and the design standards of CTDOT’s Highway Design Manual (2003). The current 12’-10” vertical height restriction is due to the electrical junction box attached to the top chord of the north truss leaf, which has been periodically lowering as a result of continued bridge openings. The widened trusses would move the electric box outside of the travel way. This box provides electrical service to the electrical/mechanical system which opens and closes the bridge located below deck on top of Pier 1.
- Deck patching, membrane waterproofing and paving operations.
- Patching the substructure.
- Replacing the existing fender system protecting the piers within the navigable channel, since the widened trusses would now extend beyond the existing system when opening the bridge. This would narrow the navigable channel by about 2 feet.
- Installing waterproofing measures to help protect mechanical/electrical equipment.

Construction activities would include:

- Installing a temporary bridge (at a fixed elevation) (see attached Temporary Bridge Concept) to the north of the existing bridge, as the existing bridge would be closed to vehicular and pedestrian traffic for about one year. The temporary bridge would likely be comprised of steel pile frame piers and concrete block abutments, supporting short span superstructures. Construction could advance from each abutment with no water access required or it could be built from a temporary work trestle. Longer span trussed superstructures such prefabricated superstructures could alternatively be used, requiring less pier bents but similar construction methods. Removal would be by similar methods.
- Removing the trusses from the bridge during construction for repair, painting, and widening would be accomplished with large cranes and barges or temporary trestles. Barges would be spudded (steel support towers with feet) to the riverbed. Trestles would likely be comprised of steel pile frame piers supporting short span work bridge superstructures adjacent to Spans 3 & 4 of the existing bridge (within +/-5'). The trusses would be put back in place by the same methodology.
- Closure of the navigation channel would be required for:
    - Removing the swing span trusses
    - Replacing the swing span trusses
    - Replacing the fender system
    - Installing the rail system of the movable span
- Performing work on the remaining newer portion of the bridge from the bridge's deck with some activities requiring boat or floating work platform access.
- Reconstructing the Pier 2 Support System and the fender replacement, which would also require barge mounted cranes or temporary work trestles similar to those used for the truss removal and replacement. Channel closure would be required for the fender replacement.
-

The Rehabilitation Alternative would not increase roadway capacity, expand the 19'-6" bridge roadway's curb-to-curb width, or widen the existing 4'-3 ¼" sidewalk along the north side of the bridge. The trusses would be spread by approximately one to two feet on each side, reducing the chance for impact damage as well as providing sufficient clearance for installation of a crash-tested rail system along the bridge. The Rehabilitation Alternative would have a 25-40-year service life.

See attached Conceptual Plan of the Rehabilitation Alternative.

Conservation Alternative

The Conservation Alternative was designed as a less intensive rehabilitation alternative that would restore the bridge to a state similar to its condition upon completion of the 1990s rehabilitation project. Key elements of the Conservation Alternative include:

- Replacing damaged bridge components and truss members.
- Structural repair of Piers 2 and 3.
- Maintaining the current vehicular clearances, with the exception of fixing the bent members supporting the electric box resulting in an increase from the posted 12'-7" vertical clearance. The junction box is attached to the top chord of the north truss leaf, which has been periodically lowering as a result of continued bridge openings. This box provides electrical service to the electrical/mechanical system which opens and closes the bridge located below deck on top of Pier 1.

While these improvements are intended to address deficiencies certain deficiencies they do not address the functional deficiencies identified in the project's Purpose and Need. The Conservation Alternative would not increase roadway capacity, widen the 19'-6" bridge curb-to-curb width, or widen the existing 4'-3 ¼" sidewalk along the north side of the bridge. A crash-tested rail would not be installed, as it would be wider than the existing system, which would further reduce the existing curb-to-curb width. No modifications would be proposed to the mechanical/electrical system. Maintaining the current truss width and outboard north sidewalk is included in the Conservation Alternative in consideration of the historic character of the bridge.

Construction activities would include:

- Installing a temporary bridge (at a fixed elevation) (see Figure 3) to the north of the existing bridge, as the existing bridge would be closed to vehicular and pedestrian traffic for about one year. The temporary bridge would likely be comprised of steel pile frame piers and concrete block abutments, supporting short span superstructures. Construction could advance from each abutment with no water access required. Longer span trussed superstructures such as prefabricated superstructures could alternatively be used, requiring less pier bents but similar construction methods. Removal would be by similar methods.
- Repairing of damaged bridge components and truss members would be performed primarily from the deck and small floating work platforms may be required. Structural repairs to Piers 2 & 3 would require barge mounted cranes and floating work platforms. . Barges would be spudded (steel support towers with feet) to the riverbed.

The Conservation Alternative would have a 25-40-year service life.

2.1 On-Alignment Bridge Replacement Alternative

The On-Alignment Bridge Replacement Alternative would replace the existing four-span, steel, multi-girder swing bridge with a movable bridge structure on a similar alignment. Final design elements and dimensions for a full replacement structure have not been developed at this time; however, for the purposes of this EA/EIE, the assumed replacement bridge would be comprised of new abutments in about the same location as the existing and new in water piers including a movable bridge foundation pier. The bridge would incorporate the following criteria to address the bridge's deficiencies and accommodate safe vehicular, bicycle, pedestrian, and marine travel:

- Installing a crash-compliant railing system, and solid roadway barrier system during bridge openings.
- Providing a minimum roadway vertical clearance of 16'-3" and lane widths of 10'-12'.
- Increasing the marine vertical clearance and providing faster bridge openings. The increase clearance in the closed position would allow larger vessels to pass, reducing the number of openings required.
- Providing bicycle path/shoulder widths of 4' to 5', and an ADA-compliant sidewalk along the north side.
- Supporting current bridge load standards.

To make the bridge more resilient to the changing climate, the On-Alignment Bridge Replacement Alternative would provide water-resistant mechanical equipment, above the 10-year storm elevation to prevent future storm flood damage.

Construction activities would include:

- Installing a temporary bridge to the north of the existing bridge, as the existing bridge would be closed to vehicular and pedestrian traffic for two-and-one-half years. The temporary bridge would likely be comprised of steel pile frame piers and concrete block abutments, supporting short span superstructures. Construction could advance from each abutment with no water access required or it could be built from a temporary work trestle. Longer span trussed superstructures such as prefabricated superstructures could alternatively be used, requiring less pier bents but similar construction methods. Removal would be by similar methods.
- Replacing the existing bridge's fixed superstructure, piers and fender system, which would require large cranes and barges and or temporary trestles. Barges would be spudded (steel support towers with feet) to the riverbed. Trestles would likely be comprised of steel pile frame piers supporting short span work bridge superstructures adjacent to Spans 1, 3 & 4 of the existing bridge (within +/-5'). C
- Construction of the trestles could advance from each abutment with no water access required. Removal would be by the similar methods.
- Replacing abutments and wingwalls, which would occur from the approach roadways.
- Constructing the movable span of the new bridge in place with cranes from each approach, or constructing them off site and floating them into place.
- Closure of the navigation channel would be required for:
    - Removal of the existing swing span superstructure
    - Removal of the swing span piers and fender system
    - Construction of the swing span piers and fender system
    - Swing span float in erection and connection
    - Partial channel obstructions will also be required

Construction of the new bridge would require about two and a half years with pedestrian and vehicular traffic maintained on the temporary bridge..

The service life of the On-Alignment Bridge Replacement Alternative would be 75-100 years.

See the attached Conceptual Plan of the On-Alignment Replacement Alternative.

Off-Alignment Bridge Replacement Alternative

The Off-Alignment Bridge Replacement Alternative would replace the existing four-span steel multi-girder swing bridge with a movable bridge on an alignment north of the existing bridge. Final design elements for a full replacement structure have not been developed at this time; however, for the purposes of this EA/EIE, the assumed replacement bridge would be comprised of new abutments in new locations and new in water piers including a movable bridge foundation pier. The bridge would incorporate the following criteria to address the bridge's deficiencies and accommodate safe vehicular, bicycle, pedestrian, and marine travel:

- Installing a crash-compliant railing system, and solid barrier system during bridge openings.
- Providing a minimum roadway vertical clearance of 16'-3" and lane widths of 10'-12'.
- Increasing the marine vertical clearance and providing faster bridge openings. The increase clearance in the closed position would allow larger vessels to pass, reducing the number of openings required.
- Providing bicycle path/shoulder widths of 4' to 5', and an ADA-compliant sidewalk along the north side.
- Supporting current bridge load standards.

To make the bridge more resilient to the changing climate, the replacement alternative would provide water-resistant mechanical equipment, above the 10-year storm elevation to prevent future storm flood damage.

Construction activities would include:

- Constructing the permanent bridge structure's fixed superstructure, piers and fender system, which would require large cranes and barges and or temporary trestles. Barges would be spudded (steel support towers with feet) to the riverbed. Trestles would likely be comprised of steel pile frame piers supporting short span work bridge superstructures adjacent to Spans 1, 3 & 4 of the existing bridge (within +/-5'). The trestles could be utilized for removal of the existing bridge also. Construction of the trestles could advance from each abutment with no water access required or it could be constructed from a temporary work trestle. Removal would be by the similar methods.
- Constructing abutments and wingwalls from the approach roadways.
- Constructing the movable span of the new bridge in place with cranes from each approach or constructing it off site and floating it into place.
- Demolishing the existing bridge, which would require large cranes and barges and or temporary trestles. Barges would be spudded (steel support towers with feet) to the riverbed. Trestles would likely be comprised of steel pile frame piers supporting short span work bridge superstructures. Construction of the trestles could advance from each abutment with no water access required. Removal would be by the similar methods. It is likely that the trestles used for construction would be utilized for demolition of the existing bridge.
- Closure of the navigation channel would be required for:
    - Removal of the existing swing span superstructure
    - Removal of the swing span piers and fender system
    - Construction of the swing span piers and fender system
    - Swing span float in erection and connection
    - Partial channel obstructions will also be required

Construction of the new bridge would require about two years. The existing bridge would remain open to users.

The service life of the Off-Alignment Bridge Replacement Alternative would be 75-100 years.

See the attached Conceptual Plan of the Off-Alignment Replacement Alternative

Connecticut Department of

ENERGY &
ENVIRONMENTAL
PROTECTION

July 14, 2020

Mr. Christopher Samorajczyk
CT Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131
Christopher.samorajczyk@ct.gov

Project: Preliminary Assessment for CTDOT NEPA Alternatives Assessment for Route 136 Bridge No. 01349 (Cribari Bridge) Over the Saugatuck River in Westport, Connecticut
NDDB Preliminary Assessment No.: 202008063

Dear Christopher,

I have reviewed Natural Diversity Database maps and files regarding the area delineated on the map provided for CTDOT NEPA Alternatives Assessment for Route 136 Bridge No. 01349 (Cribari Bridge) Over the Saugatuck River in Westport, Connecticut. According to our records there are known extant populations of State Listed Species that occur in proximity to the boundaries of this property. The species include:

Birds
Falco peregrinus (Peregrine Falcon) – State Threatened
Ardea alba (Great Egret) – State Threatened
Egretta thula (Snowy egret) – State Threatened
Egretta caerulea (Little Blue Heron) – State Special Concern
Nyctanassa violacea (Yellow-crowned night-heron) – State Special Concern

Plants
Bolboschoenus maritimus ssp. paludosus (Bayonet grass) – State Special Concern
Limosella australis (mudwort) – State Special Concern

Fish
Alosa aestivalis (blueback Herring) – State Special Concern

Reptiles
Malaclemys terrapin terrapin (norther diamondback terrapin) – State Special Concern

Please be advised that this is a preliminary review and not a final determination. A more detailed review will be necessary to move forward with any environmental permit applications submitted to DEEP for the proposed project. **This preliminary assessment letter cannot be used or submitted with registrations permit applications at DEEP**. This letter is valid for one year.

To prevent impacts to State-listed species, field surveys of the site should be performed by a qualified biologist with the appropriate scientific collecting permits at a time when these target species are identifiable. A report summarizing the results of such surveys should include:

1. Survey date(s) and duration.
2. Site descriptions and photographs.
3. List of component vascular plant and animal species within the survey area (including scientific binomials).

4. Data regarding population numbers and/or area occupied by State-listed species. Include special plant and/or animal forms found at:
https://www.ct.gov/deep/cwp/view.asp?a=2702&q=323460&deepNav_GID=1628
5. Detailed maps of the area surveyed including the survey route and locations of
State listed species.
6. Conservation strategies or protection plans that indicate how impacts may be avoided for all state listed species present on the site.
7. Statement/résumé indicating the biologist's qualifications. Please be sure when you hire a consulting qualified biologist to help conduct this site survey that they have the proper experience with target taxon and have a CT scientific collectors permit to work with state listed species for this specific project.

The site surveys report should be sent to our CT DEEP-NDDB Program (deep.nddbrequest@ct.gov) for further review by our program biologists **along with an updated request** for another NDDB review. Incomplete reports may not be accepted.

If you do not intend to do site surveys to determine the presence or absence of state-listed species, then you should presume species are present and let us know how you will protect the state-listed species from being impacted by this project. You may submit these best management practices or protection plans with your new request for an NDDB review. Please be sure these protection plans are developed by taxonomic experts (biologists) familiar with Connecticut plants, birds, invertebrates, reptiles and amphibians. After reviewing your new NDDB request form and the documents describing how you will protect these species from project impacts we will make a final determination and provide you with a letter from our program to use with DEEP-Permits.

Natural Diversity Database information includes all information regarding critical biological resources available to us at the time of the request. This information is a compilation of data collected over the years by the Department of Energy and Environmental Protection's Natural History Survey, cooperating units of DEEP, landowners, private conservation groups and the scientific community. This information is not necessarily the result of comprehensive or site-specific field investigations. Consultations with the NDDB should not be substitutes for onsite surveys necessary for a thorough environmental impact assessment. The result of this review does not preclude the possibility that listed species may be encountered on site and that additional action may be necessary to remain in compliance with certain state permits.

Please contact me if you have further questions at (860) 424-3592, or deep.nddbrequest@ct.gov
Thank you for consulting the Natural Diversity Data Base.

Sincerely,

Dawn M. McKay

Dawn M. McKay
Environmental Analyst 3

APPENDIX F: Public Comment Letters & Responses

Response to Scoping Comments

Written Scoping Comments Received – June 5, 2016 – July 1, 2016

Note: Spelling or grammatical errors may occur as comments are presented below verbatim.

Note: All comments included in the tables below are those that relate to the environmental review process. Complete copies of the public comments are included in Appendix F.

Comment Received from Amy Saperstein, Westport resident, via email on June 18, 2016.		
Comment Number	**Comment**	**Response**
PSC #1.1	I urge you to please keep the cribari bridge as is. Of course please make any re pairs needed to keep it safe.	Please see Section 1.2.2 for details on the needs of the project including the underperforming aspects of the existing structure and surrounding transportation system.
PSC #1.2	It would be a shame to have it filled with trucks and lots of traffic!	Please see Section 3.4 for details on roadways, traffic characteristics, pedestrian and bicycle facilities, and transit and public parking facilities, and the potential effects of each of the project alternatives on these transportation facilities and travel patterns.

Comment Received from Anne Pfeiffer, Westport resident, via email on June 15, 2016.		
Comment Number	**Comment**	**Response**
PSC #2.1	We don't need another I95 Bridge. Let's keep this area residential. People who what quick access can use the Post Road Bridge or take I 95. This is a community. I 95 is enough	Please see Section 3.4 for details on roadways, traffic characteristics, pedestrian and bicycle facilities, and transit and public parking facilities, and the potential effects of each of the project alternatives on these transportation facilities and travel patterns.

Comment Received from Barbara Nash, former Westport resident, via email on June 21, 2016.		
Comment Number	**Comment**	**Response**
PSC #3.1	Besides the historical question, I believe that using either the existing bridge or a temporary bridge will create a traffic nightmare for the Saugatuck neighborhood. The logistics of having big trucks charging by on the quiet streets of the neighborhood will destroy its charm and character…Heavy traffic will destroy all that it has become.	Please see Section 3.4 for details on roadways, traffic characteristics, pedestrian and bicycle facilities, and transit and public parking facilities, and the potential effects of each of the project alternatives on these transportation facilities and travel patterns.

Comment Received from Barbara Slaine, Westport resident, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
PSC #4.1	New is not better, please find a way to keep this landmark bridge.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation and Rehabilitation Alternatives.

Comment Received from Bob and Nora Caporale, Westport resident, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
PSC #5.1	We are writing to indicate our support for preserving the existing Saugatuck swing bridge in Westport, CT. As residents of both Westport and Saugatuck village, we feel that there are many characteristics of this bridge that are very important to the area, including preservation of local history, control of local traffic, and maintaining the existing look and feel of the surrounding area and neighborhoods. More specifically, we would be adamantly opposed to any plan that serves to allow the increase of large truck traffic through the area, specifically due to the excessive noise, pollution, traffic, safety, and adverse environmental issues that such a plan would inevitably cause. Therefore, we urge you and your colleagues to support repairing and preserving the existing Saugatuck bridge in its current dimensions rather than enlarging, replacing, raising, or moving the bridge.	Please see Sections 3.4, 3.6, and 3.7 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns, visuals and aesthetics, and cultural resources. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation Alternative.

Comment Received from Bob Weingarten, Westport resident, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
PSC #6.1	I am concerned that if the bridge is replaced Westport will loss another one if its remaining historical elements to our past. It will also change the historical aspects of Bridge Street and the Saugatuck Village area. I strongly urge you to consider the option of repairing and preserving the bridge with its current appearance and dimensions.	Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation Alternative.

Comment Received from Carey Weber, Westport resident, via email on June 22, 2016.		
Comment Number	**Comment**	**Response**
PSC #7.1	I am not in favor of any plan that would allow 18 wheel truck/tractor trailers to use the bridge. Heightening the bridge which was a feature in both of your plans would allow and encourage trucks to use Bridge Street and the Bridge as an alternate route to 95. A seven day a week traffic study MUST be done, during the school year. You will find that the traffic comes to a halt on Bridge	Please see Sections 3.4, 3.5, 3.6, and 3.7 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns, public safety and security, visuals and aesthetics, and cultural resources.

Comment Received from Carey Weber, Westport resident, via email on June 22, 2016.		
Comment Number	**Comment**	**Response**
	Street with idling traffic for an hour at a time, at various times of day – most mornings between 8-9, Friday evenings when the crowds descend on the Saugatuck restaurants and are looking for parking, and at other times with the traffic on 95 is backed up…The diesel exhaust and noise from trucks would drastically diminish our quality of life in an historic neighborhood. The safety issues relating to large trucks on this route with five bus stops is also a major issue. I think you will also find that at rush hour there is so much congestion at the intersections at Riverside and 136 (near the train station/Tutti's) and Riverside/Treadwell/Saugatuck that even if you had a better turning lane coming off the bridge into Saugatuck the cars would get stopped up at their next light and it would still get backed up down Bridge Street and Greens Farms Road. The traffic often goes back more than a mile down Green Farms Road.	
PSC #7.2	I am in favor of raising the pilings (by a few feet) on the bridge when the underpinings/piers are restored, if this is an option, both to raise the mechanicals out of the way of storm surges, and to allow for some additional boat traffic. Then when the historic upper structure is restored it can just be placed back on top of this slightly higher sub-structure.	Please see Sections 3.10 and 3.15 which discuss the potential effects of each of the project alternatives on navigable waters and climate change and resilience.
PSC #7.3	The takeaway here is that I was the existing bridge repaired and kept as is.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation Alternative.

Comment Received from Catherine Romano, Westport resident, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
PSC #8.1	It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering our citizens. It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation Alternative.

Comment Received from Catherine Ryan, Westport resident, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
PSC #9.1	It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel

Comment Received from Catherine Ryan, Westport resident, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
	bikers. It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.	patterns. Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation Alternative.

Comment Received from Christopher Lewis, Westport resident, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
PSC #10.1	What is important is that we get an attractive modern bridge that effectively and efficiently serves the current and projected future transportation needs for the location, including foot and bicycle traffic. Justified concerns have been expressed about the possibility of heavy truck traffic on Greens Farms Road as a bypass route to I-95, but these concerns can be addressed by means other than historical design features, such as the current unnecessary and ugly truss superstructure, that detract from the safety and utility of the bridge.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.

Comment Received from Clayton Hughes et al, Westport residents, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
PSC #11.1	As was pointed out at the June 15th meeting, the RSR's discussion of the bridge's alleged safety problems is inaccurate and misleading in the extreme. Over a 5-year period, DOT can point to only 16 accidents that occurred on the bridge, only two of which had anything to do with the dimensions of the bridge. Given the DOT's own estimate of approximately 13,000 vehicles crossing the bridge per day, that is two accidents for 23,750,000 crossings. This confirms the point made by the mass of speakers at the meeting: the bridge in its current dimensions is actually a deterrent to accidents. Perhaps more to the point, the proposals to undertake major rehabilitation or full replacement of the bridge each would open the surrounding community up to significantly increased spillover traffic volume from I-95, including much larger, 18-wheel trucks. Any supposed traffic flow improvements that might otherwise have been expected from expanding the bridge would thus inevitably be undone. An absolutely crucial function that the bridge has always served is one of traffic "calming". Drivers understand that it is necessary to slow down to cross the bridge and do so – hence the incredibly low incidence of accidents on the bridge. An obvious consequence of the changes DOT is advocating will be not	Please see Section 3.5 which discusses the potential effects of each of the project alternatives on public safety. Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.

Comment Received from Clayton Hughes et al, Westport residents, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
	only increased traffic volume on the bridge, but increased speeds. It would only be a matter of time until we had our first fatality – if not fatalities.	
PSC #11.2	Whatever minor, truly essential repairs need to be made should of course be made, but the bridge should be preserved in its current dimensions – not enlarged, raised, moved or replaced.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation Alternative.

Comment Received from David Brown, Westport resident, via email on July 1, 2016.		
Comment Number	**Comment**	**Response**
PSC #12.1	"This bridge is also part of the East Coast Greenway. The East Coast Greenway is a 3000-mile urban greenway, a rails-to-trails project linking cities from Florida to Maine for non-motorized human transport. This bridge is not suitable for bikes due to its narrow width." Huh? Since when?	Please refer to the East Coast Greenway Alliance, referenced in Section 3.4.
PSC #12.2	Why is the CT DOT focused on bike rider safety and pedestrian safety for a distance less than a football field and at the same time proposing to build a 20' wide and nearly 15' high structure that would hurl heavy trucks and speeding cars down Riverside Avenue, Bridge Street, Greens Farms Road, and Compo Road where protected bike paths are non-existent? CT DOT's proposal for "major rehabilitation" or "structure replacement" would allow for even the deadly 18-wheeler Class 6 trucks. In conclusion; while others have pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type and beloved by many in Westport; I also feel that the CT DOT's "major rehabilitation" or "structure replacement" proposals endanger cyclists, pedestrians, and school children rather than protect them. For these reasons; and the preservation reasons mentioned by many others; the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you in advance for your consideration.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation Alternative.

Comment Received from David Meth, Westport resident, via email on June 29, 2016.		
Comment Number	**Comment**	**Response**
PSC #13.1	It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers. It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please see

Comment Received from David Meth, Westport resident, via email on June 29, 2016.		
Comment Number	**Comment**	**Response**
	bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.	Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation Alternative.

Comment Received from Don Bergmann, Westport resident, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
PSC #14.1	In my judgment and quite possibly under the law, a full determination of the historic elements of the Cribari Bridge must be determined as the initial finding of the review by the CT DOT. Plans as to how best to preserve the bridge should be addressed only AFTER a report on the "historic" elements of the bridge that need to be or should be preserved has been completed. (I note that replacement of the bridge should have already been eliminated as a possibility.) I and most in Westport expect the CT DOT to take the most minimal of actions as to the Cribari Bridge, with those actions being limited to only fundamental structural issues such as the one bad piling. That approach will assure the preservation of the historic integrity of the Cribari Bridge.	Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please refer to Appendix B for correspondence with the State Historic Preservation Officer (SHPO).

Comment Received from Donald Cummings, Westport resident, via email on June 24, 2016.		
Comment Number	**Comment**	**Response**
PSC #15.1	The current bridge is not an historical bridge ....it is a replica. The last deep maintenance program effectively achieved this. The current bridge is a traffic bottleneck. The service to the main rail station and elementary schools is inadequate. The current bridge is too narrow and, therefore, dangerous to vehicle traffic and treacherous to bicycle traffic. The current bridge is not in compliance with current bridge specifications. The current bridge does provide a look into bridge designs of the past; and The current bridge does, due to its design, restrict large vehicle traffic. Therefore, I would request that the DOT consider developing a bridge proposal that addresses the current issues (compliance; width; safety; peak traffic loads) whilst preserving the historical "look" and operational (swing bridge) function. Surely, any fear that large trucks will use Greens Farms Rd and the bridge as a bypass of I 95 between exit 17 and 18 could be addressed through signage as simple as "No Trucks Allowed". Such signage is not new!	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.

Comment Received from Donna Walling, Westport resident, via email on June 14, 2016.		
Comment Number	**Comment**	**Response**
PSC #16.1	We Very Strongly Agree to Raise The Bridge. (Cribari/Bridge) We would really like to see life brought back to the Saugatuck River.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.

Comment Received from Douglas Odell, Westport resident, via email on June 15, 2016 and July 1, 2016.		
Comment Number	**Comment**	**Response**
PSC #17.1	No one could argue that widening the bridge by a few feet would minimize sideswipes (however - given that - according to traffic estimates of almost 24 million cars crossing over it in a 5 year period {2010-14} there were only 16 accidents - it seems like it has been pretty safe) and would provide safer passage for pedestrians and bikes.	Please see Section 3.5 which discusses the potential effects of each of the project alternatives on public safety.
PSC #17.2	In my view the height limitation is a positive thing as it prevents heavy truck traffic in this already busy area. I see no positives to encouraging truck traffic to increase. given that and the fact over 13, 000 vehicles traverse the bridge daily - it is my view that the roads on either side of the bridge should not be widened and nothing should be done that will encourage increased traffic over the bridge - it is already much higher than it should be due to cars coming needlessly off 95 to get to the next entrance.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.
PSC #17.3	the #1 priority for the bridge is to ensure it is structurally sound and safe for both vehicles and pedestrians. That having been said, the historic significance of the bridge to Westport and the Saugatuck area is enormous and everything should be done to preserve its look and historic characteristics. Clearly the width and height of the bridge are part of it's historic character.	Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources.
PSC #17.4	Miraculously there have been very few accidents on the bridge - given its use (13,000 cars/day) and in spite of it being relatively narrow. That characteristic (width) incidentally is clearly a major factor in the small number of accidents because everyone is extra cautious with their speed, concentration and space they allow cars in front of them - as they cross over it. While I could support a somewhat wider bridge (primarily for bikes, suitcases, baby carriages and pedestrians) widening the vehicle space has little upside and a lot of downside (cars would go faster, drivers less cautious) and, as a result, there would be more accidents and, surely, fatalities. Widening the road to any large degree would have a similar impact.	Please see Section 3.5 which discusses the potential effects of each of the project alternatives on public safety. Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.
PSC #17.5	The current height inhibits large trucks to cross the bridge and that is a positive as this is not an area where large trucks can (or should try to) maneuver - it too is a positive.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.

Comment Received from Elena Klopfer, Westport resident, via email on June 29, 2016.		
Comment Number	**Comment**	**Response**
PSC #18.1	It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers. It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation Alternative.

Comment Received from Ellen Van Dorsten, Westport resident, via email on June 13, 2016.		
Comment Number	**Comment**	**Response**
PSC #19.1	We vote to PRESERVE the Saugatuck Swing Bridge in its PRESENT configuration and functionality. Expanding the bridge creates a monumental change to the Town's infrastructure and traffic patterns. This will forever change the traffic patterns in Town in a negative way. And it will increase traffic flows through many neighborhood areas that will be severely and negatively impacted. This area between Riverside/Treadwell and the train station cannot support the traffic that currently travels through it. Changing the bridge will NOT, contrary to your supposition, improve the traffic …expanding the bridge will worsen the traffic.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation Alternative. Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.

Comment received from Francis Henkels, Westport resident, dated July 1, 2016.		
Comment Number	**Comment**	**Response**
PSC #20.1	I am sending this message to you today as an individual resident, lending my voice to the request that DOT pursue the option to rehabilitate the existing bridge rather than replace it. I was impressed with the level of study in the RSR given to the idea of rehabilitation and hope that it is an indication of the direction DOT is inclined to pursue. It appears to me that rehabilitation of the bridge can solve all of the major problems uncovered, in the most cost-effective way and in a way that retains the character of this structure that is such a notable feature to the Saugatuck neighborhood of Westport.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Rehabilitation Alternative.

Comment Received from Gabe Block, Westport resident, via email on July 1, 2016.		
Comment Number	**Comment**	**Response**
PSC #21.1	It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers. It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation Alternative.

Comment Received from Glenn Gans, Westport resident, via email on June 20, 2016.		
Comment Number	**Comment**	**Response**
PSC #22.1	We should take the opportunity and the federal funds to build a bridge that meets the demands of today's vehicles and try to ease congestion with with a roundabout or some other form or better traffic management. Perhaps a new taller bridge can dump traffic out towards the train station and bypassing the light? Many people want to save the bridge so they can avoid th e possibility of tractor trailers crossing the new bridge. While I would prefer to keep that kind of traffic off the local roads, safety and sustainability are my ma in concerns.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE. Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Sections 3.14 and 3.15 for the potential effects of each of the project alternatives on the biological environment, and climate change and resilience, respectively.

Comment Received from Glenn Payne, Westport resident, via email on June 13, 2016.		
Comment Number	**Comment**	**Response**
PSC #23.1	Our town deserves: - a safe means of crossing the river both in terms of certainty of crossing and in terms of not clipping another car because the lanes are too thin, - a bridge that allows river traffic to flow without disrupting cars (i.e. not a swing bridge) - an aesthetically pleasing design - it costs no more to replicate the trusses and image of the bridge to make it look olde worlde	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.

Comment Received from Hilde Uccellini, Westport resident, via email on June 15, 2016.		
Comment Number	**Comment**	**Response**
PSC #24.1	Wy bring more pollution and noise into Saugatuck.	Please see Sections 1.3.1, 1.3.6, and 1.3.12 which discuss why air quality, hazardous waste and materials, and noise and vibration were not further analyzed as part of this EA/EIE.

Comment Received from J. Sirmons, Westport resident, via email on June 20, 2016.		
Comment Number	**Comment**	**Response**
PSC #25.1	What most residents are vehemently apposed to is any plan that allows tractor trailer trucks to use the bridge and rumble through our neighborhoods. When the I95 thruway is backed up between exit 18 and 17 (about 3x per week), cars are lined up bumper to bumper on Bridge St and sometimes on Greens Farms Rd all the way to the Sherwood Island Connector. I can only imagine what will happen if tractor trailer trucks are added to the mix.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.
PSC #25.2	My suggestion is to repair the damage to the bridge and its base, widen it slightly for safety, and widen the sidewalk on the north side for bicycles and pedestrians. Most importantly, retain the current height clearance.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.

Comment Received from James Marpe, Town of Westport First Selectman, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
PSC #26.1	As previously expressed, the physical safety of the Bridge is a primary concern. I am particularly concerned with those physical deficiencies that affect the underlying structure of the bridge and that require necessary and expedient repair in order for the bridge to safely carry the daily traffic load. The underlying infrastructure issues with the deteriorating Support Pier #2 certainly need to be addressed as soon as possible. The damaged and weakened non-weight bearing truss members also appear to need repair.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.
PSC #26.2	I am less concerned with the "functional obsolescence" deficiencies related to lane width and height clearance. Westporters are accustomed to these conditions, know how to traverse the Bridge carefully, and can deal with the somewhat narrower conditions than are found on most modem day bridges. I do not believe that a major widening of the Bridge is a priority for most Westporters.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE. Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.
PSC #26.3	The historic nature of this iconic Bridge is important to the community. Its historic look and feel must be maintained as much as possible.	Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources.
PSC #26.4	Any solution that creates additional traffic problems and congestion for the Saugatuck area and/or Green's Farms Road and Bridge Street is unacceptable. If the Bridge is rehabilitated or reconstructed in such a manner that allows it to be used as an attractive alternative for more automobiles and for large, 18-wheel trucks when backups occur on I-95, then safety and traffic control will be compromised. The current top superstructure of the Bridge with its lower clearance acts as a barrier to higher-profiled truck traffic. This is a feature that must be maintained, no matter the chosen option. In each option presented, it seemed that it was the DOT' s intent to raise the clearance of the bridge to current standard federal height. I oppose any option that would institute a	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.

Comment Received from James Marpe, Town of Westport First Selectman, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
	clearance height that would allow 18 wheel semi-trucks to clear the Bridge easily.	
PSC #26.5	I would like to see what improvements could be made to make the Bridge safer and more accessible for both pedestrians and bicycles. This may require a modest amount of widening which seems acceptable to most Westporters.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.
PSC #26.6	if it is possible for the Bridge to be raised an additional four feet above the water (approximately the height of the rail bridge) then there would be far fewer requirements to mechanically open the Bridge for marine traffic. In addition to the cost that is ultimately charged to the Town of Westport, these openings currently take significant time and cause large scale traffic backups. A bridge with a higher clearance underneath would allow for a larger percentage of boats to pass under it.	Please see Section 3.10 which addresses changes to navigable waters associated with project alternatives.
PSC #26.7	attention needs to be paid to improving the intersection of Riverside Avenue and Rte. 136 at the Bridge. This intersection is where the congestion and backups occur. The Bridge itself acts as a "traffic calming" device because vehicles are required to move slowly. An extended westbound right tum lane and any other possible improvements in that area would be helpful.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.
PSC #26.8	The required discussion of possible land "acquisition" at the June 15 session caused a great deal of anxiety among residents. I am aware that the DOT has retained some land and easements from the last rehabilitation project, but I am unaware of the specifics. For each considered option, I would like 1) information as to what parcels of land are currently under the DOT's jurisdiction; and 2) detailed information as to what land rights the DOT would need to obtain and where specifically such rights would be required (e.g. right of way; temporary construction easement; taking of land permanently through the State's eminent domain powers).	Please see Section 3.1 which presents the context for potential property acquisitions, displacements, and relocations associated with each project alternative.
PSC #26.9	If it is a matter of "Federal funding mandates" that are driving certain DOT actions, I would recommend that the rehabilitation be considered as a "State funded only" project. The Bridge is unique to Connecticut and to the U.S., so the manner in which its preservation is funded may need to be unique as well.	Please see Section 1.2 for a description of the purpose and need that was used to evaluate the range of alternative actions considered.
PSC #26.10	Given what is known at the moment, it is my opinion and recommendation that the DOT move forward with a focus on the "rehabilitation" option for the Cribari Bridge. This would entail maintaining the Bridge's current scale, appearance and operation, but repairing its supporting infrastructure. The construction of a new bridge is not an option favored by those in the community who are most directly affected.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the rehabilitation alternative.

Comment Received from Jane Green, Westport resident, via email on June 15, 2016.		
Comment Number	**Comment**	**Response**
PSC #27.1	The Cribari bridge is important. The lack of width has not been a problem for anyone who regularly drives over it, and in fact prevents the large trucks from I95 jumping off and using the back roads of Greens Farms as a convenient cut through. I have no doubt the traffic would be infinitely worse for the residents of Westport should that bridge be widened.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.

Comment Received from Janet Rubel, Westport resident, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
PSC #28.1	It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers. It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation Alternative.

Comment Received from Janis and Eugene Fox, Westport residents, via email on July 1, 2016.		
Comment Number	**Comment**	**Response**
PSC #29.1	Our immediate neighborhood and the surrounding neighborhoods bordered by Bridge Street, Greens Farm Road, Compo Road and Imperial Avenue would also be materially and adversely affected by the the CTDOT's proposed options.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.
PSC #29.2	Enlargement of the bridge would likely require that the families living in the homes on properties that abut the bridge lose at least a portion of their property to the state via eminent domain.	Please see Section 3.1 which presents the context for potential property acquisitions, displacements, and relocations associated with each project alternative.
PSC #29.3	The noise levels in our quiet neighborhoods would be significantly increased due to the increased traffic traveling on those local roads feeding into the bridge. Traffic patterns would be materially altered. CTDOT's plan to modify the bridge would require many years of air and noise pollution from construction.	Please see Sections 1.3.1 and 1.3.12 which discuss why air quality and noise and vibration were not further analyzed as part of this EA/EIE.
PSC #29.4	The CTDOT has not presented a compelling reason for enlarging the bridge to open it to large commercial vehicles, such as 18-wheeler trucks, which would outweigh the clear and present harm to the health and safety of the neighborhood residents. While there are many new businesses that have sprung up in the Saugatuck area over the past five years, those businesses can be sufficiently served by commercial trucks via I-95 and Route1.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 3.3 which presents existing socioeconomic conditions within the study area and addresses changes to socioeconomic conditions associated with project alternatives.

Comment Received from Janis and Eugene Fox, Westport residents, via email on July 1, 2016.		
Comment Number	**Comment**	**Response**
PSC #29.5	Due to its width, navigating the bridge requires care and attention by all drivers, and this care and attention benefits the surrounding neighborhoods. Drivers slowing down to navigate the bridge make a safer environment for the residents, especially the many school-age and younger children as well as the numerous elementary, middle and high school bus stops in the surrounding neighborhoods. Undoubtedly, the recognized need for drivers to slow down and pay attention when crossing the bridge has led to the very low incidence of automobile accidents on the bridge. However, the CTDOT's proposed modifications will clearly result in higher vehicles speeds crossing the bridge in addition to increased traffic volumes. It is only a matter of time until drivers and the even more vulnerable pedestrian bridge users will suffer serious injuries or loss of life.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.
PSC #29.6	The bridge is on the National Register of Historic Places. It was built in 1884 and is the last movable iron bridge in the United States.	Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources.
PSC #29.7	Finally, the CTDOT must be required to provide justification for spending the projected $19,000,000 to $35,000,000 on modifications to the Saugatuck Bridge which the the DOT acknowledges is safe and not in any way structurally deficient.	Please see Section 5.3 for the Cost-Benefit Analysis, Table 2-2 for a summary of the estimated costs associated with each project alternative, and Table 2-3 for a brief summary of the extent to which each project alternative meets the established purpose and need.
PSC #29.8	we are convinced that the bridge should be preserved in its current dimensions. Any minor and essential repairs should be made and the Saugatuck Bridge should not be enlarged, raised, moved or replaced.	Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation Alternative.

Comment Received from John and Anita Caggiano, Westport residents, via email on June 14, 2016.		
Comment Number	**Comment**	**Response**
PSC #30.1	We also understand that there are structural issues with the bridge but we strongly urge you to rehabilitate the bridge rather than replace it with a structure capable of handling 18 wheel trucks. We are not an overly large town and we already have 2 exits from I 95 where the 18 wheelers are driving thru our town. If our bridge was turned into 4 lanes allowing these huge trucks to drive onto our residential streets, the charm of our Saugatuck community and the peace and quiet of our neighborhood would be destroyed. Please don't allow this to happen.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.

Comment Received from John Goldhurst, Westport resident, via email on June 29, 2016.		
Comment Number	**Comment**	**Response**
PSC #30.2	It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers. It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation Alternative.

Comment Received from Jonathan Steinberg, State Representative 136th District, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
PSC #31.1	While we appreciate DOT's deliberative and thorough efforts to develop a plan for the Cribari (Rte. 136) Bridge in Westport, my sentiments – and those of many Westporters – can be summed up as "fix it, don't replace it." As has been indicated in public hearing on the bridge and through other communiques, there is significant community support for rehabilitating the bridge, and significant opposition to replacing it.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.
PSC #31.2	Most notable is the bridge's historic significance as an example of a classic swing bridge, one of the few remaining in the state (as was nicely documented in the historical study provided to DOT). The current brigde, in scale and design, befits the historic and intimate neighborhood in which it is located. And the town is awaiting an imminent decision on its application to designate a stretch of Rte. 136, leading up to the bridge from the east, as scenic (affording additional rationale for general preservation).	Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources.
PSC #31.3	The community is particularly concerned about the prospect of increased truck traffic on the bridge, specifically 18-wheel tractor trailers diverted off I-95 because of road work or general congestion. Not only would such trucks face difficulties negotiating the tight turns in the neighborhood, the incursion of such vehicles in the area would have a negative effect on traffic, pedestrian safety and air quality. We're told that one of the arguments in favor of replacement would be to increase vehicle throughput over the river. However, any benefits regarding traffic on the bridge itself will be negated by the functional limitations of the roads on either side of the brigde, i.e., there's really little prospect of improving traffic flow on streets with sharp turns and high commercial density of development. In addition, the current bridge configuration, with its limitation, actually provides a traffic calming feature which enhances overall safety for vehicles, pedestrians, and bike-riders.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.

Comment Received from Jonathan Steinberg, State Representative 136th District, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
PSC #31.4	Of note, Westport has recently received a large state grant ($440,000) for use in Transit Oriented Development (TOD) planning. This funding could not be more timely, given recent and prospective development projects and the increasingly troublesome aspects of traffic driven by the heavily-accessed Metro North station and I-95 exit in close proximity. The TOD study will also likely consider mass transit improvements, parking, and even the possibility of creating a Village District. The Cribari Bridge is an integral component of the Saugatuck neighborhood and will be an important subject for discussion as part of this planning work. DOT should consider postponing work on the Cribari Bridge – which is not seriously deficient currently – to allow the study to weight in on relevant traffic planning aspects.	Please see Section 3.2 which discusses the consistency of the alternatives with the overarching vision and goals articulated in state, regional, and local plans.
PSC #31.5	The vast majority of funding is for "state of good repair" which, ostensibly, the Cribari Bridge project embodies. But it certainly can be argued that a full bridge replacement – at a cost in the range of $35 million – is not consistent with efficient and strategic use of limited funding – particularly when rehabilitation will keep the bridge in effective operation at half the cost. I must add that I find it a bit ironic that the estimated 75-year cost analyses of replacement versus rehabilitation are – just coincidentally – virtually equal, giving full favorability to replacement based on functional standard benefits.	Please see Section 5.3 for the Cost-Benefit Analysis, Table 2-2 for a summary of the estimated costs associated with each project alternative, and Table 2-3 for a brief summary of the extent to which each project alternative meets the established purpose and need.

Comment Received from Josh Moritz, Westport resident, via email on June 21, 2016 and June 22, 2016.		
Comment Number	**Comment**	**Response**
PSC #32.1	I do not want the height of the truss to be higher than it is now. I feel strongly t hat the truss is not only necessary as a visual element of a historical site, but also a physical element that prevents oversized trucks from using the bridge. Also, keep in mind that when the bridge was built over 100 years ago, it was a very different area. Now it's a densely populated with children, adults, and the elderly who bike ride, walk and even walk to the train station. Adding in the possibility of larger trucks to the traffic pattern can only bring physical harm to a neighborhood in terms of auto and truck accidents between bike riders and pedestrians and increased air pollution. Keeping the truss at current height will ensure that these larger vehicles will not come into the neighborhood.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation Alternative. Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.

Comment Received from Judith G. Freedman, Westport resident, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
PSC #33.1	During the last meeting in Westport and I believe in the current report, there is a reference to a 75 year life for the bridge if your current plan was initiated? Was there a life span given at the time the bridge was repaired and restructured in the 80's?	Please see Table 2-2 for the Anticipated Structure Service Life for each alternative. Service life specific to previous repairs is not well documented.

Comment Received from Judy Starr, Westport resident, via email on June 14, 2016 and June 29, 2016.		
Comment Number	**Comment**	**Response**
PSC #34.1	An increase in height or even width: this will invite additional traffic down the town's residential streets during the times of traffic overflow from I-95, both predictable (rush hours) and intermittent (accidents; construction) which seem to occur with fair frequency. An increase in HEIGHT will allow 18 wheelers to travel through family neighborhoods. Any increase in dimensions will lead to demand to widen residential streets to accommodate the traffic described above. This can only lead to more and more traffic. Think of the bottleneck which will develop when any additional lanes merge back down to fewer lanes. An increase in dimensions also means not only an increase in the raw number of vehicles and trucks, but an increase in total tonnage barreling through local and residential streets. This means more wear and tear on the roadbed (increased need for repairs and maintenance, shorter life cycle for roads) and – the very same for the bridge as well. An increase in dimensions can enable increasingly intense development in Saugatuck. if enabled, would invite increased traffic to and from and through the area, which would result in increased wear and tear on state roads, including Route 136 and I-95.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.
PSC #34.2	Consider the age of the Cribari bridge, its recognition on the National Register of Historic Places, and its integral role interwoven in the history of Saugatuck attest to this. Let's find a way to preserve and protect this one, too. It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians, joggers, and bikers. It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation Alternative.

Comment Received from Kate Tarrant, Westport resident, via email on June 13, 2016.		
Comment Number	**Comment**	**Response**
PSC #35.1	It recently came to my attention that the Saugatuck bridge is being considered for historic designation to preserve it in light of current attempts to replace it by the DOT. As a longtime Westport resident for more than 30 years who is now raising my young children here, I strongly believe this bridge should be preserved and any attempts to alter the existing structure should be carefully scrutinized for their impact on our community and quality of life. I am deeply concerned about traffic in our area as well as the wellbeing of the river.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please see Section 3.9 which presents existing conditions for water quality in the project area and assesses potential effects on these water resources associated with project alternatives.

Comment Received from Kim Shapiro, Westport resident, via email on June 13, 2016.		
Comment Number	**Comment**	**Response**
PSC #36.1	I am adamantly opposed to any changes that will encourage more traffic from the nearby I-95 interstate to flow over onto Route 136. The idea of widening the bridge (encouraging more I-95 traffic) or removing the height requirement (allowing commercial 18-wheelers) would be DEVASTATING to the neighborhood which is entirely residential once reaching Greens Farms Road.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.

Comment Received from Lavinia Larsson, Westport resident, via email on June 29, 2016.		
Comment Number	**Comment**	**Response**
PSC #37.1	It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers. It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation Alternative.

Comment Received from Lawrence Sherman, Westport resident, via email on June 21, 2016 and June 22, 2016.		
Comment Number	**Comment**	**Response**
PSC #38.1	I am suggesting (actually pleading for) a new modern efficient bridge that would safely and efficiently accommodate heavy traffic, including emergency vehicles. Especially when traffic spills off of 95 when it closes from time to time. And, it now occurs to me that a new bridge would also allow larger boats to pass under it without the bridge having to be periodically completely closed - as is now often the case. And this would open up the Saugatuck River, 24/7,	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.

Comment Received from Lawrence Sherman, Westport resident, via email on June 21, 2016 and June 22, 2016.		
Comment Number	**Comment**	**Response**
	to boats right up to the center of town. It seems strange that all of the countless benefits of all of the many continuous improvements in traffic and road and bridge technology over the last hundred years should be denied to Westport. Why should our health and safety standards stay unimproved at this location since the 19th century?	

Comment Received from Libby Light, Westport resident, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
PSC #39.1	It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers. It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation Alternative.

Comment Received from Luisa Francoeur, Westport resident, via email on June 19, 2016.		
Comment Number	**Comment**	**Response**
PSC #40.1	While the existing bridge is historic and lends a certain atmosphere to the area , I am not in favor of the status quo. However, I am also not in favor of 18 whe elers rumbling through the area to avoid the almost daily traffic delays on I-95. I hope you can arrive at a solution in the middle ground. If you could have a bridge with the existing height which disallows tall vehicles from using it but with greater width for current vehicle safety, that would be ideal in my opinion . Cars were shorter and narrower when the current bridge was built and so it is only fitting for the bridge to evolve with the times. But this area is congested daily from normal traffic at commuting hours and adding big trucks would be a disaster. But we do need a bridge that is safe and that should be of prime concern.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.
PSC #40.2	Do not forget pedestrians either - the current striping of crosswalks and crossing signals should be improved. Crosswalks should not be identical when they have different purposes : if a pedestrian is allowed to cross at any time and traffic should stop, then the crosswalk should get distinctive striping to differentiate it from those crosswalks that should only be used in conjunction with a traffic light. If they are all the same, then pedestrians will continue to	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.

Comment Received from Luisa Francoeur, Westport resident, via email on June 19, 2016.		
Comment Number	**Comment**	**Response**
	cross at their whim. And the push buttons for traffic should actually respond to a pedestrian instead of pushing a button and waiting and then the pedestrian gives up and just crosses anyway. Perhaps to allow for better car flow and impr oved pedestrian crossings, the lights should have a shorter cycle.	

Comment Received from Louis Mall, Westport resident, via email on July 1, 2016.		
Comment Number	**Comment**	**Response**
PSC #41.1	Whether you rehabilitate or replace the existing structure, improving public safety for pedestrians, bicycles and vehicles is of primary concern. The preservation and protection of the residential neighborhoods is critical. No semi-tractor trailers should be allowed to use the bridge as an alternative to I-95. Therefore, there should be a height restriction that prohibits Route 136 from becoming the breakdown alternative to the congestion on the Interstate. Children live here. There MUST be a height restriction going OVER the bridge.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.
PSC #41.2	There should be thought given to the height going UNDER the bridge. Full consideration should be given to the maritime value of the Saugatuck River. It is a "bridge", not a "dam". We need to add to the commercial vitality of businesses along the river while improving and enhancing the recreational value as well. The river will need to be dredged some day, so please keep that consideration in mind.	Please see Section 3.10 which addresses changes to navigable waters associated with project alternatives.
PSC #41.3	There are three bridges in Westport. All serve an important link. Police, Fire and Emergency access is essential. Their input is the most important source when it comes to serving and protecting us.	Please see Section 3.5 which presents an overview of existing emergency services, lighting, and marine vessel safety and security conditions at the project site and addresses safety and security associated with project alternatives for all users.

Comment Received from Malcolm Watson, Westport resident, via email on June 13, 2016.		
Comment Number	**Comment**	**Response**
PSC #42.1	It looks like the people of Westport have another chance to improve the river use. I think it's important to get this 'right' this time. I believe the work (if it is to happen) must take this proposed use seriously. I would like to think that this thought process must include meaningful consideration of necessary repairs and upgrades to the Metro North RR span.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.

Comment Received from Martha Hauhuth, Westport resident, via email on June 27, 2016.		
Comment Number	**Comment**	**Response**
PSC #43.1	Even though the bridge was mechanized in the early 90's a parallel manual option exists and its distinctive superstructure and critical location providing access to the navigable Saugatuck River remain. It endures, not only as an important maritime structure but as a symbol of the historic and passionate activism of generations of Westporters who love it. We will always fight for our bridge.	Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources.

Comment Received from Mary Schmerker, Westport resident, via email on June 13, 2016 and June 30, 2016.		
Comment Number	**Comment**	**Response**
PSC #44.1	The streets are not designed for the amount or type of traffic that could and would divert from I95. The Cribari Bridge has historical significance and is visually appealing . More importantly, the bridge currently acts as a traffic calming device.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.
PSC #44.2	The whole area is historically significant to Connecticut and our Country. Please protect this historical and ecologically sensitive area for the safety of current residents and for future generations.	Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources.
PSC #44.3	My bottom line is: Repair and retain the Cribari Bridge. Widening, moving or destroying the bridge will cause more problems than those actions will solve.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.
PSC #44.4	Any changes to the bridge or its approaches threaten the environment on multiple levels. There will be added and heavier traffic that will pour out on to Greens Farms Road (Route 136) which is not designed to handle the heavier and additional vehicles. Noise pollution, air pollution and a very real danger to pedestrians and bikers are an outcome that can be counted on. Anything that would allow or encourage Semi Trucks on to Greens Farms Road would be a nightmare. The Bridge, as it is currently constructed, acts as a traffic quieting feature. New construction would pose an environmental threat to the delicate shore line of the Saugatuck. Most importantly, Eminent Domain would come into play, causing heart ache, loss of property, businesses and further damage to the water and shore line.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Sections 1.3.1 and 1.3.12 which discuss why air quality and noise and vibration were not further analyzed as part of this EA/EIE. Please see Sections 3.11 and 3.14 as they assess the potential for the project alternatives to impact aquatic and terrestrial natural resources in the project area. Please see Section 3.1 which presents the context for potential property acquisitions, displacements, and relocations associated with each project alternative.

Comment Received from Mary Sikorski, Westport resident, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
PSC #45.1	I can only imagine the difficulties 18 wheelers would have negotiating turns onto Riverside Avenue.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.

Comment Received from Melanie Minella, Westport resident, via email on June 20, 2016.		
Comment Number	**Comment**	**Response**
PSC #46.1	The old bridge ischarming and there is already way too much traffic on that ro ad as it is. Can not imagine changing the lovely bridge and then turning that road into a c ut through for trucks and anyone else trying to beat the traffic on 95.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.

Comment Received from Nancy Kondub-Harris, Westport resident, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
PSC #47.1	Please keep the bridge in its current configuration. We do not need double lanes no eminent domain for Bridge Street residents	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE. Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 3.1 which presents the context for potential property acquisitions, displacements, and relocations associated with each project alternative.

Comment Received from P. W. Wriedt, Westport resident, via email on July 1, 2016.		
Comment Number	**Comment**	**Response**
PSC #48.1	Further, it contributes to the special character of Saugatuck - and it also prevents large trucks from using our local streets and endangering pedestrians.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.

Comment Received from Pamela Klomberg, Westport resident, via email on July 1, 2016.		
Comment Number	**Comment**	**Response**
PSC #49.1	It contributes to the special character of Saugatuck Village and prevents large trucks from using our local streets and endangering pedestrians and bikers. If DOT were to remove the historic swing bridge and replace it with a larger bridge/off ramp for 1-95 over the Saugatuck River, there will be increased traffic with increased and harmful roadway run-off pollutants falling directly into this tidal river which flows directly into Westport's Compo Beach and Long Island Sound. These residual pollutants will be cumulatively harmful to residents and visitors--particularly small children-who swim at Compo Beach. And will have long-term negative impact, in many forms, within Long Island Sound waterways. Replacing the historic swing bridge with any other structure will also likely cause negative impact to important riverbank vegetation which helps buffer and sequester pollutants. In addition, this existing vegetation is essential in maintaining a number of ecological balances--as well as providing irreplaceable natural beauty to one of the most important scenic gateways into Westport. If the historic swing bridge were replaced with any other structure, and the mature riverbank vegetation buffers are disturbed, it will also negatively impact air quality--through increased traffic and loss of above-mentioned vegetation which sequesters a good deal of harmful air-borne particulate matter. Westport--sandwiched between 1-95 and the Merritt Parkway--deserves the protection and stewardship of any aspect which fosters cleaner air to breathe and cleaner waterways. Our Municipal and State elected officials should be championing the preservation of any vegetation-instead of proposing more pavement, clear-cutting or increased traffic. If the existing historic swing bridge is replaced, it will most likely Increase docking and pleasure boating further up the Saugatuck River into Downtown Westport. This would only serve to further increase water and air pollutants--creating lasting damage for all Westport residents--at the expense of a small special interest group. It has been pointed out that the Saugatuck Swing Bridge is our Nation's oldest, active span of its type and requires respectful conservation. For this reason, and those described above, the Bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Sections 3.11 and 3.14 as they assess the potential for the project alternatives to impact aquatic and terrestrial natural resources in the project area. Please see Section 3.9 which presents existing conditions for water quality in the project area and assesses potential effects on these water resources associated with project alternatives. Please see Section 1.3.1 which discusses why air quality was not further analyzed as part of this EA/EIE. Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources.

Comment Received from Patty Kondub, Westport resident, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
PSC #50.1	This part of Westport is BUSY as it is, and improving it to carry big trucks or more lanes will lead to more congestion.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.

Comment Received from Peter Fulbright, Westport resident, via email on July 1, 2016.		
Comment Number	**Comment**	**Response**
PSC #51.1	I STRONGLY support the preservation of the Saugatuck River Swing Bridge! This iconic bridge is one of Westports most important resources. It is a major part of what forms the very character of Saugatuck Village. A quiet village which will be forever changed for the worse, if it's nor preserved in it's current dimensions. NOT enlarged, raised, heightened, moved, or replaced. If this bridge is not preserved in it's current form, Saugatuck Village will become a Miniature Post Road. This would mean everyone driving faster and faster and more and more traffic and trucks and serious danger! This would destroy the very thing which makes Saugatuck so special. A calm place where people can stroll, walk, bike and simply enjoy the peace of the river and bridge in its original setting	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources.

Comment Received from R. Channing Wheeler, Westport resident, via email on June 18, 2016.		
Comment Number	**Comment**	**Response**
PSC #52.1	The Cribari Bridge is an abomination, and the demands of car traffic and progress require a totally new bridge spanning the Saugatuck River. I have seen the traffic backed up from South Compo all the way to the bridge, and in the other direction, from the Railroad station all the way to the bridge. The bridge is a choke point for the thousands of cars per day who traverse it. The bridge is too narrow, there need to be turn lanes where it meets downtown Saugatuck from Bridge Street. When a truck passes the bridge a car can barely fit in the opposite lane. As you know, the bridge was built in the administration of Grover Cleveland, BEFORE CARS WERE INVENTED. It makes no sense to preserve this antique, an d all the sense in the world to design a span fit for purpose with the traffic patterns of the 21st Century, not the horse and buggies of the 19th Century.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.

Comment Received from Richard Lowenstein, Westport resident, via email on June 21, 2016.		
Comment Number	**Comment**	**Response**
PSC #53.1	The biggest concern raised at the public meeting on June 15 was possible increased tractor-trailer truck traffic exiting or entering I-95 at Exit 17. I don't think it will happen, because going west on Greens Farms Road or east from Exit 17, there are five traffic lights from the Turnpike to Compo Road South, as well as two 90 degree turns; no trucker will tolerate five lights to avoid a jam, when it doesn't buy time. Nonetheless, you are going to have to address this "problem" and I have two suggestions: 1. Insure that the maximum roadway height clearance on the bridge does not exceed 13'5". (Although there is no Federal vehicle height requirement for commercial vehicles, most height limits range from 13'6" to 14'.) That would be high enough to allow emergency vehicles like fire and Hazmat apparatus to cross with clearance. 2. Approve State Route 136 from Saugatuck Avenue to Compo Road South as prohibited to thru trucks. In addition, the Town of Westport should post Greens Farms Road -- from Compo Road South to the Fairfield line -- as a local "No Thru Trucks" road. Both actions will prevent large commercial vehicles from using local roads and the bridge to bypass the Turnpike. The other concern was clearance under the bridge at mean high tide. It is my opinion that failing to raise the clearance will forever preclude Westport from fully realizing the Saugatuck River's potential for pleasure boating from the mouth of the river to just south of the Post Road/Route 1 bridge. Whether or not the river is ever dredged to allow larger pleasure boats to navigate upstream, raising the clearance under the bridge would at least allow it to be considered.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 3.10 which addresses changes to navigable waters associated with project alternatives.

Comment Received from Rick & Debi Smilow, Westport resident, via email on June 15, 2016.		
Comment Number	**Comment**	**Response**
PSC #54.1	It's my understanding that there are no tangible issues with safety and the bridge.... Only theoretical issues. I believe the fact is….accidents DON'T happen there!	Please see Section 3.5 which presents an overview of existing emergency services, lighting, and marine vessel safety and security conditions at the project site and addresses safety and security associated with project alternatives for all users. For vehicular, bicycle, and pedestrian safety, refer to Section 3.4 of this EA/EIE.
PSC #54.2	Lastly, there is history and preservation to consider. The 286 ft. Naugatuck River Swing Bridge is thought to be America's OLDEST active pin-connected swing truss highway bridge. I don't know about you, but I think once a man-made structure survives and reaches a certain age, it's fascinating and smart to preserve….make as few changes as possible. I'd characterize this as a situation where "Bigger is NOT better"!	Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources.

Comment Received from Rob Driscoll, Westport resident, via email on July 1, 2016.		
Comment Number	**Comment**	**Response**
PSC #55.1	Simply put, the vast majority of Westporters do not want any changes made that would permit large truck traffic through the Saugatuck neighborhood, would encourage diversion of traffic from I-95 onto our local streets or would endanger the character of the special neighborhood in which the bridge is located. There is zero support in Westport for, and much concern about the possibility of, a replacement or repair strategy that would result in an increase of the height restrictions on the bridge. The fact that DOT has been unwilling to assure us that it will maintain the current height restrictions has led many to conclude that, in fact, the DOT intends to make changes that would permit huge trucks to drive across the bridge and through the small roads in Saugatuck neighborhood.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.
PSC #55.2	Westport has recently received a state grant for use in Transit Oriented Development (TOD) planning. It would be a huge mistake, and a missed opportunity from a planning perspective, to proceed with a major bridge project without considering how the bridge may fit into future plans for the Saugatuck area.	Please see Section 3.2 which discusses the consistency of the alternatives with the overarching vision and goals articulated in state, regional, and local plans.
PSC #55.3	DOT has suggested that bridge widening (which also seems to provide the excuse for raising the clearance above) is necessary due to an unusually large number of accidents. But as was explored at the meeting, the validity of that conclusion is far from clear. When you look at DOT's own statistics, it is evident that there actually have been very few accidents on the bridge itself (as opposed to the surrounding roadways). In addition, a walk over the bridge, looking at the damaged areas on the trusses, would make obvious that the bridge strikes were the result of plows traversing the bridge during a winter of extreme weather, not normal car traffic. It is a myth that the narrowness of the bridge is causing cars to run into the trusses or into each other. The limitations of the bridge have a calming effect on local traffic. While increasing the speed of traffic flow might in other contexts be a worthy goal, in this situation it could have a negative effect on the safety of the many walkers and bike riders in the neighborhood.	Please see Section 3.5 which presents an overview of existing emergency services, lighting, and marine vessel safety and security conditions at the project site and addresses safety and security associated with project alternatives for all users. For vehicular, bicycle, and pedestrian safety, refer to Section 3.4 of this EA/EIE.
PSC #55.4	is a bridge replacement costing tens of millions of dollars really a prudent use of our money? Thank you for your consideration of these comments.	Please see Section 5.3 for the Cost-Benefit Analysis, Table 2-2 for a summary of the estimated costs associated with each project alternative, and Table 2-3 for a brief summary of the extent to which each project alternative meets the established purpose and need.

Comment Received from Roberta Liepolt, Westport resident, via email on June 27, 2016.		
Comment Number	**Comment**	**Response**
PSC #56.1	Its narrow lanes deter speeding and force drivers to slow down and enjoy the scenery. Our concerns are to maintain the historic nature of the bridge and to keep large vehicles from using Greens Farms Road and Bridge Street as an alternative to I-95. Both DOT plans to rehab or replace the bridge do not address these concerns. Both increase the height to allow 18 wheelers and other large vehicles to detour onto our narrow residential roads causing further congestion and safety issues. Both plans ignore the historic value of this unique bridge.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources.

Comment Received from Roger Rowell, Westport resident, via email on June 5, 2016.		
Comment Number	**Comment**	**Response**
PSC #57.1	the problem begs for a solution to reroute the cross river traffic to and from Exit 18 of I-95. Sadly, when the highway was constructed, no exit to central Westport was constructed. This creates an insurmountable flow of traffic through Saugatuck and across the Saugatuck bridge. Until this is resolved, no plan to repair or expand the bridge will bring anything but chaos. More capacity will just bring more and heavier traffic.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.
PSC #57.2	I believe the most viable solution to the bridge repair would be a replacement with a replica bridge of greater capacity; still two lanes with greater width to facilitate the flow.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.
PSC #57.3	Any attempt to dramatically expand the level of activity and traffic in the Saugatuck and train station area will meet with a great deal of resistance as the congestion will increase the isolation the western Westport and eastern Norwalk. More capacity is met with more traffic. Sadly some react to this fact by saying "Gee, it was a good thing we made the roads wider, look at all this traffic growth. What if we hadn't made them wider." This is sadly flawed in the simplicity of its analysis. Before adding capacity, we need to design in the character and capacity management of the neighborhood so we citizens get what we want and need, not just what evolves.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.

Comment Received from S. Horowitz, Westport resident, via email on July 1, 2016.		
Comment Number	**Comment**	**Response**
PSC #58.1	Please repair and retain our beloved Saugatuck Swing (Cribari) Bridge. Widening, moving or destroying the bridge will cause more problems than those actions will ever solve.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.
PSC #58.2	There will be added and heavier traffic that will pour out on to Greens Farms Road which is not designed to handle the heavier and additional vehicles. Noise pollution, air pollution and a very real physical danger to our children and other pedestrians are an outcome that can be counted on. In short, anything that would allow or encourage large trucks access on to the bridge and to the Greens Farms Road, would erode our quality of life and be destructive to the fabric of our family centered neighborhood.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.
PSC #58.3	New construction would pose an environmental threat to the delicate shore line of the Saugatuck.	Please see Sections 3.11 and 3.14 as they assess the potential for the project alternatives to impact aquatic and terrestrial natural resources in the project area.
PSC #58.4	Most importantly, Eminent Domain would come into play, causing heart ache, loss of property, businesses and further damage to the water and shore line.	Please see Section 3.1 which presents the context for potential property acquisitions, displacements, and relocations associated with each project alternative.
PSC #58.5	PLEASE be sensitive to our fragile environment!! Retain and repair our beloved bridge.	Please see Sections 3.11 and 3.14 as they assess the potential for the project alternatives to impact aquatic and terrestrial natural resources in the project area. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.

Comment Received from Sharon Cribari-Saccary et al, Westport residents, via email on July 1, 2016.		
Comment Number	**Comment**	**Response**
PSC #59.1	I strongly support preservation of the Saugatuck Swing Bridge. The bridge is one of Westport's most important and iconic historical resources and it is greatly valued . It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers. Saugatuck is a small neighborhood with narrow streets which does not support trucks and never should. There are trucks that go over the bridge now and with the shape of the bridge they most likely should not be using it now.	Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.
PSC #59.2	As far as the boaters. I don't know many bridges which would support all boats, and up until now that has not been a huge issue.	Please see Section 3.10 which addresses changes to navigable waters associated with project alternatives.
PSC #59.3	The bottom line is that the bridge is in desperate need of repair and it should be done as soon as possible without any changes. It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.

Comment Received from Sharon Cribari-Saccary et al, Westport residents, via email on July 1, 2016.		
Comment Number	**Comment**	**Response**
	this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced.	

Comment Received from Sharon Cribari-Saccary, Westport resident, via email on June 15, 2016.		
Comment Number	**Comment**	**Response**
PSC #60.1	I recently read that in repairing the bridge it was being considered to be repaired in a way that trucks could go over it. I believe that is a terrible idea. First of all the Saugatuck area has narrow roadways and I am sure those won't be widened because there is no room. The area would be a complete nightmare with traffic, which is already a mess at times. The trucks that go over it now are all we need and even some of those shouldn't be on it. If we are going to preserve the bridge and repair it why not keep it close to what it is and have it look like it should be in the small community of Saugatuck. Please just preserve the Saugatuck Bridge.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.

Comment Received from Steve Obsitnik and Suzanne Tager, Westport residents, via email on July 1, 2016.		
Comment Number	**Comment**	**Response**
PSC #61.1	We wanted to voice our concerns and emphasize that there is virtual unanimity against both of the options contemplated in the RSR.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.
PSC #61.2	How does this proposed project improve quality of life for CT and Westport residents?	Please see Section 3.3 which presents existing socioeconomic conditions within the study area and addresses changes to socioeconomic conditions associated with project alternatives.
PSC #61.3	Does CT really have the economic luxury to fix a bridge that has very low incidents? Is now the time to spend $20-40M in a bridge remodel? We do recognize that an investment in infrastructure is important, but it should be targeted at fixing the problems just stated. People in Connecticut are hurting and any changes to this bridge in the RSR does nothing to impact their lives.	Please see Section 5.3 for the Cost-Benefit Analysis, Table 2-2 for a summary of the estimated costs associated with each project alternative, and Table 2-3 for a brief summary of the extent to which each project alternative meets the established purpose and need.
PSC #61.4	We have attended the local meetings and have been disappointed at the misinformation regarding the safety of the bridge and reported incidences. We understand that over a five-year time frame, Conn DOT only referenced 16 accidents on the bridge. Furthermore, the size dimensions of the bridge impacted only two of these incidents. With over 13,000 vehicles crossing the bridge per day, that equals only 0.000008% incident rate per crossing (2 incidents divided by 23,750,000 crossings). This is better reliability than most any bridge crossing I think you will find. Wouldn't we want this level of	Please see Section 3.5 which presents an overview of existing emergency services, lighting, and marine vessel safety and security conditions at the project site and addresses safety and security associated with project alternatives for all users. Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.

Comment Received from Steve Obsitnik and Suzanne Tager, Westport residents, via email on July 1, 2016.		
Comment Number	**Comment**	**Response**
	reliability in all our daily services from the DMV to airport security? This simply counters Conn DOT's point that the dimensions of the bridge are a safety concern. Do you disagree? The RSR simply inserts more safety concerns for citizens both commuters, families and children. Any change including construction and eventual implementation of the RSR will create an unsafe environment. In particular, increased traffic volume or the introduction of large format trucks in residential neighborhoods that were not designed to handle this traffic, and will not be adjusted in the RSR to handle this new traffic load, is irresponsible. Have you studied and included the broader neighborhood impact of your plan? Are you aware of the unintended consequences the RSR will have? Change in traffic flow, road maintenance, traffic patterns, noise, enforcement, property value impact and grand list implications among them. And most importantly, will Conn DOT study the points of failure in the plan which could lead to person harm and, hopefully not, any fatality.	
PSC #61.5	We should work together to ensure the safety of the bridge and preserve its current physical dimension and aesthetics while doing what is right for the people of Connecticut.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.

Comment Received from Taryn Bolotin and Robbie Guimond, Westport residents, via email on June 6, 2016.		
Comment Number	**Comment**	**Response**
PSC #62.1	We own Bridgebrook Marina, a small marina just north of the Saugatuck bridge. While we are not the only family affected by the bridge, we are one of the only families whose livelihood is affected by the bridge. We have a vested interest, past the obvious safety concerns, in the outcome of the bridge restoration/replacement. We want the bridge to be safe and we want the bridge to allow boat access to flow under the bridge. At the end of the day, it is a bridge over navigable water, and I think that point is being dangerously overlooked. We see the bridge from our house. We see the traffic and the congestion and we can also see under the bridge, all of the deterioration. We are also aware of the historical significance but what ends up being an aesthetic pleasantry to some, is no longer beneficial to our growing and changing community. And it is painfully short sighted to think about the bridge aesthetics, and not what the bridge could be doing/creating/allowing for our community. As a family who uses the bridge for commuting as well as boat traffic, we would love to see a swinging bridge that is safe, allows for safe passage for pedestrians, and also has a higher clearance for boat traffic	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE. Please see Section 3.10 which addresses changes to navigable waters associated with project alternatives. Please see Section 3.5 which presents an overview of existing emergency services, lighting, and marine vessel safety and security conditions at the project site and addresses safety and security associated with project alternatives for all users.

Comment Received from Taryn Bolotin and Robbie Guimond, Westport residents, via email on June 6, 2016.		
Comment Number	**Comment**	**Response**
	underneath. We have, on average, 8 ft tide swings. This makes getting under the bridge impossible for most people on the average Long Island Sound boat to get under that bridge anywhere close to high tide. Not only does this impede recreational use of the river, but it becomes a huge safety issue when the marine police don't have access to that part of the river.	
PSC #62.2	The idea of more activity on the river made us realize the Westport Marine police won't have access all the way up to the Route 1 bridge. Norwalk Fire Dept has a marine boat that can get all the way up to the corporate buildings to assist with fires via the water, but not with the Saugatuck bridge height now. We already have more activity on the water with the new popularity of paddle boarding as well as the rowing club. I haven't ever heard a whisper of concern for the safety of these people who are out on the water in cold temperatures and in early morning hours or after dusk. Mere minutes could make the difference in saving lives when you're on the water.	Please see Section 3.5 which presents an overview of existing emergency services, lighting, and marine vessel safety and security conditions at the project site and addresses safety and security associated with project alternatives for all users.
PSC #62.3	We would love to see the bridge clearance height raised to meet the clearance of the railroad bridge. We live in a water community we need to understand and appreciate the treasure we have here. I hope the town will not have tunnel vision and will be able to see the big picture, allowing the community to grow and thrive. Thank you for your time and consideration with this matter.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.

Comment Received from Teri Guma, Westport resident, via email on July 1, 2016.		
Comment Number	**Comment**	**Response**
PSC #63.1	The DOT has created the impression in its RSR that the small dimensions of the bridge are responsible for a high accident rate on the span. The bridge is safer than most busy intersections BECAUSE it is small and, as such, it warrants slow speeds and a driver's focused attention.	Please see Section 3.5 which presents an overview of existing emergency services, lighting, and marine vessel safety and security conditions at the project site and addresses safety and security associated with project alternatives for all users.
PSC #63.2	I also love the idea that this old bridge has rested in this exact same location and has served Westport residents in the same way for 130 years. For well over a century, we have driven our carriages/cars across this bridge (or walked) "to get to the other side." It's very existence today is such a rarity; there remains no other bridge in the nation of its type like it. This alone should be reason enough to carefully preserve it just as it is – in its original location and in its original dimensions. In fact, more than most bridges, it should be honored and celebrated for these exact qualities, not criticized, altered or destroyed because of them.	Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources.

Comment Received from Teri Guma, Westport resident, via email on July 1, 2016.		
Comment Number	**Comment**	**Response**
PSC #63.3	A wider and taller bridge will tempt large trucks to depart from I-95 to avoid accidents and delays – their GPS navigators and traffic apps like WAZE will direct them to the Saugatuck Bridge where they'll inundate the bridge and surrounding neighborhoods in search of the next best way back to I-95. Allowing large trucks to access the Saugatuck Bridge will add insult to injury in our community…and by injury, I mean in more ways than one. Accidents (both pedestrian and vehicular) will increase, not decrease. Traffic will increase, not decrease. Noise, pollution and property damage will increase, not decrease. Safety will be compromised, not improved. Property values will fall, not rise.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.
PSC #63.4	There are NO advantages for us and plenty of liabilities. For these reasons, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.

Comment Received from Terri Piekara, Westport resident, via email on June 29, 2016.		
Comment Number	**Comment**	**Response**
PSC #64.1	I feel that your proposals for the renovation of Cribari Bridge will completely destroy the character of the bridge and in turn our little village. The increased traffic and speed of traffic that your proposal would allow will surely lead to an increase in accidents and injuries. I would like to see a true preservation of the bridge take place, so that future g enerations can enjoy living in history.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.

Comment Received from Trish Lawrence, Westport resident, via email on June 28, 2016.		
Comment Number	**Comment**	**Response**
PSC #65.1	I have lived in Westport for 50 years and I am wholeheartedly AGAINST replacing the Cribari Bridge with a bridge that can accommodate large trucks. It would be like adding a 4th lane to I95. Sure, the bridge could be a little bit wider and should have a nice pedestrian/cycling brige next to it., but it DOES NOT need to be taller.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.

Comment Received from Valerie and Greg DiPrato, Westport residents, via email on July 1, 2016.		
Comment Number	**Comment**	**Response**
PSC #66.1	I am a Westport resident and I would like to add my voice to ask that you please preserve the Cribani bridge in Westport, Ct. I do believe that it shows t hat Westport residents are keen on preserving the past and respecting all that has come before us. We urge you to help us to keep this significant historical site for us and for the country as it is the last remaining.	Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.

Comment Received from Veronica and Tom Hofstetter, Westport residents, via email on July 1, 2016.		
Comment Number	**Comment**	**Response**
PSC #67.1	It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers. I see the impact of traffic and speeding first hand and up close on a daily basis, and I strongly believe that wider lanes and/or taller clearance, whether by construction of a new bridge or changes to our existing bridge, would be extremely dangerous to pedestrians and drivers. I strongly believe that any changes in size, width or height of the Saugatuck Swing Bridge will only serve to exacerbate traffic and will lead to accidents.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.
PSC #67.2	It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced.	Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.

Comment Received from Vincent Petrecca, Westport resident, via email on June 13, 2016.		
Comment Number	**Comment**	**Response**
PSC #68.1	We simply need an up- graded , wider, safer bridge that retains a somewhat historic look…. And as for continuing as a turning bridge there are no more than 20 buildings North of the bridge….A total waste of money. This should become a fixed bridge…and save millions...	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.

Comment Received from Werner Liepolt, Westport resident, via email on June 27, 2016.		
Comment Number	**Comment**	**Response**
PSC #69.1	Were you to widen and raise the height of the Bridge as the plans you have so far presented show, you would create an unwelcome safety hazard to both	Please see Section 3.5 which presents an overview of existing emergency services, lighting, and marine vessel safety and security

Comment Received from Werner Liepolt, Westport resident, via email on June 27, 2016.		
Comment Number	**Comment**	**Response**
	residents and motorists as well as damage the character of this street.	conditions at the project site and addresses safety and security associated with project alternatives for all users.
PSC #69.2	I urge you to address the maintenance issues which you have neglected for too long and to find that expert in restoration who understands what to do and how to do it. As a stakeholder by longevity, financial investment, and involvement in the community I ask that I be kept up-to-date on all developments and included in all discussions.	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE.

Comment Received from William Ryan, Westport residents, via email on June 30, 2016.		
Comment Number	**Comment**	**Response**
PSC #70.1	It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers. It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation Alternative.

Westport Planning and Zoning Commission provided written scoping comments from Cathy Walsh dated June 27, 2016.		
Comment Number	**Comment**	**Response**
PZC #1.1	After listening to testimony and reviewing the "May 2016 Study Report for Local Historic Designation, Saugatuck River Swing Bridge, 1884, Westport, Connecticut," the Commission resolved to unanimously endorse the Historic District Commission's effort to designate the bridge and two abutting properties as local historic properties.	Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please refer to Appendix B for correspondence with the State Historic Preservation Officer (SHPO).

Save Westport Now provided written scoping comments from Ian Warburg and Valerie Jacobs dated June 29, 2016.		
Comment Number	**Comment**	**Response**
SWN #1.1	Save Westport Now strongly supports the preservation of the Cribari Bridge. With a long view of our town's history and a very intimate understanding of the many attributes that coalesce to make Westport's neighborhoods—and in particular, the Saugatuck area—as special as they are, we write to urge you to protect and preserve this bridge. This iconic structure is a valuable part of	Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE. Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources.

Save Westport Now provided written scoping comments from Ian Warburg and Valerie Jacobs dated June 29, 2016.		
Comment Number	**Comment**	**Response**
	Westport's rich and colorful history, and is emblematic of Westport's New England charm and small-town character.	
SWN #1.2	this bridge, as configured, ensures that Bridge Street and the Saugatuck area is not unduly burdened by additional commercial traffic, particularly 18 wheelers looking for alternative routes when I-95 experiences backups. With mobile device-based "Apps" such as Waze, and others, directing vehicles to detour from the highway onto surface roads, Bridge Street is already seeing unprecedented levels of traffic spilling off of the Interstate, adding significantly to the car-count and congestion entering into and through the small and quaint Saugatuck neighborhood. The bridge's relatively small size ensures that traffic is primarily non-commercial and that it moves slowly, and in an orderly manner, through an already densely populated and historic residential neighborhood. While the traffic-related delays can be an annoyance at times, the safety of the residents, many of whom are children, is enhanced by the bridge and the road that approaches it.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns.
SWN #1.3	Save Westport Now is troubled by the CT DOT's plans to enlarge the span, particularly as, in addition to welcoming large vehicles, such proposals appear to necessitate the "taking" of private land to make room to construct the larger entrance and exit ramps for a larger bridge, and turning lanes, all of which will further encroach upon, and diminish, the peaceful character of the neighborhood. For the health and safety of the local residents, and for character of the historic area in which it exists, as well as the economic vitality of the area, Save Westport Now believes that The Cribari Bridge is an important structure and one that must be preserved and protected for the benefit of current and future Westporters.	Please see Section 3.1 which presents the context for potential property acquisitions, displacements, and relocations associated with each project alternative.

Westport Preservation Alliance provided written scoping comments from John Suggs et al dated July 1, 2016.		
Comment Number	**Comment**	**Response**
WPA #1.1	Please know that this bridge, in addition to being an irreplaceable piece of our historic environment, remains an effective and important traffic calming and filtering device as well.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources.
WPA #1.2	Accordingly, we urge your agency to follow the recommendations of your own Bridge Preservation Plan (CT DOT Office of Environmental Planning, May 1991 Attached) which made the following determination for this bridge: "Widening: Not practical, either through modification of the existing span or construction of parallel span, if the requirement of maintaining it as a movable bridge	Noted.

Westport Preservation Alliance provided written scoping comments from John Suggs et al dated July 1, 2016.		
Comment Number	**Comment**	**Response**
	remains. Bypass: Not practical given the congested setting. Relocation: Not practical."	

Green's Farms Association provided written scoping comments from Norman Kramer and Art Schoeller dated June 30, 2016.		
Comment Number	**Comment**	**Response**
GFA #1.1	It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers. It has been pointed out that the condition of the Saugatuck Swing Bridge has degraded because of lack of ongoing proper maintenance over the years. At the recent DOT public meeting in Westport, we concluded that the only reason to replace the bridge or remove it for refurbishment, would be so that its vertical clearance could be increased. All that is really needed is to repair in place, all the items listed in the DOT report that need repair. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Please see Section 3.7 which discusses the potential effects of each of the project alternatives on cultural resources. Please see Section 2.3 for details on the alternatives evaluated as part of this EA/EIE, including the Conservation Alternative.

The State of Connecticut Department of Energy and Environmental Protection provided written scoping comments from David J. Fox, Senior Environmental Analyst, dated June 29, 2016.		
Comment Number	**Comment**	**Response**
CT DEEP #1.1	As you know, the proposed project is within Connecticut's coastal boundary as defined by section 22a-94 of the Connecticut General Statutes (CGS) and is subject to the provisions of the Connecticut Coastal Management Act (CCMA), sections 22a-90 through 22a-112. In accordance with CGS section 22a-100, state actions within the coastal boundary that may significantly affect the environment must be consistent with the standards and policies of the CCMA.	Please see Section 3.13 for consistency with standards and policies of the CCMA.
CT DEEP #1.2	The site of the bridge crossing has abundant coastal resources, both to the north and south, including coastal waters, intertidal flats and tidal wetlands. Tidal wetlands exist on the east bank, both north and south of the bridge, and a large intertidal flat is just to the southeast. As the project proceeds towards design, these resources should be protected to the maximum extent practicable, with remaining impacts to be fully mitigated. Siting of staging and equipment storage areas should also minimize impacts.	Please see Section 3.13 which presents existing conditions for coastal resources at the project site and addresses anticipated changes to coastal resources associated with project alternatives. Please see Sections 3.11 and 3.14 as they assess the potential for the project alternatives to impact aquatic and terrestrial natural resources in the project area. Please see Table 2-6 for a list of commitments related to minimizing impacts.
CT DEEP #1.3	Managing for water quality protection will be an important consideration. Construction practices for replacement or repair represent significant potential adverse impacts to water quality during construction and all best management	Please see Section 3.9 which presents existing conditions for water quality in the project area and assesses potential effects on these water resources associated with project alternatives. Please see Table

The State of Connecticut Department of Energy and Environmental Protection provided written scoping comments from David J. Fox, Senior Environmental Analyst, dated June 29, 2016.		
Comment Number	**Comment**	**Response**
	practices to minimize and mitigate for such impacts should be incorporated as design proceeds. Details of construction sequencing and measures to avoid discharge of any foreign material into the water column would be required.	2-6 for a list of commitments related to minimizing impacts, including construction sequencing.
CT DEEP #1.4	The opportunity to introduce treatment measures to the stormwater collection system for a new bridge should be explored. Constraints involved in this location, including soil suitability, groundwater elevation, space limitations (particularly on the west bank), conflicts with existing utilities, and maintenance requirements, are recognized. However, emerging technologies may provide workable solutions. The feasibility of using new techniques and/or best management practices for the stormwater drainage system for a new bridge such that stormwater is not discharged directly to the river but is retained and treated prior to entering the river should be explored. Additional treatment measures in handling stormwater would aid in reducing nonpoint source pollutants (bacteria, sediment, chemicals, metals, salt, debris, etc.) that wash off bridges.	Please see Table 2-6 for a list of commitments related to minimizing impacts, including stormwater treatment.
CT DEEP #1.5	The bridge is near several active water-dependent uses, including a marina and rowing club north of the bridge, which rely on navigation through the project area. The relevant CCMA policy is "preserve and protect water-dependent uses by managing uses in the coastal boundary giving highest priority and preference to water-dependent uses and facilities in shorefront areas" [CGS section 22a-92(b)(1)(A)]. Every effort must be made to preserve navigation access during the construction period.	Please see Section 3.10 which addresses changes to navigable waters associated with project alternatives. Please see Table 2-6 for a list of commitments related to minimizing impacts to navigable waters.
CT DEEP #1.6	The project may involve new dredging and other benthic impacts if piers are built in new locations, so there will be long-term habitat issues to examine. Depending on the methods used to demolish the piers, measures will be recommended to protect anadromous fish and perhaps other species from excessive noise, pressure waves, or other demolition effects. Also, dredging projects are routinely evaluated for effects on winter flounder reproduction during the period February 1 through May 15 and anadromous fish migration from April 1 through June 30; seasonal restrictions would be required, as appropriate.	Please see Sections 3.11 and 3.14 as they assess the potential for the project alternatives to impact aquatic and terrestrial natural resources in the project area. Please see Table 2-6 for a list of commitments related to minimizing impacts to the biological environment.
CT DEEP #1.7	In designing a new bridge, the effects of climate change, in particular sea level rise and increased storm surges, should be considered. Given that the age of the existing structure is over 130 years, it is likely that the replacement bridge will be expected to be in service throughout the century. It should be designed to withstand projected conditions for its anticipated lifespan.	Please see Section 3.15 which discusses each of the proposed project alternatives in the context of climate change and resilience.

The State of Connecticut Department of Energy and Environmental Protection provided written scoping comments from David J. Fox, Senior Environmental Analyst, dated June 29, 2016.		
Comment Number	**Comment**	**Response**
CT DEEP #1.8	The extent of any existing pedestrian and bicycle network in the neighborhood of the project is not known. Providing such access across a new bridge should be considered during design.	Please see Section 3.4 which discuss the potential effects of each of the project alternatives on existing transportation facilities and travel patterns. Access across a new bridge would be considered in further detail as part of the design development process.
CT DEEP #1.9	The Natural Diversity Data Base (NDDB) had been consulted in 2013 to determine whether a project to repair the mechanical drive system of the bridge would affect Federally listed endangered or threatened species or species listed by the State, pursuant to section 26-306 of the CGS, as endangered, threatened or special concern, that occur within the project corridor. In a letter to Christopher Samorajczyk dated February 28, 2013 the NDDB reported extant populations of two listed species in the project vicinity: the state threatened peregrine falcon (Falco peregrinus) nesting under the I-95 bridge south of the site and the species of special concern blueback herring (Alosa aestivalis). The NDDB reports that the falcon has again nested at the I-95 bridge and that the standard protocol to mitigate potential impacts to peregrine falcons developed by the Office of Environmental Planning should be observed for the project. The Inland Fisheries Division will provide appropriate mitigation measures during the permitting process.	Please see Table 2-6 for a list of commitments related to minimizing impacts to the biological environment.
CT DEEP #1.10	The NDDB response includes all information regarding critical biological resources available at the time of the request. This information is a compilation of data collected over the years by the Department of Energy and Environmental Protection's Natural History Survey and cooperating units of DEEP, private conservation groups and the scientific community. This information is not necessarily the result of comprehensive or site-specific field investigations. Consultations with the Data Base should not be substitutes for on-site surveys required for environmental assessments. Current research projects and new contributors continue to identify additional populations of species and locations of habitats of concern, as well as, enhance existing data. Such new information is incorporated into the Data Base as it becomes available. The result of this review does not preclude the possibility that listed species may be encountered on site and that additional action may be necessary to remain in compliance with certain state permits.	Noted.
CT DEEP #1.11	The extent of land side construction along the roadway approaches is not known. Given the urban location, the discovery of hazardous materials, hazardous waste and/or contaminated soils is likely. It is assumed that ConnDOT's standard procedures, such as preparing Land Use Evaluation reports (Task 110) and Preliminary Evaluation reports (Task 120), would be employed to evaluate the potential to encounter contamination. A site-specific	Please see Table 2-6 for a list of commitments related to minimizing impacts from hazardous waste and materials.

The State of Connecticut Department of Energy and Environmental Protection provided written scoping comments from David J. Fox, Senior Environmental Analyst, dated June 29, 2016.		
Comment Number	**Comment**	**Response**
	hazardous materials management plan should be developed prior to commencement of construction and a health and safety plan for construction workers should also be prepared.	
CT DEEP #1.12	The Department's standard comments concerning construction projects in urban areas are submitted for your information: Development plans in urban areas that entail soil excavation should include a protocol for sampling and analysis of potentially contaminated soil. Soil with contaminant levels that exceed the applicable criteria of the Remediation Standard Regulations, that is not hazardous waste, is considered to be special waste. The disposal of special wastes, as defined in section 22a-209-1 of the Regulations of Connecticut State Agencies (RCSA), requires written authorization from the Waste Engineering and Enforcement Division prior to delivery to any solid waste disposal facility in Connecticut. If clean fill is to be segregated from waste material, there must be strict adherence to the definition of clean fill, as provided in Section 22a209-1 of the RCSA. In addition, the regulations prohibit the disposal of more than 10 cubic yards of stumps, brush or woodchips on the site, either buried or on the surface. A fact sheet regarding disposal of special wastes and the authorization application form may be obtained at: Special Waste Fact Sheet.	Please see Table 2-6 for a list of commitments related to minimizing impacts from hazardous waste and materials.
CT DEEP #1.13	The Waste Engineering & Enforcement Division has issued a General Permit for Contaminated Soil and/or Sediment Management (Staging & Transfer) (DEP-SWGP-001). It establishes a uniform set of environmentally protective management measures for stockpiling soils when they are generated during construction or utility installation projects where contaminated soils are typically managed (held temporarily during characterization procedures to determine a final disposition). Temporary storage of less than 1000 cubic yards of contaminated soils (which are not hazardous waste) at the excavation site does not require registration, provided that activities are conducted in accordance with the applicable conditions of the general permit. Registration is required for on-site storage of more than 1000 cubic yards for more than 45 days or transfer of more than 10 cubic yards off-site. A fact sheet describing the general permit, a copy of the general permit and registration forms are available on-line at: Soil Management GP.	Please see Table 2-6 for a list of commitments related to minimizing impacts from hazardous waste and materials.
CT DEEP #1.14	For construction projects, the Department typically encourages the use of newer off-road construction equipment that meets the latest EPA or California Air Resources Board (CARB) standards. If that newer equipment cannot be used, equipment with the best available controls on diesel emissions including retrofitting with diesel oxidation catalysts or particulate filters in addition to	Please see Table 2-6 for a list of commitments related to minimizing impacts from emissions.

The State of Connecticut Department of Energy and Environmental Protection provided written scoping comments from David J. Fox, Senior Environmental Analyst, dated June 29, 2016.		
Comment Number	**Comment**	**Response**
	the use of ultra-low sulfur fuel would be the second choice that can be effective in reducing exhaust emissions. The use of newer equipment that meets EPA standards would obviate the need for retrofits.	
CT DEEP #1.15	Additionally, Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies (RCSA) limits the idling of mobile sources to 3 minutes. This regulation applies to most vehicles such as trucks and other diesel engine-powered vehicles commonly used on construction sites. Adhering to the regulation will reduce unnecessary idling at truck staging zones, delivery or truck dumping areas and further reduce on-road and construction equipment emissions. Use of posted signs indicating the three-minute idling limit is recommended. It should be noted that only DEEP can enforce Section 22a-174-18(b)(3)(C) of the RCSA. Therefore, it is recommended that the project sponsor include language similar to the anti-idling regulations in the contract specifications for construction in order to allow them to enforce idling restrictions at the project site without the involvement of the Department.	Please see Table 2-6 for a list of commitments related to minimizing impacts from emissions.

The State of Connecticut Department of Public Health provided written scoping comments from Patricia Bisacky, Environmental Analyst 3, dated June 28, 2016.		
Comment Number	**Comment**	**Response**
DPH #1.1	The Drinking Water Section of the Department of Public Health has reviewed the above-mentioned project for potential impacts to any sources of public drinking water supply. This project does not appear to be in a public water supply source water area; therefore, the Drinking Water Section has no comments at this time.	Noted.

From: JR Rowell
Sent: Sunday, June 05, 2016 8:15 PM
To: Bhardwaj, Priti S.
Cc:
Subject: Cribari Memorial Bridge

Ms. Priti S. Bhardwaj,

Upon reviewing the issue of the Ms. Priti S. Bhardwaj, I have two reactions. The first is that the problem begs for a solution to reroute the cross river traffic to and from Exit 18 of I-95. Sadly, when the highway was constructed, no exit to central Westport was constructed. This creates an insurmountable flow of traffic through Saugatuck and across the Saugatuck bridge. Until this is resolved, no plan to repair or expand the bridge will bring anything but chaos. More capacity will just bring more and heavier traffic.

Second, following the resolution of the I-95 exit traffic problem, I believe the most viable solution to the bridge repair would be a replacement with a replica bridge of greater capacity; still two lanes with greater width to facilitate the flow. This plan would most likely please the community which, I assure you, is essential.

Any attempt to dramatically expand the level of activity and traffic in the Saugatuck and train station area will meet with a great deal of resistance as the congestion will increase the isolation the western Westport and eastern Norwalk.

In general I believe that we now understand that increased capacity is no panacea. More capacity is met with more traffic. Sadly some react to this fact by saying "Gee, it was a good thing we made the roads wider, look at all this traffic growth. What if we hadn't made them wider." This is sadly flawed in the simplicity of its analysis. Before adding capacity, we need to design in the character and capacity management of the neighborhood so we citizens get what we want and need, not just what evolves.

Thank you for your attention,

Roger Rowell

From: Taryn Bolotin
Sent: Monday, June 06, 2016 12:31 PM
To: Bhardwaj, Priti S.
Subject: State Project No.158-212 Saugatuck Bridge
Attachments: unknown

June 6, 2016

Ms. Bhardwaj,

My name is Taryn Bolotin. My husband, Robbie Guimond and I live on the Saugatuck River at . We own Bridgebrook Marina, a small marina just north of the Saugatuck bridge. While we are not the only family affected by the bridge, we are one of the only families whose livelihood is affected by the bridge. We have a vested interest, past the obvious safety concerns, in the outcome of the bridge restoration/replacement. We want the bridge to be safe and we want the bridge to allow boat access to flow under the bridge. At the end of the day, it is a bridge over navigable water, and I think that point is being dangerously overlooked.

We see the bridge from our house. We see the traffic and the congestion and we can also see under the bridge, all of the deterioration. We are also aware of the historical significance but what ends up being an aesthetic pleasantry to some, is no longer beneficial to our growing and changing community. And it is painfully short sighted to think about the bridge aesthetics, and not what the bridge could be doing/creating/allowing for our community.

As a family who uses the bridge for commuting as well as boat traffic, we would love to see a swinging bridge that is safe, allows for safe passage for pedestrians, and also has a higher clearance for boat traffic underneath. We have, on average, 8 ft tide swings. This makes getting under the bridge impossible for most people on the average Long Island Sound boat to get under that bridge anywhere close to high tide. Not only does this impede recreational use of the river, but it becomes a huge safety issue when the marine police don't have access to that part of the river. With the addition of the massive Gault project, and the upcoming Railroad place development, we will be seeing an influx of traffic and hopefully boat traffic to our water community. Robbie suggested a water taxi bringing people from the train and surrounding Saugatuck area to downtown Westport shopping area including the Levitt Pavilion, Library and surrounding shops. Which would not only help boost the local economy but also alleviate some of the car traffic, especially in the busy summer months.

The idea of more activity on the river made us realize the Westport Marine police won't have access all the way up to the Route 1 bridge. Norwalk Fire Dept has a marine boat that can get all the way up to the corporate buildings to assist with fires via the water, but not with the Saugatuck bridge height now. We already have more activity on the water with the new popularity of paddle boarding as well as the rowing club. I haven't ever heard a whisper of concern for the safety of these people who are out on the water in cold temperatures and in early morning hours or after dusk. Mere minutes could

make the difference in saving lives when you're on the water. We would love to see the bridge clearance height raised to meet the clearance of the railroad bridge.
We live in a water community we need to understand and appreciate the treasure we have here. I hope the town will not have tunnel vision and will be able to see the big picture, allowing the community to grow and thrive. Thank you for your time and consideration with this matter.

Taryn Bolotin & Robbie Guimond

p.s. I have attached a photo to show the clearance of the bridge. Its not always like this, but you can see the issues this creates.

From: Kate Tarrant
Sent: Monday, June 13, 2016 10:03 PM
To: Bhardwaj, Priti S.; Info@preservewestport.com
Subject: bridge

To whom it may concern:

It recently came to my attention that the Saugatuck bridge is being considered for historic designation to preserve it in light of current attempts to replace it by the DOT. As a longtime Westport resident for more than 30 years who is now raising my young children here, I strongly believe this bridge should be preserved and any attempts to alter the existing structure should be carefully scrutinized for their impact on our community and quality of life. I am deeply concerned about traffic in our area as well as the wellbeing of the river. As our town continues to be transformed with new construction seemingly on every block, landmarks like this one are critical to maintain the character, history, and culture of our community.

Sincerely,
Kate Tarrant

From: Malcolm
Sent: Monday, June 13, 2016 9:46 PM
To: Bhardwaj, Priti S.
Subject: Bridge Street Bridge

Pritti Bhardwai , my name is Malcolm Watson and I was born here in Westport. I have strong ties to the Saugatuck River and enjoyed it's bounty all my life. (and continue to due so) Over time I have watched the Saugatuck become less and less accessible. Many reasons, not the least being the poor maintenance and design of repairs to the bridges spanning the river. I kept a boat above the bridges during the last major overhaul . We were promised increased vertical clearance and got less. The correction only netted a partial solution!

It looks like the people of Westport have another chance to improve the river use. I think it's important to get this 'right' this time. I believe the work (if it is to happen) must take this proposed use seriously. I would like to think that this thought process must include meaningful consideration of necessary repairs and upgrades to the Metro North RR span. We have a chance to get it right this time, we can do it.

Sincerely,
Malcolm

From: Vincent Petrecca
Sent: Monday, June 13, 2016 11:00 AM
To: Bhardwaj, Priti S.
Cc: Jim Marpe; Loselle, Dewey; Avi Kaner
Subject: Bridge

We simply need an up- graded , wider, safer bridge that retains a somewhat historic look….

And as for continuing as a turning bridge there are no more than 20 buildings North of the bridge….A total waste of money.

This should become a fixed bridge…and save millions...

V Petrecca

Westport resident

From: Charles Schmerker
Sent: Monday, June 13, 2016 10:15 AM
To: Bhardwaj, Priti S.
Cc: Westport Preservation Alliance
Subject: Cribari Memorial Bridge, Westport

Attention: DOT Supervising Engineer Priti S. Bhardwaj

Allowing replacement or structural changes to Westport's Cribari Memorial Swing Bridge would create an untenable nightmare for the Saugatuck and Greens Farms areas of Westport. The streets are not designed for the amount or type of traffic that could and would divert from I95.

The Cribari Bridge has historical significance and is visually appealing . More importantly, the bridge currently acts as a traffic calming device.

The whole area is historically significant to Connecticut and our Country. Please protect this historical and ecologically sensitive area for the safety of current residents and for future generations.

Right now, as a country, we need to remember the sacrifices of the past generations and their founding principles so that we can move forward in responsible ways. The Cribari Bridge is a symbol of strength, courage, endurance and co-operation.

Please protect the beloved Swing Bridge.

Mary Cookman Schmerker

From: E. van Dorsten
Sent: Monday, June 13, 2016 11:10 AM
To: Bhardwaj, Priti S.
Cc: Info@PreserveWestport.Com
Subject: Future of our Saugatuck Swing Bridge

Mr. Bhardwaj, DOT Supervising Engineer;

We vote to PRESERVE the Saugatuck Swing Bridge in its PRESENT configuration and functionality.

Expanding the bridge creates a monumental change to the Town's infrastructure and traffic patterns. This will forever change the traffic patterns in Town in a ***negative*** way. And it will increase traffic flows through many neighborhood areas that will be severely and negatively impacted.

This area between Riverside/Treadwell and the train station cannot support the traffic that currently travels through it.
Changing the bridge will NOT, contrary to your supposition, improve the traffic …expanding the bridge will worsen the traffic.

Ellen van Dorsten (26 year resident of Westport)

From: Danielle Rossoni
Sent: Monday, June 13, 2016 11:50 PM
To: Bhardwaj, Priti S.; Info@PreserveWestport.Com
Subject: Saugatuck Brigde

please do not change the saugatuck swing brigde

Danielle Rossoni

From: Glenn Payne
Sent: Monday, June 13, 2016 11:18 AM
To: Bhardwaj, Priti S.
Subject: Saugatuck Swing Bridge

Priti -

I want to throw my support behind the CT DOT re the swing bridge in Westport that you all are investigating. I believe that smart educated people make the best decisions. I trust that the DOT has smart educated people.

I am concerned that the noisy preservationists feel that they have a right to bully the DOT into keeping an outdated, dangerous disruptive bridge. Our town deserves:
- a safe means of crossing the river both in terms of certainty of crossing and in terms of not clipping another car because the lanes are too thin,
- a bridge that allows river traffic to flow without disrupting cars (i.e. not a swing bridge)
- an aesthetically pleasing design - it costs no more to replicate the trusses and image of the bridge to make it look olde worlde

Good luck fighting the good fight, know that there are many supporters of logic and safety.

Glenn Payne

From: Kim Shapiro
Sent: Monday, June 13, 2016 9:31 PM
To: Bhardwaj, Priti S.
Cc: info@preservewestport.com
Subject: Saugatuck Swing Bridge

I am writing regarding the upcoming meeting on Wednesday addressing proposed changes to the Saugatuck Swing Bridge. I am not able to attend the meeting, but wanted to make my voice heard as a long-time Saugatuck area resident with three children and a vested interest in plans for the bridge. As someone who uses the bridge multiple times daily as a motorist, pedestrian and cyclist, I am adamantly opposed to any changes that will encourage more traffic from the nearby I-95 interstate to flow over onto Route 136. The traffic at rush hour — especially in the morning, which I witness every day taking my children to their neighborhood school or my husband witnesses driving to the train station — is beyond capacity. The idea of widening the bridge (encouraging more I-95 traffic) or removing the height requirement (allowing commercial 18-wheelers) would be DEVASTATING to the neighborhood which is entirely residential once reaching Greens Farms Road. It would be a crime to make a change to the nature of this important neighborhood bridge. While repairs may be necessary, not at the cost of changing its historic character or originally intended purpose.

Thank you for your consideration.

Kim Shapiro

From: Donna Walling
Sent: Tuesday, June 14, 2016 9:08 PM
To: Bhardwaj, Priti S.
Subject: Raise the Bridge

We Very Strongly Agree to Raise The Bridge. (Cribari/Bridge) We would really like to see life brought back to the Saugatuck River.
I was born and raised in Westport 64 years ago. Raising the Bridge will bring it back to its Former Glory.

Sincerely,
Westport Residents

From: Judy Starr
Sent: Tuesday, June 14, 2016 3:38 PM
To: Bhardwaj, Priti S.; jmarpe@westportct.gov; Toni.Boucher@cga.ct.gov; gail.lavielle@housegop.ct.gov; jonathan.steinberg@housedems.ct.gov
Cc: info@preservewestport.com
Subject: Reasons to Preserve the Present Bridge Street Bridge

Dear Ms. Bhardwaj,

There are several solid reasons to preserve the present Bridge Street Bridge – both its present dimensions as well as the structure itself. This is not to cast aside the possibility of rehabilitation, but rather to point out serious negative side effects of a change in dimensions. For such modifications, no matter how well intended, will have side effects that could impact the nature and intensity of traffic through residential streets, and ultimately transform the character of neighborhoods on both sides of the river across which this historic bridge spans.

Please, then, consider the following:

An increase in height or even width: this will invite additional traffic down the town's residential streets during the times of traffic overflow from I-95, both predictable (rush hours) and intermittent (accidents; construction) which seem to occur with fair frequency. An increase in HEIGHT will allow 18 wheelers to travel through family neighborhoods. A town's residential streets should not be cultivated as conduits for traffic between exits (17 and 18, or 16 and 17, or 16 and 18) during peak overflow events on I-95.

Any increase in dimensions will lead to demand to widen residential streets to accommodate the traffic described above. This can only lead to more and more traffic. Think of the bottleneck which will develop when any additional lanes merge back down to fewer lanes.

An increase in dimensions also means not only an increase in the raw number of vehicles and trucks, but an increase in total tonnage barreling through local and residential streets. This means more wear and tear on the roadbed (increased need for repairs and maintenance, shorter life cycle for roads) and – the very same for the bridge as well.

An increase in dimensions can enable increasingly intense development in Saugatuck. (Such development includes contemplated project possibilities which include a commercial/residential project requiring nearly 500 parking spaces; a 150-unit housing development; and, a regional parking garage.) One or more of any such plans, if enabled, would invite increased traffic to and from and through the area, which would result in increased wear and tear on state roads, including Route 136 and I-95.

Last but not least, there is the Historic Nature of the Bridge. I invite the DOT to continue to work to preserve such irreplaceable historic structures across which we all may travel. Think, for example, of the Merritt Parkway. It would be so simple to just "modernize" it, but it remains as it is, and a treasure, both beautiful and useful. Think of the covered bridge in upstate Connecticut. Consider the age of the Cribari bridge, its recognition on the National Register of Historic Places, and its integral role interwoven in the history of Saugatuck attest to this. Let's find a way to preserve and protect this one, too.

Not only does recognizing, honoring, and preserving such an historic site honor the state's character and heritage, but it also helps to maintain the reality and project the image of CT as an attractive and unique place. It also guards the character of the streets and neighborhoods within each locality. Once gone, however, all the studies, tourist boards, grants, subsidies, and nostalgic recollections will never bring such features back. Without sensitivity to origins and history, any place, Westport included, could look the same as Stamford or White Plains, or any other city. There might be regrets, but by then it would be too late. I encourage the DOT and the town of Westport to plan for the bridge in such a way as to keep local roads in harmony with local character and history – in Westport's case, to treasure a well-claimed heritage as a New England town – and not pave over heritage with concrete and steel.

Thank you for your time and consideration.

Sincerely,

Judy Starr

From: Anita Caggiano
Sent: Tuesday, June 14, 2016 3:11 PM
To: Bhardwaj, Priti S.
Cc: info@preservewestport.com
Subject: Saugatuck Swing Bridge

We are writing to support the Saugatuck swing bridge as a historical landmark in our town of Westport, CT. We also understand that there are structural issues with the bridge but we strongly urge you to rehabilitate the bridge rather than replace it with a structure capable of handling 18 wheel trucks. We are not an overly large town and we already have 2 exits from I 95 where the 18 wheelers are driving thru our town. If our bridge was turned into 4 lanes allowing these huge trucks to drive onto our residential streets, the charm of our Saugatuck community and the peace and quiet of our neighborhood would be destroyed. Please don't allow this to happen.

thank you
John and Anita Caggiano

From: Anne Pfeiffer
Sent: Wednesday, June 15, 2016 3:38 PM
To: Bhardwaj, Priti S.
Subject: Bridge Street Bridge

We don't need another I95 Bridge. Let's keep this area residential. People who what quick access can use the Post Road Bridge or take I 95. This is a community. I 95 is enough

--
Anne Pfeiffer

From: Jane Green
Sent: Wednesday, June 15, 2016 7:59 AM
To: Bhardwaj, Priti S.
Cc: info@preservewestport.com
Subject: Cribari bridge preservation

Dear Priti,

I write to you as a resident of Westport, Connecticut for fifteen years. I live at Compo Beach, my children row at the Saugatuck Rowing Club, and I drive over the Cribari bridge multiple times a day. Whilst there is no doubt that the bridge is narrow, and - I understand - in need of repair, it remains one of the historic, charming, unique features of Westport that drew me to choosing the town as a place to raise my family all those years ago.

Much has changed in the fifteen years I have been here. I look across the street to a house built in 1930 that is one of the last gracious homes in Westport, at the large demolition notice in the window. I have watched house after house, some dating back to the last century, be torn down to make way for bigger! Better! Shinier! New! And with each house, with each change, I watch my town lose a little more of the character and charm that drew me here in the first place; that drew so many of us here in the first place.

The Cribari bridge is important. The lack of width has not been a problem for anyone who regularly drives over it, and in fact prevents the large trucks from I95 jumping off and using the back roads of Greens Farms as a convenient cut through. I have no doubt the traffic would be infinitely worse for the residents of Westport should that bridge be widened.

But the fact remains that there are many of us who are deeply disturbed by the continuing changes in our relatively small New England town. Please do not let the Cribari bridge be one of them.

Yours sincerely,

Jane Green

From: Douglas Odell
Sent: Wednesday, June 15, 2016 1:08 PM
To: Bhardwaj, Priti S.
Cc: Info@PreserveWestport.Com
Subject: Saugatuck Bridge

My name is Douglas Odell - I live at - which is two houses east of the bridge. I have read/heard conflicting options about the current safety of the bridge - by that I mean the underpinings and truss damage/deficiences. Not being an engineer and not totally understanding the political motivations of the various sides of this debate I will only make these specific points:

> it is in everyone's interest to ensure the bridge is safe and that there is never any collapse due to structural deficiencies

> the bridge- being 132 years old - as well as many houses on Bridge Street - have significant historical importance to the town of Westport and their protection and preservation should be a top priority.

> No one could argue that widening the bridge **by a few feet** would minimize sideswipes (however - given that - according to traffic estimates of almost 24 million cars crossing over it in a 5 year period {2010-14} there were only 16 accidents - it seems like it has been pretty safe) and would provide safer passage for pedestrians and bikes. In my view the height limitation is a positive thing as it prevents heavy truck traffic in this already busy area. I see no positives to encouraging truck traffic to increase.

> given that and the fact over 13, 000 vehicles traverse the bridge daily - it is my view that the roads on either side of the bridge **should not be widened and nothing should be done that will encourage increased traffic over the bridge** - it is already much higher than it should be due to cars coming needlessly off 95 to get to the next entrance.

That is my two cents worth on this issue and I hope/trust the DOT & town will do the right thing.
Douglas Odell

From: Hilde Uccellini
Sent: Wednesday, June 15, 2016 2:41 PM
To: Bhardwaj, Priti S.
Subject: Saugatuck Bridge

Hello,my name is Hilde Uccellini and I live at Keyser Rd.I am totally against changing the Bridge.I enjoy the small Town atmosfair and to walk over the Bridge' .Wy bring more pollution and noise into Saugatuck.If it comes to a Vote,count me out for the expansion.
Hilde Uccellini

From: ANNMARIE MASSIE
Sent: Wednesday, June 15, 2016 12:21 PM
To: Bhardwaj, Priti S.
Subject: Saugatuck Bridge

My husband and I love the Saugatuck bridge and would not want to see it changed at all - it is an iconic Westport structure. Thus, we would hope that any necessary repairs would not change the shape or character of the historic bridge or the surrounding neighborhood of Saugatuck and Bridge Street.

Thank you.

Matt & AnnMarie Massie

From: ssaccary
Sent: Wednesday, June 15, 2016 9:09 AM
To: Bhardwaj, Priti S.
Cc: Info@PreserveWestport.Com
Subject: saugatuck bridge

I am writing to you in regards for the plans to repair the Saugatuck Bridge.
I recently read that in repairing the bridge it was being considered to be repaired in a way that trucks could go over it. I believe that is a terrible idea.
First of all the Saugatuck area has narrow roadways and I am sure those won't be widened because there is no room. The area would be a complete nightmare with traffic, which is already a mess at times. The trucks that go over it now are all we need and even some of those shouldn't be on it.
If we are going to preserve the bridge and repair it why not keep it close to what it is and have it look like it should be in the small community of Saugatuck.
Please just preserve the Saugatuck Bridge.

Sincerely,
Sharon Cribari-Saccary

From: Rick Smilow
Sent: Wednesday, June 15, 2016 11:36 PM
To: Bhardwaj, Priti S.
Cc:
Subject: SAVE Westport's Historic 1884 Bridge

6-15-16

Dear Ms. Bhardwaj:

I'm writing to voice my and my wife's support for keeping the historic Saugatuck swing bridge as it is. It's a functional, living example of engineering / manufacturing history from 1884.

Replacing it with a higher, and much larger structure would destroy the character of my neighborhood, and a big section of Westport.

It's my understanding that there are no tangible issues with safety and the bridge.... Only theoretical issues. I believe the fact is….accidents DON'T happen there!

We also object to the idea that a new bridge would help / spur commercial development. That is something Westport doesn't need, and if one or two commercial interests are calling for it, their self serving perspective shouldn't trump the greater good.

Lastly, there is history and preservation to consider. The 286 ft. Naugatuck River Swing Bridge is thought to be America's OLDEST active pin-connected swing truss highway bridge. I don't know about you, but I think once a man-made structure survives and reaches a certain age, it's fascinating and smart to preserve….make as few changes as possible.

I'd characterize this as a situation where "Bigger is NOT better"!

Regards,

Rick & Debi Smilow

From: Martha Hauhuth
Sent: Monday, June 27, 2016 6:41 PM
To: Bhardwaj, Priti S.
Cc: Westport Preservation Alliance
Subject: Bridge Street Cribari Bridge - Westport

Dear Mr Bhardwaj:

I was Westport's First Selectman in the mid 80's when the replacement of the Bridge Street (Cribari) Bridge was last discussed. Westport was unequivocally opposed to a new bridge then and I am happy to see opposition is even stronger now than it was then. Obviously the bridge is a beloved and iconic Westport landmark.

I was surprised to hear Jim Destefano, who worked with me to save the bridge question its current historic value. I disagree. Even though the bridge was mechanized in the early 90's a parallel manual option exists and its distinctive superstructure and critical location providing access to the navigable Saugatuck River remain. It endures, not only as an important maritime structure but as a symbol of the historic and passionate activism of generations of Westporters who love it. We will always fight for our bridge.

The Bridge Street Bridge - 132 years old and still swinging.

Sincerely
Martha S. Hauhuth

WESTPORT, CONNECTICUT

PLANNING & ZONING COMMISSION

TOWN HALL, 110 Myrtle Avenue
Westport, Connecticut 06880
Phone (203) 341-1030 – Fax (203) 341-6145

June 27, 2016

Randy Henkels
Chairman
Town of Westport
Historic District Commission
110 Myrtle Avenue
Westport, CT 06880

Re: Historic Property Designation
Saugatuck River Swing Bridge

Dear Chairman Henkels,

At a meeting on June 16, 2016, the Planning & Zoning Commission reviewed a request made by Randy Henkels, Historic District Commission Chairman, to consider support for the designation of the Saugatuck River Swing Bridge and abutting parcels to the east and west of the bridge as Local Historic Properties. After listening to testimony and reviewing the *"May 2016 Study Report for Local Historic Designation, Saugatuck River Swing Bridge, 1884, Westport, Connecticut,"* the Commission resolved to unanimously endorse the Historic District Commission's effort to designate the bridge and two abutting properties as local historic properties.

The Commission thanks you for the opportunity to comment.

Sincerely,

Cathy Walsh sp

Cathy Walsh
Chair
Planning & Zoning Commission

Cc: Carol Leahy, Historic District Coordinator
James Marpe, First Selectman
Mark W. Alexander, Transportation Assistant Planning Director
CT Dept. of Transportation Bureau of Policy and Planning,
2800 Berlin Turnpike, Newington, CT 06131

\\vdi-data01-14\vprepository$\spalmer\Desktop\saugatuck bridge historic designation support letter 6-27-16.docx

From: jsuggs preservewestport.com <jsuggs@preservewestport.com>
Sent: Friday, July 01, 2016 2:32 PM
To: DOT Environmental Planning
Cc: info preservewestport.com
Subject: WPA Says: "Adhere to your Own DOT OEP Plan - Preserve the Saugatuck Bridge!"
Attachments: HistoricBridgePreservationPlan (1).pdf

Importance: High

Dear Mr. Alexander,

We, the leadership of the Westport Preservation Alliance (WPA), an organization that has duly applied for "Consulting Party" status for this project under Federal Section 106 of the National Historic Preservation Act of 1966 as codified by 36 CFR 800.2, wish to underscore our strong interest in the preservation of the Saugatuck River Swing Bridge in Westport - now the nation's oldest, active span of its type.

Please know that this bridge, in addition to being an irreplaceable piece of our historic environment, remains an effective and important traffic calming and filtering device as well.

Accordingly, we urge your agency to follow the recommendations of your own Bridge Preservation Plan (CT DOT Office of Environmental Planning, May 1991 Attached) which made the following determination for this bridge:

- "Widening: Not practical, either through modification of the existing span or construction of parallel span, if the requirement of maintaining it as a movable bridge remains.
- Bypass: Not practical given the congested setting.
- Relocation: Not practical."

In accordance with your own Bridge Preservation Plan we urge you to simply repair the bridge's structural elements which currently need attention. (Note: For a copy of your Bridge Preservation Plan along with the complete documentation of virtually every aspect of the bridge, we would encourage you to visit our website at www.preservewestport.com). Following the restoration, we would like to see the DOT maintain the bridge with the kind of stewardship and pride that this significant historic resource merits.

Thank you for your consideration,

Helen Garten, Wendy Crowther, John F. Suggs and Morley C. Boyd

Westport Preservation Alliance

From: Glenn Gans < >
Sent: Monday, June 20, 2016 11:14 AM
To: DOT Environmental Planning
Subject: Bridge Street Bridge in Westport CT

Dear DOT committee,

I am a resident of Westport CT. My main concern is the safety of our residents and those who use the roads and bridges in Westport. I think it is a mistake to try and shore up this bridge that was designed for cars from a bygone era. We should take the opportunity and the federal funds to build a bridge that meets the demands of today's vehicles and try to ease congestion with with a roundabout or some other form or better traffic management. Perhaps a new taller bridge can dump traffic out towards the train station and bypassing the light?

Many people want to save the bridge so they can avoid the possibility of tractor trailers crossing the new bridge. While I would prefer to keep that kind of traffic off the local roads, safety and sustainability are my main concerns.

Concerned Resident,

Glenn Gans

Sent from

From: Richard Lowenstein < >
Sent: Tuesday, June 21, 2016 7:33 AM
To: DOT Environmental Planning
Subject: Bridge Street/Cribari Bridge Project

I would like to offer for your consideration my comments on the subject project.

The biggest concern raised at the public meeting on June 15 was possible increased tractor-trailer truck traffic exiting or entering I-95 at Exit 17. I don't think it will happen, because going west on Greens Farms Road or east from Exit 17, there are five traffic lights from the Turnpike to Compo Road South, as well as two 90 degree turns; no trucker will tolerate five lights to avoid a jam, when it doesn't buy time.

Nonetheless, you are going to have to address this "problem" and I have two suggestions:

1. Insure that the maximum roadway height clearance on the bridge does not exceed 13'5". (Although there is no Federal vehicle height requirement for commercial vehicles, most height limits range from 13'6" to 14'.) That would be high enough to allow emergency vehicles like fire and Hazmat apparatus to cross with clearance.
2. Approve State Route 136 from Saugatuck Avenue to Compo Road South as prohibited to thru trucks. In addition, the Town of Westport should post Greens Farms Road -- from Compo Road South to the Fairfield line -- as a local "No Thru Trucks" road. (Here is a current list of State and local roads in Connecticut so posted: www.ct.gov/dot/lib/dot/documents/dstc/nothrutrucks.pdf)

Both actions will prevent large commercial vehicles from using local roads and the bridge to bypass the Turnpike.

The other concern was clearance under the bridge at mean high tide. It is my opinion that failing to raise the clearance will forever preclude Westport from fully realizing the Saugatuck River's potential for pleasure boating from the mouth of the river to just south of the Post Road/Route 1 bridge. Whether or not the river is ever dredged to allow larger pleasure boats to navigate upstream, raising the clearance under the bridge would at least allow it to be considered.

Thank you for considering my comments.

Richard Lowenstein

From: Valerie < >
Sent: Friday, July 01, 2016 9:51 AM
To: DOT Environmental Planning
Cc:
Subject: Cribani Bridge

Hi. I am a Westport resident and I would like to add my voice to ask that you please preserve the Cribani bridge in Westport, Ct. Even as a young adult coming to shop from Darien, the bridge has always been a welcoming beacon for us coming into Westport. It is so charming and reflects so much of the history of the town. So many of my friends have said that they decided to buy their homes in Westport once they drove over the bridge through the saugatuck section of town. I do believe that it shows that Westport residents are keen on preserving the past and respecting all that has come before us. We urge you to help us to keep this significant historical site for us and for the country as it is the last remaining.
Respectfully,
Valerie and Greg DiPrato
Sent from my iPhone

From: Patty Kondub < >
Sent: Tuesday, June 21, 2016 6:39 PM
To: DOT Environmental Planning
Subject: Cribari Bridge in Westport

To Whom It May Concern in DOT:

Please do not enlarge or update the bridge.

I grew up on Oak Ridge Park (off Imperial Avenue which turns R onto Bridge Street) for 42 years and the past 10 years I have lived on the other side of the bridge at Riverside Ave Unit in Westport.

This part of Westport is BUSY as it is, and improving it to carry big trucks or more lanes will lead to more congestion.

Thank you for listening to my request and I will thank you even more if you keep the bridge "as is".

Patty Kondub

From: chan wheeler < >
Sent: Saturday, June 18, 2016 5:07 PM
To: DOT Environmental Planning
Subject: Cribari Bridge in Westport

Dear Environmental Planning,

My name is Robert Channing Wheeler, and I have lived in Westport for 20 years in the Saugatuck area. The Cribari Bridge is an abomination, and the demands of car traffic and progress require a totally new bridge spanning the Saugatuck River. I have seen the traffic backed up from South Compo all the way to the bridge, and in the other direction, from the Railroad station all the way to the bridge. The bridge is a choke point for the thousands of cars per day who traverse it.

The bridge is too narrow, there need to be turn lanes where it meets downtown Saugatuck from Bridge Street. When a truck passes the bridge a car can barely fit in the opposite lane.

As you know, the bridge was built in the administration of Grover Cleveland, BEFORE CARS WERE INVENTED. It makes no sense to preserve this antique, and all the sense in the world to design a span fit for purpose with the traffic patterns of the 21st Century, not the horse and buggies of the 19th Century.

Sincerely,

R. Channing Wheeler

From: Bobbi Liepolt < >
Sent: Monday, June 27, 2016 2:20 PM
To: DOT Environmental Planning
Cc:
Subject: Cribari Bridge

Attn: Mark Alexander,
I have been a resident of Westport for 45 years, 43 of them as a resident of Bridge Street. Although there have been many changes to Westport, the bridge has remained a constant. We worked hard in the 1980's to make sure that this was possible.

I cross the bridge on an average of 4 times per day and row under it 4 days a week from March through November. During the 40+years I have not been involved in an accident, witnessed an accident, or been delayed by an accident on or approaching the bridge. Its narrow lanes deter speeding and force drivers to slow down and enjoy the scenery.

Our concerns are to maintain the historic nature of the bridge and to keep large vehicles from using Greens Farms Road and Bridge Street as an alternative to I-95. Both DOT plans to rehab or replace the bridge do not address these concerns. Both increase the height to allow 18 wheelers and other large vehicles to detour onto our narrow residential roads causing further congestion and safety issues. Both plans ignore the historic value of this unique bridge.

As a "stakeholder" I urge you to consider our concerns before designing an expensive project that will destroy our community.

Roberta Liepolt

Sent from my iPad

From: Melanie Minella < >
Sent: Monday, June 20, 2016 8:34 AM
To: DOT Environmental Planning
Subject: Cribari Bridge

To whom it may concern,

I have lived in Westport for 28 years. For five of those years we lived in one of the old Victorian houses up the street from the Cribari Bridge. The old bridge is charming and there is already way too much traffic on that road as it is. (Reason why we moved). Can not imagine changing the lovely bridge and then turning that road into a cut through for trucks and anyone else trying to beat the traffic on 95. Will be creating a monster in what is a charming neighborhood.

Thank you

Melanie Minella

From: Terri Piekara < >
Sent: Wednesday, June 29, 2016 3:32 PM
To: DOT Environmental Planning
Subject: Cribari Bridge

Dear Ms. Bhardwaj and Mr. Alexander,

I grew up in Westport on Saugatuck Avenue and chose to move back to our town 20 years ago.
Some of the reasons I came back were the same reasons that my parents moved here. Excellent schools, close to the city and most importantly, the character of the town.

My husband and I chose to live in the Saugatuck area because it had its own small town vibe and quaint New England feel. We bought a wreck of a house, built in 1850, and spent 16+ years bringing our home back from the brink of decay. We felt it was important to keep the character of the house even though it would have been easier to knock it down and build new. Our reasoning for this was once its gone, its gone. Pictures don't let you live in history on a daily basis.

I feel that your proposals for the renovation of Cribari Bridge will completely destroy the character of the bridge and in turn our little village.
The increased traffic and speed of traffic that your proposal would allow will surely lead to an increase in accidents and injuries.

I would like to see a true preservation of the bridge take place, so that future generations can enjoy living in history.

Terri Piekara

From: Amy Saperstein < >
Sent: Saturday, June 18, 2016 1:30 AM
To: DOT Environmental Planning
Subject: Cribari Bridge

Hello - I have been a Westport resident for 9 years and I have 3 school aged children.
I urge you to please keep the cribari bridge as is. Of course please make any repairs needed to keep it safe.
Please keep its size and charm. As it is it make Westport so special. It would be a shame to have it filled with trucks and lots of traffic!
Thank you, Amy Saperstein

CONNECTICUT DEPARTMENT OF

ENERGY & ENVIRONMENTAL PROTECTION

OFFICE OF ENVIRONMENTAL REVIEW

79 ELM STREET, HARTFORD, CT 06106-5127

To: Mark W. Alexander - Transportation Assistant Planning Director
DOT - Office of Environmental Planning, 2800 Berlin Turnpike, Newington

From: David J. Fox - Senior Environmental Analyst **Telephone:** 860-424-4111

E-Mail: david.fox@ct.gov

Date: June 29, 2016

Subject: Route 136 Bridge, Westport

The Department of Energy & Environmental Protection (DEEP) has reviewed the Notice of Scoping for proposed major rehabilitation or replacement of the Route 136 bridge over the Saugatuck River in Westport. The following comments are submitted for your consideration.

ConnDOT has already been in contact with the Permitting & Enforcement Section of the Office of Long Island Sound Programs (OLISP). Micheal Grzywinski has provided preliminary resource information and identified permitting issues. To supplement this information, I have included some preliminary comments concerning design considerations as well as general recommendations to minimize construction impacts.

As you know, the proposed project is within Connecticut's coastal boundary as defined by section 22a-94 of the Connecticut General Statutes (CGS) and is subject to the provisions of the Connecticut Coastal Management Act (CCMA), sections 22a-90 through 22a-112. In accordance with CGS section 22a-100, state actions within the coastal boundary that may significantly affect the environment must be consistent with the standards and policies of the CCMA.

The site of the bridge crossing has abundant coastal resources, both to the north and south, including coastal waters, intertidal flats and tidal wetlands. Tidal wetlands exist on the east bank, both north and south of the bridge, and a large intertidal flat is just to the southeast. As the project proceeds towards design, these resources should be protected to the maximum extent practicable, with remaining impacts to be fully mitigated. Siting of staging and equipment storage areas should also minimize impacts.

Managing for water quality protection will be an important consideration. Construction practices for replacement or repair represent significant potential adverse impacts to water quality during construction and all best management practices to minimize and mitigate for such impacts should be incorporated as design proceeds. Details of construction sequencing and measures to avoid discharge of any foreign material into the water column would be required.

The opportunity to introduce treatment measures to the stormwater collection system for a new bridge should be explored. Constraints involved in this location, including soil suitability, groundwater elevation, space limitations (particularly on the west bank), conflicts with existing

utilities, and maintenance requirements, are recognized. However, emerging technologies may provide workable solutions. The feasibility of using new techniques and/or best management practices for the stormwater drainage system for a new bridge such that stormwater is not discharged directly to the river but is retained and treated prior to entering the river should be explored. Additional treatment measures in handling stormwater would aid in reducing nonpoint source pollutants (bacteria, sediment, chemicals, metals, salt, debris, etc.) that wash off bridges.

The bridge is near several active water-dependent uses, including a marina and rowing club north of the bridge, which rely on navigation through the project area. The relevant CCMA policy is "preserve and protect water-dependent uses by managing uses in the coastal boundary giving highest priority and preference to water-dependent uses and facilities in shorefront areas" [CGS section 22a-92(b)(1)(A)]. Every effort must be made to preserve navigation access during the construction period.

The project may involve new dredging and other benthic impacts if piers are built in new locations, so there will be long-term habitat issues to examine. Depending on the methods used to demolish the piers, measures will be recommended to protect anadromous fish and perhaps other species from excessive noise, pressure waves, or other demolition effects. Also, dredging projects are routinely evaluated for effects on winter flounder reproduction during the period February 1 through May 15 and anadromous fish migration from April 1 through June 30; seasonal restrictions would be required, as appropriate.

In designing a new bridge, the effects of climate change, in particular sea level rise and increased storm surges, should be considered. Given that the age of the existing structure is over 130 years, it is likely that the replacement bridge will be expected to be in service throughout the century. It should be designed to withstand projected conditions for its anticipated lifespan.

The extent of any existing pedestrian and bicycle network in the neighborhood of the project is not known. Providing such access across a new bridge should be considered during design.

The Natural Diversity Data Base (NDDB) had been consulted in 2013 to determine whether a project to repair the mechanical drive system of the bridge would affect Federally listed endangered or threatened species or species listed by the State, pursuant to section 26-306 of the CGS, as endangered, threatened or special concern, that occur within the project corridor. In a letter to Christopher Samorajczyk dated February 28, 2013 the NDDB reported extant populations of two listed species in the project vicinity: the state threatened peregrine falcon (*Falco peregrinus*) nesting under the I-95 bridge south of the site and the species of special concern blueback herring (*Alosa aestivalis*). The NDDB reports that the falcon has again nested at the I-95 bridge and that the standard protocol to mitigate potential impacts to peregrine falcons developed by the Office of Environmental Planning should be observed for the project. The Inland Fisheries Division will provide appropriate mitigation measures during the permitting process.

The NDDB response includes all information regarding critical biological resources available at the time of the request. This information is a compilation of data collected over the

years by the Department of Energy and Environmental Protection's Natural History Survey and cooperating units of DEEP, private conservation groups and the scientific community. This information is not necessarily the result of comprehensive or site-specific field investigations. Consultations with the Data Base should not be substitutes for on-site surveys required for environmental assessments. Current research projects and new contributors continue to identify additional populations of species and locations of habitats of concern, as well as, enhance existing data. Such new information is incorporated into the Data Base as it becomes available. The result of this review does not preclude the possibility that listed species may be encountered on site and that additional action may be necessary to remain in compliance with certain state permits.

The extent of land side construction along the roadway approaches is not known. Given the urban location, the discovery of hazardous materials, hazardous waste and/or contaminated soils is likely. It is assumed that ConnDOT's standard procedures, such as preparing Land Use Evaluation reports (Task 110) and Preliminary Evaluation reports (Task 120), would be employed to evaluate the potential to encounter contamination. A site-specific hazardous materials management plan should be developed prior to commencement of construction and a health and safety plan for construction workers should also be prepared.

The Department's standard comments concerning construction projects in urban areas are submitted for your information:

> Development plans in urban areas that entail soil excavation should include a protocol for sampling and analysis of potentially contaminated soil. Soil with contaminant levels that exceed the applicable criteria of the Remediation Standard Regulations, that is not hazardous waste, is considered to be special waste. The disposal of special wastes, as defined in section 22a-209-1 of the Regulations of Connecticut State Agencies (RCSA), requires written authorization from the Waste Engineering and Enforcement Division prior to delivery to any solid waste disposal facility in Connecticut. If clean fill is to be segregated from waste material, there must be strict adherence to the definition of clean fill, as provided in Section 22a-209-1 of the RCSA. In addition, the regulations prohibit the disposal of more than 10 cubic yards of stumps, brush or woodchips on the site, either buried or on the surface. A fact sheet regarding disposal of special wastes and the authorization application form may be obtained at: Special Waste Fact Sheet.
>
> The Waste Engineering & Enforcement Division has issued a *General Permit for Contaminated Soil and/or Sediment Management (Staging & Transfer)* (DEP-SW-GP-001). It establishes a uniform set of environmentally protective management measures for stockpiling soils when they are generated during construction or utility installation projects where contaminated soils are typically managed (held temporarily during characterization procedures to determine a final disposition). Temporary storage of less than 1000 cubic yards of contaminated soils (which are not hazardous waste) at the excavation site does not require registration, provided that activities are conducted in accordance with the applicable conditions of the general permit. Registration is required for on-site storage of more than 1000 cubic

yards for more than 45 days or transfer of more than 10 cubic yards off-site. A fact sheet describing the general permit, a copy of the general permit and registration forms are available on-line at: Soil Management GP.

For construction projects, the Department typically encourages the use of newer off-road construction equipment that meets the latest EPA or California Air Resources Board (CARB) standards. If that newer equipment cannot be used, equipment with the best available controls on diesel emissions including retrofitting with diesel oxidation catalysts or particulate filters in addition to the use of ultra-low sulfur fuel would be the second choice that can be effective in reducing exhaust emissions. The use of newer equipment that meets EPA standards would obviate the need for retrofits.

The Department also encourages the use of newer on-road vehicles that meet either the latest EPA or California Air Resources Board (CARB) standards for construction projects. These on-road vehicles include dump trucks, fuel delivery trucks and other vehicles typically found at construction sites. On-road vehicles older than the 2007-model year typically should be retrofitted with diesel oxidation catalysts or diesel particulate filters for projects. Again, the use of newer vehicles that meet EPA standards would eliminate the need for retrofits.

Additionally, Section 22a-174-18(b)(3)(C) of the Regulations of Connecticut State Agencies (RCSA) limits the idling of mobile sources to 3 minutes. This regulation applies to most vehicles such as trucks and other diesel engine-powered vehicles commonly used on construction sites. Adhering to the regulation will reduce unnecessary idling at truck staging zones, delivery or truck dumping areas and further reduce on-road and construction equipment emissions. Use of posted signs indicating the three-minute idling limit is recommended. It should be noted that only DEEP can enforce Section 22a-174-18(b)(3)(C) of the RCSA. Therefore, it is recommended that the project sponsor include language similar to the anti-idling regulations in the contract specifications for construction in order to allow them to enforce idling restrictions at the project site without the involvement of the Department.

Thank you for the opportunity to review this proposal. If you have any questions concerning these comments, please contact me.

cc: Priti S. Bhardwaj, ConnDOT
Lou Corsino, DEEP/APSD
John Gaucher, DEEP/OLISP
Micheal Grzywinski, DEEP/OLISP
Robert Hannon, DEEP/OPPD
Mark Johnson, DEEP/IFD
Dawn McKay, DEEP/NDDB

From: Lavinia < >
Sent: Wednesday, June 29, 2016 10:44 PM
To: DOT Environmental Planning
Cc: Westport Preservation Alliance
Subject: DOT's Deadline for Comments This Friday



Dear Mr. Alexander,

I am a Westport resident and I strongly support preservation of the Saugatuck Swing Bridge. The bridge is one of Westport's most important and iconic historical resources and it is greatly valued by those of us who live here and use it every day. It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers.

It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.

Lavinia Larsson

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Westport Preservation Alliance
P.O. Box 651
WESTPORT, CT 06881

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STATE OF CONNECTICUT
DEPARTMENT OF PUBLIC HEALTH

Raul Pino, M.D., M.P.H.
Commissioner

Dannel P. Malloy
Governor
Nancy Wyman
Lt. Governor

Drinking Water Section

June 28, 2016

Mr. Mark W. Alexander
Transportation Assistant Planning Director
CT Department of Transportation
Bureau of Policy and Planning
2800 Berlin Turnpike
Newington, CT 06131

Re: Notice of Scoping for Major Rehabilitation or Replacement of Bridge No. 01349 (William Cribari Memorial Bridge): Route 136 over the Saugatuck River

Dear Mr. Alexander:

The Drinking Water Section of the Department of Public Health has reviewed the above-mentioned project for potential impacts to any sources of public drinking water supply. This project does not appear to be in a public water supply source water area; therefore, the Drinking Water Section has no comments at this time.

Sincerely,

Patricia Bisacky
Environmental Analyst 3
Drinking Water Section

Phone: (860) 509-8000 • Fax: (860) 509-7184 • VP: (860) 899-1611
410 Capitol Avenue, P.O. Box 340308
Hartford, Connecticut 06134-0308
www.ct.gov/dph
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From: Werner Liepolt < >
Sent: Monday, June 27, 2016 5:21 PM
To: Bhardwaj, Priti S.; DOT Environmental Planning
Cc: John F. Suggs; Nezames, Theodore H
Subject: For public record Saugatuck River Bridge

Project No. 158-212

Contact: Ms. Priti S. Bhardwaj, P.E., Transportation Supervising Engineer
Connecticut Department of Transportation
2800 Berlin Turnpike, Newington, CT 06131
Phone: 860-594-3311
E-Mail: priti.Bhardwaj@ct.gov

Also

Mark Alexander
mailto:dot.environmentalplanning@ct.gov

Last year I decided to have some floors in my house redone. The house was built in 1945. The flooring is fir, and it was installed (unlike today) in twenty foot lengths. In some places the fir was pretty worn. It took me three interviews before I found the floor refinisher capable of and willing to do the job. The first wanted to rip up the floor and install new hardwood. The second proposed covering the fir with a parquet! But the third had good workmen and was willing to preserve what I think needs preserving.

The plans you presented earlier this month for the Saugatuck River/William F Cribari Bridge remind me of the first two.

I have lived on the one and one half mile residential Bridge Street which the Bridge serves for more than forty years. I have seen traffic fluctuate certainly, but I have seen the value, fondness, safety, and service this Bridge provides to the many residents of Westport on the East bank of the Saugatuck River.

Were you to widen and raise the height of the Bridge as the plans you have so far presented show, you would create an unwelcome safety hazard to both residents and motorists as well as damage the character of this street.

I urge you to address the maintenance issues which you have neglected for too long and to find that expert in restoration who understands what to do and how to do it.

As a stakeholder by longevity, financial investment, and involvement in the community I ask that I be kept up-to-date on all developments and included in all discussions.

Werner Liepolt

From: Clayton Hughes < >
Sent: Thursday, June 30, 2016 6:26 PM
To: DOT Environmental Planning
Subject: Fwd: Rehabilitation Study Report (Bridge No. 01349)

Mr. Alexander:

I am re-sending this to you at the above email address, which was provided to me as alternate to the one on the DOT website.

Sincerely,
Clayton Hughes

---------- Forwarded message ----------
From: **Clayton Hughes** < >
Date: Thu, Jun 30, 2016 at 5:52 PM
Subject: Rehabilitation Study Report (Bridge No. 01349)
To: mark.w.alexander@po.state.ct.us
Cc: " " < >, Michelle Bassin < >, Gabriel Shenhar < >,

Dear Mr. Alexander:

We are writing in response to the public meeting that was held on June 15, 2016 at Westport Town Hall, at which the Connecticut Department of Transportation presented its "Rehabilitation Study Report" (RSR) regarding Bridge No. 01349. During the public comments portion of the evening (which lasted in excess of two hours), numerous state and local public officials and Westport citizens spoke; virtually all of them were strongly opposed to both of the options advocated by the DOT (major rehabilitation or complete replacement).

Safety

As was pointed out at the June 15th meeting, the RSR's discussion of the bridge's alleged safety problems is inaccurate and misleading in the extreme. Over a 5-year period, DOT can point to only 16 accidents that occurred on the bridge, only two of which had anything to do with the dimensions of the bridge. Given the DOT's own estimate of approximately 13,000 vehicles crossing the bridge per day, that is two accidents for 23,750,000 crossings. This confirms the point made by the mass of speakers at the meeting: the bridge in its current dimensions is actually a deterrent to accidents.

Perhaps more to the point, the proposals to undertake major rehabilitation or full replacement of the bridge each would open the surrounding community up to significantly increased spillover traffic volume from I-95, including much larger, 18-wheel trucks. Any supposed traffic flow improvements that might otherwise have been expected from expanding the bridge would thus inevitably be undone.

At the same time, the surrounding neighborhoods (Bridge Street, Greens Farms Road, Compo Road, Imperial Avenue) would experience a devastating change. These are true family neighborhoods with many school-aged and younger children, and numerous elementary, middle school and high school bus-stops. An absolutely crucial function that the bridge has always served is one of traffic "calming". Drivers understand that it is necessary to slow down to cross the bridge and do so – hence the incredibly low incidence of accidents on the bridge. An obvious consequence of the changes DOT is advocating will be not only increased traffic volume on the bridge, but increased speeds. It would only be a matter of time until we had our first fatality – if not fatalities.

Let us also be clear about another point: there appears to be an effort on the part of DOT to manufacture additional "stakeholders" for the purpose of justifying its decision. Bicyclists are not meaningful stakeholders in this matter. There are plenty of places to ride bikes in Westport, and bicyclists can agitate for even more bike paths if they like. Pleasure boaters are not meaningful stakeholders either. Recreational pursuits should hold no weight in a matter that so vitally impacts the health and well-being of the people who *live* in the neighborhoods surrounding the bridge and the community at large.

Preservation

The bridge is on the National Register of Historic Places. It was built in 1884 and is the last movable iron bridge in the United States. Over the past 130 years the residents of Westport have on multiple occasions banded together to preserve this part of our community's heritage and resist attempts by the State of Connecticut to do away with it.

Indeed, this is more than just a matter of esthetics: landmarks like this bridge make Westport the unique place that it is. And, as State Senator Toni Boucher pointed out at the June 15th meeting, Westport serves to prop up the economy of Connecticut as a whole (even more so in these economically trying times when a certain large corporation has just left for Massachusetts). We need a broader set of values, principles and priorities applied here than those in the RSR.

Social Equity / Pressing Needs Elsewhere

Somehow, this ill-considered project has ballooned from a proposed “spot painting” in May 2015 to the ridiculously expanded scope that is now being “studied”. Is there some unstated agenda that the DOT is pursuing? Are FOIA requests in order to determine what has been going on behind the scenes, which companies stand to secure the lucrative contracts that will result from this boondoggle and so forth? Or is this whole enterprise merely the inertial force that has arisen from the availability of federal funds?

Regardless, it borders on fiscal malfeasance to suggest spending between $19,800,000 - $35,800,000 of federal and state tax dollars on a bridge in Westport that the DOT acknowledges is safe and not in any way structurally deficient – particularly when there are doubtless so many other more pressing infrastructure problems in the rest of the state. (And we know that if either of the two options is chosen, the final bill will ultimately be multiples higher.) One wonders what the people of, say, Bridgeport or East Hartford would think of this prioritization of Connecticut’s all-too-finite budgetary resources. (Not to mention the media. Or CAFCA.)

Whatever minor, truly essential repairs need to be made should of course be made, but the bridge should be preserved in its current dimensions – not enlarged, raised, moved or replaced.

Sincerely,

Clayton Hughes

Janine Bassin

Gabriel Shenhar

Michelle Bassin

From: Alexander, Mark W
Sent: Wednesday, July 06, 2016 5:29 PM
To: Fleming, Kevin
Subject: FW: Urgent: Westport Bridge No. 01349

Importance: High

Another comment letter.

Mark W. Alexander
Transportation Assistant Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
Mark.W.Alexander@ct.gov
telephone: (860) 594-2931
fax: (860) 594-3028

From: [mailto:]
Sent: Friday, July 01, 2016 3:51 PM
To: Alexander, Mark W
Cc:
Subject: Urgent: Westport Bridge No. 01349
Importance: High

Via Email and First Class Mail.

To:
Mark W. Alexander
Transportation Assistant Planning Director
CTDOT, Bureau of Policy and Planning
2800 Berlin Turnpike,
Newington, CT 06131

Re:
Rehabilitation Study Report
Bridge No. 01349
Issued June 2016
State Project No. 0158-212

Dear Mr. Alexander,

I am a Westport resident and I strongly support preservation of the Saugatuck Swing Bridge, which is one of Westport's most important and iconic historical resources, and is greatly valued by those of us who live here and use it every day.

It contributes to the special character of Saugatuck Village and prevents large trucks from using our local streets and endangering pedestrians and bikers.

As former Chairman of Westport's Municipal Tree Board, with training funded by

CT DEEP/Urban Forestry relative to tree biology, tree law and multiple aspects of Urban Forest "best-practices"--I am familiar with important USDA metrics related to air, soil and water quality.

As an observer/participant to the State Vegetation Management Task Force--convened by way of Governor Malloy and issued to the Connecticut Department of Energy and Environmental protection--I persisted in asking for evidence-based metrics that would incontestably support the Task Force's findings relative to air, soil and water quality--as well as the closely associated increased residential and commercial real-estate values when Urban Forestry and Conservation issues are appropriately addressed. Within the Final Task Force Report are USDA metrics which has subsequently helped our municipality make the right choices in funding and land use.

These metrics--directly related to maintaining and improving residential and real estate values--serve not only residents, but our municipality's coffers by keeping Westport a valued and sought-after community in which to live.

Subsequently, I have broadened scope of inquiry and advocacy beyond Urban Forestry, to include Land and Water Conservation--action which has positively impacted Municipal Planning & Zoning practices.

Given this background, the following are only several of many concerns that need to be recognized in addition to important historic preservation:

1. If DOT were to remove the historic swing bridge and replace it with a larger bridge/off ramp for 1-95 over the Saugatuck River, there will be increased traffic with increased and harmful roadway run-off pollutants falling directly into this tidal river which flows directly into Westport's Compo Beach and Long Island Sound.

These residual pollutants will be cumulatively harmful to residents and visitors--particularly small children--who
swim at Compo Beach.
And will have long-term negative impact, in many forms, within Long Island Sound waterways.

2. Replacing the historic swing bridge with any other structure will also likely cause negative impact to important
riverbank vegetation which helps buffer and sequester pollutants. In addition, this existing vegetation is essential in
maintaining a number of ecological balances--as well as providing irreplaceable natural beauty to one of the most important
scenic gateways into Westport.

3. If the historic swing bridge were replaced with any other structure, and the mature riverbank vegetation buffers are disturbed,
it will also negatively impact air quality--through increased traffic and loss of above-mentioned vegetation which sequesters
a good deal of harmful air-borne particulate matter.

**Westport--sandwiched between 1-95 and the Merritt Parkway--deserves the protection and stewardship of any aspect
which fosters cleaner air to breathe and cleaner waterways.**

Our Municipal and State elected officials should be championing the preservation of any vegetation--instead of proposing
more pavement, clear-cutting or increased traffic.

4. If the existing historic swing bridge is replaced, it will most likely Increase docking and pleasure boating further up the Saugatuck River
into Downtown Westport.
This would only serve to further increase water and air pollutants--creating lasting damage for all Westport residents--at the expense
of a small special interest group.

Yale School of Forestry hosted a recent Symposium related to wise practices in urban development: the consensus was that
water conservation and protection was the single most important issue to be dealt with in the 21st century.

Westport needs its State and Local elected officials to understand and support these crucial evidence-based factors.

It has been pointed out that the Saugatuck Swing Bridge is our Nation's oldest, active span of its type and requires respectful conservation.

For this reason, and those described above, the Bridge should be repaired and preserved in its current dimensions, not enlarged,
raised, moved or replaced.

Sincerely,
Pamela Klomberg

From: don bergmann < >
Sent: Thursday, June 30, 2016 11:00 PM
To: DOT Environmental Planning
Subject: Fw: Westport Cribari Bridge

Mr. Alexander, I have been mistyping your e mail address. Hopefully I have now got it right. Don Bergmann
----- Forwarded Message -----
From: don bergmann
To: "dotenvironmentalplanning@ct.gov"
Sent: Thursday, June 30, 2016 5:48 PM
Subject: Fw: Westport Cribari Bridge

----- Forwarded Message -----
From: don bergmann
To: "DOTenvirronmentalplanning@CT.Gov"
Cc: Priti S. Bhardwaj
Sent: Thursday, June 30, 2016 5:46 PM
Subject: Westport Cribari Bridge

Dear Mark W. Alexander, Transportation Assistant Planning Director

I write to express my unequivocal support to preserve the Westport Cribari Historic Swing Bridge. I will make only two points in this e mail:
1. In my judgment and quite possibly under the law, a full determination of the historic elements of the Cribari Bridge must be determined as the initial finding of the review by the CT DOT. Plans as to how best to preserve the bridge should be addressed only AFTER a report on the "historic" elements of the bridge that need to be or should be preserved has been completed. (I note that replacement of the bridge should have already been eliminated as a possibility.); and
2. The CT DOT and I trust you have received the "historic" report on the Cribari Bridge that was prepared as part of the decision of Westport to move ahead with the designation by Westport of this bridge as "historic". The report is dated May 2016 and was prepared by a Subcommittee of the Historic District Commission of the Town of Westport. It is quite an amazing document and sets forth a wealth of information about the Cribari Bridge, including how the bridge in its various forms over a vast number of years has played an important, indeed crucial role, to Westport, its citizens, its politics, its commerce and its appeal. Any analysis of the Cribari Bridge must, in my opinion, include recognition of all of that history. To ignore it, is to separate the history of the Cribari Bridge from its physical elements. I can't imagine how any thoughtful historic analysis of the Cribari Bridge can fail to address and include all that was occurring during the many iterations of the Cribari Bridge and its predecessors. Accordingly, I ask that all involved in this effort re-read that wonderful May 2016 report and relate that report to all efforts that you and others will be pursuing to assure Westport and its citizens that the Cribari Bridge will be preserved and that its historic elements will remain untouched.

I and most in Westport expect the CT DOT to take the most minimal of actions as to the Cribari Bridge, with those actions being limited to only fundamental structural issues such as the one bad piling. That approach will assure the preservation of the historic integrity of the Cribari Bridge.

Thank you,
Don Bergmann

Carey Mack Weber

Mark W. Alexander
Transportation Assistant Planning Director
CTDOT, Bureau of Policy and Planning
2800 Berlin Turnpike, Newington, CT 06131

June 22, 2016

Dear Mr. Alexander,

I am a 22 year resident of Bridge Street living in a Victorian house that was built in 1877, three houses from the Cribari Bridge. I will be impacted on a daily basis by whatever decision is made about the Bridge by your department. I attended the most recent Planning and Scoping meeting at the Westport Town Hall and would like to register my objection to both of your proposed plans for the bridge. I do not want a new bridge and I am not in favor of the rehabilitation plan that you outlined at the meeting. I am not in favor of any plan that would allow 18 wheel truck/tractor trailers to use the bridge. Heightening the bridge which was a feature in both of your plans would allow and encourage trucks to use Bridge Street and the Bridge as an alternate route to 95. This would be untenable.

A seven day a week traffic study MUST be done, during the school year. You will find that the traffic comes to a halt on Bridge Street with idling traffic for an hour at a time, at various times of day - most mornings between 8-9, Friday evenings when the crowds descend on Saugatuck restaurants and are looking for parking, and at other times when the traffic on 95 is backed up... The diesel exhaust and noise from trucks would drastically diminish our quality of life in an historic neighborhood. The safety issues relating to large trucks on this route with five bus stops is also a major issue. I think you will also find that at rush hour there is so much congestion at the intersections at Riverside and 136 (near the train station/Tutti's) and Riverside/Treadwell/Saugatuck that even if you had a better turning lane coming off the bridge into Saugatuck the cars would get stopped up at their next light and it would still get backed up down Bridge Street and Greens Farms Road. The traffic often goes back more than a mile down Green Farms Road. As you heard at the meeting those of us who live in this neighborhood feel strongly that we do not want to make this alternate route more appealing to drivers of cars, and certainly not to truck drivers.

An additional thought - I am in favor of raising the pilings (by a few feet) on the bridge when the underpinings/piers are restored, if this is an option, both to raise the mechanicals out of the way of storm surges, and to allow for some additional boat traffic. Then when the historic upper structure is restored it can just be placed back on top of this slightly higher sub-structure. Obviously, I am not an engineer, so this may not be feasible, but I thought I would throw it out there.

Thank you for your consideration of my comments. The takeaway here is that I want the existing bridge repaired and kept as is. My other idea is just to add to the mix of community input.

Best,

Carey Mack Weber

June 30, 2016

Mr. Mark W. Alexander
Transportation Assistant Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, Connecticut 06131

Re: The William Cribari ("Bridge Street") Bridge in Westport, CT

Dear Mr. Alexander,

I am writing concerning the proposed improvements to the William Cribari Bridge in Westport. There has been much local discussion by some in Westport as to the importance of retaining the historical feel of the old bridge. I disagree. What is important is that we get an attractive modern bridge that effectively and efficiently serves the current and projected future transportation needs for the location, including foot and bicycle traffic.

Justified concerns have been expressed about the possibility of heavy truck traffic on Greens Farms Road as a bypass route to I-95, but these concerns can be addressed by means other than historical design features, such as the current unnecessary and ugly truss superstructure, that detract from the safety and utility of the bridge.

The rich history of the Saugatuck area, including the river and the bridge, could be better preserved by a small local park near the bridge with pictures and narratives that illustrate the area's dynamic past.

Thank you for the opportunity for the community to express its concerns.

Kindest regards,

Christopher E. Lewis

From: Josh Moritz < >
Sent: Tuesday, June 21, 2016 10:43 AM
To: DOT Environmental Planning
Subject: In support of repair of the Cribari Bridge in Westport CT

As a resident of Westport CT, I just want to let you know that I want the Cribara bridge to be repaired, not replaced. I do not want the height of the truss to be higher than it is now. I feel strongly that the truss is not only necessary as a visual element of a historical site, but also a physical element that prevents oversized trucks from using the bridge.

Josh Moritz

From: Mary Sikorski < >
Sent: Thursday, June 30, 2016 8:50 AM
To: DOT Environmental Planning
Subject: Please preserve the Saugatuck Swing Bridge

Dear Mr. Alexander,

I wanted to add my voice to those against replacing the Saugatuck River Bridge.

I am a Westport resident since 1965 and am very averse to the prospect of enlarging the Saugatuck River Bridge.

Traveling over the bridge on Thursday, June 16th, I was behind a flat bed truck that could not navigate a right hand turn onto Riverside Avenue. Subsequently, the tail light and part of the bumper on a parked Suburban sustained taillight and bumper damage.
I can only imagine the difficulties 18 wheelers would have negotiating turns onto Riverside Avenue.

I am totally against a new bridge and support our existing one being refurbished and preserved in the manor that it resembles today.

Thank you for your consideration,

Mary Sikorski

From:
Sent: Friday, July 01, 2016 11:16 AM
To: DOT Environmental Planning;
Subject: PLEASE SAVE THE CRIBARI BRIDGE

Dear Mr. Alexander,
Please repair and retain our beloved Saugatuck Swing (Cribari) Bridge. Widening, moving or destroying the bridge will cause more problems than those actions will ever solve.
Realize that any change to the bridge, or its approaches, threatens the environment on multiple levels. There will be added and heavier traffic that will pour out on to Greens Farms Road which is not designed to handle the heavier and additional vehicles. Noise pollution, air pollution and a very real physical danger to our children and other pedestrians are an outcome that can be counted on. In short, anything that would allow or encourage large trucks access on to the bridge and to the Greens Farms Road, would erode our quality of life and be destructive to the fabric of our family centered neighborhood.
New construction would pose an environmental threat to the delicate shore line of the Saugatuck. Most importantly, Eminent Domain would come into play, causing heart ache, loss of property, businesses and further damage to the water and shore line.
PLEASE be sensitive to our fragile environment!! Be responsible. Do the right thing for our community. Retain and repair our beloved bridge.
Best,
S. Horowitz Phd

From: David Meth < >
Sent: Wednesday, June 29, 2016 11:09 PM
To: DOT Environmental Planning
Subject: Preserve the Saugatuck Swing Bridge

6/29/16

Mark W. Alexander
Transportation Assistant Planning Director
CTDOT, Bureau of Policy and Planning
2800 Berlin Turnpike, Newington, CT 06131

Dear Mr. Alexander,

I am a Westport resident and I strongly support preservation of the Saugatuck Swing Bridge. The bridge is one of Westport's most important and iconic historical resources and it is greatly valued by those of us who live here and use it every day. It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers.

It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.

Thank you very much for your time and consideration.

Sincerely yours,
David L. Meth
Westport Preservation Alliance

From: Judy Starr < >
Sent: Wednesday, June 29, 2016 10:44 PM
To: DOT Environmental Planning
Cc:
Subject: Reasons to Preserve the Historic Cribari Bridge in Westport (aka the Saugatuck Swing Bridge)

Dear Mr. Alexander:

Please encourage and support the preservation of the Cribari Bridge, aka the Saugatuck Swing Bridge. This bridge is one of Westport's most important and iconic historical resources and it is greatly valued by those of us who live here and use it every day. It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians, joggers, and bikers.

It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced.

Thank you for your consideration and, hopefully, support of the preservation of this unique and important bridge.

Sincerely,

Judy Starr

From:
Sent: Tuesday, June 21, 2016 8:26 PM
To: Patty Kondub
Cc: DOT Environmental Planning
Subject: Re: Cribari Bridge in Westport

Dear DOT- as my sister wrote - I agree. Please keep the bridge in its current configuration. We do not need double lanes - no eminent domain for Bridge Street residents- please look at what you did to homeowners when you moved them out by eminent domain for I95. This is a great bridge and we want Saugatuck to keep its charm.
Sincerely, Nancy Kondub- Harris

Sent from my iPhone

> On Jun 21, 2016, at 6:38 PM, Patty Kondub < > wrote:
>
> To Whom It May Concern in DOT:
>
> Please do not enlarge or update the bridge.
>
> I grew up on Oak Ridge Park (off Imperial Avenue which turns R onto Bridge Street) for 42 years and the past 10 years I have lived on the other side of the bridge at Riverside Ave Unit in Westport.
>
> This part of Westport is BUSY as it is, and improving it to carry big trucks or more lanes will lead to more congestion.
>
> Thank you for listening to my request and I will thank you even more if you keep the bridge "as is".
>
> Patty Kondub
>

From: Jonathan <jpsteinberg@optonline.net>
Sent: Thursday, June 30, 2016 5:20 PM
To: DOT Environmental Planning
Cc: jmarpe@westportct.gov; Redeker, James P
Subject: RE: Cribari (Rte. 126) Bridge Renovation Project
Attachments: CribariBridge Steinberg.docx

Sorry, I failed to send signed version (attached).

From: Jonathan [mailto:jpsteinberg@optonline.net]
Sent: Thursday, June 30, 2016 5:11 PM
To: 'dot.environmentalplanning@ct.gov'
Cc: 'jmarpe@westportct.gov' ; 'james.redeker@ct.gov'
Subject: Cribari (Rte. 126) Bridge Renovation Project

Mr. Alexander:

Please find attached my submission regarding proposed work on the Cribari (Route 136) Bridge in Westport.

Jonathan Steinberg
State Representative, 136th District
Connecticut Genera Assembly

State of Connecticut
HOUSE OF REPRESENTATIVES
STATE CAPITOL
HARTFORD, CONNECTICUT 06106-1591

REPRESENTATIVE JONATHAN STEINBERG
136TH ASSEMBLY DISTRICT

LEGISLATIVE OFFICE BUILDING
ROOM 4020
HARTFORD, CT 06106-1591

CAPITOL: 860-240-8585
TOLL FREE: 800-842-8267
HOME: 203-226-6749
E-MAIL: Jonathan.Steinberg@cga.ct.gov

MAJORITY WHIP-AT-LARGE

MEMBER
ENERGY AND TECHNOLOGY COMMITTEE
FINANCE, REVENUE AND BONDING COMMITTEE
GOVERNMENT ADMINISTRATION AND ELECTIONS COMMITTEE
TRANSPORTATION COMMITTEE

Proposed DOT Work on the Cribari (Route 136) Bridge in Westport

Mark W. Alexander
Transportation Assistant Planning Director
CTDOT, Bureau of Policy and Planning
2800 Berlin Turnpike, Newington, CT 06131

Mr. Alexander:

While we appreciate DOT's deliberative and thorough efforts to develop a plan for the Cribari (Rte. 136) Bridge in Westport, my sentiments –- and those of many Westporters – can be summed up as "fix it, don't replace it."

As has been indicated in public hearing on the bridge and through other communiques, there is significant community support for rehabilitating the bridge, and significant opposition to replacing it.

Most notable is the bridge's historic significance as an example of a classic swing bridge, one of the few remaining in the state (as was nicely documented in the historical study provided to DOT). The current bridge, in scale and design, befits the historic and intimate neighborhood in which it is located. And the town is awaiting an imminent decision on its application to designate a stretch of Rte. 136, leading up to the bridge from the east, as scenic (affording additional rationale for general preservation).

The community is particularly concerned about the prospect of increased truck traffic on the bridge, specifically 18-wheel tractor trailers diverted off I-95 because of road work or general congestion. Not only would such trucks face difficulties negotiating the tight turns in the neighborhood, the incursion of such vehicles in the area would have a negative effect on traffic, pedestrian safety and air quality.

We have repeatedly sought DOT agreement to a height restriction on any bridge reconfiguration to keep such trucks off the bridge. DOT's unwillingness to date to provide such assurances gives the impression that such an outcome is precisely the Department's intent. Federal and state bridge standards may not offer precedents for building in such height limits, but community acceptance of DOT's bridge work will likely hinge on this concession. We will not be dissuaded on this point.

We're told that one of the arguments in favor of replacement would be to increase vehicle throughput over the river. However, any benefits regarding traffic on the bridge itself will be negated by the functional limitations of the roads on either side of the bridge, i.e., there's really little prospect of improving traffic flow on streets with sharp turns and high commercial density of development. In addition, the current bridge configuration, with its limitations, actually provides a traffic calming feature which enhances overall safety for vehicles, pedestrians and bike-riders.

Of note, Westport has recently received a large state grant ($440,000) for use in Transit Oriented Development (TOD) planning. This funding could not be more timely, given recent and prospective development projects and the increasingly troublesome aspects of traffic driven by the heavily-accessed Metro North station and I-95 exit in close proximity. The TOD study will also likely consider mass transit improvements, parking, and even the possibility of creating a Village District. The Cribari Bridge is an integral component of the Saugatuck neighborhood and will be an important subject for discussion as part of this planning work. DOT should consider postponing work on the Cribari Bridge – which is not seriously deficient currently – to allow the study to weigh in on relevant traffic planning aspects.

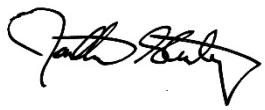
Which brings me to a broader point which is top of mind for me as House Chair of the Transportation Bonding Subcommittee of the Legislature's Finance, Revenue and Bonding Committee: DOT's priorities. As has been noted over the years, DOT has had to deal with limited resources, thus requiring strategic prioritization of projects based on urgency and other key factors. Even with the Governor's ambitious "Let's Go CT" initiative, funding at any given time will be limited, while needs are both backlogged and growing. The vast majority of funding is for "state of good repair" which, ostensibly, the Cribari Bridge project embodies. But it certainly can be argued that a full bridge replacement -- at a cost in the range of $35 million -- is not consistent with efficient and strategic use of limited funding – particularly when rehabilitation will keep the bridge in effective operation at half the cost.

I must add that I find it a bit ironic that the estimated 75-year cost analyses of replacement versus rehabilitation are – just coincidentally -- virtually equal, giving full favorability to replacement based on functional standard benefits. While there is little doubt that rehabilitation of existing infrastructure will require more maintenance than a totally new structure, I have to at least question the assumptions used to arrive at this preliminary cost analysis, based on this remarkable coincidence of cost comparability.

In summary, there are a number of compelling arguments favoring limited rehabilitation of the Cribari Bridge, bolstered by the demonstrated strong feelings of the Westport community. While we respect the process under which DOT is operating (which we expect will soon give appropriate consideration to the historic significance of the bridge and its setting), we are concerned and somewhat frustrated by the Department's circumspect and sometimes evasive responses to queries about its intentions. The sooner we can come to terms on a project plan which addresses the absolutely required fixes to the bridge while acknowledging the needs and desires of the affected community, the sooner tensions and misunderstandings can be resolved.

I would prefer to help mediate a fair and reasonable resolution, based on the issues and concerns already noted. But I must state, unequivocally, that I support an outcome which is consistent with what we value for the Saugatuck community and will tirelessly advocate for that agenda.

Sincerely,



Jonathan Steinberg
State Representative, 136th District

cc: James Redeker, Commissioner DOT
James Marpe, First Selectman, Westport

From: Steve Obsitnik < >
Sent: Friday, July 01, 2016 5:04 PM
To: DOT Environmental Planning
Cc:
Subject: Rehabilitation Study Report Bridge No. 01349 Issued June 2016 State Project No. 0158-212

Dear Mr. Alexander:

We are contacting you as a follow up to the June 15, 2016 meeting at Westport Town Hall. As you know, this meeting was for Conn DOT to present its "Rehabilitation Study Report" (RSR). We wanted to voice our concerns and emphasize that there is virtual unanimity against both of the options contemplated in the RSR.

Let us first start with a few questions:

- How does this proposed project improve quality of life for CT and Westport residents?
- Does CT really have the economic luxury to fix a bridge that has very low incidents?
- Aren't there more highly leveraged projects that would impact the lives of more people? For example, 95 and Merritt Parkway congestion.

Here are our concerns:

Economic Security

Who is keeping view on the big picture? Connecticut has problems. We all bear responsibility for over $100 billion in funded and unfunded liabilities (about $28,000 per person). Our population growth is effectively flat compared to a national average of 2.5% growth annually. Job growth has been effectively non-existent for thirty years. Finally, we just closed a total state budget deficit of over $1.3billion for FY15-16 with more deficits for the FY16-17 starting today. Is now the time to spend $20-40M in a bridge remodel? We do recognize that an investment in infrastructure is important, but it should be targeted at fixing the problems just stated. People in Connecticut are hurting and any changes to this bridge in the RSR does nothing to impact their lives.

Personal Safety

We have attended the local meetings and have been disappointed at the misinformation regarding the safety of the bridge and reported incidences. This information is at best misleading to the population. We understand that over a five-year time frame, Conn DOT only referenced 16 accidents on the bridge. Furthermore, the size

dimensions of the bridge impacted only two of these incidents. With over 13,000 vehicles crossing the bridge per day, that equals only 0.000008% incident rate per crossing (2 incidents divided by 23,750,000 crossings). This is better reliability than most any bridge crossing I think you will find. Wouldn't we want this level of reliability in all our daily services from the DMV to airport security? This simply counters Conn DOT's point that the dimensions of the bridge are a safety concern. Do you disagree?

The RSR simply inserts more safety concerns for citizens both commuters, families and children. Any change including construction and eventual implementation of the RSR will create an unsafe environment. In particular, increased traffic volume or the introduction of large format trucks in residential neighborhoods that were not designed to handle this traffic, and will not be adjusted in the RSR to handle this new traffic load, is irresponsible. Have you studied and included the broader neighborhood impact of your plan? Are you aware of the unintended consequences the RSR will have? Change in traffic flow, road maintenance, traffic patterns, noise, enforcement, property value impact and grand list implications among them. And most importantly, will Conn DOT study the points of failure in the plan which could lead to person harm and, hopefully not, any fatality.

Quality of Life

With falling Connecticut home prices and lack of population growth, shouldn't we be looking to improve quality of life and preserve/enhance our communities? The bridge is on the National Register of Historic Places and adds to this goal. For well over 100 years the citizens of Westport have come together to preserve this important piece of our history and future. Why is this a continued effort by the State of Connecticut to change this bridge? Aren't there bigger projects we should be focused on as a state?

Let's play to our strengths as a state: Beautiful towns, incredible schools, flowing rivers that embrace the community in a safe environment compared to the rest of the country. We have many problems to work on together. This bridge is the least among them. We should work together to ensure the safety of the bridge and preserve its current physical dimension and aesthetics while doing what is right for the people of Connecticut.

Sincerely,

Steve Obsitnik

Suzanne Tager

From: Josh Moritz < >
Sent: Wednesday, June 22, 2016 9:24 AM
To: DOT Environmental Planning
Subject: Re: In support of repair of the Cribari Bridge in Westport CT

Also, keep in mind that when the bridge was built over 100 years ago, it was a very different area. Now its a densely populated with children, adults, and the elderly who bike ride, walk and even walk to the train station. Adding in the possibility of larger trucks to the traffic pattern can only bring physical harm to a neighborhood in terms of auto and truck accidents between bike riders and pedestrians and increased air pollution. Keeping the truss at current height will ensure that these larger vehicles will not come into the neighborhood.

From: DOT Environmental Planning
Sent: Wednesday, June 22, 2016 7:25 AM
To: 'Josh Moritz'
Subject: RE: In support of repair of the Cribari Bridge in Westport CT

Mr. Moritz,

Thank you very much; this email is to inform you that we are have received your comment. Thank You!

From: Josh Moritz [mailto:]
Sent: Tuesday, June 21, 2016 10:43 AM
To: DOT Environmental Planning
Subject: In support of repair of the Cribari Bridge in Westport CT

As a resident of Westport CT, I just want to let you know that I want the Cribara bridge to be repaired, not replaced. I do not want the height of the truss to be higher than it is now. I feel strongly that the truss is not only necessary as a visual element of a historical site, but also a physical element that prevents oversized trucks from using the bridge.

Josh Moritz

From: Lawrence Sherman < >
Sent: Tuesday, June 21, 2016 3:09 PM
To: DOT Environmental Planning
Cc: Lawrence Sherman
Subject: Remembering the "Cribari" bridge replacement that was safer and a breeze to cross

To

Mr. Mark Alexander
Transportation assistant planning director
Conn Department of Transportation Bureau of Policy and Planning
2800 Berlin Turnpike
Newington, CT 06131

From;

Lawrence M. Sherman

Re: William Cribari Bridge in Westport, CT

Dear Mr. Alexander,

Just an observation that I hope you may find helpful in your planning for the repair or replacement of the Cribari Bridge.

From 1965 through 1990 (25 years), I occupied a window office at Bridge Square overlooking the (now appropriately called) Cribari Bridge. During that time the bridge (as it is now) was often crowded even during regular hours, as well as during peak traffic hours. Often with folks under stress trying to catch a train that might be about to leave without them, or to meet a train arriving with a potentially soon-to-be anxious family member or friend who might not be met at the train. Lots of stress! Lots of wasted gas.

I did not realize (and indeed was shocked to discover) that all this stress, and wasted gas, and lost time, and dangerous congestion, **was unnecessary.** (Especially for police cars and fire trucks trying desperately to get to, or from, an emergency) What did I notice?

> You probably know well that, during that time, a temporary bridge was constructed just yards north of the old bridge to enable the repair of the old bridge. And your engineers can explain the following better than I can.

But did you know that, all of a sudden, the instant the new temporary bridge was opened and the old one was shut down, there was almost no more congestion? And for the many, many months (about 1 to 2 years) that the new bridge replaced the old bridge, traffic generally flowed without stopping (except for red lights). And that the new bridge was safer and quite beautiful; its graceful arc spanning the river.

Strangely, it was a sad day when the old bridge was repaired and the new bridge was dismantled and removed. It was progress destroyed. And what a waste of money! There were a lot of disappointed people when the old bridge was repaired and placed back in service. Immediately the old congestion, the wasted gas, the stress, the delays, the frustrations, and the danger, came back with a vengeance.

Remember, this serous and necessary bridge is the only way to cross the river south of the Post Road to get to the Norwalk Hospital, the train station, and the newly expanded Saugatuck restaurant and shopping area. When this bridge traffic is stopped (a frequent occurrence), traffic sometimes can work its way up to the Post Road. But then this further exacerbate the congestion already in the center of town. This then creates even more traffic, more stress, and more wasted gas.

Feel free to use my private email above to get my number to call me if you have any questions.

Good luck!

Larry Sherman

Fleming, Kevin

From: Gail Palmer Stone, < >
Sent: Sunday, June 19, 2016 11:42 AM
To: DOT Environmental Planning
Subject: Repair the bridge

Please do not consider replacing the Bridge Street bridge in Westport.

REPAIR

--
Gail P. Stone,

From: Lawrence Sherman < >
Sent: Wednesday, June 22, 2016 9:44 AM
To: DOT Environmental Planning
Subject: Re: Remembering the "Cribari" bridge replacement that was safer and a breeze to cross

You're welcome. I just re-read my email below, and in case I was being too subtle, I am suggesting (actually pleading for) a new modern efficient bridge that would safely and efficiently accommodate heavy traffic, including emergency vehicles.

Especially when traffic spills off of 95 when it closes from time to time.

And, it now occurs to me that a new bridge would also allow larger boats to pass under it without the bridge having to be periodically completely closed - as is now often the case.

And this would open up the Saugatuck River, 24/7, to boats right up to the center of town.

It seems strange that all of the countless benefits of all of the many continuous improvements in traffic and road and bridge technology over the last hundred years should be denied to Westport. Why should our health and safety standards stay unimproved at this location since the 19th century?

Sent from my iPhone

Lawrence M. Sherman

On Jun 22, 2016, at 7:29 AM, DOT Environmental Planning <DOT.EnvironmentalPlanning@ct.gov> wrote:

> Mr. Sherman,
> Thank you very much; this email is to inform you that we have received your comment. Thanks again!
>
> **From:** Lawrence Sherman [mailto:]
> **Sent:** Tuesday, June 21, 2016 3:09 PM
> **To:** DOT Environmental Planning
> **Cc:** Lawrence Sherman
> **Subject:** Remembering the "Cribari" bridge replacement that was safer and a breeze to cross
> To
> Mr. Mark Alexander
> Transportation assistant planning director
> Conn Department of Transportation Bureau of Policy and Planning
> 2800 Berlin Turnpike
> Newington, CT 06131
>
> From;

Lawrence M. Sherman

Re: William Cribari Bridge in Westport, CT

Dear Mr. Alexander,

Just an observation that I hope you may find helpful in your planning for the repair or replacement of the Cribari Bridge.

From 1965 through 1990 (25 years), I occupied a window office at Bridge Square overlooking the (now appropriately called) Cribari Bridge. During that time the bridge (as it is now) was often crowded even during regular hours, as well as during peak traffic hours. Often with folks under stress trying to catch a train that might be about to leave without them, or to meet a train arriving with a potentially soon-to-be anxious family member or friend who might not be met at the train. Lots of stress! Lots of wasted gas.

I did not realize (and indeed was shocked to discover) that all this stress, and wasted gas, and lost time, and dangerous congestion, **was unnecessary.** (Especially for police cars and fire trucks trying desperately to get to, or from, an emergency) What did I notice?

> You probably know well that, during that time, a temporary bridge was constructed just yards north of the old bridge to enable the repair of the old bridge. And your engineers can explain the following better than I can.

But did you know that, all of a sudden, the instant the new temporary bridge was opened and the old one was shut down, there was almost no more congestion? And for the many, many months (about 1 to 2 years) that the new bridge replaced the old bridge, traffic generally flowed without stopping (except for red lights). And that the new bridge was safer and quite beautiful; its graceful arc spanning the river.

Strangely, it was a sad day when the old bridge was repaired and the new bridge was dismantled and removed. It was progress destroyed. And what a waste of money! There were a lot of disappointed people when the old bridge was repaired and placed back in service. Immediately the old congestion, the wasted gas, the stress, the delays, the frustrations, and the danger, came back with a vengeance.

Remember, this serous and necessary bridge is the only way to cross the river south of the Post Road to get to the Norwalk Hospital, the train station, and the newly expanded Saugatuck restaurant and shopping area. When this bridge traffic is stopped (a frequent occurrence), traffic sometimes can work its way up to the Post Road. But then this further exacerbate the congestion already in the center of town. This then creates even more traffic, more stress, and more wasted gas.

Feel free to use my private email above to get my number to call me if you have any questions.

Good luck!

From: Rob Driscoll < >
Sent: Friday, July 01, 2016 2:18 PM
To: DOT Environmental Planning
Subject: Route 136 (Cribari) bridge - Westport

Mark W. Alexander
Transportation Assistant Planning Director
CTDOT, Bureau of Policy and Planning
2800 Berlin Turnpike, Newington, CT 06131

Dear Mr. Alexander:

I am writing regarding the proposed repair or replacement of the Cribari bridge on Route 136.

I urge DOT, in considering this proposed project, to respect the bridge's historic significance and community importance and the needs and concerns of Westport residents and businesses. Simply put, the vast majority of Westporters do not want any changes made that would permit large truck traffic through the Saugatuck neighborhood, would encourage diversion of traffic from I-95 onto our local streets or would endanger the character of the special neighborhood in which the bridge is located. I know these issues were explored thoroughly at the recent meeting at Westport Town Hall in which several DOT representatives participated, so I will not in this brief note dwell on each of the issues, but I would like to reiterate a few points:

— There is zero support in Westport for, and much concern about the possibility of, a replacement or repair strategy that would result in an increase of the height restrictions on the bridge. The fact that DOT has been unwilling to assure us that it will maintain the current height restrictions has led many to conclude that, in fact, the DOT intends to make changes that would permit huge trucks to drive across the bridge and through the small roads in Saugatuck neighborhood. That outcome would be a disaster for Westport and if that is in fact DOT's intent I urge you strongly to reconsider. On the other hand, if that is not DOT's intent, then DOT should come out and tell us that. Doing so would eliminate much of the worry and tension relating to this proposed project.

— Westport has recently received a state grant for use in Transit Oriented Development (TOD) planning. It would be a huge mistake, and a missed opportunity from a planning perspective, to proceed with a major bridge project without considering how the bridge may fit into future plans for the Saugatuck area.

— DOT has suggested that bridge widening (which also seems to provide the excuse for raising the clearance above) is necessary due to an unusually large number of accidents. But as was explored at the meeting, the validity of that conclusion is far from clear. When you look at DOT's own statistics, it is evident that there actually have been very few accidents on the bridge itself (as opposed to the surrounding roadways). In addition, a walk over the bridge, looking at the damaged areas on the trusses, would make obvious that the bridge strikes were the result of plows traversing the bridge during a winter of extreme weather, not normal car traffic. It is a myth that the narrowness of the bridge is causing cars to run into the trusses or into each other.

— The limitations of the bridge have a calming effect on local traffic. While increasing the speed of traffic flow might in other contexts be a worthy goal, in this situation it could have a negative effect on the safety of the many walkers and bike riders in the neighborhood.

— Westport has already been hit by the substantially degraded level of service provided by Metro North (a vendor that DOT is supposed to manage) as well as by DOT's mismanagement of local road projects, such as the North Avenue Bridge construction project which has put a major Westport road out of commission for the second summer in a row. The last thing we need is another potentially multi-year DOT project that is implemented without sensitivity to community needs.

— Finally, given CT's dire financial condition, is a bridge replacement costing tens of millions of dollars really a prudent use of our money?

Thank you for your consideration of these comments.

Best,

Rob Driscoll

From: Louis Mall < >
Sent: Friday, July 01, 2016 1:58 PM
To: DOT Environmental Planning
Cc:
Subject: Route 136 OVER the Saugatuck River No. 01349

Dear Sirs/ Madams:

I am writing to express my opinion on the project for Bridge no.
01349, also known as the William F. Cribari Bridge, in Westport, CT.
My comments are based on my experiences as a former resident of Bridge Street and later Riverside Avenue. Whether you rehabilitate or replace the existing structure, improving public safety for pedestrians, bicycles and vehicles is of primary concern.

The preservation and protection of the residential neighborhoods is critical. No semi-tractor trailers should be allowed to use the bridge as an alternative to I-95. Therefore, there should be a height restriction that prohibits Route 136 from becoming the breakdown
alternative to the congestion on the Interstate. Children live here.
There MUST be a height restriction going OVER the bridge.

There should be thought given to the height going UNDER the bridge.
Full consideration should be given to the maritime value of the Saugatuck River. It is a "bridge", not a "dam". We need to add to the commercial vitality of businesses along the river while improving and enhancing the recreational value as well. The river will need to be dredged some day, so please keep that consideration in mind.

The bridge MUST always remain named William F. Cribari Bridge. It was named after this man for a reason - people loved him.

There are three bridges in Westport. All serve an important link.
Police, Fire and Emergency access is essential. Their input is the most important source when it comes to serving and protecting us.

Thank you for your public meetings and listening to the concerns of the citizens of Westport.

Sincerely,

Louis M. Mall

From: Patricia W Brennecke < >
Sent: Thursday, June 30, 2016 7:59 AM
To: DOT Environmental Planning
Subject: Saugatuck Bridge

Dear Mr. Alexander,

I grew up in Westport in the 1950's-60's and my brother still lives there.
I love the Saugatuck Bridge -- driving over it, seeing it from the highway or train. It's "home" to me. Please don't tear it down.

Westport was a wonderful town to grow up in. Sadly, so many of the old homes have been raised to make room for "McMansions." And as the economics of the world have changed, Westport has lost much of its hometown charm. Main Street and all its idiosyncratic corners, each peopled by individuals with personality and commitment to the town, has changed irrevocably.

The Bridge is one of the few things that remains as it was. I urge you not to destroy it.

Sincerely yours,
Patricia Brennecke

From: Marco Caggiano < >
Sent: Thursday, June 16, 2016 8:37 PM
To: DOT Environmental Planning
Cc:
Subject: Saugatuck Bridge in Westport

I am writing to support the repair and restoration of the historic swing bridge in Westport.

Historic landmarks like the Saugatuck bridge contribute immeasurably to Westport's character and distinguish Westport and Fairfield county from other NY suburbs.

Please do not replace or expand the bridge.

Marco Caggiano

From: Barbara Nash < >
Sent: Tuesday, June 21, 2016 5:21 PM
To: DOT Environmental Planning
Cc:
Subject: Saugatuck Bridge

I am a preservationist, and I have a long history with the Saugatuck Bridge. I lived in Westport for 20 years and crossed the bridge every day. I am now a resident of Fairfield and still use the bridge every day as I row at the Saugatuck Rowing Club.

I strongly believe we need to preserve the bridge as is. It is a part of our history. Our historical structures give our community a sense of who we are and gives us a connection with our past.

Besides the historical question, I believe that using either the existing bridge or a temporary bridge will create a traffic nightmare for the Saugatuck neighborhood. The logistics of having big trucks charging by on the quiet streets of the neighborhood will destroy its charm and character. This neighborhood has had resurgence in the last few years with many new restaurants and shops starting up. It has become very charming. Heavy traffic will destroy all that it has become.

Please preserve our Saugatuck neighborhood and our lovely bridge and find another way to divert traffic.

Regards,

Barbara Nash

From: Janis Fox < >
Sent: Friday, July 01, 2016 9:42 PM
To: DOT Environmental Planning
Cc:
Subject: Saugatuck Bridge RSR
Attachments: DOT Letter.docx

July 1, 2016

Via Email

Mark W. Alexander
Transportation Assistant Planning Director
CTDOT, Bureau of Policy Planning
2800 Berlin Turnpike
New ingrown, CT 06131

RE: Rehabilitation Study Report
Bridge No. 01349
Issued June 2016
State Project No. 0158-212

Dear Mr. Alexander,

We are writing in response to the public meeting in Westport on June 15, 2016 at which the CTDOT presented its Rehabilitation Study Report (RSR) regarding the Saugatuck Bridge. During the meeting, numerous state and local officials and Westport citizens addressed the options stated in the RSR and virtually all of them were strongly opposed to the options proposed by the CTDOT. We support opposition to any modification of the bridge.

Our family has lived at Imperial Landing in Westport for 23 years. Our property abuts Bridge street and would be directly, materially and adversely affected by enlarging, raising, moving or replacing the bridge. Our immediate neighborhood and the surrounding neighborhoods bordered by Bridge Street, Greens Farm Road, Compo Road and Imperial Avenue would also be materially and adversely affected by the the CTDOT's proposed options. Enlargement of the bridge would likely require that the families living in the homes on properties that abut the bridge lose at least a portion of their property to the state via eminent domain. The noise levels in our quiet neighborhoods would be significantly increased due to the increased traffic traveling on those local roads feeding into the bridge. Traffic patterns would be materially altered. CTDOT's plan to modify the bridge would require many years of air and noise pollution from construction. All of these by-products of bridge modification would have a devastating effect on the surrounding communities and make enjoyment of our properties virtually impossible.

As for its alleged concern for "stakeholders' rights, CTDOT appears to be manufacturing additional "stakeholders" to justify its decision. Bicyclists and pleasure boat owners are not true or meaningful "stakeholders" in this matter simply because they ride their bicycles on the bridge or navigate their boats underneath it. CTDOT is absolutely wrong on this point. The true "stakeholders" are the property owners immediately abutting the bridge and in the surrounding neighborhoods. Recreational pursuits should hold absolutely no weight in this matter which so vitally impacts the health and well-being of the people who live in the neighborhoods surrounding the bridge and the community at large.

The CTDOT has not presented a compelling reason for enlarging the bridge to open it to large

commercial vehicles, such as 18-wheeler trucks, which would outweigh the clear and present harm to the health and safety of the neighborhood residents. While there are many new businesses that have sprung up in the Saugatuck area over the past five years, those businesses can be sufficiently served by commercial trucks via I-95 and Route1. If there is a back-up on 95, vehicles often exit and attempt to take Greens Farm Road and Bridge Street to bypass the back-up and get to their destinations more quickly. However, this strategy does not work and an enlarged bridge would not aid traffic flow because when I-95 backs up and grinds to a crawl or stop, so does the traffic feeding onto the bridge from Greens Farm Road and Bridge Street. The same situation arises when traffic on the Post Road comes to a crawl or stop with the result being that traffic on Imperial Avenue and Riverside Drive, which both feed onto the bridge, are also similarly slowed or stopped. We know this to be true because we have observed traffic in our neighborhood for the past 23 years. The traffic congestion is not the result of the width of the bridge, it is a by-product of the huge numbers of cars traveling I-95 every day.

Due to its width, navigating the bridge requires care and attention by all drivers, and this care and attention benefits the surrounding neighborhoods. Drivers slowing down to navigate the bridge make a safer environment for the residents, especially the many school-age and younger children as well as the numerous elementary, middle and high school bus stops in the surrounding neighborhoods. Undoubtedly, the recognized need for drivers to slow down and pay attention when crossing the bridge has led to the very low incidence of automobile accidents on the bridge. We have not been detoured once in 23 years due to a vehicle accident occurring on the bridge. However, the CTDOT's proposed modifications will clearly result in higher vehicles speeds crossing the bridge in addition to increased traffic volumes. It is only a matter of time until drivers and the even more vulnerable pedestrian bridge users will suffer serious injuries or loss of life.

In addition to safety and enjoyment of property, Westporters recognize that the Saugatuck Bridge is an historic and special structure that is inextricably woven into the heart and soul of our town. The bridge is on the National Register of Historic Places. It was built in 1884 and is the last movable iron bridge in the United States. Over the past 130 years the residents of Westport have on multiple occasions banded together to preserve this part of our community's heritage and resist attempts by the State of Connecticut to do away with it. It is landmarks like this bridge that make Westport the unique place that it is.

Finally, the CTDOT must be required to provide justification for spending the projected $19,000,000 to $35,000,000 on modifications to the Saugatuck Bridge which the the DOT acknowledges is safe and not in any way structurally deficient. There are doubtless many more pressing infrastructure problems in the state that could better use these funds. Considering that General Electric is leaving CT with it millions of tax dollars, wasting huge sums of taxpayer money on a satisfactorily functioning and structurally safe bridge borders on malfeasance. One can't help but wonder what self-interested parties may be lobbying the CTDOT to push the unnecessary modification of the Saugatuck Bridge forward.

CTDOT should be required to consider a broader set of values, principles and priorities than those addressed in the RSR. In doing so, we are convinced that the bridge should be preserved in

its current dimensions. Any minor and essential repairs should be made and the Saugatuck Bridge should not be enlarged, raised, moved or replaced.

Sincerely,

Eugene Fox III
Janis P. Fox

Whatever minor, truly essential repairs need to be made should of course be made, but the bridge should be preserved in its current dimensions – not enlarged, raised, moved or replaced

State Senator Toni Boucher pointed out at the June 15th meeting, Westport serves to prop up the economy of Connecticut as a whole (even more so in these economically trying times when a certain large corporation has just left for Massachusetts). We need a broader set of values, principles and priorities applied here than those in the RSR.

From: Bob Caporale < >
Sent: Thursday, June 30, 2016 10:29 AM
To: DOT Environmental Planning
Cc: Nora Caporale
Subject: Saugatuck River Bridge

Dear Mr. Alexander,

We are writing to indicate our support for preserving the existing Saugatuck swing bridge in Westport, CT. As residents of both Westport and Saugatuck village, we feel that there are many characteristics of this bridge that are very important to the area, including preservation of local history, control of local traffic, and maintaining the existing look and feel of the surrounding area and neighborhoods.

More specifically, we would be adamantly opposed to any plan that serves to allow the increase of large truck traffic through the area, specifically due to the excessive noise, pollution, traffic, safety, and adverse environmental issues that such a plan would inevitably cause. Therefore, we urge you and your colleagues to support repairing and preserving the existing Saugatuck bridge in its current dimensions rather than enlarging, replacing, raising, or moving the bridge.

Sincerely,

Bob & Nora Caporale

From:	Francis, Eileen <efrancis@westportct.gov> on behalf of Marpe, Jim <JMARPE@westportct.gov>
Sent:	Thursday, June 30, 2016 1:14 PM
To:	DOT Environmental Planning
Cc:	Redeker, James P; Bhardwaj, Priti S.; Nezames, Theodore H; Fields, Timothy D.; Gail Lavielle (Gail.Lavielle@housegop.ct.gov); Gail Lavielle (gaillavielle@aol.com); Jonathan Steinberg (Jonathan.Steinberg@cga.ct.gov); Jonathan Steinberg (jpsteinberg@optonline.net); Toni Boucher (Toni.Boucher@cga.ct.gov); Toni Boucher (toniboucher@aol.com); Tony Hwang (SenatorHwang@gmail.com); Tony Hwang (Tony.Hwang@cga.ct.gov)
Subject:	Saugatuck River Bridge (State Bridge #01349), Westport, Rehabilitation Study Report
Attachments:	06-30-2016 Letter to M Alexander CT DOT re Saugatuck River Bridge (State Bridge # 01349), Westport.pdf

Mr. Alexander,

Please see the attached correspondence related to the Saugatuck River Bridge Rehabilitation Study Report. Kindly include it in the formal record of the meeting of June 15 and any future reporting or documentation regarding the Bridge.

Thank you for your consideration.

Jim Marpe
First Selectman

Town of Westport

WESTPORT, CONNECTICUT

JAMES S. MARPE
First Selectman

June 30, 2016

Mark W. Alexander
Transportation Assistant Planning Director
CT DOT, Bureau of Policy and Planning
2800 Berlin Turnpike
Newington, CT 06131

Via e-mail: dot.environmentalplanning@ct.gov

Re: Saugatuck River Bridge (State Bridge #01349), Westport

Dear Mr. Alexander:

I would first like to thank the Connecticut DOT and the staff members who came to Westport on June 15 to conduct the public scoping session and present the findings of the Saugatuck River Bridge, (State Bridge # 01349) Rehabilitation Study Report ("RSR"). It was a very informative discussion that clearly demonstrated the alternatives and some of the potential impacts related to the DOT's plans for the Bridge.

As First Selectman, I made comments as part of the proceedings on June 15. I want to follow-up with additional written commentary for inclusion in the formal record of the meeting and any future reporting or documentation regarding the Bridge. Since the time of the meeting, I have heard from many Westporters regarding their views and preferences concerning how the project should proceed. This has informed my current set of comments.

My comments, observations and recommendations are as follows:

1) As previously expressed, the physical safety of the Bridge is a primary concern. I am particularly concerned with those physical deficiencies that affect the underlying structure of the bridge and that require necessary and expedient repair in order for the bridge to safely carry the daily traffic load. The underlying infrastructure issues with the deteriorating Support Pier #2 certainly need to be addressed as soon as possible. The damaged and weakened non –weight bearing truss members also appear to need repair.

I am less concerned with the "functional obsolescence" deficiencies related to lane width and height clearance. Westporters are accustomed to these conditions, know how to traverse the Bridge carefully, and can deal with the somewhat narrower conditions than are found on most

modern day bridges. I do not believe that a major widening of the Bridge is a priority for most Westporters.

2) The historic nature of this iconic Bridge is important to the community. Its historic look and feel must be maintained as much as possible.

3) Any solution that creates additional traffic problems and congestion for the Saugatuck area and/or Green's Farms Road and Bridge Street is unacceptable. If the Bridge is rehabilitated or reconstructed in such a manner that allows it to be used as an attractive alternative for more automobiles and for large, 18-wheel trucks when backups occur on I-95, then safety and traffic control will be compromised.

4) The current top superstructure of the Bridge with its lower clearance acts as a barrier to higher-profiled truck traffic. This is a feature that must be maintained, no matter the chosen option. In each option presented, it seemed that it was the DOT's intent to raise the clearance of the bridge to current standard federal height. I oppose any option that would institute a clearance height that would allow 18 wheel semi-trucks to clear the Bridge easily.

5) I would like to see what improvements could be made to make the Bridge safer and more accessible for both pedestrians and bicycles. This may require a modest amount of widening which seems acceptable to most Westporters.

6) As suggested by some, if it is possible for the Bridge to be raised an additional four feet above the water (approximately the height of the rail bridge) then there would be far fewer requirements to mechanically open the Bridge for marine traffic. In addition to the cost that is ultimately charged to the Town of Westport, these openings currently take significant time and cause large scale traffic backups. A bridge with a higher clearance underneath would allow for a larger percentage of boats to pass under it.

7) While briefly discussed at the meeting, as part of this project, attention needs to be paid to improving the intersection of Riverside Avenue and Rte. 136 at the Bridge. This intersection is where the congestion and backups occur. The Bridge itself acts as a "traffic calming" device because vehicles are required to move slowly. An extended westbound right turn lane and any other possible improvements in that area would be helpful.

8) The required discussion of possible land "acquisition" at the June 15 session caused a great deal of anxiety among residents. I am aware that the DOT has retained some land and easements from the last rehabilitation project, but I am unaware of the specifics. *For each considered option*, I would like 1) information as to what parcels of land are currently under the

DOT's jurisdiction; and 2) detailed information as to what land rights the DOT would need to obtain and where specifically such rights would be required (e.g. right of way; temporary construction easement; taking of land permanently through the State's eminent domain powers).

9) I know that the DOT intends to continue with future studies and public outreach to the community stakeholders and will be hosting public information sessions before making any final decisions on direction and/or alternatives. I would appreciate the consideration of being kept informed with regard to such outreach and to have input into that process as it is planned.

10) I understand that Federal funding requirements are the primary driving force in the study for the reconstruction option and are mandating some of the new width and height requirements that the DOT is considering implementing. If it is a matter of "Federal funding mandates" that are driving certain DOT actions, I would recommend that the rehabilitation be considered as a "State funded only" project. The Bridge is unique to Connecticut and to the U.S., so the manner in which its preservation is funded may need to be unique as well.

Given what is known at the moment, it is my opinion and recommendation that the DOT move forward with a focus on the "rehabilitation" option for the Cribari Bridge. This would entail maintaining the Bridge's current scale, appearance and operation, but repairing its supporting infrastructure. The construction of a new bridge is not an option favored by those in the community who are most directly affected. I understand that the major focus for the next year or so involves the development of extensive plans for a bridge reconstruction. I question whether there is truly a need to continue with the expense and time required for such plans. I would suggest that the time be spent planning the rehabilitation effort and moving as quickly as possible to address the safety needs of the Bridge. Spending a significant amount of time studying a reconstruction option that is not desired, and which will most likely be met with strong resistance from the community, seems redundant and wasteful.

I am prepared to meet with Governor Malloy, DOT Commissioner Redeker, and our State representatives to advocate for the Bridge and the Town of Westport. I urge proceeding with the rehabilitation option and performing the necessary repairs as soon as possible.

Thank you for your time and effort. I look forward to having an opportunity to discuss the questions and recommendations raised in this letter.

Sincerely,

James S. Marpe
First Selectman

cc: Commissioner James Redeker, CT DOT
Senator Toni Boucher
Senator Tony Hwang
Representative Gail Lavielle
Representative Jonathan Steinberg
Priti Bhardwaj, CT DOT, Project Manager
Theodore Nezames, CT DOT, Manager of Bridges
Timothy Fields, CT DOT, Transportation Principal Engineer

From: Peter Ful < >
Sent: Friday, July 01, 2016 5:04 PM
To: DOT Environmental Planning
Cc:
Subject: Saugatuck River Swing Bridge

Mark W. Alexander
Transportation Assistant Planning Director
CTDOT, Bureau of Policy and Planning
2800 Berlin Turnpike Newton, Ct. 06131

Dear Mr. Alexander,

As a 36 year resident of WestportI I STRONGLY support the preservation of the Saugatuck River Swing Bridge! This iconic bridge is one of Westports most important resources. It is a major part of what forms the very character of Saugatuck Village. A quiet village which will be forever changed for the worse, if it's nor preserved in it's current dimensions. NOT enlarged, raised, heightened, moved, or replaced.

If this bridge is not preserved in it's current form, Saugatuck Village will become a Miniature Post Road. This would mean everyone driving faster and faster and more and more traffic and trucks and serious danger! This would destroy the very thing which makes Saugatuck so special. A calm place where people can stroll, walk, bike and simply enjoy the peace of the river and bridge in its original setting.

I've watched and enjoyed this bridge opening and closing and boats going through since 1980. Even though it was restored and motorized, it still looks and functions as it was designed to do. It's grace, beauty, function and locale, give it a unique and irreplaceable place in the soul of Saugatuck Village.

I urge you to repair and preserve this extremely important historic icon of Saugatuck Village.

Thank You.

Peter Fulbright

From: norman kramer < >
Sent: Thursday, June 30, 2016 10:59 PM
To: DOT Environmental Planning
Cc: Art Schoeller
Subject: Saugatuck River Swing Bridge
Attachments: Saugatuck Swing Bridge.pdf

Dear Mr. Alexander

On behalf of the Greens Farms Association, I am attaching a letter explaining our position advocating for in place repair of the Saugatuck Swing Bridge and opposing replacement or removal to refurbish this bridge.

Yours truly

Norman Kramer
Vice President

Greens Farms Association

GREEN'S FARMS ASSOCIATION

June 30, 2015

Subject: Repair or replacement of Saugatuck River Swing Bridge

Mark W. Alexander
Transportation Assistant Planning Director
CTDOT, Bureau of Policy and Planning
2800 Berlin Turnpike, Newington, CT 06131
Email: dot.environmentalplanning@ct.gov

Dear Mr. Alexander,

We represent more than 1000 families in the Historic Greens Farms neighborhood of Westport, and we strongly support preservation of the Saugatuck Swing Bridge. The bridge is one of Westport's most important and iconic historical resources and it is greatly valued by those of us who live here and use it every day. It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers.

It has been pointed out that the condition of the Saugatuck Swing Bridge has degraded because of lack of ongoing proper maintenance over the years. At the recent DOT public meeting in Westport, we concluded that the only reason to replace the bridge or remove it for refurbishment, would be so that its vertical clearance could be increased. All that is really needed is to repair in place, all the items listed in the DOT report that need repair. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced.

Sincerely,

Art Schoeller

President – Green's Farms Association

From:
Sent: Thursday, June 30, 2016 9:38 AM
To: DOT Environmental Planning
Cc: info@PreserveWestport.Com
Subject: Saugatuck River Swing Bridge

Mark W. Alexander
Transportation Assistant Planning Director
CTDOT, Bureau of Policy and Planning
2800 Berlin Turnpike, Newington, CT 06131
Email: **dot.environmentalplanning@ct.gov**

Dear Mr. Alexander,

Before providing you with my views on the Saugatuck River Swing Bridge I would like to introduce myself. I am the House Historian for the Westport Historical Society, the clerk for the Westport Historic District Commission, a Realtor and resident of Westport. I was the chair of the Saugatuck River Swing Bridge study report for the proposed Local Historic District Designation which I hope you have read.

My work in preservation, the history of Westport and the chair of the study report has given me a unique prospective of the history and historical significance of the bridge and how it has, and continues to, contribute to the historic aspects of the Saugatuck Village area.

I am concerned that if the bridge is replaced Westport will loss another one if its remaining historical elements to our past. It will also change the historical aspects of Bridge Street and the Saugatuck Village area. I strongly urge you to consider the option of repairing and preserving the bridge with its current appearance and dimensions.

I would be glad to discuss any historic aspect of the bridge and area. I can be reached either by phone,
, or email of

Yours,

Bob Weingarten

From: P.W. Boyd < >
Sent: Friday, July 01, 2016 12:25 PM
To: DOT Environmental Planning
Cc:
Subject: Saugatuck River Swing Bridge

Mr. Mark W. Alexander
Transportation Assistant Planning Director
CTDOT, Bureau of Policy and Planning
2800 Berlin Turnpike, Newington, CT 06131

Dear Mr. Alexander,

I am a lifelong Westport resident who strongly supports the preservation of the Saugatuck River Swing Bridge. The bridge is one of Westport's most significant historical resources and is greatly valued by those of us who live here and use it every day. Further, it contributes to the special character of Saugatuck - and it also prevents large trucks from using our local streets and endangering pedestrians.

The fact that this bridge is now the nation's oldest, active span of its type serves to further support the community's consensus that it should be repaired and preserved in its current dimensions - not enlarged, not raised, and not replaced.

Thank you very much for your consideration,

P. W. Wriedt
Westport

From: Catherine Ryan < >
Sent: Thursday, June 30, 2016 2:19 PM
To: DOT Environmental Planning
Cc:
Subject: Saugatuck Swing Bridge

Dear Mr. Alexander,

I am a Westport resident and I strongly support preservation of the Saugatuck Swing Bridge. The bridge is one of Westport's most important and iconic historical resources and it is greatly valued by those of us who live here and use it every day. It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers.

It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.

catherine ryan
design decisions

From: David Mark Brown < >
Sent: Friday, July 01, 2016 1:32 PM
To: DOT Environmental Planning
Cc:
Subject: Saugatuck Swing Bridge comments

Importance: High

Mark W. Alexander
Transportation Assistant Planning Director
CTDOT, Bureau of Policy and Planning
2800 Berlin Turnpike, Newington, CT 06131

Dear Mr. Alexander,
My name is David Mark Brown and I have owned the property located at Bridge Street since 1995. Bridge Street is the closest property to the Saugatuck Swing Bridge. I strongly support preservation of the Saugatuck Swing Bridge.
Born and raised in the mountains of East Tennessee. I am a long time resident of New York City. I am an avid but ageing runner and bike rider; an ex-sneaker designer who happens to be writing a novel about a truck driver. More on trucks later.
Question: how did a Southerner, like me, from New York stumble onto Bridge Street???
Answer: In 1994, I rode my bike from the Westport Train Station down the Riverside Avenue hill and across what is know as the Saugatuck Swing Bridge. Yes, I rode my bike across the bridge to Bridge Street and noticed the 'FOR SALE' sign on the property.
I repeat: I RODE MY BIKE ACROSS THE BRIDGE. I also walk my bike across the bridge.
So I, David Mark Brown, would like to make two points.
1) Although I was not at the June 15th meeting, I watched the entire 3-½ hour CT DOT CRIBARI BRIDGE STUDY video. Nine minutes into the DOT presentation, we have this statement from the CT DOT presenter:
"This bridge is also part of the East Coast Greenway. The East Coast Greenway is a 3000-mile urban greenway, a rails-to-trails project linking cities from Florida to Maine for non-motorized human transport. This bridge is not suitable for bikes due to its narrow width."
Huh? Since when?
Being a cyclist with no car, one might make the initial impression that the Connecticut Department of Transportation has an understanding or perhaps even a warm spot in their hearts for bike riders AND pedestrians. In my opinion, nothing could be further from the truth!
Why is the CT DOT focused on bike rider safety and pedestrian safety for a distance less than a football field and at the same time proposing to build a 20' wide and nearly 15' high structure that would hurl heavy trucks and speeding cars down Riverside Avenue, Bridge Street, Greens Farms Road, and Compo Road where protected bike paths are non-existent? CT DOT is proposing a

‘catapult’ –not a bridge –that will endanger cyclists, pedestrians, school children, and even those traveling in cars. [see below]

2) The Connecticut Department of Transportation seems clueless of the surrounding areas. On Bridge Street alone there are, not one but, two dangerous [from East and West] ‘doglegs’ before the T-junction where Imperial Avenue runs into Bridge Street [aka the ‘T-bone junction’ as in accidents].

For example, less than a year ago on Bridge Street, a speeding heavy-duty pickup truck swerved to avoid rear-ending a Mercedes turning onto Imperial Avenue. The truck sideswiped the Mercedes on the passenger side and crashed into my stonewall at Bridge Street and knocked over the mailbox. The Mercedes was damaged on the passenger side. The mailbox post was destroyed and about 4 feet of the retaining wall collapsed. If my mailbox had been a pedestrian, we would have had a tragedy. Note: I have photos of this incident.

Yet, the truck that did all that damage *only* had a weight rating of between 15,000 and 20,000 pounds. Imagine for a moment the CT DOT ***enabling*** Cribari Bridge access for larger trucks – including the lethal 18-wheelers with weight ratings of 80,000 pounds –with weight ratings 3 to 5 times that of a simple pickup truck? Speeding trucks, with no knowledge of the local streets and roads, with stopping distances 40% longer than the average car? Imagine speeding vehicles far heavier than an M4 Sherman tank –with less stopping distances than a Sherman tank –on Riverside Avenue, Bridge Street, Greens Farms Road, and Compo Road?

In New York City, all commercial vehicles (including vans and pickup trucks) are banned from all sections of the FDR Drive. FOR PUBLIC SAFETY.

And in New York City, commercial vehicles in classes 4, 5 and 6 (four-, five- and six-axle trucks) are prohibited from using the Holland Tunnel for public safety but CT DOT’s proposal for "major rehabilitation" or "structure replacement" would allow for even the deadly 18-wheeler Class 6 trucks.

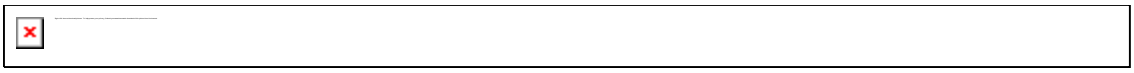
To me, Westport’s Bridge Street having far lower safety standards than NYC’s FDR Drive seems ludicrous.

In conclusion; while others have pointed out that the Saugatuck Swing Bridge is the nation’s oldest, active span of its type and beloved by many in Westport; I also feel that the CT DOT’s "major rehabilitation" or "structure replacement" proposals endanger cyclists, pedestrians, and school children rather than protect them. For these reasons; and the preservation reasons mentioned by many others; the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you in advance for your consideration.

David Mark Brown

Subject: Reminder: DOT's Deadline for Comments This Friday
From: Info@PreserveWestport.Com
To:
Date: Thu, 30 Jun 2016 02:33:44 +0000

Reminder This Friday is DOT'S Comment Deadline!
View this email in your browser



Reminder: This Friday is the Deadline to email your Bridge Comments to DOT.

The WPA wants to thank all of you who have already emailed your comments to DOT. If you haven't already done so, and you're concerned about the preservation of the bridge, we *STRONGLY* urge you to email your comments to DOT by this *FRIDAY, JULY 1st.* This is DOT's deadline for all public comments that will be included in its federally mandated environmental review report.

If you are at a loss for words, below is a template letter that you might consider using. Just cut and paste it into your own email system.

Please send your comments to:

Mark W. Alexander
Transportation Assistant Planning Director
CTDOT, Bureau of Policy and Planning
2800 Berlin Turnpike, Newington, CT 06131
Email: dot.environmentalplanning@ct.gov
(and let us know that you did by cc'ing us at info@PreserveWestport.Com)

TEMPLATE LETTER:

Dear Mr. Alexander,

I am a Westport resident and I strongly support preservation of the Saugatuck Swing Bridge. The bridge is one of Westport's most important and iconic historical resources and it is greatly valued by those of us who live here and use it every day. It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers.

It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.

Your Name and Contact Info Here

Many thanks,

Westport Preservation Alliance







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You are receiving this email because you care about Westport.

Our mailing address is:
Westport Preservation Alliance
P.O. Box 651

WESTPORT, CT 06881

Add us to your address book

Want to change how you receive these emails?

You can update your preferences or unsubscribe from this list



From: Gabe Block < >
Sent: Friday, July 01, 2016 10:33 AM
To: DOT Environmental Planning
Subject: Saugatuck swing bridge! Fix it don't nix it!

Dear Mr. Alexander,

I am a Westport resident and I strongly support preservation of the Saugatuck Swing Bridge. The bridge is one of Westport's most important and iconic historical resources and it is greatly valued by those of us who live here and use it every day. It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers.

It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.

Gabe Block, Westport-ct born and raised, ,

Many thanks,

Westport Preservation Alliance

From: veronica hofstetter < >
Sent: Friday, July 01, 2016 9:04 PM
To: DOT Environmental Planning
Cc:
Subject: Saugatuck Swing Bridge

Mark W. Alexander
Transportation Assistant Planning Director
CTDOT, Bureau of Policy and Planning
2800 Berlin Turnpike, Newington, CT 06131
Email: dot.environmentalplanning@ct.gov

Dear Mr. Alexander,

I am a Westport resident and I strongly support preservation of the Saugatuck Swing Bridge. The bridge is one of Westport's most important and iconic historical resources and it is greatly valued by those of us who live here and use it every day. It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers.

I also live on Bridge Street. I walk over the bridge daily with my 3 children. My husband jogs across it everyday. I see the impact of traffic and speeding first hand and up close on a daily basis, and I strongly believe that wider lanes and/or taller clearance, whether by construction of a new bridge or changes to our existing bridge, would be extremely dangerous to pedestrians and drivers. I strongly believe that any changes in size, width or height of the Saugatuck Swing Bridge will only serve to exacerbate traffic and will lead to accidents.

The Saugatuck Bridge holds important historic value to our community. The Bridge connects us to the past as well us connects us to center of the Saugatuck community. The Saugatuck Historic Swing Bridge is an emblem of what Westport stands for. A wonderful town with roots in our country's history. The bridge is a historic treasure and any changes to this bridge would be a great loss to our town.

It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced.

Again, as Westport residents who also grew up in this town, we feel very fortunate to be raising our family here. Westport is a special place. The Saugatuck Swing Bridge is a part of what makes Westport so special.

Thank you.

Veronica Hofstetter

Tom Hofstetter

From: Elena Klopfer < >
Sent: Wednesday, June 29, 2016 10:48 PM
To: DOT Environmental Planning
Cc:
Subject: Saugatuck swing bridge

Dear Mr. Alexander,

I am a Westport resident and I strongly support preservation of the Saugatuck Swing Bridge. The bridge is one of Westport's most important and iconic historical resources and it is greatly valued by those of us who live here and use it every day. It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers.

It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.

Elena Klopfer

Sent from my iPhone

From: Douglas Odell < >
Sent: Friday, July 01, 2016 6:42 PM
To: DOT Environmental Planning
Cc:
Subject: Saugatuck Swing Bridge

To: Mark W. Anderson

I am a long time (30+ years) resident of Westport and live very close to the Saugatuck bridge. Needless to say, the #1 priority for the bridge is to ensure it is structurally sound and safe for both vehicles and pedestrians. That having been said, the historic significance of the bridge to Westport and the Saugatuck area is enormous and everything should be done to preserve its look and historic characteristics. Clearly the width and height of the bridge are part of it's historic character. Sadly the daily traffic on it is much higher than it should be as far too many non residence historically take route 136 (and the bridge) in a failed attempt to bypass congestion on 95 and, in the majority of instances, they avoid nothing and needlessly congest the local streets.

Miraculously there have been very few accidents on the bridge - given its use (13,000 cars/day) and in spite of it being relatively narrow. That characteristic (width) incidentally is clearly a major factor in the small number of accidents because everyone is extra cautious with their speed, concentration and space they allow cars in front of them - as they cross over it. While I could support a somewhat wider bridge (primarily for bikes, suitcases, baby carriages and pedestrians) widening the vehicle space has little upside and a lot of downside (cars would go faster, drivers less cautious) and, as a result, there would be more accidents and, surely, fatalities. Widening the road to any large degree would have a similar impact. The current height inhibits large trucks to cross the bridge and that is a positive as this is not an area where large trucks can (or should try to) maneuver - it too is a positive.

In my view there should be five priorities regarding the bridge improvements:
1) ensure it is structurally safe
2) preserve its historic significance
3) provide safer passage for bikes and pedestrians
4) ensure nothing is done to encourage drivers to pass over it recklessly
5) do what is necessary to minimize large truck usage and do nothing to encourage it's use as a bypass for 95
Sincerely,
Douglas Odell

From: John Goldhurst < >
Sent: Wednesday, June 29, 2016 11:56 PM
To: DOT Environmental Planning
Cc:
Subject: Saugatuck Swing Bridge Preservation

Dear Mr. Alexander,

I am a Westport resident and I strongly support preservation of the Saugatuck Swing Bridge. The bridge is one of Westport's most important and iconic historical resources and it is greatly valued by those of us who live here and use it every day. It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers.

It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.

John Goldhurst

Many thanks,

Westport Preservation Alliance

From: Janet Rubel < >
Sent: Thursday, June 30, 2016 9:11 AM
To: DOT Environmental Planning
Cc:
Subject: Saugatuck Swing Bridge

Mark W. Alexander
Transportation Assistant Planning Director
CTDOT, Bureau of Policy and Planning
2800 Berlin Turnpike, Newington, CT 06131
Email: dot.environmentalplanning@ct.gov

Dear Mr. Alexander,

I am a Westport resident and I strongly support preservation of the Saugatuck Swing Bridge. The bridge is one of Westport's most important and iconic historical resources and it is greatly valued by those of us who live here and use it every day. It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers.

It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.

Janet Rubel
Westport, Connecticut- concerned citizen

Janet Rubel

From: judith freedman < >
Sent: Thursday, June 30, 2016 9:26 AM
To: DOT Environmental Planning
Subject: Saugatuck Swing Bridge Westport CT

Judith G. Freedman

Dear Mr. Alexander,

Please add me to the record of one who opposes any changes taking away the historical value of the Saugatuck Swing Bridge. The preservation of the bridge is an important part of the history of the town as well the section we know as Saugatuck.

When I was in the State Senate, I worked with our delegation to assure the bridge would be preserved for the same reasons you are hearing today. At the time it was believed the bridge would continue to remain as it is presently structured, with maintenance being a key component. I urge you do keep that commitment. The state needs to invest and retain the current structure and then properly maintain Saugatuck Swing Bridge.

During the last meeting in Westport and I believe in the current report, there is a reference to a 75 year life for the bridge if your current plan was initiated? Was there a life span given at the time the bridge was repaired and restructured in the 80's?

I hope you listen to the many who came forward to support the preservation of this important piece of Westport history. It is one of the few self-contained areas in our town having an historical identity with the bridge the glue that keeps it together.

Judith G. Freedman

From: WILLIAM C RYAN < >
Sent: Thursday, June 30, 2016 2:13 PM
To: DOT Environmental Planning
Subject: Saugatuck Swing Bridge

Dear Mr. Alexander,

I am a Westport resident and I strongly support preservation of the Saugatuck Swing Bridge. The bridge is one of Westport's most important and iconic historical resources and it is greatly valued by those of us who live here and use it every day. It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers.

It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.

William Ryan

From: Catherine Romano < >
Sent: Thursday, June 30, 2016 9:01 AM
To: DOT Environmental Planning
Subject: Saugautk Bridge

Dear Mr. Alexander,

I am a life long Saugatuck/ Westport resident and I strongly support preservation of the Saugatuck Swing Bridge. The bridge is one of Westport's most important and iconic historical resources and it is greatly valued by those of us who live here and use it every day. It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering our citizens.

It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.

--
Peace, Cathy
Romano

Words which do not give the light of Christ increase the darkness. - Mother Theresa

From: Barbara Slaine < >
Sent: Thursday, June 30, 2016 10:15 AM
To: DOT Environmental Planning
Subject: The Saugatuck River Bridge is one of the charming sites of Westport, please leave it alone.

New is not better, please find a way to keep this landmark bridge.

Thank you for your consideration
Barbara Slaine

True Independence...freedom of body, mind and spirit!

From: Teri Guma < >
Sent: Friday, July 01, 2016 5:16 PM
To: DOT Environmental Planning;
Subject: The Saugatuck River Swing Bridge

Dear Mr. Alexander,
I'm a resident of Westport, CT and I have driven over the Saugatuck River Swing Bridge for over two decades. On most weekdays I commute by rail to and from NYC via Westport's Metro North train station, and therefore I cross the bridge on a twice daily basis. In all of these years, I have never experienced or witnessed a vehicular or pedestrian accident on or near the bridge. The DOT has created the impression in its RSR that the small dimensions of the bridge are responsible for a high accident rate on the span. Based on my twenty-plus years of experience travelling across the bridge, the complete opposite is true. The bridge is safer than most busy intersections BECAUSE it is small and, as such, it warrants slow speeds and a driver's focused attention. It is a disservice to our community and to the bridge itself to imply otherwise – the bridge's petite dimensions improve its safety rather than diminish it.
I also love the idea that this old bridge has rested in this exact same location and has served Westport residents in the same way for 130 years. For well over a century, we have driven our carriages/cars across this bridge (or walked) "to get to the other side." It's very existence today is such a rarity; there remains no other bridge in the nation of its type like it. This alone should be reason enough to carefully preserve it just as it is – in its original location and in its original dimensions. In fact, more than most bridges, it should be honored and celebrated for these exact qualities, not criticized, altered or destroyed because of them. When repairs are needed, they should be made with preservation as the primary motivation. And, going forward, proper care and maintenance should be undertaken by the DOT so that naturally occurring corrosion is caught and corrected early, or prevented entirely. The Saugatuck Swing Bridge is Westport's Statue of Liberty – it is that iconic to us.
Westporters don't NEED this bridge to be bigger. We didn't generate this request for more. The bridge isn't located on a large thoroughfare that passes through our town; it's a quaint country bridge on an equally quaint, two-lane road that leads from the small village of Saugatuck into a highly residential area lined with historic homes. That's the way it has always been and we like it that way. A wider and taller bridge will tempt large trucks to depart from I-95 to avoid accidents and delays – their GPS navigators and traffic apps like WAZE will direct them to the Saugatuck Bridge where they'll inundate the bridge and surrounding neighborhoods in search of the next best way back to I-95. We Westporters are no strangers to the havoc that traffic plays in our lives. With I-95, the Merritt Parkway, and Route 1 crossing through our town, we deal with traffic delays on a daily basis, no matter where we go and at what time of day. Allowing large trucks to access the Saugatuck Bridge will add insult to injury in our community…and by injury, I mean in more ways than one. Accidents (both pedestrian and vehicular) will increase, not decrease. Traffic will increase, not decrease. Noise, pollution and property damage will increase, not decrease. Safety will be compromised, not improved. Property values will fall, not rise. There are NO advantages for us and plenty of liabilities.
For these reasons, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced.
Sincerely,
Teri Guma

From: ssaccary < >
Sent: Friday, July 01, 2016 9:57 AM
To: DOT Environmental Planning
Cc: Westport Preservation Alliance

Dear Mr. Alexander,

As a former Westport resident I strongly support preservation of the Saugatuck Swing Bridge. The bridge is one of Westport's most important and iconic historical resources and it is greatly valued . It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers.

This bridge has my fathers name on it, which is very special to our family, but that is not the only reason it should be preserved. Saugatuck is a small neighborhood with narrow streets which does not support trucks and never should. There are trucks that go over the bridge now and with the shape of the bridge they most likely should not be using it now.

As far as the boaters. I don't know many bridges which would support all boats, and up until now that has not been a huge issue. The bottom line is that the bridge is in desperate need of repair and it should be done as soon as possible without any changes. This bridge suits the town of Saugatuck and is what makes it so special.

It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced.

Thank you so much for your time

Sharon Cribari- Saccary
Edward Cribari

William Cribari Jr

From: trishlawrence
Sent: Tuesday, June 28, 2016 11:37 AM
To: Dot.environmentalplanning@ct.gov.

Dear Mr. Alexander, I have lived in Westport for 50 years and I am wholeheartedly AGAINST replacing the Cribari Bridge with a bridge that can accommodate large trucks. It would be like adding a 4th lane to I95. The Gault family has revitalized this historic neighbor hood and the current bridge is part of the visual charm. It reminds me of Bedford Falls in Frank Cappra's film It's A Wonderful Life. As Winter approaches and the days grow short the holiday lights are lit and that old bridge warms me to the core and puts a little joy in everyones hearts. These landmarks are too easily disposed of and then people lamment. Sure, the bridge could be a little bit wider and should have a nice pedestrian/cycling brige next to it., but it DOES NOT need to be taller. The DOT raped and pillaged the CT shore line with the installation of I95. We didn't even get sound walls.. I know when 95 gets backed up either north or southbound I get off and drive on the side roads from exit 14-19. This town does not want large trucks doing the same. It's probably cheaper to start from scratch. I would not need an exact replica, but a bridge that visually had some old world charm that's in keeping with the neighborhood and it should DEFINITELY remain as a NO TRUCK BRIDGE. Keep those 18 wheelers where they belong, on the highway! Thank you for listening, Trish Lawrence

From: Libby Light < >
Sent: Thursday, June 30, 2016 7:41 AM
To: DOT Environmental Planning

Dear Mr. Alexander,

I am a Westport resident and I strongly support preservation of the Saugatuck Swing Bridge. The bridge is one of Westport's most important and iconic historical resources and it is greatly valued by those of us who live here and use it every day. It contributes to the special character of Saugatuck Village and it prevents large trucks from using our local streets and endangering pedestrians and bikers.

It has been pointed out that the Saugatuck Swing Bridge is the nation's oldest, active span of its type. For this reason, and those mentioned above, the bridge should be repaired and preserved in its current dimensions, not enlarged, raised, moved or replaced. Thank you.

Libby Light

From: Charles Schmerker < >
Sent: Thursday, June 30, 2016 3:30 PM
To: DOT Environmental Planning
Cc: Westport Preservation Alliance
Subject: Westport's Cribari Swing Bridge

Dear Mr. Alexander,

My bottom line is: Repair and retain the Cribari Bridge.

Widening, moving or destroying the bridge will cause more problems than those actions will solve. My reasons and observations follow:

When Westporters come home we sigh and breathe deeply whether we get off the train or use Exit 17 from I 95. Waiting for us is our beloved, historic, Cribari Bridge. The historic bridge not only connects us to our Maritime history but is a silent witness to our past and perhaps more importantly it is a symbol durability and strength. The Cribari bridge reminds us of our heritage, the men and women who stood strong and faced incredible odds to create the Nation we have become. (No, it does not date back to 1776 but it has stood the test of time and many onslaughts to its existence.) Any changes to the bridge or its approaches threaten the environment on multiple levels. There will be added and heavier traffic that will pour out on to Greens Farms Road (Route 136) which is not designed to handle the heavier and additional vehicles. Noise pollution, air pollution and a very real danger to pedestrians and bikers are an outcome that can be counted on. Anything that would allow or encourage Semi Trucks on to Greens Farms Road would be a nightmare. I would go so far as to call it criminal. The Bridge, as it is currently constructed, acts as a traffic quieting feature. New construction would pose an environmental threat to the delicate shore line of the Saugatuck. Most importantly, Eminent Domain would come into play, causing heart ache, loss of property, businesses and further damage to the water and shore line. I am old enough to remember the heart ache and tears that were shed when I95 went through and historic homes and properties were lost. No one who lived through that wants to see others have the same thing happen again.
Fix I95 and most of Connecticut Department of Transportation's woes will be solved for that corridor.
PLEASE retain and repair our beloved bridge.
Respectively,
Mary Cookman Schmerker

Sent from for Windows 10

From: Ian Warburg < >
Sent: Wednesday, June 29, 2016 12:34 PM
To: DOT Environmental Planning
Cc: VSJ I; Preserve Westport
Subject: Westport, CT: Strong Support for the Preservation of the Cribari Bridge and Saugatuck
Attachments: Cribari Bridge DOT letter 62916.pdf; ATT00001.htm

June 29, 2016

Mr. Mark W. Alexander
Transportation Assistant Planning Director
CTDOT, Bureau of Policy and Planning
2800 Berlin Turnpike, Newington, CT 06131

RE: Strong Support for the Preservation of Cribari Bridge and Saugatuck

Dear Mr. Alexander:

This letter is written on behalf of the Board of Directors and the constituents and supporters of Save Westport Now, a non-partisan, not-for-profit, grassroots organization dedicated to protecting residential neighborhoods and preserving the small town, New England charm of Westport. For more than 35 years, Save Westport Now has worked diligently to support smart-growth initiatives and to help prevent the over commercialization of Westport.

Save Westport Now strongly supports the preservation of the Cribari Bridge. With a long view of our town's history and a very intimate understanding of the many attributes that coalesce to make Westport's neighborhoods—and in particular, the Saugatuck area—as special as they are, we write to urge you to protect and preserve this bridge.

This iconic structure is a valuable part of Westport's rich and colorful history, and is emblematic of Westport's New England charm and small-town character. Additionally, this bridge, as configured, ensures that Bridge Street and the Saugatuck area is not unduly burdened by additional commercial traffic, particularly 18 wheelers looking for alternative routes when I-95 experiences backups. With mobile device-based "Apps" such as Waze, and others, directing vehicles to detour from the highway onto surface roads, Bridge Street is already seeing unprecedented levels of traffic spilling off of the Interstate, adding significantly to the car-count and congestion entering into and through the small and quaint Saugatuck neighborhood.

The bridge's relatively small size ensures that traffic is primarily non-commercial and that it moves slowly, and in an orderly manner, through an already densely populated and historic residential neighborhood. While the traffic-related delays can be an annoyance at times, the safety of the residents, many of whom are children, is enhanced by the bridge and the road that approaches it. Save Westport Now is troubled by the CT DOT's plans to enlarge the span, particularly as, in addition to welcoming large vehicles, such proposals appear to necessitate the "taking" of private land to make room to construct the larger entrance and exit ramps for a larger bridge, and turning lanes, all of which will further encroach upon, and diminish, the peaceful character of the neighborhood.

For the health and safety of the local residents, and for character of the historic area in which it exists, as well as the economic vitality of the area, Save Westport Now believes that The Cribari Bridge is an important structure

and one that must be preserved and protected for the benefit of current and future Westporters.

Sincerely,

Save Westport Now

By Ian E. Warburg and Valerie Seiling Jacobs, Co-Chairs

SAVE WESTPORT NOW!

June 29, 2016

Mr. Mark W. Alexander
Transportation Assistant Planning Director
CTDOT, Bureau of Policy and Planning
2800 Berlin Turnpike, Newington, CT 06131

RE: Strong Support for the Preservation of Cribari Bridge and Saugatuck

Dear Mr. Alexander:

This letter is written on behalf of the Board of Directors and the constituents and supporters of Save Westport Now, a non-partisan, not-for-profit, grassroots organization dedicated to protecting residential neighborhoods and preserving the small town, New England charm of Westport. For more than 35 years, Save Westport Now has worked diligently to support smart-growth initiatives and to help prevent the over commercialization of Westport.

Save Westport Now strongly supports the preservation of the Cribari Bridge. With a long view of our town's history and a very intimate understanding of the many attributes that coalesce to make Westport's neighborhoods—and in particular, the Saugatuck area—as special as they are, we write to urge you to protect and preserve this bridge.

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For the health and safety of the local residents, and for character of the historic area in which it exists, as well as the economic vitality of the area, Save Westport Now believes that The Cribari Bridge is an important structure and one that must be preserved and protected for the benefit of current and future Westporters.

Sincerely,

Save Westport Now
By Ian Warburg and Valerie Seiling Jacobs, Co-Chairs

From: Helen Garten < >
Sent: Friday, July 01, 2016 4:04 PM
To: DOT Environmental Planning
Subject: Westport Saugatuck Swing Bridge

Dear Mr. Alexander,

I support preservation of the Saugatuck Swing Bridge. I've lived in Westport since 1955 and have rowed under the bridge since I was a child. The bridge is part of Westport's heritage. Without it, Saugatuck will lose its unique character. The bridge was repaired once before in a way that preserved its historic integrity. That can and should happen again.

Michael Wiseman

Sent from my iPhone

Sent from my iPhone

From: Luisa Francoeur < >
Sent: Sunday, June 19, 2016 3:01 PM
To: DOT Environmental Planning
Subject: William Cribari bridge, Westport

To the DOT

While the existing bridge is historic and lends a certain atmosphere to the area, I am not in favor of the status quo. However, I am also not in favor of 18 wheelers rumbling through the area to avoid the almost daily traffic delays on I-95. I hope you can arrive at a solution in the middle ground. If you could have a bridge with the existing height which disallows tall vehicles from using it but with greater width for current vehicle safety, that would be ideal in my opinion.

I have lived in Westport since 1951 so I remember the metal grid decks on our other two bridges which were later changed. Those metal decks felt so slippery and unsafe. I also remember the temporary bridge that was in place probably in the early 90's over the river in Saugatuck. I loved that bridge - it felt safe and the rise allowed the driver to catch a quick glimpse of the river while crossing.

Cars were shorter and narrower when the current bridge was built and so it is only fitting for the bridge to evolve with the times. But this area is congested daily from normal traffic at commuting hours and adding big trucks would be a disaster. But we do need a bridge that is safe and that should be of prime concern.

There should also be an effort to improve traffic flow along Route 1 with timed lights on its entire length and improved signals and left hand turn lanes to ease traffic at many of our intersections.

Do not forget pedestrians either - the current striping of crosswalks and crossing signals should be improved. Crosswalks should not be identical when they have different purposes : if a pedestrian is allowed to cross at any time and traffic should stop, then the crosswalk should get distinctive striping to differentiate it from those crosswalks that should only be used in conjunction with a traffic light. If they are all the same, then pedestrians will continue to cross at their whim.

And the push buttons for traffic should actually respond to a pedestrian instead of pushing a button and waiting and then the pedestrian gives up and just crosses anyway. Perhaps to allow for better car flow and improved pedestrian crossings, the lights should have a shorter cycle.

Sincerely,
Luisa Francoeur

From: jsirmons
Sent: Monday, June 20, 2016 2:38 PM
To: DOT Environmental Planning
Cc: Bhardwaj, Priti S.;
Subject: William F. Cribari Bridge #01349 DOT Project - Mark W. Alexander

I have lived in my home on Saxon Lane, Westport for over 33 years. I know well the fabric and character of Saugatuck and surrounding community. I also appreciate the incredible historical value of the bridge as well as the Bridge St neighborhood. What most residents are vehemently apposed to is any plan that allows tractor trailer trucks to use the bridge and rumble through our neighborhoods.

When the I95 thruway is backed up between exit 18 and 17 (about 3x per week), cars are lined up bumper to bumper on Bridge St and sometimes on Greens Farms Rd all the way to the Sherwood Island Connector. I can only imagine what will happen if tractor trailer trucks are added to the mix.

My suggestion is to repair the damage to the bridge and its base, widen it slightly for safety, and widen the sidewalk on the north side for bicycles and pedestrians. Most importantly, retain the current height clearance.

I can assure you with some degree of certainty, that if the DOT comes back with plans that require taking of private property or that allows large trucks to access the bridge, there will be more than a few residents willing to fight such a plan.

From: donald cummings < >
Sent: Friday, June 24, 2016 10:52 AM
To: DOT Environmental Planning
Subject: William F Cribari Bridge St bridge

June 24, 2016

Mark W Alexander
Transportation assistant planning director
Conn Department of Transportation Bureau of Policy and Planning
2800 Berlin Turnpike
Newington, CT

Dear Sir,

As a resident of Westport CT I request the DOT consider my input when developing their plan for the maintenance/replacement of the William F Cribari Bridge St bridge.

I will be brief. The current bridge is not an historical bridge ....it is a replica. The last deep maintenance program effectively achieved this.
The current bridge is a traffic bottleneck. The service to the main rail station and elementary schools is inadequate.
The current bridge is too narrow and, therefore, dangerous to vehicle traffic and treacherous to bicycle traffic.
The current bridge is not in compliance with current bridge specifications.
The current bridge does provide a look into bridge designs of the past; and
The current bridge does, due to its design, restrict large vehicle traffic.

Therefore, I would request that the DOT consider developing a bridge proposal that addresses the current issues (compliance; width; safety; peak traffic loads) whilst preserving the historical "look" and operational (swing bridge) function.

Surely, any fear that large trucks will use Greens Farms Rd and the bridge as a bypass of I 95 between exit 17 and 18 could be addressed through signage as simple as "No Trucks Allowed". Such signage is not new!

Regards

Donald Cummings

From: Francis Henkels < >
Sent: Friday, July 01, 2016 2:07 PM
To: DOT Environmental Planning
Cc:
Subject: William F. Cribari Memorial Bridge, Westport , CT

Dear Mr. Alexander:

I am the chairman of the Westport, CT Historic District Commission. The commission voted to support the idea of rehabilitating the existing William F. Cribari Memorial Bridge (No. 01349) last October and sent a letter to Commissioner Redeker informing him of our position. In the interim period I have attended two public presentations in Westport by DOT informing the citizens of our community of the progress of the Rehabilitation Study Report for this bridge. It is my understanding from the more recent presentation that DOT has narrowed it's study to two possible options for correcting problematic conditions with this bridge; rehabilitation or replacement. As your organization is aware, this town has made a concerted effort in the past to preserve this bridge when it was considered for replacement and the state has invested a considerable amount of resources to upgrade the bridge while retaining much of it's original character.

I am sending this message to you today as an individual resident, lending my voice to the request that DOT pursue the option to rehabilitate the existing bridge rather than replace it. I was impressed with the level of study in the RSR given to the idea of rehabilitation and hope that it is an indication of the direction DOT is inclined to pursue. I should also compliment your team on how responsive they have been to the interests and concerns of our residents and to the effort they have made to keep us informed. It appears to me that rehabilitation of the bridge can solve all of the major problems uncovered, in the most cost-effective way and in a way that retains the character of this structure that is such a notable feature to the Saugatuck neighborhood of Westport.

Thank you for your consideration.
Francis H. Henkels,

APPENDIX G: Visual Impact Assessment Report

BRIDGE NO. 01349 WILLIAM F CRIBARI MEMORIAL BRIDGE

VISUAL IMPACT ASSESSMENT

ROUTE 136 OVER SAUGATUCK RIVER, WESTPORT, CT

STATE PROJECT NO. 158-214

Connecticut Department of Transportation

OCTOBER 2020

1 Introduction

This Visual Impact Assessment (VIA) is being conducted by the Connecticut Department of Transportation (CTDOT) for the Route 136 over Saugatuck River Bridge Project (State Project No. 158-214). This VIA was prepared in accordance with the Federal Highway Administration (FHWA) "Guidelines for the Visual Impact Assessment of Highway Projects" (U.S. Department of Transportation, FHWA-HEP-15-029, January 2015). The VIA was conducted to support the ongoing National Environmental Policy Act (NEPA) and Connecticut Environmental Policy Act (CEPA) processes for the project. It also supports consultation under Section 106 of the National Historic Preservation Act (NHPA).

The purpose of the Route 136 over Saugatuck River Bridge Project (the Project) is to address the structural and functional deficiencies of the bridge which carries Route 136 over the Saugatuck River in the Town of Westport, to provide a structure that accommodates safe vehicular, bicycle, pedestrian, and marine travel, is resilient to the changing shoreline climate and environmental conditions, and considers the historic character of the bridge. The full Purpose and Need Statement is included in Chapter 1 of the EA/EIE. The bridge, originally built in 1884, was listed on the National Register of Historic Places on February 12, 1987 under National Register Criteria A and C; however, the historic integrity was diminished as a result of a rehabilitation project which occurred in the 1990s compromising its eligibility under Criterion A.

2 Project Area

The William F. Cribari Memorial Bridge (Bridge No. 01349) (the Cribari Bridge), which carries Route 136 over the Saugatuck River in Westport, Connecticut, is located 600 feet upstream of Interstate 95 and connects the residential area east of the Saugatuck River with the commercial area west of the river. The project area includes the bridge itself, and its approaches on Bridge Street, as well as Riverside Avenue (see Figure 1).

3 Project Alternatives

Full descriptions of each of the alternatives are provided in Chapter 2 of the Environmental Assessment / Environmental Impact Evaluation being prepared for State Project No. 158-214. The visual impact assessment assumptions that are common to all the alternatives being evaluated are: 1) whether rehabilitating or replacing the bridge, the structure would continue to be a moveable bridge. However, in cases of a replacement, the bridge type will be determined as the design advances. This visual impact analysis assumes the height and massing would be similar across the potential movable bridge replacement alternatives

3.1 No Build Alternative

The No Build Alternative represents a continuation of the existing program of maintenance of the bridge and state-maintained road with no proposed improvements or immediate changes to the visual setting.



Cribari Bridge over
Saugatuck River
Bridge No. 01349
State Project No. 158-214

Figure 1

Overview Map



N

0 100 200 300 400

Feet

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3.2 Conservation Alternative

The Conservation Alternative would return the bridge to a state similar to its condition upon completion of the 1990s rehabilitation project. The overall scale of the bridge (height, width, length) would remain as is and the ornamental trusses would not be altered. North of Bridge Street on the western side of the river, the portion of the vegetated strip of land separating the parking lot from the roadway would be removed to provide the longer right-turn lane which would represent a minor change to the visual landscape.

A temporary bridge, similar to that described under the Rehabilitation Alternative, would be constructed. The visual condition of the landscape at the location of the temporary bridge would be restored after construction is completed.

3.3 Rehabilitation Alternative

The Rehabilitation Alternative would appear similar to the existing bridge, but the trusses would be spread by approximately 1-2 feet on each side. The placement of the trusses would be wider than it is today. The current width of the roadway would be maintained but the sidewalk would be shifted to the north to accommodate the widening of the trusses. A bridge rail would be added.

North of Bridge Street on the western side of the river, the portion of the vegetated strip of land separating the parking lot from the roadway would be removed to provide a longer paved right turn lane.

The temporary bridge would be constructed upstream (north) of the existing bridge in a location that would allow it to tie into the existing roadway, while also providing clearance for the existing swing bridge. The visual condition of the landscape at the location of the temporary bridge would be restored after construction is completed.

3.4 On-Alignment Bridge Replacement Alternative

The On-Alignment Replacement Alternative would be two-lanes wide like the existing bridge and would follow its current alignment. The layout would be similar to the existing bridge with a sidewalk located along the north side. However, the overall scale of the bridge superstructure, the piers, and the fender system would be larger than the existing structure. The movable span would also be larger. The superstructure and piers would be constructed of steel and concrete, and the deck would be surfaced with bituminous pavement. North of Bridge Street on the western side of the river, the portion of the vegetated strip of land separating the parking lot from the roadway would be removed to provide the longer right-turn lane.

A temporary bridge, similar to that described under the Rehabilitation Alternative, would be constructed. The visual condition of the landscape at the location of the temporary bridge would be restored after construction is completed.

3.5 Off-Alignment Bridge Replacement Alternative

The visual character of the Off-Alignment Replacement Alternative would be similar to the On-Alignment Replacement Alternative. However, the new structure would be situated immediately to the north of the existing bridge. The layout would also be similar to the existing bridge with a sidewalk located along the

north side. However, the overall mass and scale of the bridge superstructure, the piers, and the fender system would be larger than the existing structure. The movable span would also be larger. The superstructure and piers would be constructed of steel and concrete, and the deck would be surfaced with bituminous pavement, like the existing bridge.

North of Bridge Street on the western side of the river, the portion of the vegetated strip of land separating the parking lot from the roadway would be removed to provide the longer right-turn lane.

The visual condition disturbed during the temporary construction period would be restored, similar to the existing condition, after construction is completed. The space currently occupied by the existing bridge would be vacant after the existing bridge's removal.

4 Methodology

The methodology in FHWA's "Guidelines for the Visual Impact Assessment of Highway Projects," was followed to establish the affected environment (or visual resources), the affected population (or viewers) and the intersection between the two (the relationship viewers have with the visual environment). FHWA's guidelines call for the evaluation of existing aesthetic resources in the landscape; the identification of the visual features, or resources, of the landscape; the assessment of the character and quality of those resources relative to overall visual character; and the identification of the importance to people, or sensitivity, of views in the landscape.

The impact assessment that follows:

- Defines the existing visual resources and landscape units
- Identifies the viewer groups and their typical viewpoint locations of the bridge
- Identifies the potential Area of Visual Effect (AVE), which is the area in which views of the project would be visible as influenced by the presence or absence of intervening topography, vegetation, and structures
- Identifies community goals for visual quality
- Identifies the visual quality of viewsheds from the landscape units
- Evaluates the impact on visual quality for each proposed project alternative on each viewer group
- Predicts viewer responses to changes in visual quality

Aerial imagery, topographic and digital terrain model mapping, and street views were reviewed to develop a preliminary understanding of landforms, water bodies, and land use and to identify areas to carefully examine in the field. Multiple field visits were undertaken, the most recent of which was conducted in May 2020, to identify the AVE and to photo-document the visual setting and key views.

5 Area of Visual Effect

The area of project visibility, or the AVE, is shown in Figure 2. The AVE was determined by identifying the physical constraints of the environment and physiological limits of human sight. In defining the AVE, it is necessary to understand the two types of viewsheds – static and dynamic. These viewsheds can have visual obstructions resulting in restricted viewsheds. Static viewsheds are those which neighbors see from a stationary location. Dynamic viewsheds are what travelers see as they move through the landscape. Restricted views contain obstructions such as vegetation, structures, or landforms which limit views.

Constraints upstream and downstream of the bridge include:

- The limits of physiological sight and bends in the riverbank on the Saugatuck River upstream of the bridge.
- The bend in the river downstream of the bridge, as well as obstructed views due to I-95 and the Metro-North Railroad tracks.
- Buildings and vegetation from Riverside Avenue (west side) and Imperial Avenue (east side).
- Interstate 95, where views are restricted by the interstate facility itself, except for the right lane and shoulder (southbound) where the Cribari Bridge is visible, but in the background.

The bridge is visible from the Metro-North Railroad Line, but the view is underneath I-95 and in the background.

6 Visual Environment

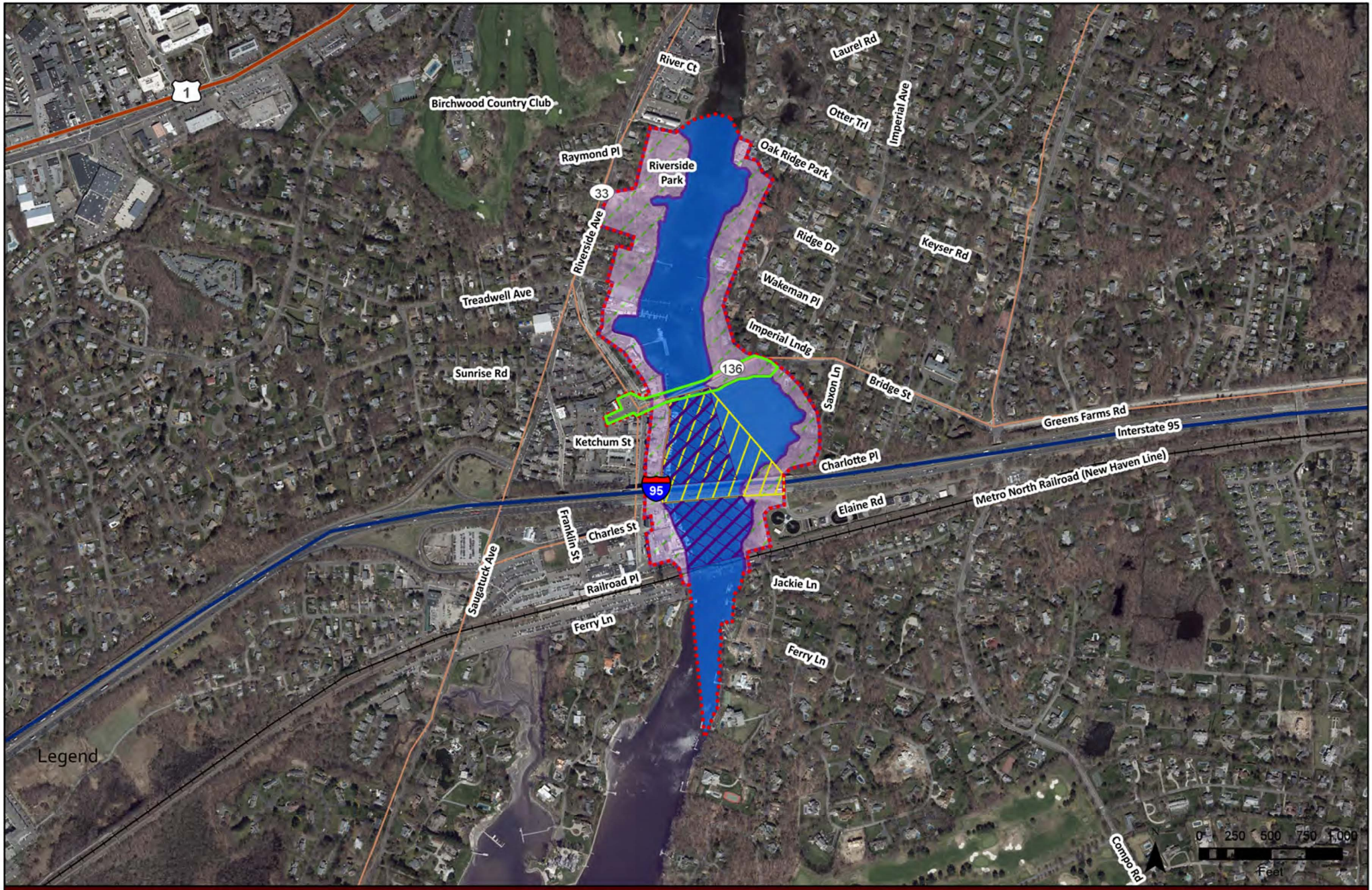
The visual environment includes natural resources, such as landforms and vegetation, as well as human land uses. The visual environment is divided into discrete landscape units.

6.1 Landforms

The Cribari Memorial Bridge is located within the Saugatuck River Watershed in the coastal slope and lowlands of Fairfield County, Connecticut. The topography along the banks of the river north and south of the bridge is relatively level, particularly on the west and southeast banks. There are intermittent bedrock outcrops along the riverbank, northeast of the bridge.

6.2 Vegetation

On the eastern bank of the river, saltwater marshes lie north and south of Route 136 which give way to a tree line. Mature hardwoods, as well as shrubs, vines, and other vegetation partially obscure views of the bridge. With the exception of street trees, as well as shrubs and other planted vegetation such as arborvitaes, there is little plant life on the west bank of the river, immediately north and south of the bridge. Along the eastern bank of the river, further to the north, there are additional stretches of marsh, which give way to mature trees and other vegetation, similar in character to those on the west bank.



Cribari Bridge over Saugatuck River
Bridge No. 01349
State Project No. 158-214

Figure 2

Landscape Units & AVE

- Saugatuck River
- Riverside Avenue
- Interstate 95
- Bridge Street
- Metro North Railroad (New Haven Line)
- AVE (Area of Visual Effect)



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6.3 Land Use

The visual setting encompasses the one-, two- and three-story buildings, sidewalks, parking lots, and roadways comprising the mixed commercial/residential neighborhood on the west side of the river and residences dotting the east side of the river. The west side of the riverbank immediately surrounding the bridge is developed to the waterline with marinas, restaurants, and accompanying amenities, such as sidewalks, parking lots, and bulkheads. The visual landscape to the south is dominated by I-95 and its crossing of the Saugatuck River, and the rail bridge and associated overhead catenary lines further to the south. I-95 is significantly elevated above the river. To the north, the landscape is dominated by the river and associated docks and marinas. On the eastern shoreline, marsh gives way to mature trees, as it does further upstream on the west side.

6.4 Landscape Units

The geographic area on which impacts to visual character, viewers, and visual quality are assessed is called a landscape unit. Landscape units are defined by viewsheds and landscape type. There are five landscape units associated with the Cribari Memorial Bridge project, including: 1) the Saugatuck River, 2) Riverfront Properties, 3) Bridge Street/Riverside Avenue, 4) Interstate 95, and 5) the Metro-North Railroad New Haven Line.

See Table 1 below for the attributes associated with each landscape unit.

Table 1: Landscape Units within the Area of Visual Effect

Landscape Unit	Description		Key Visual Features
Bridge Street/Riverside Avenue	View Types	Bridge, road, abutting residential and commercial properties, river	• Views of the bridge from the road (west side) are limited to the intersection of Bridge Street and Riverside Avenue and approach to the bridge. • The bend in Bridge Street (east side) limits views to the immediate approach roadway. • Distant views from the parking lot at Bridge Street/Riverside Avenue intersection. • Buildings, street trees and shrubs restrict views from Riverside Avenue.
	Viewer Groups	Vehicle drivers and passengers, pedestrians, bicycle riders (dynamic)	
	Visual Resources	Cribari Bridge, Saugatuck River, Scenic Route 136	
Riverfront Properties	View Types	River, riverbank, bridge, interstate and local roads, railroad tracks, overhead catenaries, docks/marinas, residential, commercial, mature trees, lawns and gardens, marshes	• Views of the bridge from the immediate riverbank on east and west sides, north and south of the bridge up to Riverside Park (upstream) and I-95 (downstream).
	Viewer Groups	Residential and business property owners, visitors, and patrons (static)	

Landscape Unit	Description		Key Visual Features
	Visual Resources	Saugatuck River, Metro-North Railroad Line, Cribari Bridge, Scenic Route 136	• Some views of the bridge are obscured by buildings, vegetation, outcrops.
Saugatuck River	View Types	River, riverbank, bridges, interstate and local roads, railroad tracks, overhead catenaries, docks/marinas, residential, commercial, mature trees, lawns and gardens, marshes	• Clear, unobstructed views of the Cribari Bridge downstream to I-95. • I-95 and the Metro-North Railroad Line partially obscure further downstream views. • Upstream views are restricted by bends in the river and physiological limits of sight, as the bridge becomes smaller in the landscape from farther away.
	Viewer Groups	Recreational and commercial boaters (dynamic)	
	Visual Resources	Saugatuck River, Metro-North Railroad Line, Cribari Bridge, Scenic Route 136	
Interstate 95	View Types	Highway, river, riverbank, railroad tracks, overhead catenaries, docks/marinas, clusters of developed areas, houses, mature trees, marshes	• Views of bridge limited to right lane and shoulder (southbound). • Views restricted on northbound side.
	Viewer Groups	Drivers, passengers (dynamic)	
	Visual Resources	Saugatuck River, Metro-North Railroad Line, Cribari Bridge	
Metro-North Railroad Line	Image Types	Rail infrastructure, highway, river, riverbank, local road network, bridge, docks/marinas, clusters of developed areas, houses, mature trees, marshes	• Due to the distance of the bridge from the railroad line, the bridge is visible, but in the background and as a small element in the landscape. • Views of the bridge from the tracks are *under* I-95, which is elevated over the Saugatuck River.
	Viewer Groups	Riders, Metro-North employees (dynamic)	
	Visual Resources	Saugatuck River, Cribari Bridge	

7 Project's Visual Character

7.1 Community Goals for Visual Quality

The Town of Westport's 2017 Plan of Conservation and Development (Westport POCD) and the designation of Route 136 as a State-designated Scenic Road define the community's goals. They are also reflected in conversations at Project Advisory Committee (PAC) meetings held during the alternatives assessment phase.

The Cribari Bridge is identified in the Westport POCD as one of the "historic buildings and places that remind us of our shared past" with a goal to "maintain and enhance the character of Westport in order to retain a sense of community, beauty and history." The POCD provides a variety of actions to achieve this goal, including encouraging "the ongoing efforts of public and private owners to sensitively preserve and maintain historic structures and sites (purchase, maintain, use, etc.)." The POCD also notes:

- The Cribari Bridge is within a town-designated scenic area, with an action to "protect, preserve and enhance visual access to (and from)" water resources including the Saugatuck River.
- The Cribari Bridge is identified as a "shoreway corridor" and the area immediately to the north a "riverway corridor." The goals for these corridors are to "preserve and enhance open space and create meaningful connections to, within, and between open space areas."

The Cribari Bridge is located in the Saugatuck section of Westport, where the POCD recommends maintaining a "small town" character.

The Cribari Bridge lies on a State-designated Scenic Road. Under CGS § 13b-31c. State Route 136, east of the Saugatuck River, is also part of the designation, which continues east along Bridge Street and Compo Road South. The segment of the corridor designated as a Scenic Road runs from Riverside Avenue to Route 1 and includes views of the Cribari Bridge and the Saugatuck River. According to CGS § 13b-31c, any alteration of a scenic road must maintain its character, if practical.

Finally, views were expressed at PAC meetings between July 2018 and May 2019. Key input from the PAC on visual character included the need to maintain the scale, mass, and materials consistent and in harmony with the surrounding community.

7.2 Visual Quality Assessment

Existing visual quality was assessed for seven key views of the bridge according to these three parameters (see Table 2). At least one view is provided for each landscape unit. Photographs of the existing condition and visualizations of the action alternatives were used to assess the visual change to these key views (see Figures 3-9, and key view locator map Figure 10. Because the changes under the Conservation Alternative would be visually imperceptible, the No Build and Conservation Alternatives are grouped together to avoid redundancies in the analysis.

The FHWA VIA guidelines recognize three types of parameters to assess visual perception related to visual quality:

- **Natural harmony**. According to the FHWA guidelines, "when viewing the components of a scene's natural environment, viewers inherently evaluate the natural harmony of the existing scene, determining if the composition is harmonious or inharmonious."
- **Cultural order**: According to the FHWA guidelines, "when viewing the components of the cultural environment, viewers evaluate the scene's cultural order, determining if the composition is orderly or disorderly."
- **Project coherence**: According to the FHWA guidelines, "when viewing the project environment, viewers evaluate the coherence of the project components, determining if the project's composition is coherent or incoherent."

Table 2: Visual Quality Assessment for Cribari Memorial Bridge Alternatives

Landscape Unit	Key View	VISUAL Natural Harmony within Environment*	CHARACTER Cultural Order within Environment*	Project Coherence*			
				No Build / Conservation	Rehabilitation	On-Alignment Replacement	Off-Alignment Replacement
Bridge Street / Riverside Avenue	View #1: From Bridge Street, east side of river, facing west at Cribari Bridge	Average	High	High	High	Average	Average
		The Saugatuck River is visible from the approach roadway, partially obscured by mature trees on either side of the street. Natural landscape not unusually striking or distinctive.	The Cribari Bridge is visible and in harmony with respect to scale / mass / materials with the surrounding houses and buildings.	Human-made development blends effectively with the natural landscape.	Human-made development blends effectively with the natural landscape. Imperceptible change width of bridge.	Some visual relation between human-made and natural setting. Taller, wider bridge noticeable. Would slightly diminish coherence of view.	Some visual relation between human-made and natural setting. Taller, wider bridge noticeable; alignment shifted to the north. Would slightly diminish coherence of view.
Bridge Street / Riverside Avenue	View #2: From Bridge Street/Riverside Avenue intersection, facing east at Cribari Bridge	Average	High	High	High	Average	Average
		The Saugatuck River, marsh and mature tree line defining the eastern riverbank are visible from the intersection. Natural landscape not unusually striking or distinctive.	The Cribari Bridge is visible and in harmony with respect to scale / mass / materials with the surrounding commercial buildings.	Human-made development blends effectively with the natural landscape.	Human-made development blends effectively with the natural landscape. Imperceptible change in width of bridge.	Some visual relation between human-made and natural setting. Taller, wider bridge noticeable.	Some visual relation between human-made and natural setting. Taller, wider bridge noticeable; alignment shifted to the north. Would slightly diminish coherence of view.

Landscape Unit	Key View	VISUAL Natural Harmony within Environment*	CHARACTER Cultural Order within Environment*	Project Coherence*			
				No Build / Conservation	Rehabilitation	On-Alignment Replacement	Off-Alignment Replacement
Riverfront Properties	View #3: From Riverside Park, facing south at Cribari Bridge	Low	Low	Average	Average	Average	Average
		View of the Saugatuck River and riverbanks in the foreground; imposing human-made structures (I-95 and rail infrastructure) in the background.	The Cribari Bridge is overshadowed by the imposing I-95 and catenary rail infrastructure.	Some visual relation between human-made and natural setting.	Some visual relation between human-made and natural setting. Imperceptible change in width of bridge would not change coherence of view.	Some visual relation between human-made and natural setting. From distance, change in height and width of bridge barely perceptible, but would not diminish coherence of view.	Some visual relation between human-made and natural setting. Taller, wider bridge slightly noticeable; closer (in proximity) than existing bridge but would not diminish coherence of view.
Riverfront Properties	View #4: From behind kayak shop on Riverside Avenue, facing northeast at Cribari Bridge	Average	High	Average	Average	Average	Average
		The Saugatuck River is visible in the background with mature trees along the east side of the riverbank. Natural landscape not unusually striking or distinctive.	The Cribari Bridge is visible in the background and in harmony with respect to scale / mass / materials with buildings, paved driveway and docks in the foreground.	Some visual relation between human-made and natural setting.	Some visual relation between human-made and natural setting. Imperceptible change in width of bridge would not change coherence of view.	Some visual relation between human-made and natural setting. Taller, wider bridge noticeable, but would not diminish coherence of view.	Some visual relation between human-made and natural setting. Taller, wider bridge noticeable but further away with alignment shifted to the north. Would not diminish

Landscape Unit	Key View	VISUAL Natural Harmony within Environment*	CHARACTER Cultural Order within Environment*	Project Coherence*			
				No Build / Conservation	Rehabilitation	On-Alignment Replacement	Off-Alignment Replacement
							coherence of view.
Saugatuck River	View #5: From north of the boat launch, east side of river, facing north at Cribari Bridge	High	High	High	High	High	High
		The Saugatuck River is in the foreground, mature trees along the eastern riverbank in the background. Natural landscape is moderately striking and distinctive.	The Cribari Bridge is visible and in harmony with respect to scale / mass / materials with the surrounding commercial buildings.	Human-made development blends effectively with the natural landscape.	Human-made development blends effectively with the natural landscape. Imperceptible change in width of bridge would not change coherence of view.	Human-made development blends effectively with the natural landscape. Taller, wider bridge noticeable, but would not diminish coherence of view.	Human-made development blends effectively with the natural landscape. Taller, wider bridge noticeable but further away with alignment shifted to the north. Would not diminish coherence of view.
I-95	View #6: From I-95 (southbound) right lane/shoulder, facing northwest at Cribari Bridge	Low	Low	Average	Average	Average	Average
		I-95 infrastructure in the foreground dominates the view. River in the middle distance and marsh and mature trees on riverbanks in the background. Natural landscape not	I-95 infrastructure dominates foreground of view. Cribari Bridge is consistent with scale / mass / materials of adjacent	Some visual relation between human-made and natural setting.	Some visual relation between human-made and natural setting. Imperceptible change in width of bridge would	Some visual relation between human-made and natural setting. From distance, change in height and	Some visual relation between human-made and natural setting. From distance, change in height and width of bridge barely

Landscape Unit	Key View	VISUAL Natural Harmony within Environment*	CHARACTER Cultural Order within Environment*	Project Coherence*			
				No Build / Conservation	Rehabilitation	On-Alignment Replacement	Off-Alignment Replacement
		particularly striking or distinctive.	commercial development.		not change coherence of view.	width of bridge barely perceptible and therefore would not change coherence of view.	perceptible and therefore would not change the coherence of the view.
Metro-North Railroad New Haven Line	View #7: From Metro-North Railroad Line, facing north towards Cribari Bridge	Low	Low	Low	Low	Low	Low
		Saugatuck River in the background; view dominated by human-made elements.	I-95 dominates the view; the Cribari Bridge is barely visible in the background.	Human-made and natural patterns do not reinforce each other and visually appear chaotic and jumbled.	Human-made and natural patterns do not reinforce each other and visually appear chaotic and jumbled. Imperceptible change in width of bridge.	Human-made and natural patterns do not reinforce each other and visually appear chaotic and jumbled. From a distance, change in height and width of bridge barely perceptible.	Human-made and natural patterns do not reinforce each other and visually appear chaotic and jumbled. From a distance, change in height and width of bridge barely perceptible.

*Ratings of “High,” “Average” or “Low” are qualitative assessments. High ratings are assigned where parameter is met to a high degree, while low ratings are assigned where parameter is lacking or met to a low degree. Average ratings are assigned where parameter is met to a moderate degree.



Figure 3-A: View #1: From Bridge Street, east side of river, facing west at Cribari Bridge -- No Build Alternative and Conservation Alternatives

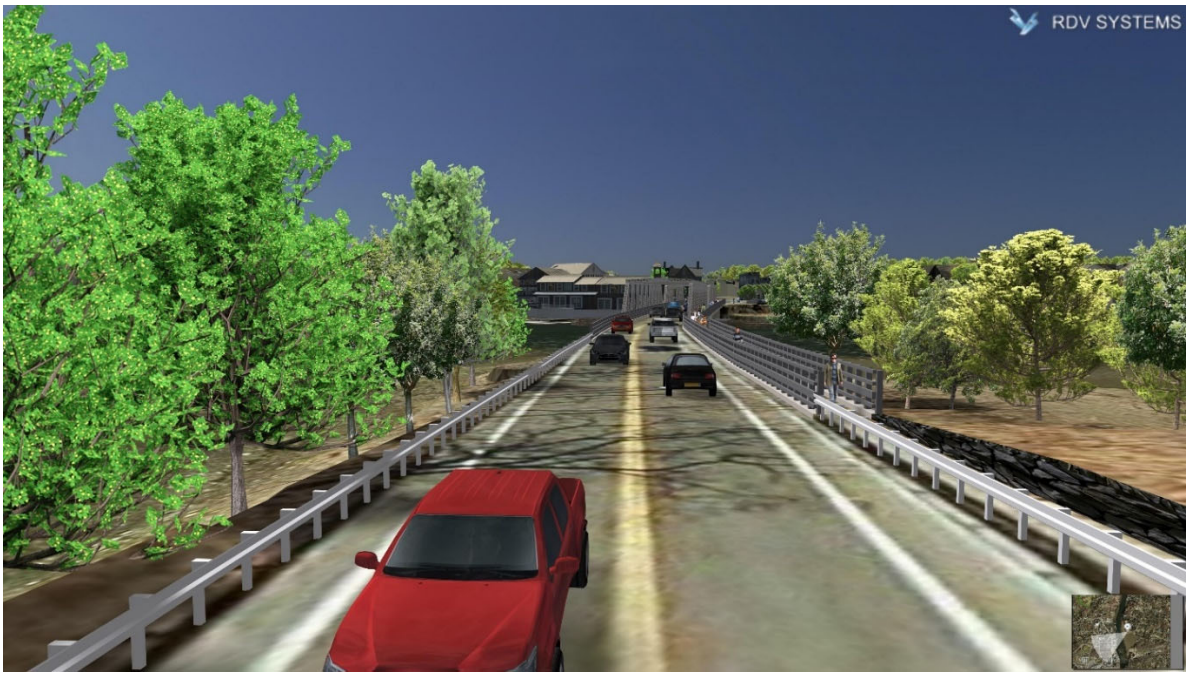


Figure 3-B: View #1: From Bridge Street, to the west from the east side of river -- Rehabilitation Alternative



Figure 3-C: View #1: From Bridge Street, to the west from the east side of river -- On-Alignment Replacement Alternative

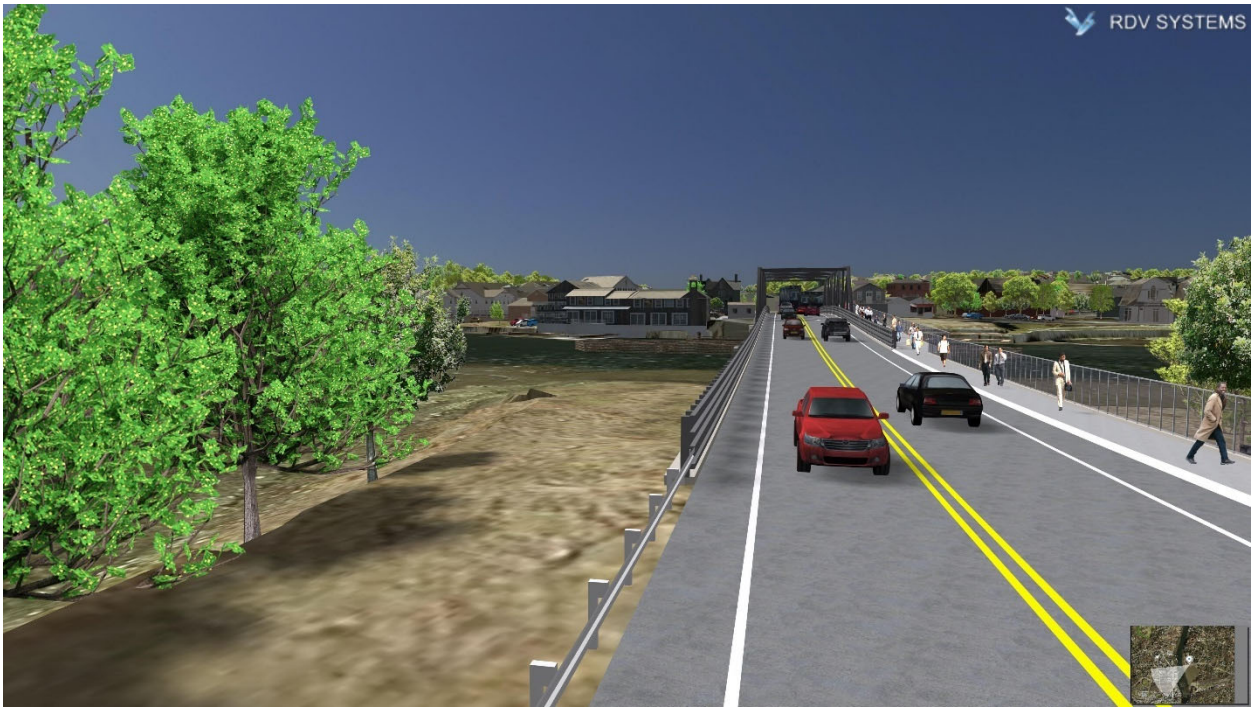


Figure 3-D: View #1: From Bridge Street, to the west from the east side of river -- Off-Alignment Replacement Alternative



Figure 4-A: View #2: From Bridge Street/Riverside Avenue intersection, facing east at Cribari Bridge -- No Build Alternative and Conservation Alternatives



Figure 4-B: View #2: From Bridge Street/Riverside Avenue intersection, facing east at Cribari Bridge -- Rehabilitation Alternative



Figure 4-C: View #2: From Bridge Street/Riverside Avenue intersection, facing east at Cribari Bridge -- On-Alignment Replacement Alternative



Figure 4-D: View #2: From Bridge Street/Riverside Avenue intersection, facing east at Cribari Bridge -- Off-Alignment Replacement Alternative



Figure 5-A: View #3: From Riverside Park, facing south at Cribari Bridge -- No Build Alternative and Conservation Alternatives



Figure 5-B: View #3: From Riverside Park, facing south at Cribari Bridge -- Rehabilitation Alternative



Figure 5-C: View #3: From Riverside Park, facing south at Cribari Bridge -- On-Alignment Replacement Alternative



Figure 5-D: View #3: From Riverside Park, facing south at Cribari Bridge – Off-Alignment Replacement Alternative



Figure 6-A: View #4: From behind kayak shop on Riverside Avenue, facing northeast at Cribari Bridge -- No Build and Conservation Alternatives



Figure 6-B: View #4: From behind kayak shop on Riverside Avenue, facing northeast at Cribari Bridge -- Rehabilitation Alternative



Figure 6-C: View #4: From behind kayak shop on Riverside Avenue, facing northeast at Cribari Bridge -- On-Alignment Replacement Alternative



Figure 6-D: View #4: From behind kayak shop on Riverside Avenue, facing northeast at Cribari Bridge -- Off-Alignment Replacement Alternative



Figure 7-A: View #5: From north of boat launch, east side of river, north of I-95, facing north at Cribari Bridge -- No Build and Conservation Alternatives



Figure 7-B: View #5: From north of boat launch, east side of river, north of I-95, facing north at Cribari Bridge -- Rehabilitation Alternative



Figure 7-C: View #5: From north of boat launch, east side of river, north of I-95, facing north at Cribari Bridge -- On-Alignment Replacement Alternative



Figure 7-D: View #5: From north of boat launch, east side of river, north of I-95, facing north at Cribari Bridge -- Off-Alignment Replacement Alternative



Figure 8-A: View #6: From I-95 (southbound) right lane/shoulder, facing northwest at Cribari Bridge -- No Build and Conservation Alternatives

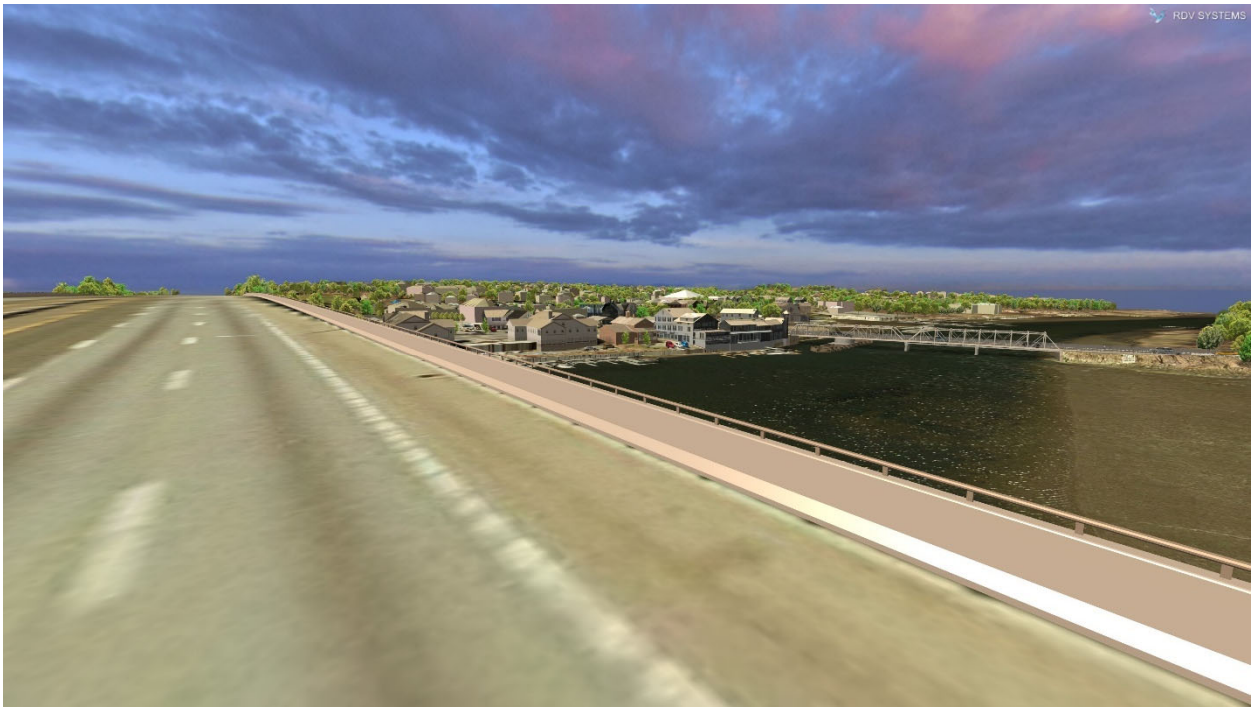


Figure 8-B: View #6: From I-95 (southbound) right lane/shoulder, facing northwest at Cribari Bridge -- Rehabilitation Alternative

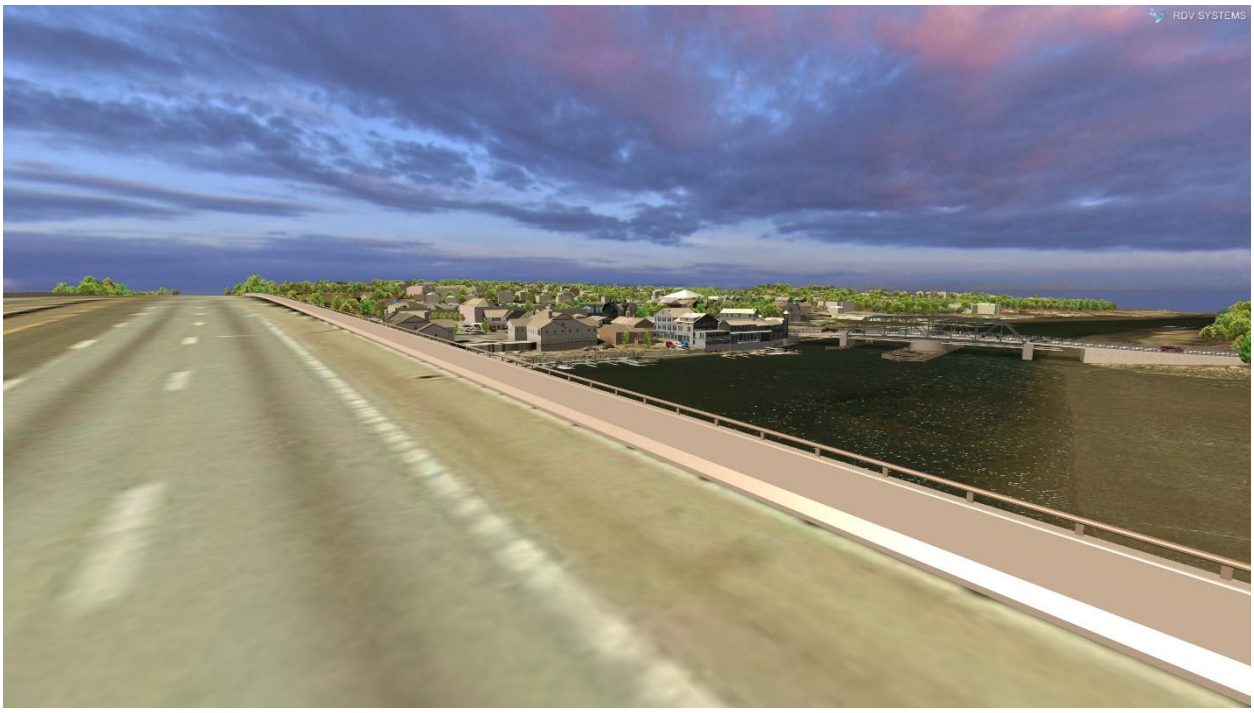


Figure 8-C: View #6: From I-95 (southbound) right lane/shoulder, facing northwest at Cribari Bridge -- On-Alignment Replacement Alternative

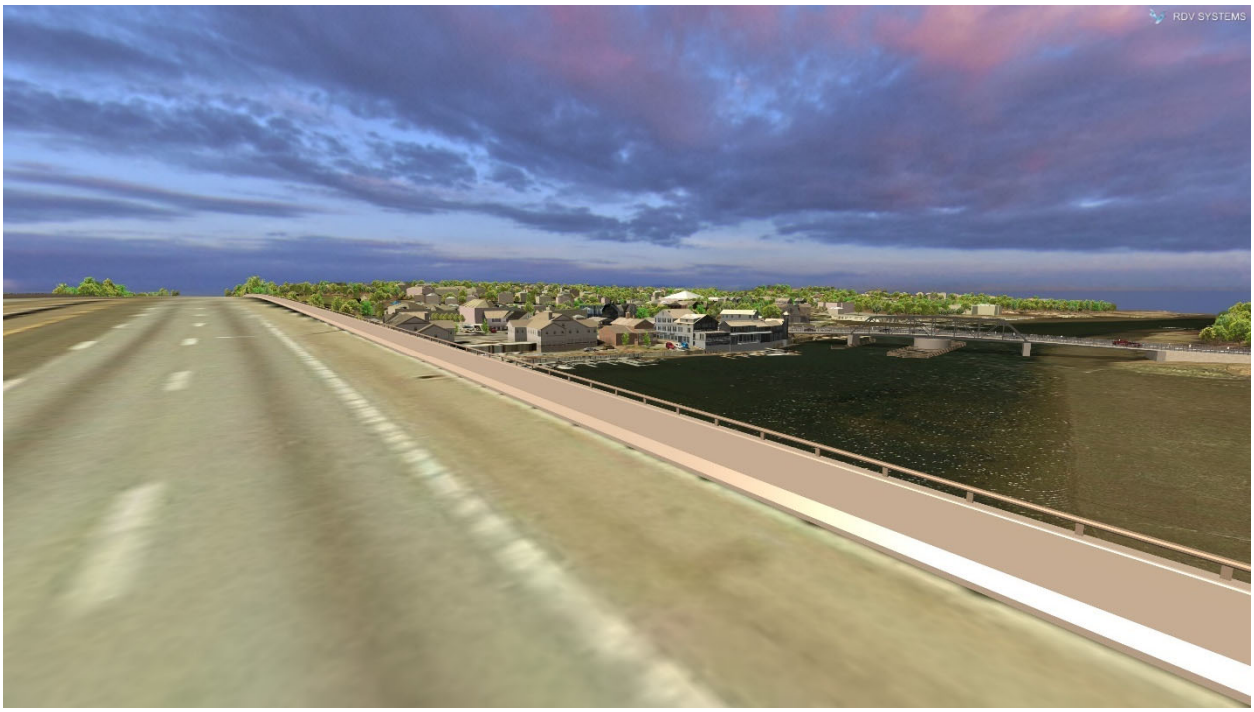


Figure 8-D: View #6: From I-95 (southbound) right lane/shoulder, facing northwest at Cribari Bridge -- Off-Alignment Replacement Alternative



Figure 9-A: View #7: From Metro-North Railroad Line, facing north towards Cribari Bridge -- No Build and Conservation Alternatives

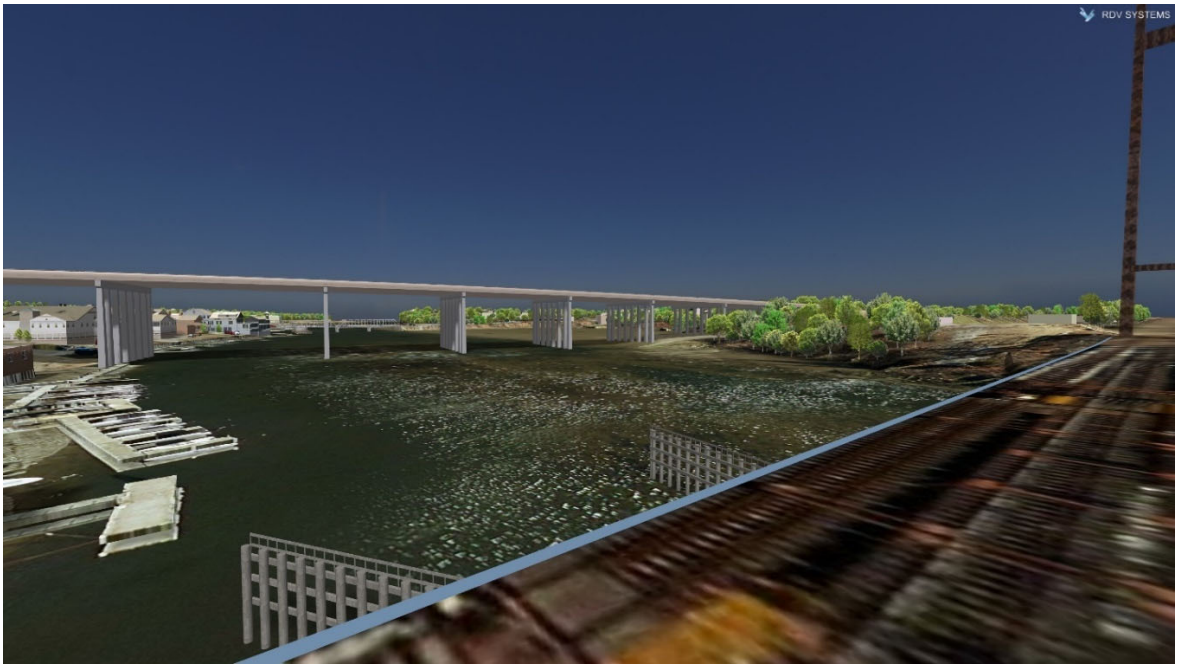


Figure 9-B: View #7: From Metro-North Railroad Line, facing north towards Cribari Bridge -- Rehabilitation Alternative

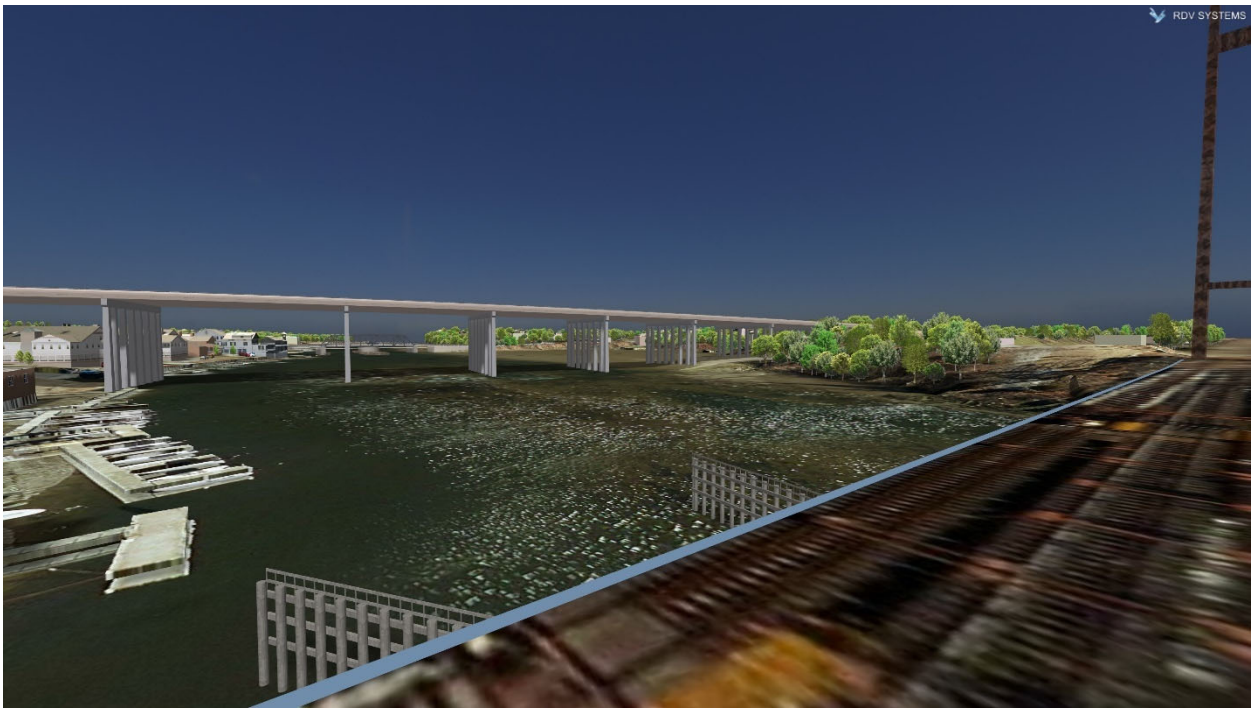


Figure 9-C: View #7: From Metro-North Railroad Line, facing north towards Cribari Bridge -- On-Alignment Replacement Alternative

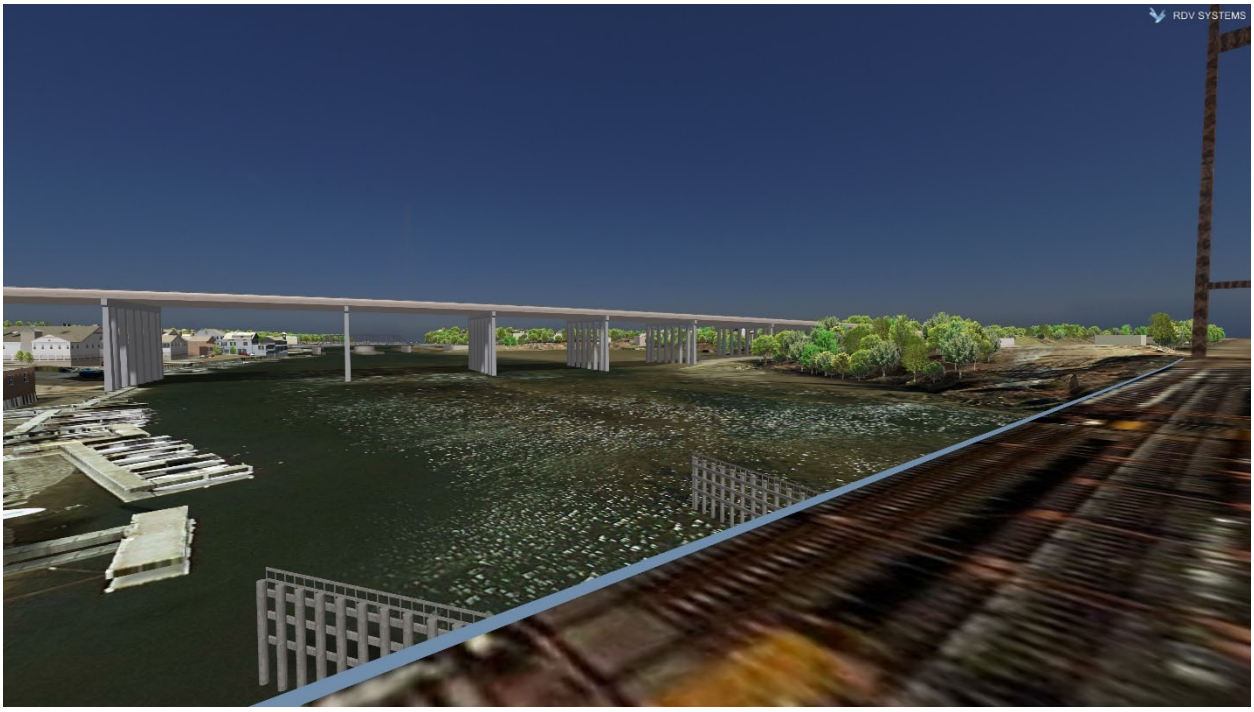
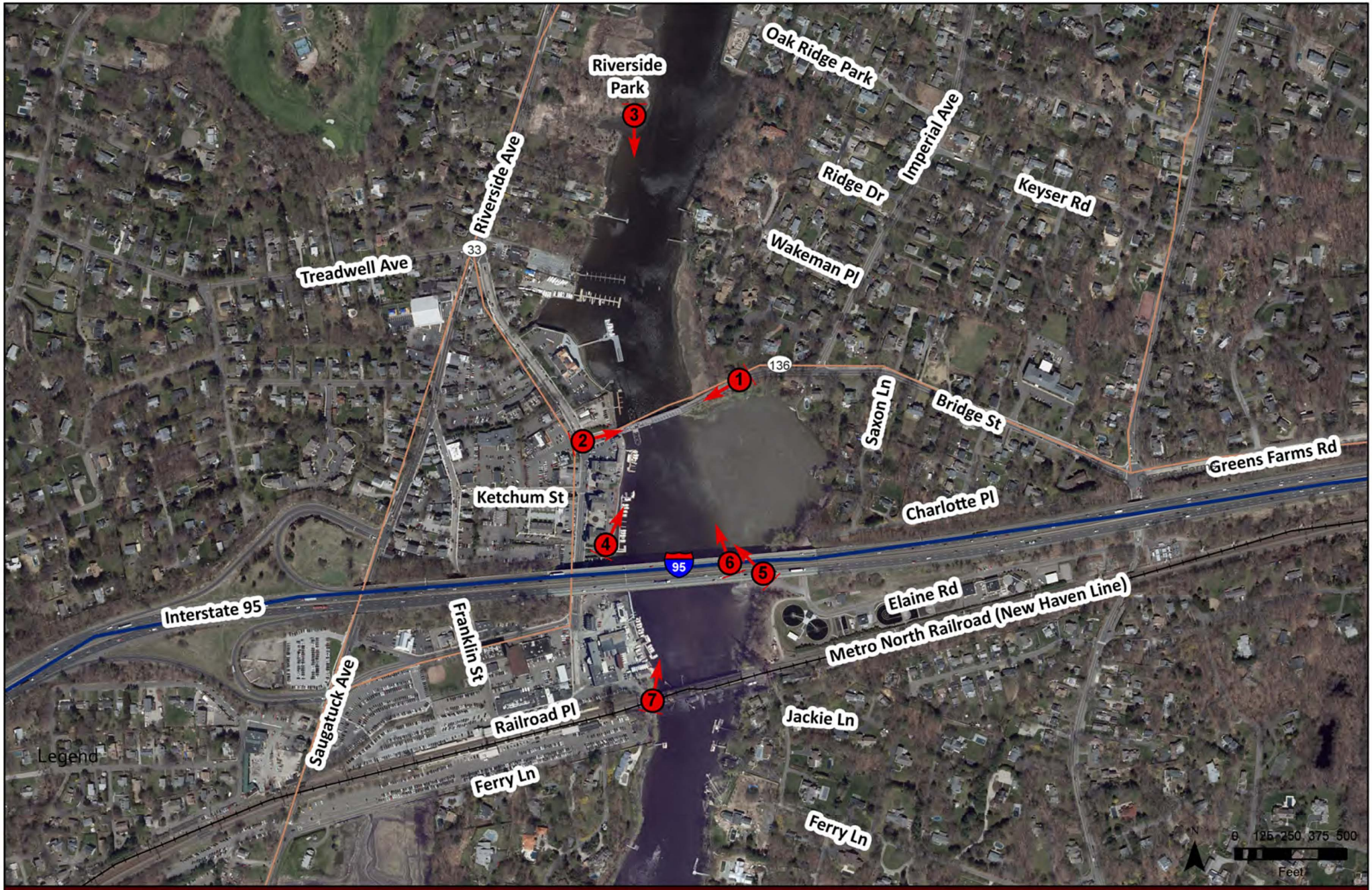


Figure 9-D: View #7: From Metro-North Railroad Line, facing north towards Cribari Bridge -- Off-Alignment Replacement Alternative



Route 136 over Saugatuck River Bridge No. 01349 State Project No. 158-214	Figure 10 Key Views	Key Views		FITZGERALD & HALLIDAY, INC. Innovative Planning, Better Communities

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8 Impact Assessment for Viewer Groups

The key viewer groups in the project area are neighbors with a static view and travelers with a dynamic view and include:

- Residential Neighbors: people living within viewing distance of the bridge
- Commercial/Retail Neighbors: people working in land-based activities and around the bridge
- Travelers: people traveling through the project area, such as drivers, bicyclists, and pedestrians
- Recreational/Commercial Boaters: people on recreational and commercial vessels along the Saugatuck River

Each of these viewer groups is described below.

8.1 Viewer Groups

8.1.1 *Residential Neighbors (Static Views)*

People living along the waterfront have views of the bridge from the immediate riverbank on the east and west sides, north and south of the bridge up to Riverside Park (upstream) and I-95 (downstream). Some views of the bridge are obscured by buildings, vegetation, and outcrops. Between I-95 and the Metro-North Railroad New Haven Line, some residential neighbors have limited views. There are an estimated two dozen residential properties with static views of the bridge.

8.1.2 *Commercial/Retail Neighbors (Static Views)*

People working in land-based activities and around the bridge have views of the bridge from the immediate riverbank on the east and west sides, north and south of the bridge up to Riverside Park (upstream) and I-95 (downstream). Some views of the bridge are obscured by buildings, vegetation, and outcrops.

Between I-95 and the Metro-North Railroad New Haven Line, some non-residential properties have partially restricted views due to highway and rail infrastructure, buildings, vegetation, and outcrops.

There are approximately 25 non-residential properties which provide commercial and civic neighbors with static views of the bridge.

8.1.3 *Travelers (Dynamic Views)*

People traveling through the project area on Bridge Street, including drivers, bicyclists, and pedestrians, have views of the bridge from the roadway approaches immediately on either side of the bridge. On the west side, views don't extend beyond the intersection of Bridge Street and Riverside Avenue; buildings, trees, and shrubby vegetation obscure additional views. A bend in Bridge Street on the east side limits views to the immediate approach roadway. There are an estimated 14,500 daily drivers on Bridge Street crossing the Saugatuck River (as interpreted from CTDOT traffic data, 2014).

Buildings, street trees and shrubs limit views from Riverside Avenue.

Travelers in the right-lane traveling southbound on I-95 also have dynamic views of the Cribari Bridge. Views are restricted on the northbound side.

The bridge is also visible to passengers on the Metro-North New Haven Line traveling north, but it appears as a relatively distant element. Views of the bridge from the railroad tracks are *under* I-95, which is elevated over the Saugatuck River.

8.1.4 *Boaters (Dynamic Views)*

People in recreational and commercial vessels along the Saugatuck River have clear, unobstructed views of the Cribari Bridge, downstream to I-95. Between I-95 and the Metro-North Railroad Line views are partially obscured by I-95. Upstream views are restricted by bends in the river and physiological limits of sight as the bridge becomes a smaller element in the landscape.

8.2 Viewer Response

Visual impacts were determined by assessing changes in the visual quality of viewsheds from the perspective of the landscape units and then predicting each viewer group response to that change. All changes were considered from the perspective of the viewer groups and their sensitivity to the visual environment. The following factors that modify perception were used to determine each viewer group's sensitivity to visual changes:

- Proximity to the visual resource
- Number of viewers
- Frequency and duration of views
- Viewer's activity
- Viewer's awareness

These factors were considered along with the project visual quality to determine the impact of the change in the visual environment on the viewer groups (see Table 3).

The effect of visual changes was considered of higher sensitivity for those with static, close-up views of the bridge, such as residential properties along the riverfront, and lesser for those with dynamic, more distant, or partially obscured views of the bridge, such as those travelers on I-95 or passengers on the Metro-North Railroad. Moderate sensitivity rankings were assigned to those who frequently travel on the bridge or who have static riverfront views that are in the mid- or background of the landscape.

Table 3: Viewer Group Sensitivity Assessment

Viewer Group	Proximity*	Number / Frequency / Duration*	Viewer Activity / Awareness*
Residential Neighbors	High	High	High
	Close physical proximity to the bridge	Approximately two dozen with daily prolonged views.	Any outdoor activities or windows facing the bridge could provide opportunities to view the bridge
	High	Moderate	Moderate

Viewer Group	Proximity*	Number / Frequency / Duration*	Viewer Activity / Awareness*
Commercial / Civic Neighbors	Close physical proximity to the bridge	Potentially hundreds of property owners, employees and daily customers, some with daily views	Outdoor dining or other activities or windows facing the bridge would provide opportunities to view the bridge
Travelers	Moderate	Moderate	Low
	Some cross the bridge, while others are on alternate transportation facilities hundreds of feet away	Thousands of people with daily views; short duration	Majority of views are distracted or fleeting; either because primary activity is driving or because bridge is not in primary view but off the side of the vehicle
Boaters	Moderate	Low	High
	Some cross under, while others see the bridge from a distance	Dozens, most with observations limited to prime boating season (May-September)	Unobstructed, undistracted dynamic views of the bridge.

*Ratings of "High," "Average" or "Low" are qualitative assessments. High ratings are assigned where parameter is met to a high degree, while low ratings are assigned where parameter is lacking or met to a low degree. Average ratings are assigned where parameter is met to a moderate degree.

9 Conclusions

The four action alternatives differ slightly in their potential visual impacts. While the Conservation Alternative would appear identical to the existing condition, the widening of the trusses under the Rehabilitation Alternative could be visible crossing the bridge. The overall mass and scale of the replacement alternatives would be slightly increased over the existing condition, but the I-95 superstructure and overhead catenary towers associated with the rail line to the south would continue to be more dominant forms in the visual landscape.

Overall, the visual impact of any of the action alternatives, compared to the existing condition, is determined to be low because:

- Most views are from such a distance and of such short duration that the change in the scale and mass of the bridge would blend into the natural and man-made landscape. The south end of the AVE has natural land forms, I-95, and the Metro-North tracks that limit views. At the north end of the AVE, the bridge is unobstructed from the riverfront, but the view becomes less noticeable and ultimately physiological limits restrict views. Buildings, trees, and topography limit views beyond the riverfront in most locations.

- For those with closer views, the bridge would be designed to integrate into the surrounding built environment, with I-95 and the rail infrastructure (catenary lines) continuing to dominate the visual landscape.
- Those with close and frequent views include drivers and bicyclists who cross the river over the bridge regularly; these views are dynamic, and their awareness and attention are on driving or safely riding their bike rather than observing the aesthetics of the bridge.
- There are very few people with sensitive views of the bridge. Those sensitive viewer groups are boaters and pedestrians (dynamic views) and immediately adjacent residential/commercial/civic riverfront properties (static views). These viewer groups would be most sensitive to changes to the bridge. If an action alternative is advanced, the bridge would be designed to integrate into the surrounding built environment to avoid and minimize adverse impacts to the extent feasible.

ALTERNATIVE BRIDGE TYPE PHOTOS

SOURCE: "REVIEW OF STRUCTURE TYPES" REPORT BY HARDESTY & HANOVER (AUGUST 2018)



Overhead Counterweight
Mystic River Bascule Bridge
Mystic, CT



Underdeck Counterweight
Cragie Drawbridge
Boston, MA



Rolling Lift
Halsskov Bridge
Korsor, Denmark



Dutch Bascule Bridge
Loitz, Ger



Vertical Lift
Murray Morgan Bridge
Tacoma, WA

ALTERNATIVE BRIDGE TYPE PHOTOS

SOURCE: CLOSE, JENSEN AND MILLER, P.C.



Underdeck Counterweight
Craigie Drawbridge
Boston, MA



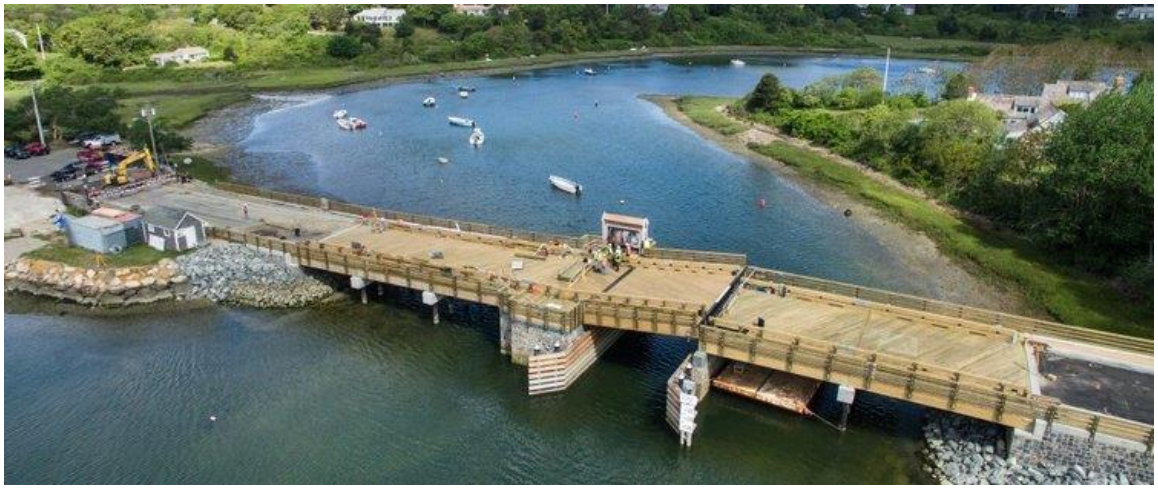
Underdeck Counterweight
Craigie Drawbridge
Boston, MA



Bascule Bridge
Groveland Street Bascule
Haverhill, MA



Swing Bridge
Boca Grande Swing Bridge
Placida, FL



Drawbridge
Mitchell River Drawbridge
Chatham, MA



Drawbridge
Mitchell River Drawbridge
Chatham, MA