

Connecticut Department of Transportation
State Project No. 301-564 (Formerly 301-173)
Mechanical and Electrical Rehabilitation of Bridge No. 08008R
Cos Cob Rail Bridge over Mianus River
Greenwich

Tuesday, April 9, 2024
Zoom Webinar

Minutes of Public Informational Meeting

Presenters/Speakers:

Rachelle Clark (CHA)
Rick Bray (Lochner)
Dan Minturn (Lochner)
Nicholas Altebrando (STV)

CTDOT Attendees:

Hareesh Dholakia
Stephanie Maurer

Consultant Liaison Engineer (CLE) Attendees:

Kristen Johnson (CHA)
Xin Yu (Yuki) Hoon (CHA)

Design Consultant Attendees:

Jorge Leon (STV)
Andrew Monkhouse (STV)
Matthew Gillis (STV)
Michael Oliver (STV)

Public Attendees:

(13) via Zoom, (1) via YouTube

Presentation:

A virtual presentation was held through a Zoom Webinar for the project and delivered by Ms. Rachelle Clark from CHA, Mr. Rick Bray and Mr. Dan Minturn from Lochner and Mr. Nicholas Altebrando from STV.

The presentation began at approximately 7pm. Following an introduction of the project and the project design team, the following items were presented:

- The purpose of this project is to perform mechanical and electrical rehabilitation on Bridge No. 08008R to extend its service life until its planned replacement.
- Cos Cob Rail Bridge carries four tracks of Metro North Railroad over Mianus River.
- A summary of the existing field conditions of the bridge and notable deficiencies related to the bridge were presented.
- A summary of the proposed bridge repairs.

- A description of anticipated railroad impacts and navigation channel impacts were covered. The need for short-term closures for repairs to the navigation channel was presented.
- A list of anticipated permits was presented.
- Short-term closures to the navigable channel will be required to facilitate mechanical and electrical rehabilitations. Mitigation efforts will include performing rehabilitations at night and/or during boating off-season.
- Construction is estimated to be from Fall 2025 through Spring 2026.
- Total estimated construction cost is \$10 Million with 100% State Funds.

Public Comments and Questions:

Question 1:

Will any of the work from this project be kept for replacement? If not, why not do the entire replacement instead?

Answer: We are actively trying to do as little work as we can now to extend the bridge service life till its eventual replacement as we are unsure if any of the work will be kept for the replacement. By doing so, we can give the state and future designer the most flexibility when exploring options for the planned bridge replacement.

Question 2:

Following the renovations, what landscaping will be incorporated? The bridge stands in between two well-developed residential communities; what landscaping will be provided to shield neighbors from the construction?

Answer: Since this project is focusing on the mechanical and electrical systems, no ground disturbance is anticipated Therefore, no landscaping has been included.

Question 3:

How long of a navigation channel shutdown is anticipated?

Answer: The shutdowns will be short term and expedited as much as possible. Closures have not been determined yet but will be in coordination with the U.S. Coast Guard. This work is anticipated off-season (Winter 2025-2026).

Question 4:

\$10 million seems like a lot for a short-term solution. How much will a new bridge cost, and why not start doing the full replacement instead?

Answer: The replacement is a large, long-term project that requires funding and planning. As such, the State is unable to start a full replacement now. The purpose of this project is to keep the bridge in a state of reliable service until the replacement is built.

Question 5:

I understand this to be a temporary fix to extend the life of the bridge, but I am wondering if/when the planning for the future bridge will begin. If the design for the replacement bridge has begun, or in the future when it begins, will it include a pedestrian pathway. I know the Metro North bridge spanning the Saugatuck River in Westport has a pathway

connecting the two sides a of the river, and believe it would be great to have Cos Cob and Riverside connected with a similar pathway across this railroad bridge.

Answer: The replacement bridge will not include a sidewalk for both safety and national security reasons. The SAGA bridge is an outlier and is present because of a long-standing agreement between the railroad and the Town of Westport.

Question 6:

What impact will it have on boat traffic?

Answer: The work will be constructed to limit impacts to boat traffic as much as possible. Any navigation channel shutdowns will be short term with advanced notice given to the public and in accordance with U.S Coast Guard policies.

Question 7:

How do we contact the people with the state who are responsible for these decisions?

Answer: The best way to contact CTDOT with questions is via email at DOTProject0301-0173@ct.gov during the two-week public comment period following the meeting. Please direct comments and questions by April 23, 2024.

Question 8:

Cos Cob residents would like to see pedestrian access to cross the Mianus River. Could this renovation include a pedestrian pathway?

Answer: A similar question regarding pedestrian pathway has been previously answered. Please refer to the response in Question 5.

Question 9:

Am I correct in understanding that there will be no disruption to the banks of the river?

Answer: This is a mechanical and electrical rehabilitation so disruption to the banks is not anticipated.

Adjournment: The project was generally well received by those attending the meeting. The live virtual presentation was closed at approximately 7:40 pm.