Connecticut Department of Transportation

State Project No. 301-565 (Formerly 301-177)
Mechanical and Electrical Rehabilitation of Bridge No. 08032R
SAGA Rail Bridge over Saugatuck River
Westport

Tuesday, April 16, 2024
Zoom Webinar

Minutes of Public Informational Meeting

Presenters/Speakers:
Rachelle Clark (CHA)
Rick Bray (Lochner)
Dan Minturn (Lochner)
Nicholas Altebrando (STV)
Keith Wilberg (Town of Westport)

CTDOT Attendees:
Alvaro Garcia Jr.
Haresh Dholakia
Stephanie Maurer
Gregory Funk
Trejvis Karanxha

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:
(18) via Zoom, (1) via YouTube

Presentation:
A virtual presentation was held through a Zoom Webinar for the project. Ms. Rachelle Clark from CHA and Mr. Keith Wilberg from Town of Westport started the meeting with a few words of introductions. The technical presentation was then delivered by 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. 08032R to extend its service life until its planned replacement.
- SAGA Rail Bridge carries four tracks of Metro North Railroad over Saugatuck 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 $4 Million with 100% State Funds.

Public Comments and Questions:

Question 1: Will the bridge be open during construction?

> *Answer: The bridge is expected to be open for rail operations through the project. Short term outages of the bridge to marine traffic are anticipated and will be coordinated with USCG.*

Question 2: What enhancements are being made to make the pedestrian and bike lane safer and more convenient?

> *Answer: The goal of this project is to perform mechanical and electrical rehabilitation to extend the service life of the bridge. Improving the pedestrian and bike lane is beyond our current scope. Therefore, no enhancements will be made on it.*

Question 3: Will there be any impact at the Train Station (West of the bridge)?

> *Answer: There will be minimal impacts to the train station. Any impacts would be off peak, with ample notification and planning.*

Question 4: Will the pedestrian walkway be open during construction? If not, how long is the shutdown and how will the community know of it?

> *Answer: The walkway is expected to remain open during construction. Short term closure(s) of the walkway is anticipated and will be done off-peak with ample notice to the community and coordinated through the Town.*

Question 5: How often does the bridge open?

> *Answer: The bridge opens approximately three times a year. It is also opened a few times for MNR inspection and maintenance.*

Question 6: Will the future replacement bridge be a moveable span bridge as well?

> *Answer: The State plans to have studies carried out to evaluate options for the future bridge replacement project. This will be addressed more specifically in the future project.*

Question 7: Can pedestrian and bike lane enhancements be added to the Scope of Work for this project? If so, what is the process to have it added?

Answer: Enhancements to pedestrian and bike lanes cannot be added to this project as it will change the weight and current balance of the spans, causing lots of changes to design and mechanical systems. Therefore, no enhancements will be done during the rehabilitation project.

Question 8: Are Cribari Bridge changes part of this presentation tonight?

Answer: The Cribari Bridge is a highway bridge and is not included in this presentation.

Question 9: What study data will be included in the new bridge?

Answer: The replacement project will have a public information meeting similar to this one, which will solicit input from the community.

Question 8: When will the full bridge replacement happen?

Answer: The future replacement project is in the early stages of planning and is anticipated in approximately 15 years.

Question 8: Would it be possible to make enhancements to the pedestrian and bike lane while maintaining the same weight? Also, what is the budget for this project?

Answer: It is not possible to make enhancements to the pedestrian and bike lane while maintaining the same weight. The current budget for this project is $4 million.

Question 8: Can you provide some comments on the need for access to the river for the future?

Answer: The team understands that reliability has been an issue in the past, which is why this project was initiated. The concern about long-term access will be addressed more specifically in the future replacement project.

Question 8: Does the Town have plans for dredging?

Answer: Mr. Keith Wilberg replied that he is glad to share information that the Town has regarding dredging. He requested for the participant to reach out to him via his contact details listed on the Town website.

Question 8: Does the Town want a moveable span for the future bridge?

Answer: Mr. Keith Wilberg replied that the Town will have to wait for the State to present the study results for the future replacement project before they can weigh in.

Adjournment: The project was generally well received by those attending the meeting. The live virtual presentation was closed at approximately 7:45 pm.