

May 04, 2018

Phone: (860) 667-9624

Fax: (860) 665-1551

Mr. Zvonko Barisic, P.E.
City of Stamford Engineering Bureau
Office of Operations
888 Washington Street,
Stamford, Connecticut 06901

Re: Main Street Bridge over the Rippowam River - Pedestrian Upgrade & Walkway Report
WMC reference No. 18048

Dear Mr. Barisic:

Introduction

The existing truss bridge carrying Main Street over the Rippowam River has been under consideration for repair or replacement since at least 2000, with several alternatives proposed including combined roadway and pedestrian or just pedestrian; some with the existing trusses retained and some not.

The City has sought and received approval for 80% State/Federal grant funding from two sources (Federal High Priority Projects Program (HPP), Demo ID CT119 and/or Federal SAFETEA-LU Transportation, Community, and System Preservation (TCSP), Demo ID 12CT009) for total bridge rehabilitation as a pedestrian only structure, with the existing trusses removed, completely repaired, repainted and reset on a new substructure (abutments and pier). The existing "mini-piers" would be removed, providing improved hydraulic conditions, as well as sufficient capacity to allow emergency vehicles onto the bridge. These grants would cover a majority of the project costs, however State/Federal funding does come with government procedures and requirements, which takes significant time for design, reviews, approvals and permitting. The project is just clearing scoping approval for design services at the Connecticut Department of Transportation (ConnDOT) and will likely take in the range of 3½ years before construction will begin and another 1½ years for construction. With proper maintenance, this bridge would be expected to have an estimated life span of 75 to 100 years when completed.

Given the significant time that would be required to provide a "new" pedestrian bridge utilizing State/Federal funding, the City has directed that an evaluation be done to estimate the minimum practical effort, cost and time that would be required to rehabilitate the existing truss bridge in place, while still providing a safe and aesthetically improved pedestrian walkway when complete. With the eight (8) existing "mini-piers" remaining, hydraulic conditions would remain the same as current conditions and this minimally rehabilitated pedestrian bridge is expected to have a life span of 20 to 25 years. We would estimate that design and permitting (DEEP Office of Long Island Sound Programs (OLISP) and City permits anticipated – no Federal) could take as much as 15 months (assuming hydraulic modeling and permitting would not be required and depending on OLISP review times and comments) before it could be put out to bid and another 1½ years to bid and construct.

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Bridge Condition

In order to begin estimating the effort and costs to provide a limited rehabilitation of the existing bridge, a basic understanding of the conditional history of the existing bridge and how far the bridge has deteriorated in the last 8 years is important.

2002 - WMC visited the bridge on occasion during design of a replacement bridge. Conditions at the bridge were beginning to deteriorate and repairs were definitely justified, but the bridge overall was generally still in fair condition and this is represented by the photos presented below.

2007 - The last full inspection of the bridge was performed by ConnDOT in 2007, and condition of the bridge was worsening and things were definitely falling into disrepair. The 2007 inspection reports that the bridge has an estimated load rating capacity of seven (7) tons and was "found to be in a failed condition". Selected deficiencies as reported in the 2007 bridge inspection report are summarized in some detail as follows:

Deck: Condition rating = 5 (poor-fair). The concrete deck has random transverse hairline cracks and map cracking areas with and without efflorescence, heavy to severe scaling with random exposed rebar, random hollow areas and random full depth spalls at edges with exposed bricks and rebar. Repair/patch full depth spalls in concrete deck (1 CY).

Sidewalks: Condition rating = 4 (poor). Timber sidewalks at both sides have random checks and splits up to 1/4" wide. Planks are warped, bowed and twisted up to 1" average. A few random planks are loose with , nails have become unseated and there are 3 sections of missing timber at the truss panel points. There is a 18"x1"x6" deep void in the bituminous walk at the southeast approach. The condition of the pedestrian railing is rated a 6 (fair).

Superstructure: **Overall Condition Rating = 0** (extremely poor). Fascia stringers, floor beams and truss members exhibit heavy laminated rust with significant to critical section losses. Consideration should be given to replacing the entire superstructure. Some of the more critical items are excerpted as follows;

Stringers: **Condition Rating = 2.** At the time of inspection, the stringers are taking pedestrian loading only. Except for fascia stringers, typically only the bottom of the stringer bottom flanges are visible and typically have heavy laminated rust with section losses up to approximately 75%. Fascia stringers are separated from the deck, bowed out up to 1.5" away from adjacent stringer members, have rusted out portions of both top and bottom flanges (up to 100% loss) and rusted out web areas up to 75% of stringer lengths.

Floor Beams: **Condition Rating = 2.** At the time of inspection, the floor beams are taking pedestrian loading only. Floor beams exhibit extensive areas of heavy laminated rust with significant section loss on top and bottom flanges and large rusted through holes in webs. Worst case of bottom flange losses are typically near the truss hanger rods with up to 1/4" remaining (1/2" original). Worst case of top flange losses are typically near the pier supports with up to 1/4" loss (1/2" original). Several random full

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height rusted through holes in the webs at both hanger rod locations and at pier supports, up to 100% of the web between the flange angles.

Trusses: **Condition Rating = 2.** Random areas of peeling paint with light to moderate rust, except at lower panel points, which have heavy to laminated rust with some section losses on eye bar and hanger members, up to 1/8". Several diagonal and vertical members have varying degrees of collision damage including bent and disconnected members. Random locations of impacted rust up to 1/2" between members and connection plates, mainly along top chord members.

General: Cross bracing rods between floor beams are missing in several spans, rusted out and broken in other spans. Paint system has failed with greater than 90% of painted surfaces with peeling and/or rusting. Rivet heads exhibit severe rust with up to 90 percent section loss, mainly at areas with heavy laminated rust to the floor beams and stringers. Random areas of collision damage to truss members.

Substructure: Overall Condition Rating = 0 (extremely poor). Substructure units exhibit missing/deteriorated mortar joints, voids up to 9' deep, loose and missing chink stones, severe scale, hollow areas and isolated spalls. Consideration should be given to replacing the entire substructure. Some of the more critical items are excerpted as follows;

Abutments: **Condition Rating = 3** (Poor). Both abutment stems exhibit loose, missing and/or deteriorated mortar joints and voids up to 9' deep at random locations throughout. There is up to 80% of loose and missing chink stones with loose and shifted boulders. Minor settlement areas. Shifting base stones up to 18" along the abutments

Piers: **Condition Rating = 3** (Poor). Main pier 5 consists of reinforced concrete and stone masonry. Up to 60% of mortar joints are missing/deteriorated. Several random voids, mainly along the water line, up to 3.5'x2'x3.5' deep at the west elevation. Concrete portion with random map cracks, vertical and horizontal hairline cracks with and without efflorescence. 4'x3' hollow area with potential to spall at top of pier at north end. Isolated spall with exposed rebar at the east elevation. Exposed footing along the north half of pier 5 with no undermining. 10' x 5" x 5' deep void/undermined area along base of masonry portion at the west elevation. Footing exposed along Pier 8 for full length of the pier, up to 9" high with no undermining noted. There is a 10' x 5" x 5" deep void under the West elevation of pier 5.

Concrete piers/columns supporting the midspan of the floorbeams. Piers with light to heavy scale areas with random areas of severe scaling along the water line, up to 5" deep. Random vertical and horizontal cracks, hollow areas and isolated spalls up to 4" deep.

Channel: Both pier 5 and 8 footings are exposed, with a 10' long x 5" high x 5' deep void at pier 5. Provide protective material around exposed footings at piers 5 and 8. There is moderate to heavy debris and tree branches in the channel under the structure and along the north end of the piers. Remove debris.

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2010 – In 2010 WMC was requested by the City to inspect the bridge after a collapse of a portion of the west abutment and the beginning of deterioration of a portion of the main pier as a result of a recent significant storm event. Deterioration of the bridge was clearly accelerating at that time, which is evidenced by a comparison of the 2002 photos to the photos from this period (2010) as presented below. At this time, and in order to keep the bridge open for pedestrian use, the City proposed installation of a temporary pedestrian “gangway” to span over the failed section of the west abutment. WMC prepared and secured a CAM permit as needed for this gangway and it was installed by the City later that same year.

2018 – On April 05, 2018, WMC again visited the bridge at the request of the City in order to assess the current condition of the bridge and prepare this report. The current condition of the bridge is significantly poorer and borders on requiring closure, mostly due to the accelerating deterioration of the substructure (west abutment and main pier), as can be seen by comparison of the 2010 photos to the April 2018 photos.

The floor beams are also in extremely poor condition, especially at the outer 10’ to 12’, with large holes in the webs and significant rusting/corrosion throughout. As can be seen in the 2018 photos below, the trusses are no longer providing any significant support of the structure or the utilities, which are supported by the ends of the floor beams and thus are in jeopardy, if the floor beams begin to fail. The concrete mini-piers are supporting almost the entire deck, otherwise the bridge would likely have completely failed by now and would have been closed.

Structural Visual Condition Survey and Concept-Level Recommendations

There are four primary areas of the bridge structure: the lenticular trusses, the bridge deck, the steel superstructure supporting the bridge deck and utilities, and the substructure piers and abutments. Based on information obtained from visual observations, we rate the components and recommend concept structural repairs as follows:

- The lenticular trusses and bridge deck are in fair condition. Deterioration/damage was noted and repairs are required, but these components are serviceable.
- The steel superstructure has failed or is failing (see photo 1).
 - In general, the floor beams outboard of the lenticular trusses have failed and are unsafe, which is why the sidewalks have been closed. Note that the utilities on the upstream and downstream sides are supported on this area of the floor beams.
 - Inboard of the trusses, the floor beams are in poor condition, and repairs are urgently required. The floor beams are supported by concrete piers at each floor beam, which is likely why the superstructure has not completely failed. The condition of the floor beams within the concrete piers could not be determined.

While no calculations or testing were performed, it is believed that the existing bridge is unable to safely or reliably support the current AASHTO pedestrian loading, which is based on the accessible width of the bridge and is similar in magnitude to vehicular traffic design loads.



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To stabilize the bridge, improve public safety, and extend the useful life of the structure, our concept-level repair recommendations are as follows. The recommended repairs are:

1. Limit the available travel width to reduce the overall load to the structure, and locate the travel path over the concrete piers at the center of the bridge.
2. Perform repairs to the floor beams inboard of the trusses, including new steel web plates to replace deteriorated panels (see photo 1 and photo 2) and replacing failed rivets with high-strength bolts.
3. Perform repairs to the lenticular trusses, including replacing the cover plates at all top chord panel points (see photo 3), repairing truss end posts, replacing several hangers at the floor beams (see photo 2), and replacing bottom chord plates to maintain truss stability.
4. Relocate the utilities to floor beams inboard of the trusses. This will require removal of portions of the bridge deck. Remove the failed floor beams outboard of the trusses after the utilities have been relocated.

It is understood that appearance improvements are desired. The following have been considered:

5. Paint the lenticular trusses and floor beams after repairs have been made. This involves a Class B containment enclosure, power-tool cleaning of the steel to remove loose material, prime and finish painting the lenticular trusses, and coating the floor beams to encapsulate rust.

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Photo 1: Underside of Bridge showing Floor Beams, Piers, and Utilities (typical)



Photo 2: Floor Beam at Truss Hanger (outboard to right)

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Photo 3: Cover Plate at Lenticular Truss Top Chord Panel Point (Typical)

Summary & Recommendations For Rehabilitation

Immediate Action: As a precaution, it is recommended that pedestrian traffic be limited to the center 8' over the mini-piers until further repairs can be initiated. Additionally, in order to continue using the bridge for pedestrian purposes we also recommend immediate repairs to the main pier and west abutment.

In the longer term, and based upon the above discussion regarding the current condition of the bridge and targeting a 20 to 25 year life span for pedestrian usage (no vehicles of any kind), we summarize our recommendations to upgrade the existing bridge for pedestrian walkway usage as follows:

Description of Proposed Walkway and Work

Generally, we anticipate that the useable deck width will be reduced to about 20', centered over the existing mini-piers with planters in the middle and a pedestrian walkway on either side of the planters. A wood plank walking surface will be installed over the existing deck for the full width of the walkway. 4' wide planters will be 8' or so in length, and placed with spaces of 10' between planters where two 4' long benches (back to back facing upstream and downstream) will be placed. Decorative pedestrian railing will be installed on each side of the walkway leaving about 8' of walkway in each direction on either side of the planters. Ornamental light fixtures will be installed in each of the spaces between the planters as well.

Before the walkway work can be implemented however, the existing substructure will need significant work. The west abutment will be repaired by removing the failed section in the middle and replacing it with a new section of reinforced concrete abutment and then making limited repairs and re-aligning the salvageable portions of the existing stone masonry abutments



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to either side. The stone masonry (failed section) portion of the center pier will be completely removed and replaced with a reinforced concrete pier essentially matching the existing concrete pier section (which will be retained). As with the west abutment, the footings for the repaired section of pier will essentially match the elevation and width of the existing substructure element. The east abutment will be retained in its entirety, with minor modifications and repairs. All remaining stone masonry will then be re-chinked and repointed.

Also, prior to installing the actual walkway, superstructure alterations and repairs will be required. The existing concrete deck between the pedestrian railing and the trusses on both sides of the bridge will be removed, providing space for relocation of the existing utilities. **Note that it is assumed that the utility owners will move and support these utilities and will do so at no expense to the City.** The existing wooden sidewalks on the outside of the trusses will be removed, the utilities relocated and the floor beams removed up to the outside of the existing trusses. The floor beams and trusses will see limited structural repairs, as well as limited rust and corrosion removal, and then sealed with a rust inhibitor and a two (2) finish coats of paint.

Limited approach work, installation of bollards and potentially installing some chain link fence on the channel walls closest to the bridge would be done as well.

Estimated Costs

Our opinion of the preliminary estimated 2018 cost to rehabilitate and upgrade the existing Main Street truss bridge, as proposed above for a new pedestrian walkway, is \$1,138,000, including a 25% contingency. A more detailed breakdown and grouping of the items of work that go into this cost opinion is presented below in the Cost Estimate.

Please note that this is for construction only and does not include design engineering, construction engineering or other administrative and ancillary costs. These costs could add an additional 25-35% to the overall cost of the project.

Should you have any questions or comments concerning this report, please do not hesitate to contact us at your convenience.

Sincerely,
Wengell, McDonnell & Costello

Stephen R. McDonnell, P.E.

2002 Existing Bridge Photographs
Main Street over Rippowam River (Bridge No. 02212)
Stamford, CT



Photo #1 – Roadway and South Truss – Looking East



Photo #2 – North (Upstream) Elevation View

2002 Existing Bridge Photographs
Main Street over Rippowam River (Bridge No. 02212)
Stamford, CT



Photo #3 - Upstream End of Main Pier



Photo #4 – Downstream End of Main Pier

2002 Existing Bridge Photographs
Main Street over Rippowam River (Bridge No. 02212)
Stamford, CT



Photo #5 – North Truss and Sidewalk Photo #5



Photo #6 – North Truss and Sidewalk

2002 Existing Bridge Photographs
Main Street over Rippowam River (Bridge No. 02212)
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Photo #75 – Typical Truss Post Condition



Photo #8 – Typical Floor Beam Condition

2010 Existing Bridge Photographs (April 6, 2010)
Main Street over Rippowam River (Bridge No. 02212)
Stamford, CT



Photo #1 – West Abutment - Note Very Large Void



Photo #2 – West Abutment - Note Very Large Void & Large Amount of Debris Upstream

2010 Existing Bridge Photographs (April 6, 2010)
Main Street over Rippowam River (Bridge No. 02212)
Stamford, CT



Photo #3 – West Abutment- Closer View of About 22' Wide by 7' High by 6' Deep Void



Photo #4 - West Abutment - Left Side of Void

2010 Existing Bridge Photographs (April 6, 2010)
Main Street over Rippowam River (Bridge No. 02212)
Stamford, CT



Photo #5 - Main Pier (West Elevation) - Note Approx. 3' Wide by 2' High by 2' Deep Void



Photo #6 - Main Pier (East Elevation) - Note Debris Just Upstream

2010 Existing Bridge Photographs (April 6, 2010)
Main Street over Rippowam River (Bridge No. 02212)
Stamford, CT



Photo #7 – East Abutment - Note Approx. 2' Wide by 3' High by 6' Deep Void



Photo #8 – East Abutment - Note Large Amount of Debris Just Upstream

2010 Existing Bridge Photographs (April 6, 2010)
Main Street over Rippowam River (Bridge No. 02212)
Stamford, CT



Photo #9 – Upstream of Bridge Near West Abutment - Note Very Large Amounts of Debris



Photo #10 – Mill River - Looking Upstream from Bridge

2018 Existing Bridge Photographs (April 5, 2018)
Main Street over Rippowam River (Bridge No. 02212)
Stamford, CT



Photo #1 – Bridge Deck Looking West - Note Overall Rusting of Trusses



Photo #2 – Upstream End Main Pier – Also Note Rusting & Holes in Floor Beam

2018 Existing Bridge Photographs (April 5, 2018)
Main Street over Rippowam River (Bridge No. 02212)
Stamford, CT



Photo #3 – Typical Underside of East Span – Note Rusting Stringers



Photo #4 – Typical Underside of West Span – Note Poor Floor Beam Condition

2018 Existing Bridge Photographs (April 5, 2018)
Main Street over Rippowam River (Bridge No. 02212)
Stamford, CT



Photo #5 – West Abutment Failure From Downstream



Photo #6 – West Abutment Failure (20' wide x 9' deep x 7' High)

2018 Existing Bridge Photographs (April 5, 2018)
Main Street over Rippowam River (Bridge No. 02212)
Stamford, CT



Photo #7 – Main Pier Collapse Downstream End (West Side). Note Floor Beams



Photo #8 – Close-Up Main Pier Collapse. Also note Hole in Floor Beam.

2018 Existing Bridge Photographs (April 5, 2018)
Main Street over Rippowam River (Bridge No. 02212)
Stamford, CT

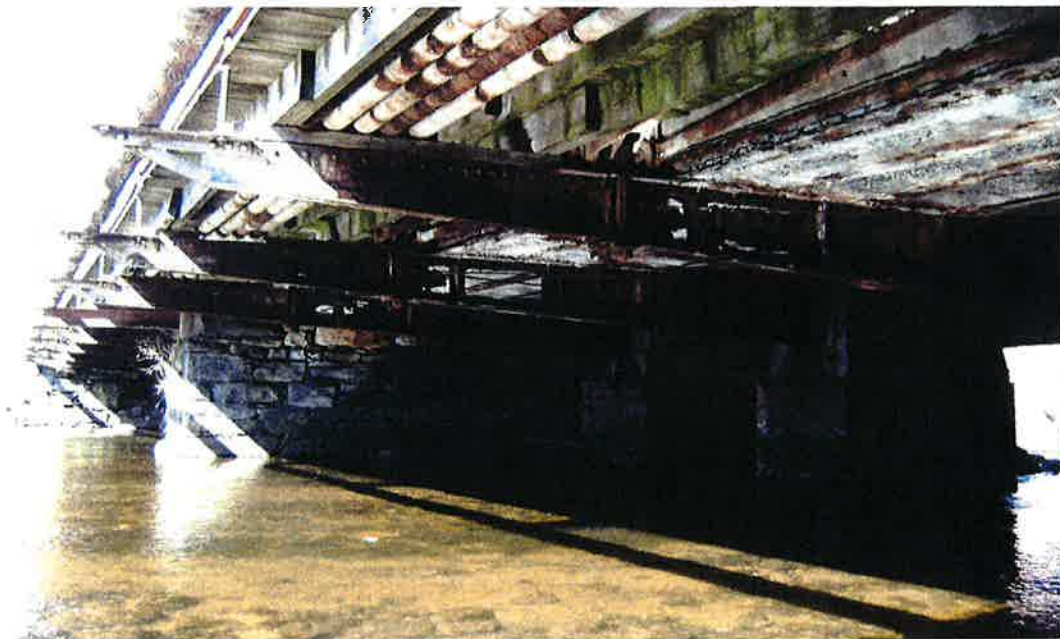


Photo #9 – Downstream East Span Floor Beams. Note Intact East Side of Main Pier.



Photo #10 – Close-Up of Deterioration of Downstream East Span Floor Beams.



Town of Stamford
 North Main Street Pedestrian Bridge over the Rippowam River
 WMC Reference No.: 18048.10

Date: 4/19/2018
 Prepared By: SHG/JAC

**Pedestrian Upgrade and Walkway
 Preliminary Cost Opinion**

No.	ITEM	UNIT	QTY	UNIT PRICE	TOTAL COST
<u>Walkway & Amenities</u>					
	Remove Existing Walkway & Fences	L.S.	1	\$ 15,000.00	\$ 15,000.00
901005	A Bollard	Ea.	12	\$ 1,000.00	\$ 12,000.00
	2" Rigid Metal Conduit	L.F.	310	\$ 25.00	\$ 7,750.00
1009016	18" x 12" x 8" Cast Iron Junction Box	Ea.	2	\$ 250.00	\$ 500.00
0971001	A Maintenance and Protection of Traffic	L.S.	1	\$ 10,000.00	\$ 10,000.00
1003585	A Decorative Light Pole with Single Luminaire	Ea.	10	\$ 5,000.00	\$ 50,000.00
	Misc Electrical	L.S.	1	\$ 5,000.00	\$ 5,000.00
	Benches	Ea.	16	\$ 300.00	\$ 4,800.00
	Misc Deck Patching and Repairs	Ea.	8	\$ 500.00	\$ 4,000.00
<u>Substructure Work</u>					
0203202	Structure Exc - Earth (Excl Coff and Dewater)	C.Y.	20	\$ 100.00	\$ 2,000.00
0204001	A Cofferdam and Dewatering	L.F.	295	\$ 180.00	\$ 53,100.00
0204151	A Handling Water	L.S.	1	\$ 10,000.00	\$ 10,000.00
0216000	Pervious Structure Backfill	C.Y.	25	\$ 60.00	\$ 1,500.00
406171	HMA S0.5	Ton	10	\$ 150.00	\$ 1,500.00
0601000	Class "A" Concrete	C.Y.	145	\$ 725.00	\$ 105,125.00
0602000	Deformed Steel Bars	Lbs.	23000	\$ 1.70	\$ 39,100.00
0609002	A Repair & Repoint Masonry	S.Y.	70	\$ 550.00	\$ 38,500.00
0974001	A Removal of Existing Masonry	C.Y.	140	\$ 200.00	\$ 28,000.00
	Temporary Structure Support Pier	L.S.	1	\$ 40,000.00	\$ 40,000.00
	Temporary Structure Support Abutment	L.S.	1	\$ 15,000.00	\$ 15,000.00
	Decorative Fencing	L.F.	400	\$ 110.00	\$ 44,000.00
	Concrete Planters	Ea.	8	\$ 3,000.00	\$ 24,000.00
	Abutment & Pier Seat & Backwall Repairs/Mods	CY	20	\$ 750.00	\$ 15,000.00
<u>Superstructure & Deck Work</u>					
	Construction Access and Debris Shielding	Est	1	\$	\$ 37,200.00
	Truss Repairs	Est	1	\$	\$ 69,700.00
	Deck Superstructure Repairs	Est	1	\$	\$ 64,100.00
	Deck modifications For Utility Relocations	Est	1	\$	\$ 36,800.00
	Wood Deck/Walkway Surface	Est	1	\$	\$ 41,800.00
	Paint Trusses - Class B Power Tool Cleaning, Prime plus 2 Finish Coats	Ea.	1	\$	\$ 104,800.00
<u>Mobilization and Project Closeout</u>					
		L.S.	1	\$ 30,000.00	\$ 30,000.00
SUBTOTAL					\$ 910,275.00
CONTINGENCY @ 25%					\$ 227,568.75
TOTAL					\$1,137,900.00

Replacement of West Main Street Bridge No. 02212 over the Rippowam River

Project History:

This project consists of the replacement of the existing West Main Street Bridge – ConnDOT Bridge No. 02212.

The two-span bridge, constructed circa 1890, consists of a lenticular trusses superstructure supported on stone masonry abutments and a combination of stone masonry and concrete center pier. Shortly after the turn of the 20th century, concrete piers were added under the superstructure's floorbeams to support trolley traffic. The bridge is listed on the National Register of Historic Places.

Timeline:

- **July 2001** Begin Design of 2-lane vehicular bridge
- **Sept. 2001** ConnDOT recommends closure of southerly (east bound) traffic lane.
- **Dec. 2002** ConnDOT recommends closure of entire bridge to vehicular traffic and restricts pedestrian traffic to centerline of bridge.
- **April 2003** Mayor authorizes reduction in scope of project from a two-lane vehicular bridge down to a pedestrian only bridge capable of being utilized for emergency vehicles. Since design of vehicular bridge nearly complete, it is determined to bring to completion.
- **Sept 2003** Vehicular bridge design complete.
- **Aug. 2003** Design of Economical Pedestrian Bridge Begins
- **Feb. 2004** Economical Pedestrian Bridge design stopped at 90% due to objections from Historical organizations.
- **2007** City Receives FY 2006 SAFETEA-LU earmark grant for pedestrian bridge and walkway in Mill River Park
- **Aug. 2007** City issues a Request for Qualifications for design of pedestrian bridge utilizing salvaged components of existing bridge.
- **Nov. 2007** City meets with ConnDOT for Project kick-off Meeting
- **March 2008** WMC Consulting Engineers selected for design.
- **Nov. 2009** WMC Consulting Engineers retained to evaluate existing trusses
- **July 2010** State City Agreement executed for design under SAFETEA-LU earmark grant.

- With change of administration project put on hold until determination is made for bridge to be pedestrian or vehicular.
- City Receives FY 2012 TCSP grant for pedestrian bridge Grant has Deadline of September 30, 2015.
- **July 2014** Project resumes. Mayor requests costs for various bridge alternates ranging from least cost pedestrian bridge (prefabricated bridge), pedestrian bridge using functioning existing trusses, pedestrian bridge utilizing trusses as ornamentation, and least cost vehicular bridge.
- **Aug. 2014** Engineering presents results of truss evaluation to Administration and Mill River Collaborative. Cost differential between least cost pedestrian bridge and pedestrian bridge with existing trusses was approx. \$1.5M. Mayor Martin determined that City would share the additional cost; \$750 would have to come from outside sources. MRC will be providing decorative lighting on bridge. MRC to meet with local historical organizations informing them of the need to raise funds for their share of the cost difference.
- **Sept. 2014** Meeting with Mayor, Engineering and MRC, Historic Preservation Advisory Committee (HPAC) and Historic Neighborhood Preservation (HNP): HNP expressed concern that cost estimates were not prepared by a firm that specializes in historic restoration. Mayor directed Engineering to solicit firms with historical preservation experience to provide costs for rehabilitation and reuse of existing trusses.
- **Oct 2014** Engineering solicits Requests for Proposals from three consulting firms that have historical preservation experience.
- **Dec. 2014** Receive for revised proposals. Work awarded to Ryan Biggs Clark Davis (RBCD).
- **Jan. 2015** 1) Receive Revised total Construction Cost for pedestrian bridge alternates from WMC. 2) Engineering received authorization to proceed with bridge that utilized existing refurbished trusses having same configuration as existing bridge. 3) Lou Casolo and Paul Ginotti met with Bill Grant – ConnDOT Project Manager. It was relayed to Mr. Grant that City wishes to proceed with a pedestrian bridge capable of supporting an ambulance load.
- **April 2015** City and State meet with FHWA to discuss preservation of TCSP Grant.
- It is determined to utilize grant for Preliminary Engineering/Design Services
- **May 2015** City receives acknowledgement from FHWA that grant is secured for PE PD phase. Approximately \$690,000 of the original \$850,000 is awarded.
- **Nov. 2015** Project Assignment held at City of Stamford.