

# Replacement of MNRR Bridge over Atlantic Street – Phase 1



Garg Consulting Services, Inc.

Atlantic Street is currently an undivided road with one lane of traffic in each direction under the MNRR Bridge. Atlantic Street widens just north of its intersection with South State Street and the I-95 NB Exit 8 ramp to five (5) total lanes, three (3) southbound and two (2) northbound. With the recent construction of the Stamford Urban Transitway (SUT), Atlantic Street widens just south of the MNRR Bridge to six (6) total lanes, four (4) southbound and two (2) northbound.

## CTDOT Consultant Evaluation:

“[Office Engineer] is a great asset to the DOT inspection team. He has great knowledge in preparing change orders, monthly estimates, material testing and maintaining project records” – 1/11/18

The Atlantic Street underpass, located approximately 900-ft. east of the Stamford Transportation Center, was originally constructed in 1896 and consists of riveted steel thru-girders supported by brownstone masonry abutments and steel pier bents. The bridge presently carries five (5) MNRR tracks over Atlantic Street and serves as a gateway between the Stamford Central Business District (CBD) and areas south of the rail corridor. The underpass is adjacent to Station Place, which is the main access to the station and the location of the main parking garage. Atlantic Street, therefore, provides significant access between I-95, the station, the CBD and to South Stamford. This structure is classified as functionally obsolete due to the narrow underpass width as well as the existing minimum vertical clearance of 12 ft. – 4 in., which restricts the use of Atlantic Street by larger vehicles, including those operated by emergency service providers. As is typical for structures of its age, the bridge’s structural components have deteriorated and require regular maintenance to ensure its operational sufficiency.



The purpose of this project is to improve the horizontal and vertical geometry for Atlantic Street at the bridge, to increase the roadway capacity by providing additional travel lanes on Atlantic Street, and to improve pedestrian circulation in the vicinity of the Transportation Center. It was also determined that the project should include provisions for an additional track for the railroad as well as a platform to service this track. The resulting layout accommodates these needs.

As part of Garg’s Task Order Construction Engineering and Inspection Contract - Phase 1 of this project, Garg’s team provided Office Engineering and scheduling services. Phase 1 activities included: relocation of IMS along I-95 North to I-95 South; relocation of the I-95 NB Exit 8 off ramp and construction of a new ramp bridge over Atlantic Street; replacement of retaining walls 101, 102, 103, 104, and 107 along I-95 and South State Street; utility pipe jacking under the MNRR viaduct; widening of South State Street; grade raising between Atlantic and Canal Streets; roadway sanitary sewer and drainage; new traffic signalization; and relocation of MNRR Catenary Structure 370B and other catenary adjustments.

Organization Name	Location	Project Duration			Dollar Amount	Prime/Sub-Consultant
		Contract Date	Start Date	Completion Date		
CTDOT	Stamford, CT				Project Cost	Prime
		03/14/16	2016	2018	\$33.9 Million	