



OLD LYME LIEUTENANT RIVER TRAIL

OLD LYME, CT



Open House 2023
Recap & Rreview



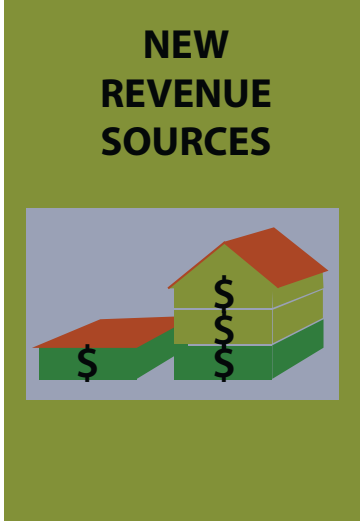
**Vote with Coins
Exercise**
Each visitor was given 25 coins to drop into any of the 9 category bags to vote for which elements were of interest to them. This is the tally from our 2 open houses held June 15th & August 3rd, 2019



108

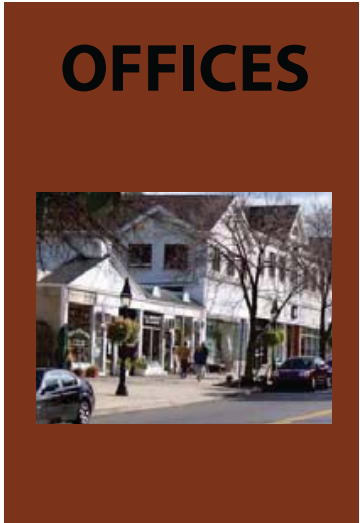


155

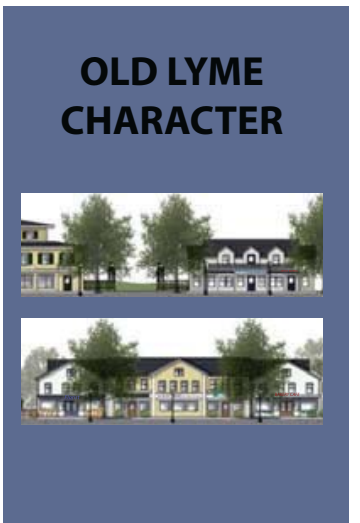


86

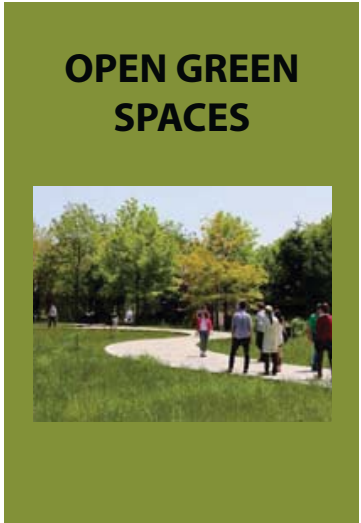
Numbers indicate votes per category



38

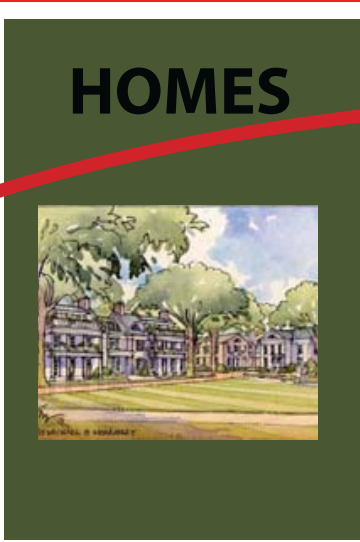


214



142

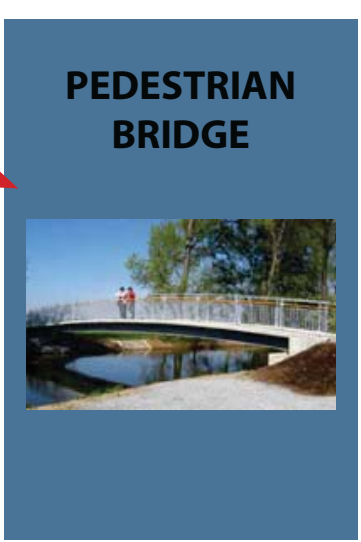
The most popular category for the Halls Road Vision Proposal was to build a Pedestrian Bridge



136



90



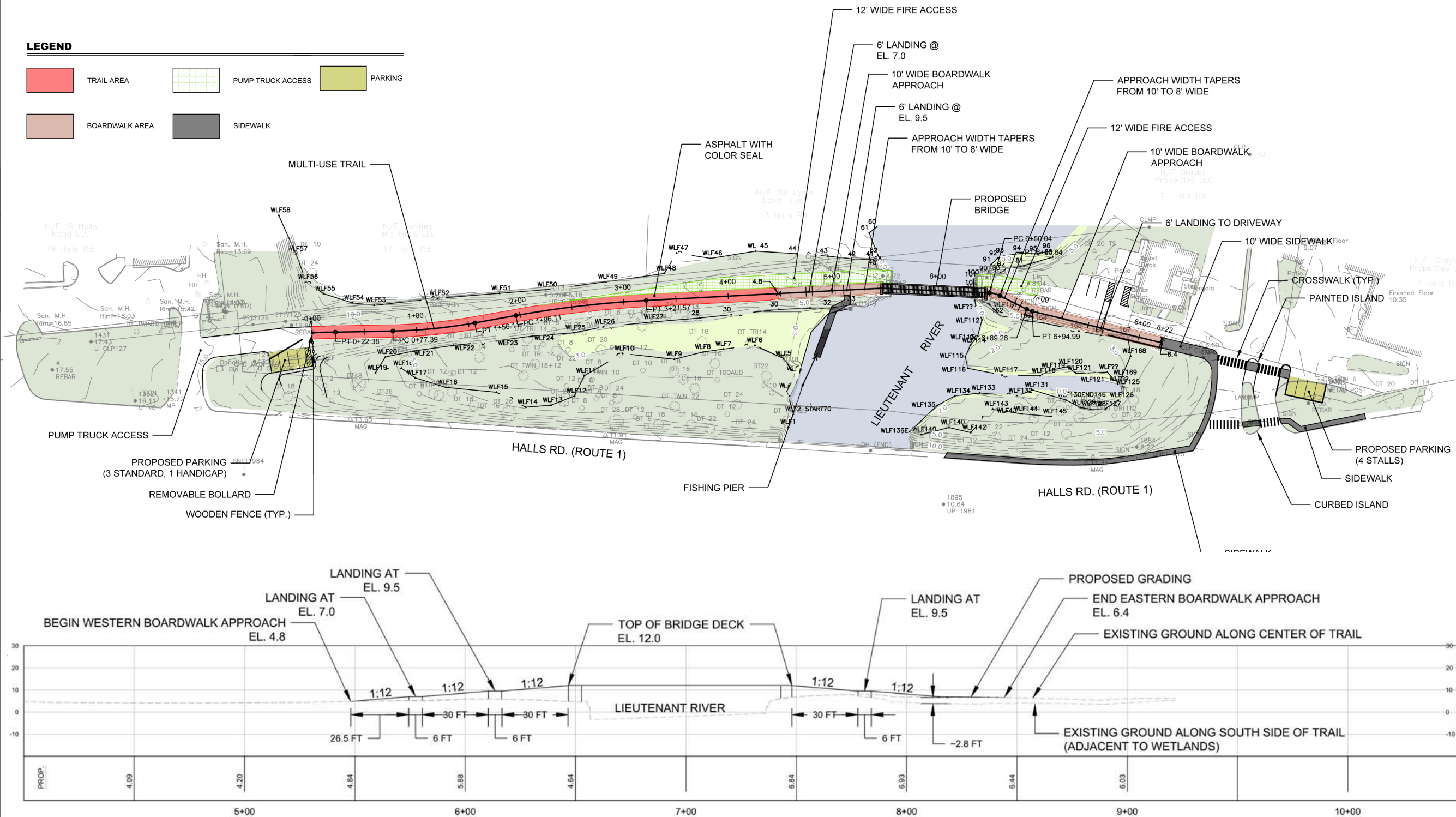
253



ART & NATURE TRAIL - PRELIMINARY CONCEPT

OLD LYME LIEUTENANT RIVER TRAIL
OLD LYME, CT

OVERALL TRAIL AND BRIDGE PLAN & PROFILE

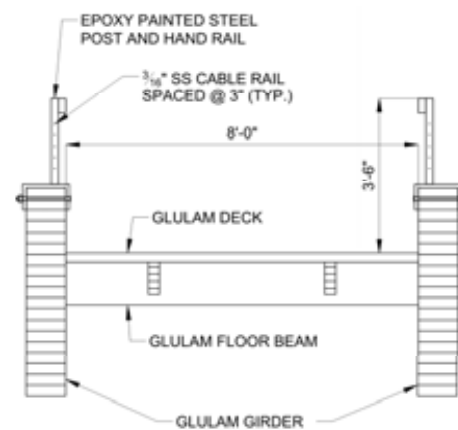


GENERAL DESIGN NOTES:

- NEW CONCRETE ABUTMENTS TO BE INSTALLED BEHIND EXISTING STONE ABUTMENTS
- NEW PREFABRICATED BRIDGE WILL BE CRANED INTO PLACE ON NEW ABUTMENTS
- NEW ADA COMPLIANT RAMPS AND BOARDWALKS INSTALLED ON SUPPORT PILES TO MINIMIZE DISTURBANCE
- WIDTH OF BRIDGE IS 8' (CLEAR)

- WIDTH OF BOARDWALKS IS 10' THEN TRANSITIONS TO 8' JUST BEFORE BRIDGE
- BICYCLES ARE ALLOWED ON THE BRIDGE BUT MUST BE WALKED ACCROSS
- ELEVATIONS SHOWN ARE BASED ON "MEAN SEA LEVEL"
- FISHING NOT ALLOWED OFF THE BRIDGE

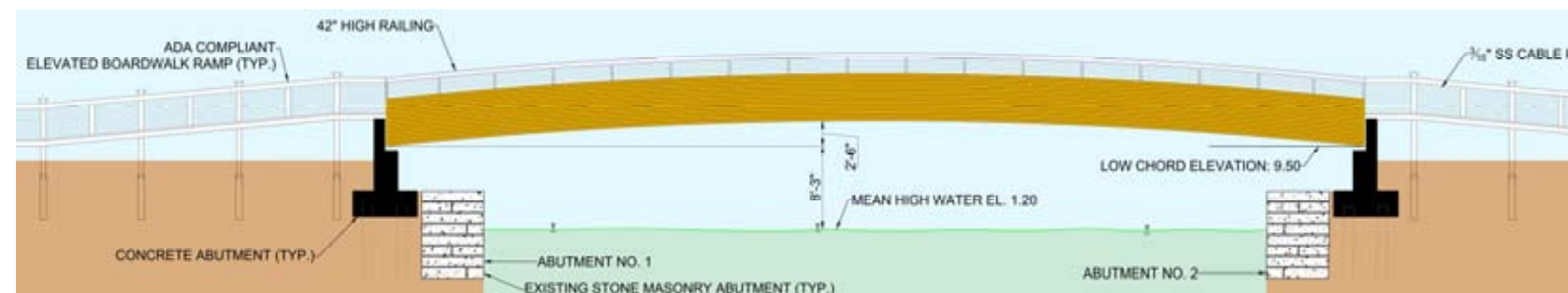
OPTION 'B' - TIMBER GLULAM ARCH BRIDGE



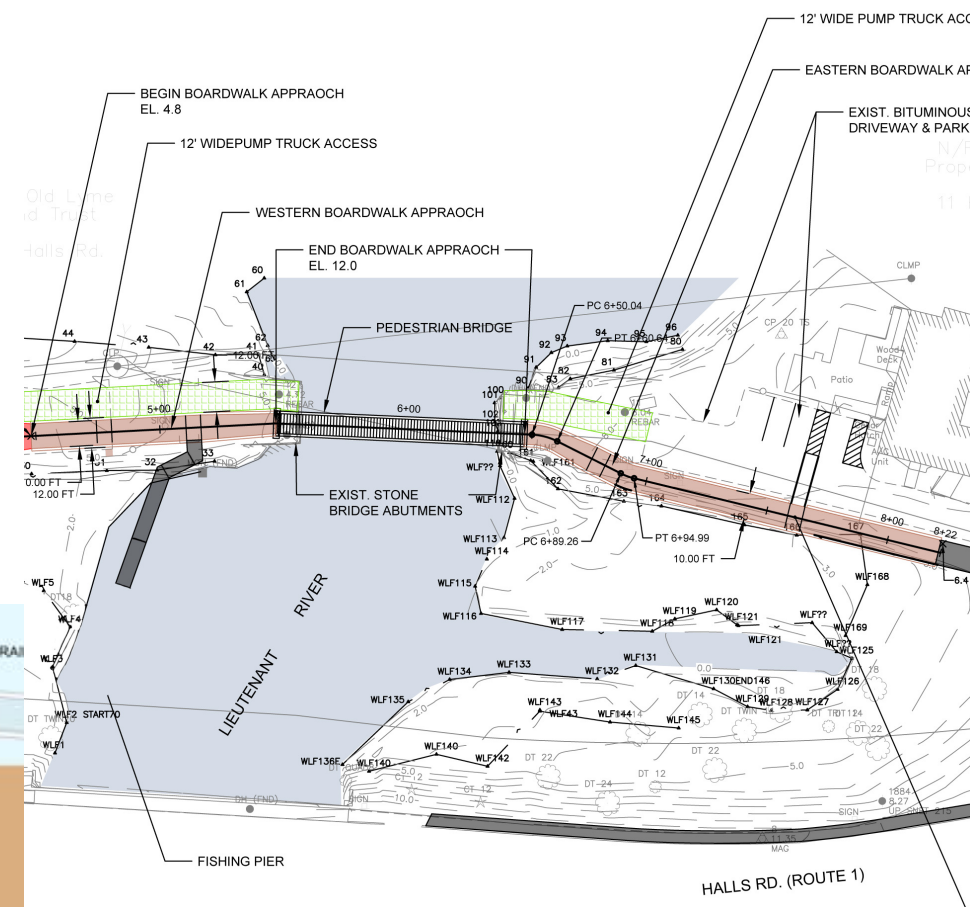
TYPICAL BRIDGE SECTION



EXAMPLE PHOTO



ELEVATION VIEW



PLAN VIEW

PRELIMINARY CONSTRUCTION COST ESTIMATES

OPTION 'A' - STEEL BOW STRING BRIDGE

Bridge & Foundation Construction:	\$525k to \$575k
East & West Boardwalks Approaches:	\$325k to \$520k
Water Access:	\$300k to \$400k
Themed Trail Work:	\$375k to \$440k
Site Work (demo, erosion control, etc.):	\$275k to \$350k
Overhead Utility Work (Approx.):	\$150k to \$225k

Preliminary Cost: \$1.95 to \$2.51 mil

Bridge Lifespan:	50 yrs +
Fiber Reinforced Decking:	50 yrs + (\$\$\$)
IPE Wood Decking:	20 yrs + (\$\$)(\$40k replacement cost)
Paint Finish:	20 to 25 yrs
Annual Maintenance Requirements -	
• Bi-annual inspections recommended	
• Keep bridge seats clean (ie. leaf blower, brush, etc.)	
• Winter snow clearing	
• Power wash bridge (only of salts are used)	

OPTION 'B' - GLULAM GIRDER BRIDGE

Bridge & Foundation Construction:	\$500k to \$550k
East & West Boardwalks Approaches:	\$325k to \$520k
Water Access:	\$300k to \$400k
Themed Trail Work:	\$375k to \$440k
Site Work (demo, erosion control, etc.):	\$275k to \$350k
Overhead Utility Work (Approx.):	\$150k to \$225k

Preliminary Cost: \$1.93 to \$2.49 mil

Bridge Lifespan:	50 to 75 yrs
Fiber Grate Decking:	50 to 75 yrs (\$\$\$)
Sawn Glulam Decking	25 yrs + (\$\$)(\$40k replacement cost)
Wood Finish:	75 yrs (turns 'silver gray' over time)
Annual Maintenance Requirements -	
• Bi-annual inspections recommended	
• Keep bridge seats clean (ie. leaf blower, brush, etc.)	
• Winter snow clearing	

Anticipated Environmental Permits:

- U.S. Army Corps of Engineers (SV)
- DEEP Stormwater General Permit
- Old Lyme Conservation Commission
- Section 401 Clean Water Act (CWA)
- Harbor Management Commission
- Inland Wetland Commission

Project Element Options

1. Main Trail Paving Options



Asphalt with Chip Seal



Asphalt with Color Seal

2. Bridge Railing Options



Cable Steel with wood toprail



Cast Aluminum

3. Woodland Boardwalk Options



Trex Decking



Natural Wood

4. Water Access Options



Fishing Access



Boating Access

A
Art
Theme



B
Nature
Theme



5. Bench Options

A



Either option
to be on tim-
er with down
lighting,
pedestrian
height, & dark
sky friendly

B



6. Solar Light Fixtures

A Art Theme



B Nature
Theme



7. Trash Barrel Options



BONUS: Concert Grounds similar to Flo Gris Museum

8. Bridge Options



A Steel Bow Truss Bridge



B Glulam Girder Bridge



Lieutenant River Trails & Bridge **OPEN HOUSE REPORT**

Based on 92 viewers on 9/30/23, 10/5/23 and responders on line until 10/31/23

VOTING TAKE AWAYS:

1. Glulam Bridge was most voted for.
2. Maintaining the natural elements of wood was most important although consideration for durability was also highly important.
3. Fishing and boat access were close to an even draw. Fishing was called out for trash issues.
4. Traditional light fixture style, timed, with down lighting was favored.
5. Many were in favor of some type of space for spontaneous gathering.
6. Beyond the consensus for a natural feel and high end signage like Florence Griswold Museum (FGM) a mix of art & nature themes plus history were most requested.

NOTE: *there were 92 viewers of the presentation. 64 people voted, some voted for some elements but not others.*

TWO IMPORTANT QUESTIONS

Why don't we do the sidewalks first?

We ***are*** doing the sidewalks first. Construction projects involving state agencies have multi-year lead times. We applied for a LOTCIP grant (which is also the only way to get DOT approval) for the sidewalks in 2022. We may hear DOT's response by 2025.

Beginning the bridge project in parallel can help promote a best outcome from the DOT grant process. Allowing new options for private investment with HROD will also take years to bear fruit. Pursuing these elements one at a time would be a serious mistake. Each supports the others, and one without the others is a waste of money and effort.

Who pays for this?

SIDEWALKS: The LOTCIP grant should cover a significant part of the construction costs for the sidewalks, but will not cover their design costs. Other grants may be available for this, and the town will apply for them.

BRIDGE: Grants already won cover the design costs of the bridge and trails. Other grants are available for bridge and trails construction, and we expect the town will move forward only if we win such grants.

OVERLAY DISTRICT: Changing zoning to create an option for new private investment on Halls Road costs nothing, comparatively, and will allow town revenue to increase.

In terms of final net costs to Old Lyme, the sidewalks are the most expensive part of the Master Plan. The Bridge and trails are less expensive. The proposed new zoning (HROD) will actually make money for the town. All three work together to keep Halls Road a flourishing part of Old Lyme into the mid-21st century.

COMMENTS

"Nice choice of landscape architect. They are forward thinking and care about the environment."

Chris Penniman

"I honestly believe we should address the sidewalk issues prior to considering this project. We should prioritize the order in which we proceed and then go forward." *Barbara Gaudio*

"I am against the fishing access. I live on Ferry Rd. and walk on the pier at the DEEP regularly. While it is nice to make fishing available to people, many of the people do not respect the area. There is always garbage. People bring carts, coolers, buckets, chairs, boom boxes, and it can be hard to pass by. While many of the people fishing are respectful, many are not. There is often drinking and pot smoking. I always bring a garbage bag and rubber gloves to clean up. I love the idea of this project and I hope it moves forward. Parking will be an issue." *Mary Devins*

"Looking for a safe egress that continues aesthetic of FGM. Natural and blends with environment." *Jill Todd*

"Park & Amphitheater seems beyond scope at this point. We hope for a simple & safe bridge, pathway, & natural trail that promotes a walk-able, sustainable community." *Diana Prince*

"Are there any state or federal funds to help with the construction cost?" *Chirstina Gotowaka*

"Would love to see aesthetic tie into FGM. All natural, simple, clean. Very little, if any dark sky lighting. Also the path, sculpture walk idea seems a little too much." *Julie Malloy*

"While I am in favor of recreating the historic bow bridge, I am strongly opposed to creating a fishing pier in this location. The LR is a sensitive ecosystem which supports critical habitat and food for a wide variety of wildlife. Fishing line, crab bait, and other refuse are routinely left behind by those who come to fish or crab along the river edges - In sanctioned and unsanctioned locations. In addition I am doubtful there is capacity for the number of people and cars that would result from creating such a pier. Another concern is boater safety. Fishing lines would endanger boaters moving up or down this very narrow river, who already have to navigate two bridges - and now potentially a third. Fishing lines are very difficult to see and avoid from the water; I think this is a very real safety hazard. In sum, encouraging fishing and crabbing would pose a threat to marine environment including waterfowl who depend upon it for food: would endanger boaters, and could increase congestion along the busiest stretch of road. Sightseeing and boating are very benign activities that should be prioritized instead. " *Anne Redfield*

"Thanks Committee for all your hard work!" *Bill Beluzzi*

For complete tally please link here:

<https://www.oldlyme-ct.gov/DocumentCenter/View/1290/Lieutenant-River-Bridge-and-Trails-Design-OPEN-HOUSE-REPORT?bidId=>

For frequently asked questions please link here:

<https://www.oldlyme-ct.gov/DocumentCenter/View/1175/Halls-Road-Frequently-Asked-Questions-PDF>