

City of Coral Gables City Commission Meeting
Agenda Item D-1
June 9, 2020
City Commission Chambers
405 Biltmore Way, Coral Gables, FL

City Commission

Mayor Raul Valdes-Fauli
Vice Mayor Vince Lago
Commissioner Pat Keon
Commissioner Michael Mena
Commissioner Jorge Fors

City Staff

City Manager, Peter Iglesias
Assistant City Manager, Ed Santamaria
City Attorney, Miriam Ramos
City Clerk, Billy Urquia
Police Chief, Ed Hudak

Public Speaker(s)

Alice Bravo
Steven Shaup

Agenda Item D-1 [9:03 a.m.]
Presentation by Alice Bravo and Miami-Dade County Staff Regarding the proposed
Cocoplum Bridge Replacement Project.

Mayor Valdes-Fauli: And D-1, the Mayor's comments, they County Commission has come up --
Alice Bravo, representing the Miami-Dade County Commission, and again, with the Cocoplum
bridge replacement. They say the bridge needs to be replaced because it is unsafe. In 2017, three
years ago, the County Commission wanted to replace the bridge. And one of the reasons, it wasn't

City Commission Meeting
June 9, 2020

Agenda Item D-1 - Presentation by Alice Bravo and Miami-Dade County Staff regarding the proposed
Cocoplum Bridge Replacement Project.

so much unsafe at that time. One of the reasons was that (INAUDIBLE). I'm sorry. One of the reasons was that the pedestrian crossing on the bridge was inadequate, which I thought was very strange because they had just spent hundreds of thousands of dollars, if not millions, to build a pedestrian bridge 10 feet to the east of it. My suspicion was that they needed to spend \$250,000 before the end of the year or else they would lose that appropriation, but that's just my suspicious nature. My problem with replacing the bridge without having an absolute necessity to do so is that the disruption that replacing the bridge would cause, channeling all of that traffic going north on Old Cutler and Le Jeune, channeling all of that traffic to Granada and to Maggiore and Sunset, et cetera, et cetera, would be extremely disruptive for the residents living there, as well as the Cocoplum residents as the residents in the area. I consulted T.Y. Lin -- which is a bridge expert company. They were the ones that built Golden Gate Bridge, for example -- about the necessity for replacing the bridge. And their conclusions were that we needed to shore up the bridge, but not necessarily replace it. This was three years ago, and maybe the condition of the bridge has deteriorated to the point that they need to replace it. But I would like to be convinced that that bridge needs to be replaced. And hopefully, at no cost to us, I would like to ask T.Y. Lin again about their opinion on the replacement of the bridge because I would be very opposed to creating this disruption for our Coral Gables residents in Granada and other areas that would be very disruptive. The County says that it would take a few weeks. Well, a few weeks, you know, with Public Works by the County may be a few months, and it is extremely disruptive, as I said. In addition, anything the County or the FDOT does does not take into consideration our historic features or our trees. We are still waiting, for example, for the FDOT and the County to replace the palm trees, the beautiful Royal palm trees that they took down on US 1 several years ago. And we are being promised -- promises are being made that, yes, it will be this week; it will be by the end of the month; it'll be by the end of the month. And here we are on May 2020 and they still haven't been replaced. And if you see the park just north of bridge -- northeast of the bridge, it's a beautiful park and we have beautiful trees in that area, and I would (INAUDIBLE) for anyone to unnecessarily disrupt that. So, I intend to ask T.Y. Lin, which is located in Coral Gables, as a matter of fact, for their opinion on the replacement of the bridge and oppose it with the Commission -- if the Commission pleases -- with the Commission, oppose the replacement. Some years ago,

FDOT and the County wanted to replace the Bird Road bridge, just west of Granada, with a four-lane bridge, which would have destroyed the historic nature of our beautiful Bird Road and made it look like Bird Road does west of 57th Avenue; four lanes, no features, no trees, no nothing. And (INAUDIBLE) Thompson -- may he rest in peace -- led the fight to have Bird Road declared historic to stop the County and FDOT from replacing the bridge and making all of Bird Road in Coral Gables four lanes. So, I intend to lead the fight with your help, if the Commission so deems it appropriate, to make sure that the bridge needs to be replaced, and if it is replaced, to try to save our trees and try to save our historic wall and our historic features. Those are my comments on replacing the bridge. Peter, Ed, you want to say a few words?

City Manager Iglesias: Ed -- Mayor, Ed -- our ACM Ed Santamaria has been attending those bridge meetings and I will turn it over to him.

Mayor Valdes-Fauli: Ed. No?

City Manager Iglesias: That is the wrong screen.

Assistant City Manager Santamaria: I'm on. Good morning, Mr. Mayor, members of the Commission. Ed Santamaria, Assistant City Manager, Operations and (INAUDIBLE). can you guys all hear me now?

Commissioner Keon: Yes.

Mayor Valdes-Fauli: Very badly, but yes.

Assistant City Manager Santamaria: Okay, great. So, yes, I have attended a number of meetings regarding the replacement of the bridge. Initially, it was the replacement, then it was a repair; now it's back to replacement. And the County has stated some reasons for taking this approach. In my opinion, the reasons are worthy of consideration. That said, there are a lot of concerns that need

to be considered as well in terms of the impact of the community and whether actually the replacement method is something that should be pursued. I think both options should be considered, which is the repair and/or the replacement. But I think, really, it needs to be considered in a way that has to take into account the impact on the community and it's something that we've told the County that they should do. But I don't want to really talk about what the County is planning on doing. I'd prefer that they would say what they have in mind. And I would like to turn it over to Alice Bravo if it's -- with your permission, Mr. Mayor.

Mayor Valdes-Fauli: Please. Alice.

Alice Bravo: Alright. Good morning, everyone. I'm Alice Bravo. I'm the Director of Transportation and Public Works for Miami-Dade County. Mayor, thank you for that wonderful introduction. We're here basically fulfilling our role in terms of our responsibilities for this type of infrastructure in the County. And the reasons for considering the replacement of this bridge are very straightforward. The bridge is 75 years old. If we were designing a new bridge today, it would have a design life of 75 years. So, since this bridge is 75 years old, it has reached the end of its design life. What happens when a bridge reaches the end of its design life, you start seeing that critical members, such as the main support beams, are experiencing extensive corrosion and (INAUDIBLE) start doing emergency repairs, and those emergency repairs are becoming more frequent. When you do that emergency repair, you do not regain the strength in those steel beams, and you start reducing the structural capacity or the strength of the bridge. So, those of you who drive on this bridge, you'll see that there's a posting sign next to the bridge that describes the limit of the weight of the vehicles that are allowed to use that bridge. So, this bridge has reached that end of the design life where we start planning for its replacement because repairs will only get you so far, and the frequency of those repairs will start to increase. As a matter of fact, we're now planning a second emergency repair. There was one about a year ago. The bridge has been posted with a weight restriction that means certain vehicles over a certain weight that could drive anywhere on any road are not allowed to use this bridge. And why is that a concern? Well, there's service vehicles, there are emergency vehicles. And we want to make sure that given the

importance of this arterial, Le Jeune Road, connecting to Sunset and Old Cutler, that there is a bridge there in the future that any vehicle can use because it's at high-volume area. That being said, we share the same concerns as the community. We want to minimize impacts during construction, limit the time that the bridge is not available, so we're doing extensive work to come up with plans for a safe, yet swift construction. And we're also sensitive to the community features around the bridge. We've discussed with the Mayor existing trees, existing rock wall. We know those features have significance. So, we're in the early stages of developing the design for the replacement, and that's why we're here talking to the community. We want your feedback. We want to work with Coral Gables in the development of any detour plans that are needed. So, this is a serious matter given the age of the bridge, but we want to make sure we address all the community concerns. With that, we have our consultant with us from TranSystems, Shawn, and he's going to go through the presentation very quickly and identify some of the features we're looking at. And when we look at replacement of a bridge, we try to bring as many features up to standards. There are bridge standards in terms of lane widths, sidewalks, pedestrian/bicycle features, et cetera. So, like anything, when you build a new home, you have to build to the current building standards. So, Shawn is going to walk through some of those features as well.

Mayor Valdes-Fauli: Thank you.

City Clerk Urquia: Good morning. Would you happen to know Shawn's last name, or can he raise his hand so we can unmute him?

Ms. Bravo: It's Steve Shaup with TranSystems. If you want to pull up the PowerPoint, I'll start going through it until you can get him on.

Mayor Valdes-Fauli: Okay.

Ms. Bravo: Alright, so this is the Cocoplum bridge replacement. Next. It's located at the intersection of several critical arterials, namely Le Jeune Road, Sunset Drive, Old Cutler. It's at

the entrance of the Cocoplum community, so it's a high-volume road -- or a high-volume intersection. Next. This -- in terms of the rating of the bridge, this is one of the most critical bridges we have in the County today. It's located in a beautiful area. We're very sensitive to that, but as you can see, the bridge itself doesn't meet any of the design standards of a modern-day bridge. Next. Here, you can see the weight limit posting, so it's -- when you see this type of sign "weight limit," you're on a structurally deficient bridge. That means a normal bridge is designed for an HS-20 loading, which is a vehicle of a certain size, so that means all, you know, delivery trucks, all emergency vehicles, fire trucks are able to go on a normal bridge that's designed for HS-20 loading. When you see this posting sign on the left, that means the bridge is structurally deficient and different vehicles are not allowed to use the bridge. In the center, you can see what -- pictures from the most recent inspection. The other thing you see with a bridge at the end of the design life is that with each inspection cycle, what we find is more and more extensive deterioration. So, you could see here steel beams that are completely corroded and the lateral bracing -- that's what helps the bridge resist the movement of vehicles when they're on there -- also corroded. So, when you start looking at these elements, if you had to try to repair them, you'd basically close down the bridge as long or longer (INAUDIBLE). And so, therefore, there are other (INAUDIBLE) that support the bridge...

Steven Shaup: Alice, can you hear me?

Ms. Bravo: The piers in the water, et cetera -- yes?

Mr. Shaup: It's Steve. I apologize.

Ms. Bravo: Yes.

Mr. Shaup: It looks like I'm finally on, and I can continue if you'd like.

Ms. Bravo: Oh, okay.

City Commission Meeting

June 9, 2020

Agenda Item D-1 - Presentation by Alice Bravo and Miami-Dade County Staff regarding the proposed Cocoplum Bridge Replacement Project.

Mr. Shaup: Apologies.

Ms. Bravo: Alright, I'll turn it over if you want to pick up here. But I want to say the support features in the water (INAUDIBLE) has a design life, so only addressing these beams, you could invest significant funding -- addressing these problems with the beams, but then you'd still be on a 75-year-old foundation. And so, as part of this bridge project for the replacement, we plan to improve the foundations and therefore clear up the channel, so you'd have more width underneath the bridge for vessels. We know this is an area a lot of boats go through and also address the height restrictions as well. So, I'm going to turn it over to Steve.

Mr. Shaup: Thank you, Alice. Yeah, I apologize. I was having technical difficulties (INAUDIBLE) working in a virtual meeting age, I guess. Excuse me. So, I'm going to go ahead and start with this slide, I'll continue. So, the bridge is currently categorized as structurally deficit due to the deterioration that's present at the bridge. As you can see in the pictures, it has holes (INAUDIBLE) most important load-bearing areas of the steel beams in all three spans, significantly reducing load-carrying capacity and requiring that the bridge be load posted per FDOT and federal highway guidelines. All of the weight from the vehicles and the bridge's own weight go to the beam ends, and that weight is transferred through beam webs to the bearings. You can see in the top center photo, there's a lot of loss and a couple large holes in the beam web. This significantly reduces the weight that beam can carry. These holes and section loss are present on many of the beams. Standard truck types, like the silhouettes you see on the weight limit sign are used to calculate the safe weight that can cross the bridge. Those are the weight limits that are shown. For reference, a fully-loaded fire truck may weigh as much as 41 tons, and this bridge has the maximum capacity to allow approximately 16 tons or a similar configuration vehicle (INAUDIBLE). In addition, the bridge is classified as functionally obsolete, meaning the bridge design has one or more elements that do not meet current design criteria. For this bridge, the roadway width and shoulders for the combined width of 25-foot curb to curb, the four-foot sidewalks and the non-crash tested railing are considering substandard. Next slide. Or am I

controlling the -- oh, perfect, thank you. So, the bridge condition requires action be taken. In May of 2018, a routine FDOT bridge inspection noted serious deficiencies with the bridge. A subsequent load rating in September of that year identified that the bridge required posting. A year later, in September of 2019, FDOT revised the load rating and further reduced the posting levels. And last November, FDOT performed an interim inspection and downgraded the structural rating to serious condition. The bridge currently has a sufficiency rating of 7; that's out of 100 and is one of the bridges in the worst conditions in the County. Next. So, the scope of the replacement is limited to the bridge itself and the minimum work needed to tie into the roadway approaches off the bridge. We recognize the importance of the crossing to the traffic network in the area, but there's no way to construct a new bridge at this location while keeping even one lane open without having major impacts to both the circle and the park on (INAUDIBLE). In order to shorten the construction period, we're looking to eliminate the need to construct new intermediate piers in the canal. To do this yet maintain the existing roadway profile and minimum navigable vertical clearance, we're looking at constructing a single-span prefabricated truss bridge that would span the entire canal. To keep the bridge as narrow as possible, yet meet current design criteria, we're intending to use the pedestrian bridge east of the roadway bridge in place (INAUDIBLE) sidewalk on the new bridge. Minimum design requirements dictate 10-foot lanes and we're working to finalize the (INAUDIBLE). A six-foot sidewalk on the west side of the bridge would be placed (INAUDIBLE). Roadway and drainage work will be limited to a minimum...

Mayor Valdes-Fauli: I'm sorry. Can you -- can I ask you a question? Why do you need a six-foot sidewalk if there is a pedestrian bridge ten feet east of the bridge? Can you hear me?

Mr. Shaup: Yes, sir, I hear you. Well, in this case, crossing the (INAUDIBLE) amount of traffic that you have, it's very difficult to get traffic from the west side of the -- of 42nd to the other side for people to use that pedestrian bridge on both sides. So, I -- the intent would be to provide pedestrian access for people going around the circle on the western half to be able to cross the bridge without having to potentially cross a very busy street to use the pedestrian bridge on the other side.

Mayor Valdes-Fauli: Thank you.

Mr. Shaup: You're welcome. Alright, so roadway and drainage work will be limited to the minimum needed to transition from the bridge to the existing roadway section by Riviera Drive to the north, and any modifications needed to the pavement at the circle to accommodate the widened bridge. There are several utilities that are carried by the bridge and run on poles overhead just west of the existing bridge. We will be working with agencies to determine the need for existing facilities to be carried on the bridge and planning for relocation of those elements as needed to fit around the new bridge and its supports. We will also review the impacts of construction on the existing lighting at the site and improve it where possible. The design phase efforts will include permitting as well as public involvement and outreach. Next slide. So, the replacement of the bridge will result in several improvements. First, it will eliminate the need for load posting and defer future maintenance for decades. This will restore full use of the bridge by all emergency services, which have some vehicles that exceed the current posted weight and must use alternate routes. And second, it will provide modern barriers and increased shoulder widths that improves safety. Third, the sidewalks will be separated from the roadway further enhancing safety. And lastly, the new single-span bridge will allow the existing piers to be removed from the waterway improving access for boaters. Next slide. So, there's no way to build a bridge without inconveniencing those who normally use the bridge and live adjacent to it. However, we are proceeding with a plan that will minimize the duration of those impacts. We mentioned the bridge closure period already and how we plan to minimize it by replacing the existing bridge with a single-span bridge. Utility relocation work will occur before the bridge is replaced and move those elements out of the way of the new bridge. We do not expect this work to cause lane closures. The wider bridge will have an impact on the existing tree canopy, as trees at both the north and south ends of the bridge have overgrown. We are working now to identify exactly how much impact there will be and we'll be coordinating this with the City. We will be looking at impacts of construction on the existing lighting system at the bridge and working to provide improvements to the lighting where possible. With the new bridge configuration, removing the east sidewalk and

providing a west -- wider west sidewalk across the bridge, there will be some modifications on the approaches to tie into existing sidewalks, including realigning the west side approach sidewalks and removing the east side approach sidewalks so the pedestrians will use the pedestrian bridge on that side of the road. There are historical walls on both ends of the bridge. We will be working to minimize the impacts of the new bridge construction on them. Traffic control plans will be developed to ensure safe passage through work zones and detour plans will be coordinated with the City, emergency services and other stakeholders. Public involvement and outreach will be robust to ensure that the public is aware of any impacts ahead of the work. Next slide. The utility coordination and relocation efforts are significant. Here are a few photos of the utilities on and adjacent to the existing bridge. There are water and sewer lines present on the bridge. We've determined that the water lines are no longer needed by the County's Water and Sewer Department. There is a City of Coral Gables forced main on the bridge that we are working with the City to relocate. In the upper right photo, you can see the overhead lines that require relocation or removal for construction of the new bridge. There will also be some relocation work needed to maintain the lighting present in the circle currently. Next slide. As with any bridge replacement, we will be coordinating with various agencies for permitting, including the County's Zoning Department, South Florida Water Management District, the Coast Guard, and the City of Coral Gables. Next slide. So, the design phase is currently underway, and we're scheduled to have the design complete in October. Procurement of a contractor will occur soon after that, and we expect construction work on site to begin in 2021. Construction work will begin with the utility relocation efforts, and once those are completed, the bridge closure would occur. We anticipate a roadway closure of three to four months. The timing of the closure will be dependent on factors still to be determined. Summer closure may end up desirable to take advantage of schools being out, but we are still working on it. Until the actual bridge replacement work begins with construction of the new foundations, the roadway will continue to open for two-lane, two-way traffic with some traffic control present as work is done in preparation for the full roadway closure, including the utility relocations. Once the new span is put in place and the bridge reopened to traffic, there will be final items of work constructed to harmonize the bridge with the approaches using shoulder

closures that will have minimal impacts to traffic. And that concludes the slides that we've prepared. Thank you.

Mayor Valdes-Fauli: How long do you foresee the bridge being closed or inoperative or not there? Because you -- you know, you have completion in 2023, which is three years from now.

Ms. Bravo: So, Mayor, our -- that's a great question. Our plan is to use a construction method by which we can construct the bridge to the side, near the existing bridge, and when that bridge is completely finished, that's when we would take out the existing bridge and move the new bridge quickly into place rather than a normal construction technique. This will allow a time to minimize the closure. So, what we would be targeting is for that -- the closure to coincide with the summer months when there's no school, and that way we hit the minimal traffic time and then the detour is less impact.

Mayor Valdes-Fauli: But one year, two years, half a year. I mean, completion in 2023 and we are in the Spring of 2020, so that's three years from now.

Ms. Bravo: Right. So, the time that the bridge would be out, we're hoping to limit that to two or three months.

Mayor Valdes-Fauli: What?

Ms. Bravo: So, there's -- we're -- the time that the bridge is out, we're hoping to limit that to two to three months. So, the construction project duration is longer than that 'cause the bridge has to be built on-site, foundations have to be prepared. But we're trying to minimize the time that actually the bridge is out and the detour to that timeframe.

Mayor Valdes-Fauli: Thank you.

Vice Mayor Lago: Mayor, if I may ask a question of Ms. Bravo also.

Mayor Valdes-Fauli: Of course.

Vice Mayor Lago: Thank you. They also mentioned the schedule. They briefly discussed about obviously having to relocate utility lines; they would have to hire a contractor in the process of design. So, that's why you're seeing an extended schedule that would see the bridge be delivered by 2023. I'm a little bit more inclined to support, obviously, this schedule than the previous one. It's been drastically reduced. But I won't support it unless the County can ensure me that this road closure -- the bridge closure would only happen during the summer in an effort to, obviously, alleviate as much traffic as possible. I have also -- just have two other concerns. We have existing sidewalk issues that are County-related. We've -- a few of us on this Commission I know have walked this area and we've all fielded questions from residents that are extremely concerned about the current pavement state of the Cocoplum Circle and the sidewalks; they're cracked, they're broken. There's potholes everywhere. You know, this is something that we've been trying to get the County to fix for some time, and they are related. They are related. It's an issue that I think that we need to address now, not wait till 2023. So, I want to make sure that we put this forward and I hope my colleagues -- I know my colleagues will support me on that. But what my big concern is, since we're talking about -- obviously, I'm -- none of us are bridge engineers, and it's pretty obvious that this project needs to occur either 2023, 2025, as quickly as possible. This is a life safety issue. What I want to make sure is that we are very meticulous and that we get from the County a maintenance of traffic plan. What is your MOT? You have two main ins and outs, ingress and egress in reference to the Cocoplum Circle. If you're coming from Old Cutler, you have the Granada and you have Sunset. Obviously, we don't want to deviate the traffic into one area. We need to somehow, some way see how we can spread the traffic out, 'cause like you said, this is a main line of communication, and we're going to have residents that are going to be concerned no matter which way we do it. But we need to be very clear on the MOT. Ms. Bravo, I know it's a little early in the process, but has been your -- what is your preliminary study in regards to how you would attack the MOT to alleviate as much traffic into the neighborhoods?

Ms. Bravo: Well, right now, we're developing our initial detour plan, and we plan to share that with your staff. There's going to be significant signage, I think, so the goal -- you know, traffic that would normally be on US-1 could maybe Le Jeune to head south. We want to have a lot of signage on US-1 so that people don't make that turn. Because certainly, if people get to that point and then see that the bridge is closed, that's when they would go through the neighborhoods. So, I think that's going to be a key feature of the plan and perhaps...

Vice Mayor Lago: But I think -- if I may inter...

Ms. Bravo: Off-duty law enforcement more than...

Vice Mayor Lago: That was...

Ms. Bravo: More than normal.

Vice Mayor Lago: Yeah, that was my -- because you talked about signage. Thank you, Ms. Bravo. I think that what we really need to concentrate on, and I think it has to be with cooperation between the County and the City because I really think we need to work on off-duty police officers and making sure that they're available and that they're present always. There was a discrepancy in your presentation. The gentleman who spoke before said that the bridge would be down three to four months; you said two to three months. I know that we're working on a schedule, but we need to make sure that, you know, there's -- is it two months or is it four months because that's double the time. But if we're going to move forward this -- you know, I'd like to hear from my colleagues, but I want to make sure that there is a police presence and that it's constant police present, that we don't just rely on signage because that's going to be an issue. Thank you.

Mayor Valdes-Fauli: Whatever traffic we have on Le Jeune today will be deviated to Granada. And we better be ready or those who will be in the Commission at the time better be ready to listen

to the neighbors when all of that traffic is going down Granada. Not Riviera because Riviera ends on the north side of the bridge, but Granada is one -- you know, one of our finest streets is the one that's going to be the most impacted. And we better have a lot of police presence there.

Commissioner Mena.

Commissioner Mena: Yeah, I had two questions. One was -- and Vice Mayor Lago sort of touched on it -- with respect to the improvements at the Cocoplum Circle, with respect to the sidewalks and the curbs. I know that this is not exactly that project, but it obviously is related and they're immediately adjacent to each other. And I just want to make sure that Ms. Bravo and her team account for that on some level, in the sense of, I would hate to finish the bridge project and then have later improvements to the circle. Ideally, once the bridge is done, you'll make whatever final touches, whatever that entails, and then you would be able to open the bridge and have the improvement -- the circle already more or less completed. That's one thing. And the other thing, Ms. Bravo, if you could address -- and I don't -- it's not my intention to be an alarmist about it, but anytime somebody talks about a prefabricated bridge in this community, I think you have to consider and discuss obviously what happened over at FIU and I would just want to sort of understand -- I'm not an engineer, I don't pretend to be. But I would like to understand sort of what measures have been or would be taken to obviously ensure that something like that never happens again. And so, from a safety perspective, again, when I hear about a prefabricated bridge being built off to the side and then put into place, I certainly appreciate the time savings involved in that, and I think that's important, but I'd like to have you address that part of it just to make sure that everybody's comfortable and our community is comfortable when they hear that a prefabricated bridge is being installed.

Ms. Bravo: Okay. And this is obviously a much simpler bridge. We're talking about a single-span bridge. So, the beams themselves are one unit. The other bridge that you're referring to was constructed in segments and post tension and compressed together. Here we just have single beams that cross the whole span, so really what's being assembled is the concrete deck that goes over

those beings, so it's a much simpler, more straightforward design. But obviously, rigorous review of the design calculations and appropriate inspection staff to address those concerns.

Vice Mayor Lago: And Ms. Bravo, is that -- if I may. That concrete deck that you're talking -- it will be poured in place, correct? The concrete deck.

Ms. Bravo: Most likely, most likely.

Vice Mayor Lago: Okay.

Ms. Bravo: Yes.

Mayor Valdes-Fauli: Let me ask you a question, Ms. Bravo. And we have a question from our -- from the public. Where is the staging for all of this going to take place? Because if you're going to stage it in the Cocoplum Circle that's going to have a huge impact on Cocoplum and anything south of that.

Ms. Bravo: Well, that's something that we're going to identify and share the layout with the City as to where that staging would occur. And to address the previous question, yes, as part of the bridge being finished that we would also address the milling and resurfacing of the circle. You know, obviously doing that in advance (INAUDIBLE) that would all get damaged during the construction of the bridge itself. So yes, you'll have the new bridge and a new-looking circle.

Mayor Valdes-Fauli: Thank you.

City Manager Iglesias: If I may.

Mayor Valdes-Fauli: Commissioner Fors. What?

City Manager Iglesias: Oh, Mayor, (INAUDIBLE) some structural questions asked. This is a much simpler structure, much lower span. This is more of a traditional bridge that can be prefabricated and set in place, unlike the other bridge, which had multiple other problems. In addition to that, I think that staged construction can be done here and multiple construction areas can be worked on at a time. I am assuming that they will -- when they remove the bridge, you have to provide the abutments at each side because it would be a new single-span condition, so a lot of this work can be done simultaneously. And I think with proper coordination, they can -- this new plan can limit the design -- the construction time of this project if worked out properly. They do need (INAUDIBLE). There is a park next door. Maybe that's something that we can look at to actually minimize construction time and let them work concurrently on different aspects of this project.

Mayor Valdes-Fauli: Thank you, Peter. Commissioner Fors.

Commissioner Mena: Mayor, before you move on to Commissioner Fors, I apologize. I had hoped that Ms. Bravo could also address the second point about the improvements in Cocoplum Circle and coordinate the project to line up with that so that we don't have a second sort of phase of construction for those improvements, but rather one that is completed more or less contemporaneously with the bridge.

Mayor Valdes-Fauli: Comments?

Ms. Bravo: I'm sorry. I -- it broke up there a second. Could you repeat the question?

Commissioner Mena: Yeah, there's some improvements that have been discussed with respect to sidewalks, pavement, curbing at Cocoplum Circle.

Ms. Bravo: Yes.

Commissioner Mena: My point is, if we're going to close -- basically close the circle -- we're not going to close the circle, but we're going to close the bridge, and have, obviously, a lot less traffic as a result. I would hope that those improvements would happen, you know, either in...

Ms. Bravo: Yes.

Commissioner Mena: Advance or concurrently with that so that once you're done with the bridge, the entire area is sort of complete.

Ms. Bravo: That is the plan, for the work to occur concurrently, and we're working up a striping plan for the circle and those different pedestrian or bicycle features, and we'll work on that with your City staff.

Mayor Valdes-Fauli: Thank you. Commissioner Fors, comments?

Commissioner Fors: Mayor, my only two points were going to be about the MOT and the plan for the rest of the improvements, so I have no other questions for Ms. Bravo.

Mayor Valdes-Fauli: Thank you. Commissioner Keon.

Commissioner Keon: Will the closure be then in the summer of '22? Is that what you're looking at for the timetable? Ms. Bravo.

Mayor Valdes-Fauli: I didn't hear you very well, Commissioner. Can you repeat the question?

Commissioner Keon: I'm sorry. The closure would be the summer of '22; is that right?

Ms. Bravo: Yes, that's what we will target with our procurement, so you know, whatever it is, it'll be that summer or the following one, but that is our preference, to do this sooner rather than later.

Commissioner Keon: So, tentatively, the summer of '22.

Mayor Valdes-Fauli: Thank you.

Commissioner Keon: Thank you.

Mayor Valdes-Fauli: Are there any other questions from Ms. Bravo or...

Vice Mayor Lago: I just have one question, Mayor, and it's a simple one...

Mayor Valdes-Fauli: Of course.

Vice Mayor Lago: Alice -- thank you, by the way. Alice, are you -- is your schedule, your preliminary schedule considering evening work? And I mention that because we need to always remember that this is a residential neighborhood. Are you doing two shifts of work, three shifts of work? Are you going to consider potentially having night work there? That's something also that we have to have some serious discussions in regards with the neighborhood and notify them of noise issues.

Ms. Bravo: Right. We -- yeah, we certainly don't want to do anything that's disruptive at night, but if there is a critical period or a critical activity, but we'll work with you on that.

Vice Mayor Lago: Okay.

Mayor Valdes-Fauli: Thank you. Any other questions? Thank you, Ms. Bravo. Very informative. Thank you very, very much.

City Clerk Urquia: Mr. Mayor, before you proceed, I know the Police Chief wanted to make a comment.

Mayor Valdes-Fauli: Okay.

Police Chief Hudak: To the Vice Mayor's comments, Mr. Mayor, we have Major Ryan Lawrence, which is in charge of our traffic division, as well as our marine patrol, so we've already started coordinating with the MOTs, if you will, as they're going forward. We do understand that the only diversion from across this is through a residential neighborhood. Our position from the Police Department is that we maintain control of the diversion with our officers in place, since most of those complaints will come to us. As well as the boating public, our marine patrol officers will be done since that is going over a navigable waterway. So, that'll be kind of housed in the Specialized Enforcement Division. Major Lawrence is aware of it, and the paperwork, as far as the notifications, are already in place, so we are on top of that. It's not just going to be signed.

Mayor Valdes-Fauli: Thank you, thank you very much. Thank you. Thank you, Ms. Bravo. And we'll go on to the next item. But before that, I'd like to announce that Item G-3 has been withdrawn. So, G-3 on the agenda has been withdrawn.