



## REPORT OF MEETING

PROJECT NO.: 0094-0264

Date Prepared: 8/03/2023

PROJECT NAME: Replacement of Bridge No. 02572, US Route 1 over South Frontage Road and Interchange 83 Exit Ramp

FEDERAL AID PROJECT NO.: 0001(363)

TOWN/CITY: New London

LOCATION OF MEETING: Virtual, Zoom Meeting and Youtube Live

DATE OF MEETING: 07/27/2023, 7:00 PM

SUBJECT OF MEETING: Virtual Public Information Meeting (VPIM)

### IN ATTENDANCE:

#### Project Team:

Name	Affiliation	Position
Brianna Ritacco	CTDOT, CLE Bridge Program	Project Engineer
Francisco Fadul	CTDOT, CLE Bridge Program	Project Manager
Luis Alfonzo	CTDOT, Major Bridge	Project Engineer
Julie Georges	A. DiCesare Associates	Project Manager
Arthur DiCesare	A. DiCesare Associates	Project Engineer
Aaron Williams	A. DiCesare Associates	Project Engineer
Joe Solis	A. DiCesare Associates	Project Engineer
Jonathan Carelli	A. DiCesare Associates	Project Engineer
Ron Sacchi	GM2 Associates, Inc.	Project Manager
Richard Armstrong	GM2 Associates, Inc.	Program Manager
Emily Fortier	GM2 Associates, Inc.	Project Engineer
Michael Dalickas	GM2 Associates, Inc.	Project Engineer
Michael Brady	GM2 Associates, Inc.	Project Engineer

#### Public Attendees:

There were approximately 2 people in attendance from the public. One of the attendees was Mark Elliott from District 2, who was present to observe the meeting.

### TRANSACTIONS AND DETERMINATIONS:

This was a Virtual Public Information Meeting (VPIM) to introduce the proposed project to the public within the City of New London. Brianna Ritacco from CTDOT gave an initial introduction and Julie Georges from A. DiCesare Associates presented the proposed project to the attendees.



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What follows is the discussion between the attendees:

1. CTDOT Project engineer Brianna Ritacco gave thanks to Brian Sear, the City of New London Public Works Director, for assisting to set up the public information meeting for this bridge replacement.
2. Brianna Ritacco and Luis Alfonso gave a brief meeting introduction.
3. Brianna Ritacco gave a brief project introduction related to the Purpose and Need for the replacement of the existing bridge.
4. Julie Georges further discussed the existing and proposed bridge plan for the Project.
  - a. Explained method of construction and related road closures and temporary planned detours for the project location.
5. Brianna Ritacco finished the presentation with the preliminary Construction dates and planned schedule, then addressed how to ask questions during the live meeting session.

**Key points of the presentation were:**

- The project area and locale of the bridge were presented through aerial views and a conventional map view.
- The existing structure was described as a single lane bridge, two-span (137'-154') carrying Route 1 with about 4500 vehicles per day over the South Frontage Road and I-95 Exit 83 Ramp. The roadway width is 24 feet and the out-to-out width is 27.8 feet. The structure is a reinforced concrete deck supported by steel girders which are supported by reinforced concrete abutments and a reinforced concrete pier.
- The Purpose and Need statement was presented as to address the structural deficiencies of Bridge 02572 and to provide a structure that provides safe travel to all vehicular traffic.
- Photo examples were presented of deterioration present at the structure and noted that the structure has a condition rating of "four" (poor condition).
- Project goals were outlined and included improving the condition rating to a "seven" (good condition) or better, to improve the load carrying capacity, to improve the bridge geometry, to extend the service life and to improve the roadway geometry to current standards.
- The proposed roadway plan was presented noting that the roadway reconstruction was required due to the bridge replacement. US Route 1 will be shifted to the north and reconstructed for 1075 feet and the profile will be raised to provide the proper vertical clearance below. South Frontage Road will be shifted to the north and reconstructed for 1300 feet. The slip ramp from Briggs Street will also be removed.
- Typical Sections were presented to indicate the pavement reconstruction. Lane widths and shoulder widths were described. It was noted that the shoulder widening on Briggs Street will allow bicycles to use the road more safely.
- The proposed bridge plan was presented showing the proposed bridge location in relation to the existing bridge. It was explained that the proposed bridge is shifted to the north, simplifying construction and allowing traffic to continue using the existing bridge while the proposed bridge is being built. The new bridge is a single span bridge while the existing is a two-span bridge. The elimination of the pier and shorter span will reduce maintenance costs in the future. The heavily skewed joints are being eliminated, making the new bridge less difficult to maintain.



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- Bridge stage construction cross sections were presented showing how the bridge will be built in construction stages; existing, stage 1, stage 2 and final. It was pointed out that the new bridge is wider to meet current design standards and the girders will be deeper due to the single span.
- The map of the detour for when there will be closures to South Frontage Road was presented. It was noted that there will be periods when South Frontage Road will need to be closed for specific construction activities such as erection of the new bridge or demolition of the existing bridge.
- The map of the detour for when there will be closures to the I-95 Exit 83 Ramp was presented, which will re-route traffic to the previous Exit 82 ramp. It was noted that there will be periods when I-95 Exit 83 Ramp will need to be closed for specific construction activities such as erection of the new bridge or demolition of the existing bridge.
- It was presented that there will be no temporary or permanent property impacts.
- It was presented that there will be no wetland or watercourse impacts. The project appears to qualify as a Categorical Exclusion.
- The anticipated construction schedule has construction starting in April 2025 and completing by December 2026. The management of traffic will be coordinated with the work on the Gold Star Bridge project to minimize disruption in the area.
- The anticipated construction cost is \$17 million dollars and the project is to be funded with 80% federal and 20% State funds.
- It was noted that the rights-of-way and environmental impacts, and the preliminary project cost and schedule are all preliminary and subject to change as design progresses.

**Public Comments and Questions:**

No questions were submitted during the VPIM. Brianna Ritacco (CTDOT) re-stated the method(s) of contact to the attendees to submit any comments/questions after the presentation regarding the project. All attendees were thanked for their time and attention related to the project presentation.

**ACTION ITEMS:**

1. The VPIM presentation will be distributed to all attendees via the provided web access links on the project website.
2. Additional comments outside of the presentation within the 2-week open comment period are to be addressed and responded to, stated to be received by August 10, 2023.

Submitted By: \_\_\_\_\_  
Ron Sacchi, PE, GM2

Date: \_\_\_\_\_

Reviewed By: \_\_\_\_\_  
Francisco Fadul, PE, CTDOT

Date: \_\_\_\_\_