



Connecticut River Bridge Replacement Project

Public Outreach Presentation

July 18, 2024

Safety & Security Briefing



Emergency Preparation

Ensure all parties know the physical address of your location

Discuss location and retrieval of emergency equipment

Identify who is CPR qualified, who will call 911 and their backup

Communicate the site evacuation plan



Evacuation

Communicate the need to evacuate

Follow facility evacuation plan

Assist those who may need help evacuating

Wait for permission to re-enter the facility



Situational Awareness

Proactively identify and mitigate hazards

Always be cognizant of your surroundings

Follow rules and policies



Health and Welfare

Take seasonal precautions

Isolate if sick

Make wellness a priority



Security

See something, say something

Active Shooter: Flee, Hide, Fight

Display and verify proper identification



Cybersecurity

Pay attention to phishing traps in emails

Do not click on links or attachments from unknown sources

Report all suspicious activity and cyber incidents

Agenda

Amtrak

- Project Location
- Existing Bridge
- Current Navigable Channel
- Current Rail Operations
- Replacement Bridge
- Project Schedule/Phasing
- Environmental Permitting
- Project Roles and Responsibilities

O&G Industries & Tutor Perini JV

- Project Safety
- Project Means and Methods
- JV Workforce
- Project Specific Hazards
- Public Impacts

Public Information

Q&A

Introductions and Project Team

Owner - Amtrak

- Tim Sullivan – Project Director
- Ed Fitzgerald – Senior Project Manager
- Joseph Travaglino – Capital Construction Manager



Construction Manager- AECOM

- John Cicia – Construction Manager
- Michael Pimenta – Resident Engineer



General Contractor- O&G Industries & Tutor Perini JV

- VP Management Sponsor JV - Kevin O'Connell
- Project Manager - Terry Flynn
- Superintendent – Robert Cooper



Other External Stakeholders

Local Stakeholders

- Town of Old Saybrook
- Town of Old Lyme
- New London County, CT
- Middlesex County, CT
- Property Owners
- General Public
- Emergency Service Providers
- Various Utilities

State & Federal

- FRA
- CTDOT
- P&W Railroad
- CTDEEP
- NOAA
- US Coast Guard
- USACE
- US EPA

Project Location



Existing Connecticut River Bridge (CRB)

- Built in 1907, the bridge is 117 years old and nearing the end of its useful life.
- Ten-span, open deck, thru-truss steel bridge is approximately 1,570 feet long.
- Channel span is a 160-foot-long Scherzer rolling-lift bascule span.



Existing Bridge

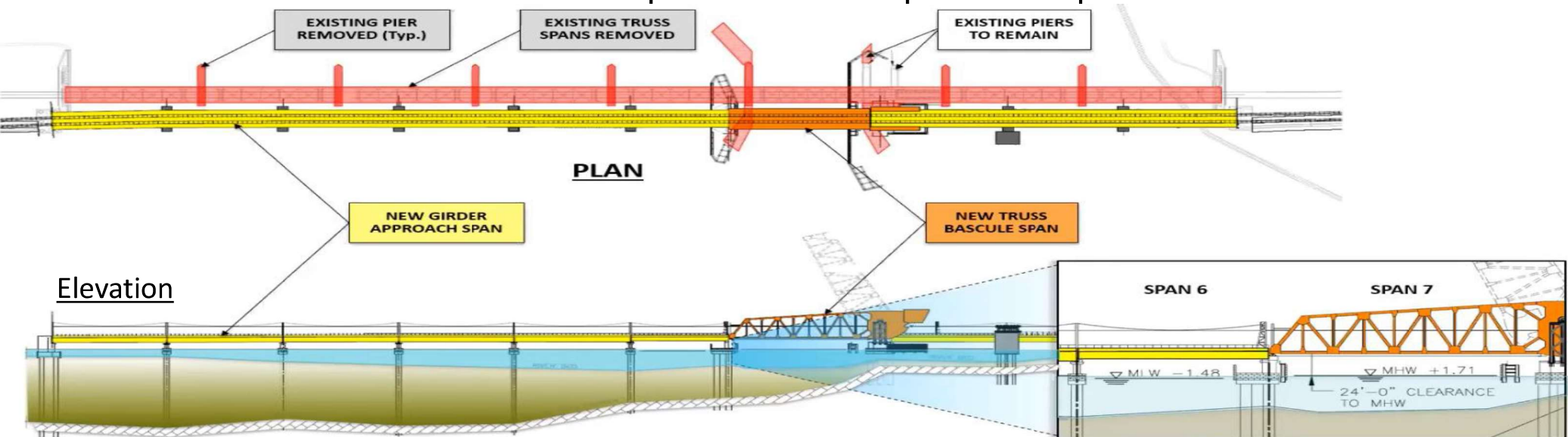
- Substructure consists of two stone masonry abutments and nine stone masonry piers.
- Carries two tracks of electrified rail.
- Aging moveable bridge components decrease operational reliability, resulting in traffic delays, and limited speed and service over the bridge.



Replacement Bridge

New Resilient Two-track Trunnion Bascule Span Design – Off-line Replacement Located 52 Feet South of the Existing Bridge

- 204-foot-long steel truss moveable trunnion bascule at channel span
- Nine steel girder approach spans with composite concrete deck
- Two-track electrified rail on ballasted approach spans and open deck moveable span with overhead catenary structures.
- Increased authorized maximum speed from 45 mph to 70 mph



Current Rail Operations

Rail Operations

- Northeast Corridor, MP 106.89
- CRB supports three operating railroads with more than 50 trains per day:
 - Amtrak *Northeast Regional* and *Acela*
 - Connecticut Shoreline East (Commuter)
 - Providence and Worcester (Freight)



Replacement Bridge

Design Includes (continued):

- Spans supported on concrete piers with drilled shaft foundations or spread footings where rock elevation is shallow
- Drilled shaft fender system with composite lumber walers
- East and west at-grade railroad approaches supported by new embankments and retaining walls within existing Amtrak right-of-way



Project Benefits

- More reliable, modern, and faster service
- Expansion of future high-speed rail, intercity, commuter, and freight rail operations
- Improved maritime navigation and safety
- Enhanced trade connectivity for economic growth



Project Schedule and Phasing

Phase 1: August 2024 to Late Summer/Fall 2028

- Construction of all temporary works:
 - Access roads
 - Work platforms
 - Signal system
 - Track crossings
- Commence construction of all environmental mitigation sites agreed upon within environmental permits.
- Construction of:
 - New bridge
 - Electrification
 - C&S facilities, part of the fender system
 - Substantial portions of the near-bridge approaches in their entirety
- Two-track railroad service:
 - Will be unimpeded on the existing structure and approaches for the duration of this phase
 - Windows of single track operations as may be permitted by Amtrak to safely accommodate nearby Contractor operations
- Impacts to river access:
 - The existing Ferry Park Landing boardwalk will be closed for construction.
 - The navigation channel will be slightly narrowed during this construction phase to accommodate construction of the new movable span next to the existing.
 - A short navigation outage will be required for planned float-in of the new movable span.

Project Schedule and Phasing

Phase 2: Late 2028

- Construction of track.
- Electrification and signal tie-ins at the east and west ends of the project to activate new Track 2 for rail service at the end of the work of this phase.
- During Track 2 tie-in work, single track service will continue on Track 1.

Phase 3: Late 2028 to Early 2029

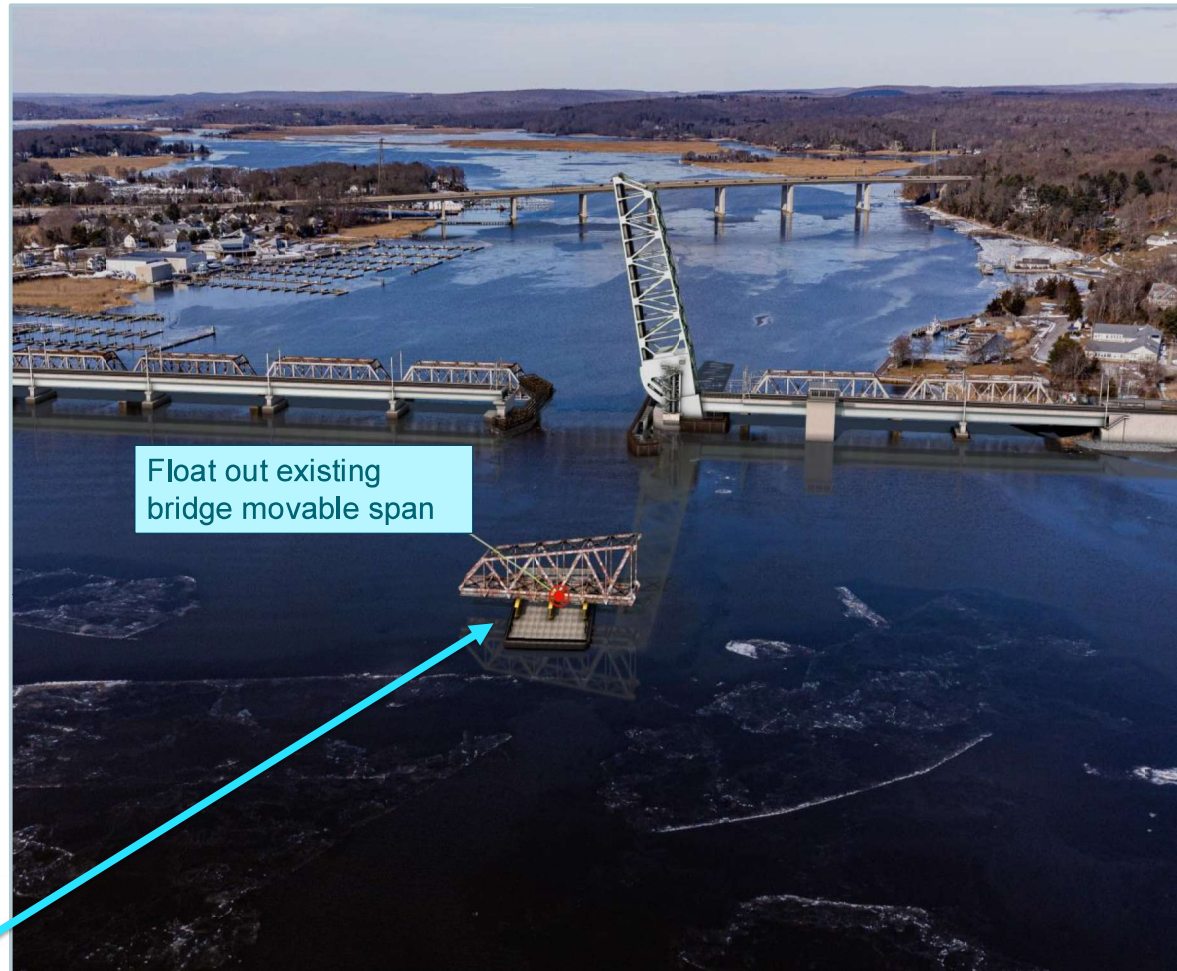
- Construction of track
- Electrification and signal tie-ins at the east and west ends of the project to activate new Track 1 for rail service at the end of the work of this phase.
- During Track 1 tie-in work, single track service will continue on the new Track 2.

Project Schedule and Phasing

Phase 4: Early 2029 to Summer 2030

With new bridge in service:

- Demolish existing bridge
- New fender system will be complete
- Temporary facilities decommissioned and removed
- Ferry Park Landing boardwalk restored
- Finish site work
- A short navigation outage will be required for float-out of the existing bridge movable span.



Commitment to Safety



Develop & Institute
Site Specific
Safety Plan



Project Personnel
Orientation



Daily Safety
Pre-Task Plan



Railroad
Safety

Project Specifics – Access



Material and equipment deliveries will occur by both land and water.



Much of the approach work on land may be delivered via trucks and access roads.



The majority of the materials on water will come via barge.

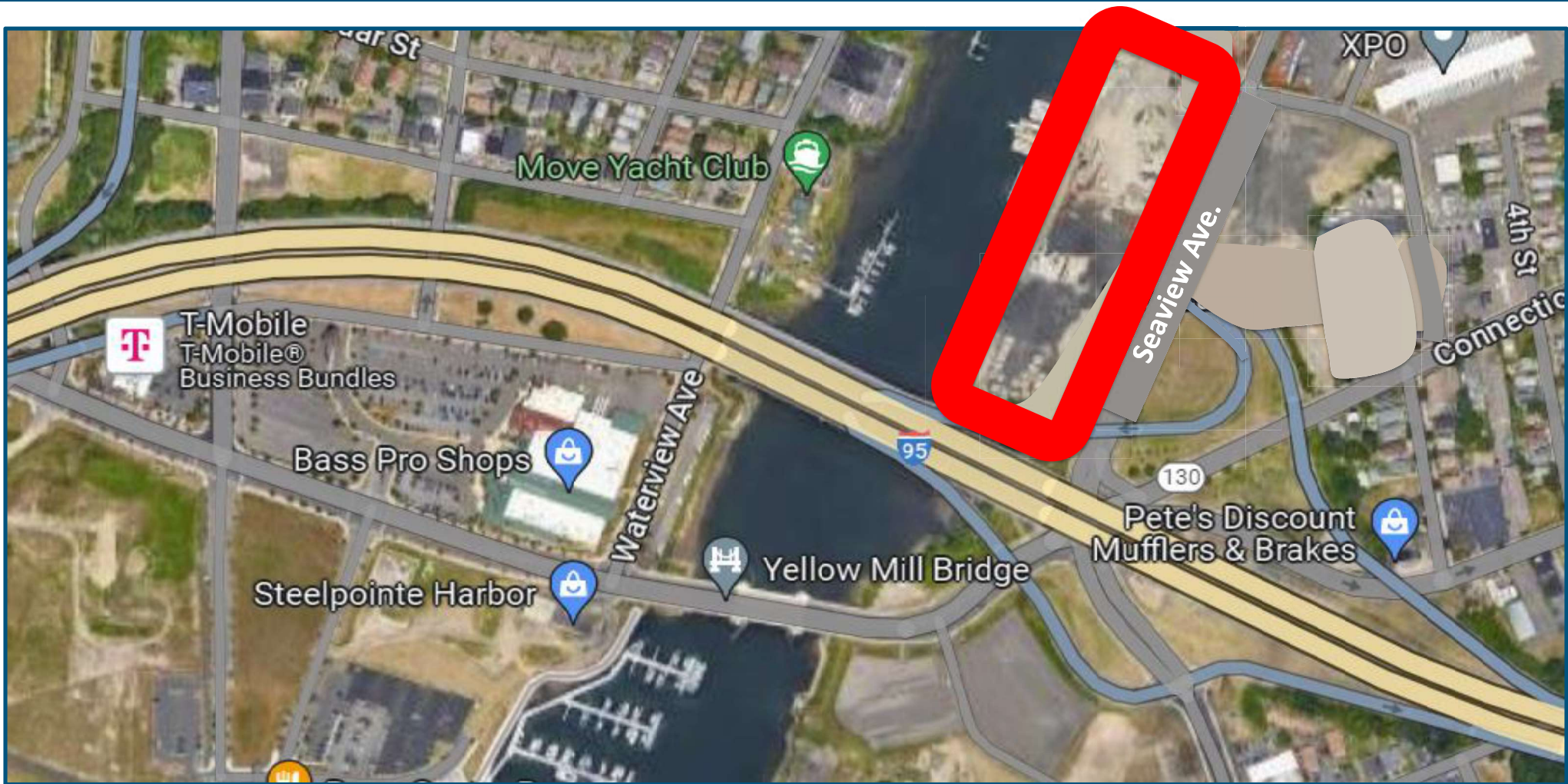


The GC will remove Ferry Landing boardwalk prior to beginning any work in that area, primarily the east trestle work. Upon completion of the new bridge and removal of all temporary works, the new Ferry Landing boardwalk will be installed.

East and West Access Roads / Trestles



Aerial View – Seaview Ave. Facility – Bridgeport



Project Means and Methods

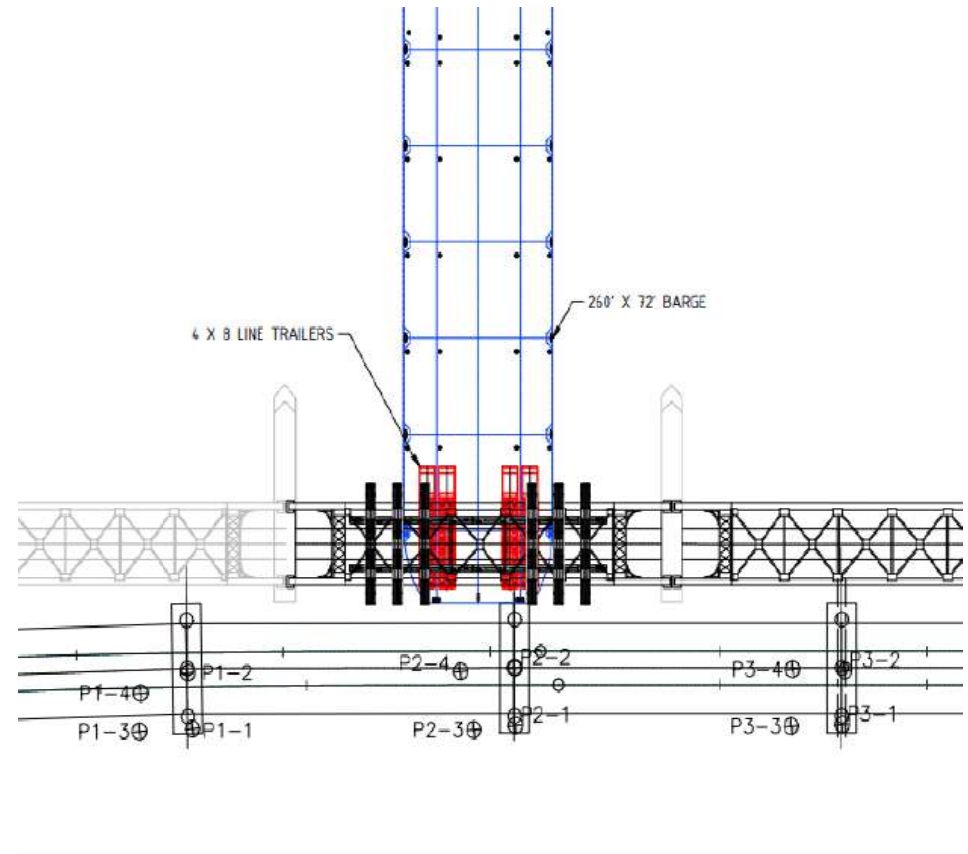
Bridge Spans and Structures

- Six of the bridge approach spans will be assembled and formed, and rebar will be placed at the GC's Bridgeport facility/bulkhead, then rolled onto barges and floated in place.
- The other three bridge approach spans will be stick-built in place.
- The bascule span will be assembled in Florida and shipped to the jobsite in two pieces—the toe (leaf) and heel—and floated/slid into place.



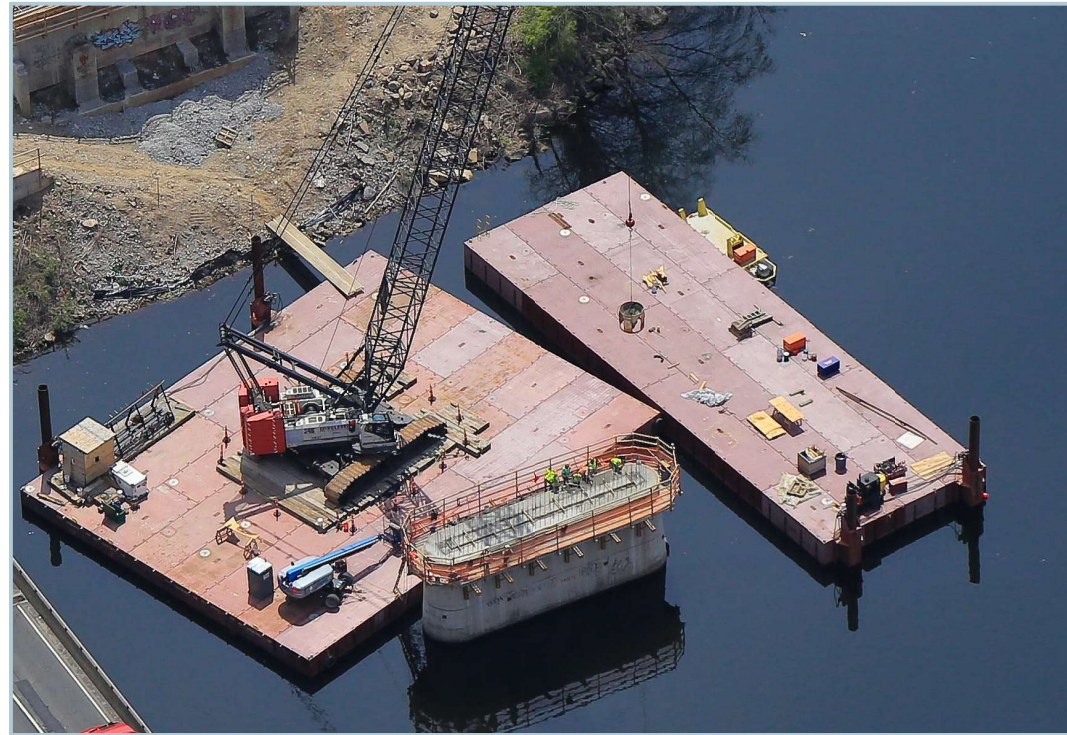
Project Specific Methods – Demolition

- Demolition of the existing bridge will be included in the project.
- Plan is to lift the spans off individually via barge and float offsite to be demolished.
- Existing piers will have containment cofferdams placed around them, then substructure demoed to below mudline, and cofferdams removed.
- No blasting is anticipated to be required.



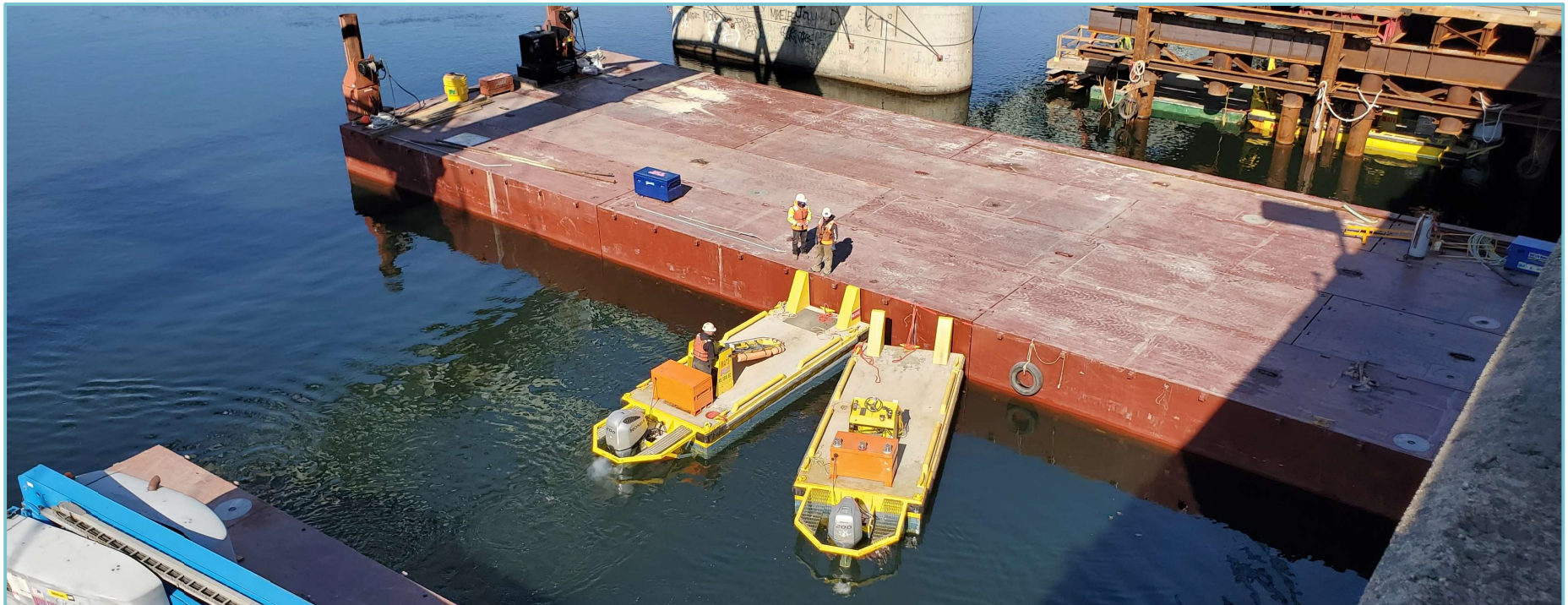
Project Specific Methods – Barge Usage

- Cranes will be used on barges:
 - Four to five crane barges
 - Five to six material barges
 - One to two hopper barges (during dredging and caisson operations)
 - Lengths will vary from 90' up to 300' long.
- Barges and watercraft will be secured at the end of each shift.
- In the event of severe weather, either a watch-crew will be stationed on site, or we will move the barges to a safe inlet.



Project Specific Methods – Barge Usage

- The project will have tugs/push boats/crew boats/safety boats used to support barge movement, crew transportation and water safety.
- There will be some dredging work adjacent to the proposed east and west work trestles for barge access.
- Diving operations utilized during submarine cable installation, precast cofferdams and fender installation.



Project Specific Methods – Active Rail

- O&G/TPC will submit work plans, pick plans, and site-specific safety work plans for approval by Amtrak before all construction activities.
- Full scale existing bridge monitoring/vibration plan will be implemented prior to the construction of the new bridge.
- Rail traffic will remain in service throughout construction.
- Outages will be scheduled as described in earlier phasing slides.
- Amtrak will provide Roadway Worker Protection (RWP) via Watchmen protection, foul time, track out of service, or a combination of the three.



JV Workforce

This Union Project Anticipates:

- Approximately 300 workers on site at peak
- An average of 150 workers on site



O&G/TPC JV Anticipates Utilizing Approximately 25 Subcontractors.

Job Work Shifts:

- Majority of work will be day shifts
- Night shifts for track related outages
- Some second shifts for drilled shaft welding
- Bascule span float in 24/7

Environmental Mitigations

Mitigation Measures to be Performed per Environmental Permits:

- Wetland creation at 17 Shore Road and 3.25-acre Amtrak-owned property
- Invasive species control at Ragged Rock Creek Wildlife Management
- Transplanting of listed species
- Time of year restrictions for plant and wildlife
- Site restoration of all temporary impact areas
- Implementation of erosion/sedimentation controls and wildlife barriers

Wetland and Watercourse



Plants and Wildlife



Environmental Mitigations

Mitigation Measures to be Performed per Environmental Permits (continued):

- Eagle Landing Fishing Pier reconstruction
- Ferry Landing Fishing Pier reconstruction

Eagle Landing Fishing Pier



Ferry Landing Fishing Pier - New Alignment



Project Specific Methods – Recreational Boaters

- Access during construction
- U.S. States Coast Guard coordination
- Barge/vessel lighting and identification
- Public notifications affecting boaters
- Incident management plan



Current Navigable Channel

Clearance Type	Existing Navigable Channel	Proposed Navigable Channel	Difference from Existing to Proposed
Horizontal	139'	150'	11' Gained
Vertical	18' from Mean High Water (MHW)	24' from MHW	6' Gained
Open Position – Unrestricted Vertical Clearance	68' wide above MHW	90' wide above MHW	22' Gained

Public Impacts

- Impacts to the surrounding marinas themselves will be minimal, if at all.
- Impacts to the marine traffic that travels through the channel with closures during the following construction operations:
 - Removal of existing submarine cables
 - Installation of new submarine cables
 - Installation of the new bascule span
 - Removal of the existing bascule span
- All channel closures will be in accordance with the Sequence of Operations Plan, the U.S. Coast Guard (USCG), the U.S. Army Corp of Engineers (USACE), the project specifications and permits.
- Proper channel closure notifications will be made to all impacted marinas as well.

Public Information

Sign-up for Email Updates and Alerts

Project Website:

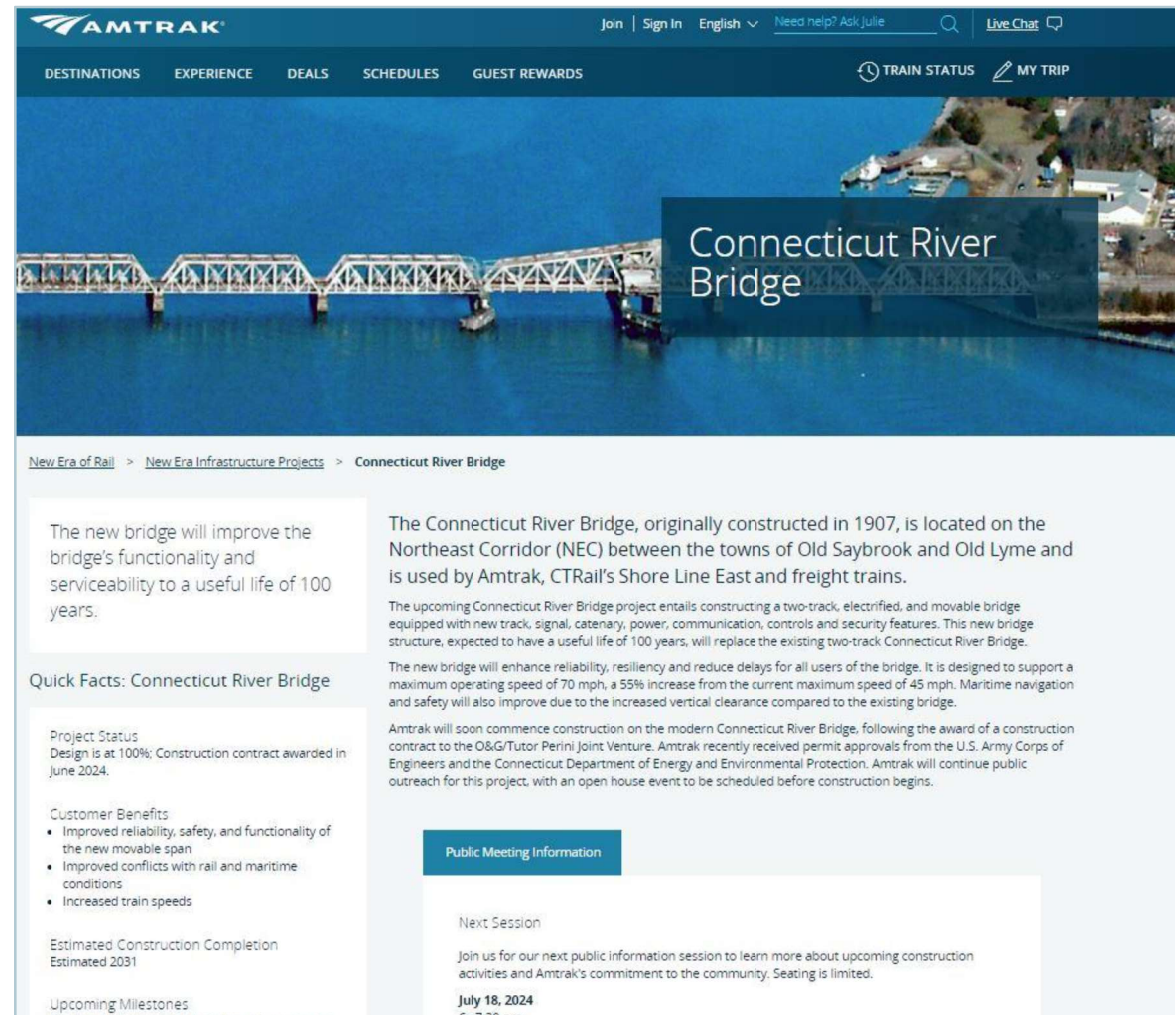
- Amtrak.com/CRB

Project Email:

- CRB@Amtrak.com

Project Newsletter

- Distributed Quarterly



The screenshot shows the Amtrak website's public information page for the Connecticut River Bridge project. The page features a header with the Amtrak logo and navigation links. Below the header is a large image of the bridge with the text "Connecticut River Bridge" overlaid. The main content area includes a breadcrumb trail, a detailed description of the project, quick facts, and public meeting information.

AMTRAK Jon | Sign In English Need help? Ask Julie Live Chat

DESTINATIONS EXPERIENCE DEALS SCHEDULES GUEST REWARDS TRAIN STATUS MY TRIP

Connecticut River Bridge

New Era of Rail > New Era Infrastructure Projects > Connecticut River Bridge

The new bridge will improve the bridge's functionality and serviceability to a useful life of 100 years.

The Connecticut River Bridge, originally constructed in 1907, is located on the Northeast Corridor (NEC) between the towns of Old Saybrook and Old Lyme and is used by Amtrak, CTRail's Shore Line East and freight trains.

The upcoming Connecticut River Bridge project entails constructing a two-track, electrified, and movable bridge equipped with new track, signal, catenary, power, communication, controls and security features. This new bridge structure, expected to have a useful life of 100 years, will replace the existing two-track Connecticut River Bridge.

The new bridge will enhance reliability, resiliency and reduce delays for all users of the bridge. It is designed to support a maximum operating speed of 70 mph, a 55% increase from the current maximum speed of 45 mph. Maritime navigation and safety will also improve due to the increased vertical clearance compared to the existing bridge.

Amtrak will soon commence construction on the modern Connecticut River Bridge, following the award of a construction contract to the O&G/Tutor Perini Joint Venture. Amtrak recently received permit approvals from the U.S. Army Corps of Engineers and the Connecticut Department of Energy and Environmental Protection. Amtrak will continue public outreach for this project, with an open house event to be scheduled before construction begins.

Quick Facts: Connecticut River Bridge

Project Status
Design is at 100%; Construction contract awarded in June 2024.

Customer Benefits

- Improved reliability, safety, and functionality of the new movable span
- Improved conflicts with rail and maritime conditions
- Increased train speeds

Estimated Construction Completion
Estimated 2031

Upcoming Milestones

Public Meeting Information

Next Session

Join us for our next public information session to learn more about upcoming construction activities and Amtrak's commitment to the community. Seating is limited.

July 18, 2024
6-7:30 pm

Questions?



Q and A Procedure

- In-Person
 - Our Moderator will take questions, one at a time.
 - The Moderator will direct the question to the appropriate expert to answer.
- On-Line (These questions will follow in-person questions.)
 - Questions will be collected by the Zoom operator and directed to the Moderator when appropriate, one at a time.
 - The Moderator will read the question directed to the appropriate expert to answer.



AMTRAK®