

**Connecticut Department of Transportation**

**State Project No. 0092-0687  
Rehabilitation of Bridge No. 00337  
U.S. Route 1 and P&W Railroad over Quinnipiac River  
New Haven**

**Thursday, November 17, 2022  
Zoom Webinar**

**Minutes of Public Informational Meeting**

**Presenters/Speakers:**

Sowatei Lomotey (CTDOT)  
Josh Nishball (CHA)

**CTDOT Attendees:**

Barak Brako Frempong  
Sowatei Lomotey  
Bao Chuong

**Design Consultant Attendees:**

Ryan Cooley (CHA)  
Jeff Lemay (CHA)  
Josh Nishball (CHA)  
Jen Pixley (CHA)  
Lee Lentz (Modjeski & Masters)

**Public Attendees:**

(2) via Zoom

**Presentation:**

A virtual presentation was held through a Zoom Webinar for the project and delivered by Mr. Sowatei Lomotey from CTDOT and Mr. Josh Nishball from CHA Consulting.

The presentation began at approximately 7:10 pm. Following an introduction of the project and the project design team, the following items were presented:

- The project purpose is to upgrade the bridge to a “state of good repair” and to extend the service life of the movable bridge. The project need is to prevent future disruptions to the movable bridge service and enhance area commerce and safe public transportation.
- The bridge was built in 2002 and consists of 7 spans with a vertical lift truss span in the middle.
- A summary of the existing field conditions of the bridge and notable deficiencies related to the bridge, roadway, and mechanical/electrical components of the movable span.
- A summary of the proposed bridge & roadway improvements and mechanical & electrical upgrades.
- New aerial cables will be installed on the bridge to replace existing submarine cables.
- A description of anticipated roadway traffic impacts and estimated construction duration. Also a list of anticipated lift bridge outages that will affect railroad & marine traffic.
- Construction is estimated to begin in Spring 2024 and be complete by Fall 2025.

- Total estimated construction cost is \$28.5 Million with 80% Federal Funds and 20% State Funds.

**Public Comments and Questions:**

Question:

You mention the bridge will be painted, what color will you be painting the bridge?

*Answer: We will not be completely repainting the bridge; we will only be spot painting the bridge. Our intention is to try to match the existing color of the structure as best as possible. Our experience with similar projects is that the color can be matched very close to the existing paint.*

Question:

Why do you need to paint the bridge?

*Answer: Painting is considered preventative maintenance to avoid future deterioration of the steel, especially in highly corrosive environments like this where the bridge is exposed to salt water. The existing paint system on the bridge is mostly original so it will be approximately 25 years old by the time construction starts. That is around the typical service life of a full paint system so it's to be expected that this bridge requires paint repairs.*

Question:

Are there any utilities impacted during the course of this project?

*Answer: No utility impacts or relocation will be required as part of this project. The only utility work will be related to the power and communication lines that are used to operate the movable lift span.*

Question:

Will this project require funds from the City of New Haven?

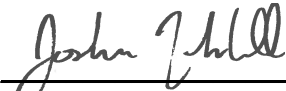
*Answer: No, this project is completely funded by federal and state funds. 80% come from Federal Funds and 20% are State Funds. No municipal funding will be required.*

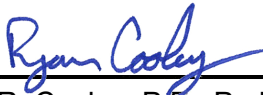
Question:

Do the mechanical and electrical upgrades pose any risk to the traveling public now, before the repairs are made?

*Answer: There are currently no safety risks to the travelling public. The proposed upgrades can be considered preventative maintenance measures to ensure that the movable lift span functions properly in the future and does not experience any unexpected outages.*

**Adjournment:** The project was generally well received by those attending the meeting. The live virtual presentation was closed at approximately 7:45 pm.

Drafted by:  Date: 11/21/2022  
Joshua M. Nishball, P.E., Structural Engineer  
CHA Consulting, Inc.

Reviewed by:  Date: 11/21/2022  
Ryan R. Cooley, P.E., Project Manager  
CHA Consulting, Inc.

Approved by: \_\_\_\_\_ Date: 11/21/2022  
Sowatei Lomotey, Project Manager  
Connecticut Department of Transportation

Joshua M. Nishball/jmn/rrc  
cc: Attendees