William F. Cribari Memorial Bridge

Project 0158-0214 PAC Meeting Update

May 15, 2025

March 15th, 2025 – Meeting Agenda

- Introduction of the Project Team
- History of the project
- Alternatives Evaluated
- Preferred Alternative
- Timeline / Where we are
- Questions

CTDOT Project Team

Derick M. Lessard

Division Chief of Bridges

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Transportation Supervising Planner

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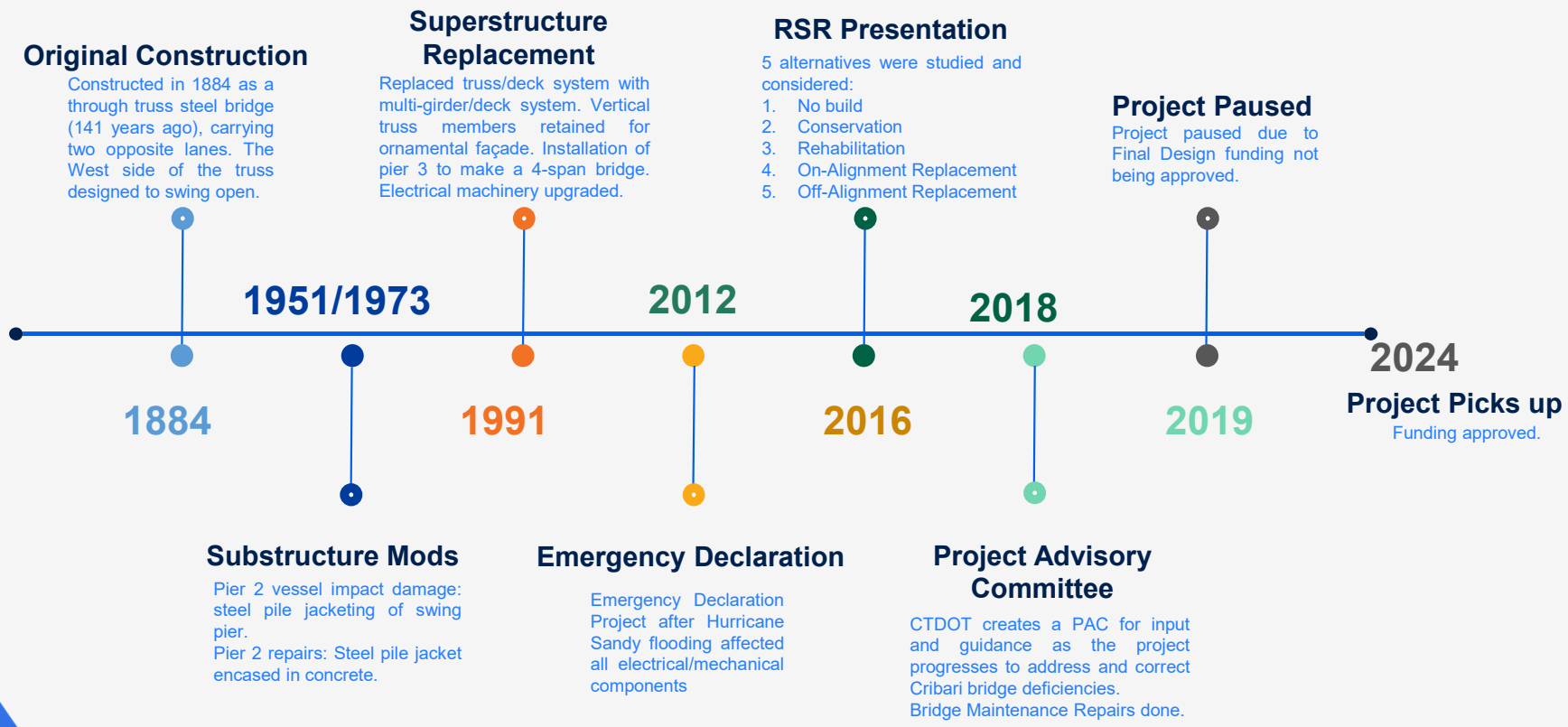
Transportation Engineer III

Heather L. Carpini-Prescott

Transportation Planner II

History of the Project



Project Purpose and Need

The purpose & need of the project is to provide a structure that:

- Addresses the structural & functional deficiencies of existing
- Accommodates safe vehicular, bike, pedestrian & marine travel
- Is resilient to changing shoreline, climate, and environmental conditions
- Considers the historic character of the bridge

No Build Alternative

Summary:

The work involved includes ***minor*** repairs performed as required, by DOT Maintenance forces. Repairs are limited to DOT Maintenance capabilities.

Service Life:

10-15 Years

Preliminary Cost:
Maintenance Cost as Required

Conservation Alternative

Summary:

- Restore condition to immediately after 1991 rehabilitation project
- Repair of damaged elements
- Structural repair of Piers 2 and 3

Service Life:

25-40 Years

Preliminary Cost:

$49,000,000 - $54,000,000

Rehabilitation Alternative

Summary:

- Repair/widening of trusses
- Structural repair of Piers 2 and 3
- Install crash-tested bridge railing system
- Water-resistance mechanical equipment
- Roadway barrier for bridge openings
- Replace fender system

Service Life:

25-40 Years

Preliminary Cost:

$50,000,000 - $55,000,000

On-Alignment Replacement Alternative

Summary:

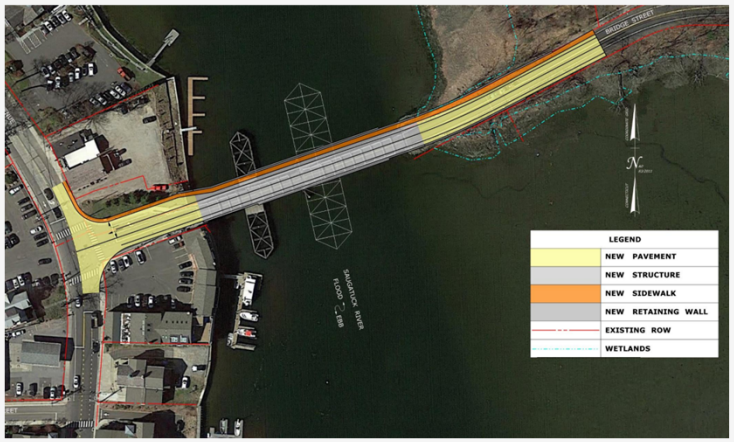
Replacement of the existing bridge with a new structure meeting minimum design standards on the same alignment as existing

Service Life:

75-100 Years

Preliminary Cost:

$78,000,000 - $86,000,000



Off-Alignment Replacement Alternative

Summary:

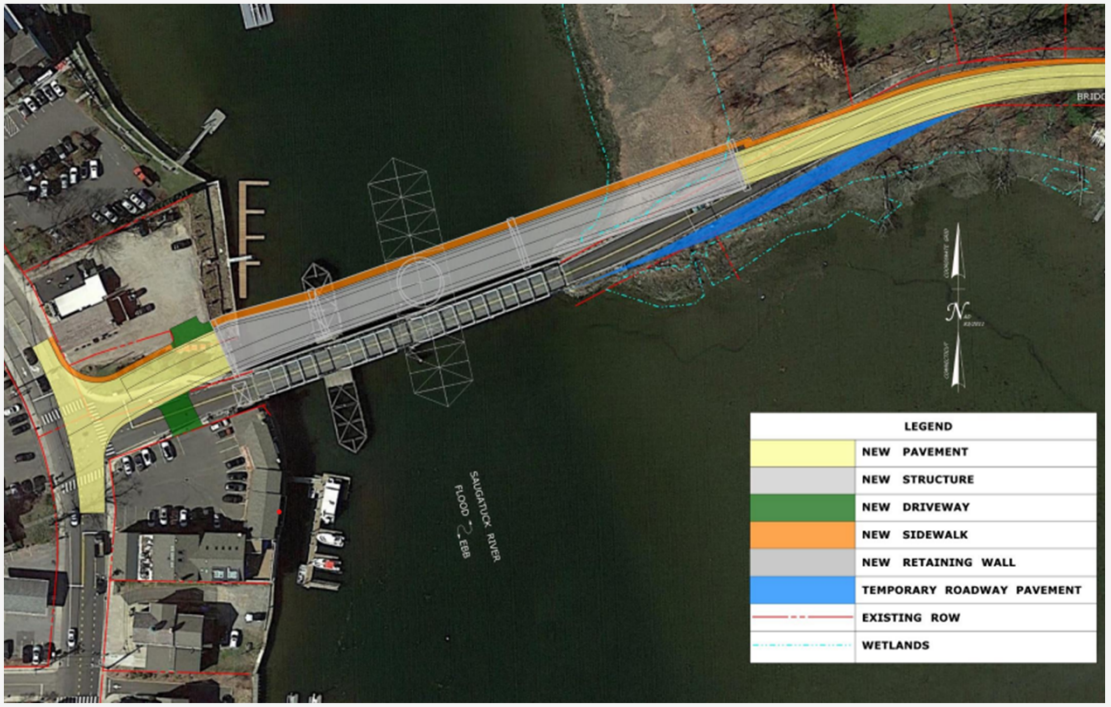
Replacement of the existing bridge with a new structure on an alignment located north from the existing, meets all standards as On-Alignment replacement

Service Life:

75-100 Years

Preliminary Cost:

$66,000,000 - $73,000,000



Temporary Bridge

Alternatives that will use a temporary bridge:

- Conservation Alternative
- Rehabilitation Alternative
- On-Alignment Replacement

Alternative Comparison

	No Build	Conservation	Rehabilitation	Replacement (On-Alignment)	Replacement (Off-Alignment)
Purpose & Need Element: Addresses the structural and functional deficiencies of the existing bridge					
Parameter: Adequate vertical clearance	NO	NO	YES	YES	YES
Parameter: Adequate horizontal clearance	NO	NO	NO	YES	YES
Parameter: Meets standard load rating for bridges on State routes	NO	YES	YES	YES	YES
Parameter: "Fair" condition or better	NO	YES	YES	YES	YES
Purpose & Need Element: Accommodates safe vehicular, bicycle, pedestrian, and marine traffic					
Parameter: Safe bicycle travel (bike lane or shoulder)	NO	NO	NO	YES	YES
Parameter: ADA compliant sidewalk	NO	NO	NO	YES	YES
Parameter: Safe bridge guardrail system (MASH-compliant)	NO	NO	YES	YES	YES
Parameter: Solid roadway barrier system	NO	NO	YES	YES	YES
Parameter: Vertical clearance (increased in closed position to reduce openings)	NO	NO	NO	YES	YES
Purpose & Need Element: Is resilient to the changing shoreline climate and environmental conditions					
Parameter: Mechanical/electrical equipment (raises above 100-year storm elevation)	NO	NO	NO	YES	YES
Parameter: Mechanical/electrical equipment (considers projected sea level rise)	NO	NO	NO	YES	YES
Parameter: Mechanical/electrical equipment (replaces with newer water-resistant equip.)	NO	NO	YES	YES	YES
Purpose & Need Element: Considers the historic character of the bridge					
Parameter: Historic character considered consistent with Section 106	YES	YES	YES	YES	YES

Preferred Alternative – On-Alignment Replacement

Why On-Alignment Replacement?

- Improved traffic movement of land and water-based travel
- Enhanced mobility for emergency responders
- Addresses Flooding/Resilience
- Addresses Deficiencies
- Minimizes Property Impacts
- Longest Service Life

Concerns & Considerations

PAC concerns

- Traffic, noise, air pollution
- Potential truck traffic
- Fire and Emergency Vehicle access
- Relative height/size of the Bridge
- Decorative Bridge Lighting
- Historic aspect

Considerations

- CTDOT is actively evaluating concerns under EA
- This is not a desirable route due to sharp turns; town has the ability to add signs on town roads
- Preferred alterative height addresses Fire/Emergency Vehicle access
- Our goal is to minimize impact to overall size
- CTDOT is looking into potential lighting resolutions
- Coordination will take place through Section 106 of National Historic Preservation Act with SHPO/ historic stakeholders.

Timeline / Where we are

May 2025

- PAC Informational Update

Early Fall 2025

- FHWA Legal Sufficiency Review
- Publish notice of Availability of EA/EIE
- Bridge Marketing Solicitation
- Public Hearing

Early Winter 2025

- Prepare NEPA/CEPA decision documents
- Including responses to public comments

Winter 2025/2026

- NEPA/CEPA decision documents published

**Timeline subject to change*

Section 106 Status & Next Steps

-Now that a preferred alternative is identified, FHWA & CTDOT will apply the criteria of adverse effect in accordance with 36CFR800.5(a) and the formal finding will be shared with SHPO, Tribes, and consulting parties.

-FHWA & CTDOT will continue to consult with SHPO, Tribes, and consulting parties to resolve the adverse effect in accordance with 36CFR800.6 and execute a Memorandum of Agreement.

-A follow-up Section 106 Consulting Party meeting will be scheduled to discuss the MOA and mitigation commitments.

***Disclaimer: this slide was not presented at PAC meeting; it was part of the 7pm Section 106 discussion and is included here for reference**

Resources for Section 106

ACHP's Citizen's Guide to Section 106 Review: CitizenGuide2021_011321.pdf (y en Español: CitizenGuide2021Spanish_011321.pdf)

ACHP's e-Learning free courses: e-Learning Courses | Advisory Council on Historic Preservation

FHWA's Section 106 Tutorial: Section 106 Tutorial

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Thank you

Questions?

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