



Rendering of future bridge

NEWSLETTER

Volume 4: June 20, 2025
Completed Spring Work 2025

Connecticut River Bridge (CRB) Replacement Project

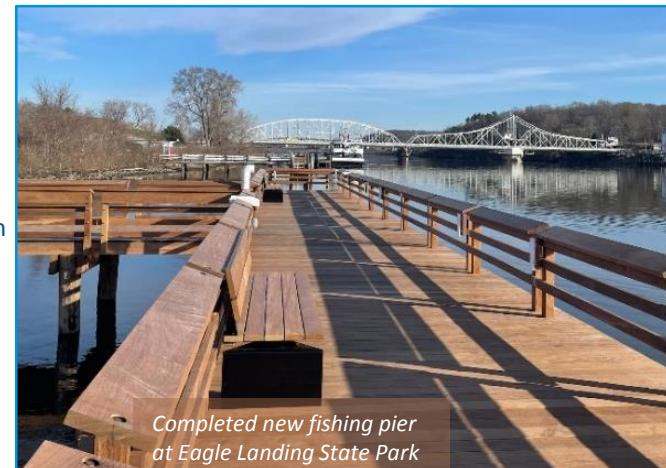
Amtrak has started construction of the new, modern, two-track, electrified, and movable bridge to replace the existing Connecticut River Bridge. Progress on Phase 1 of the Project continues.

When: Late Summer 2024 to Late Summer/Fall 2028

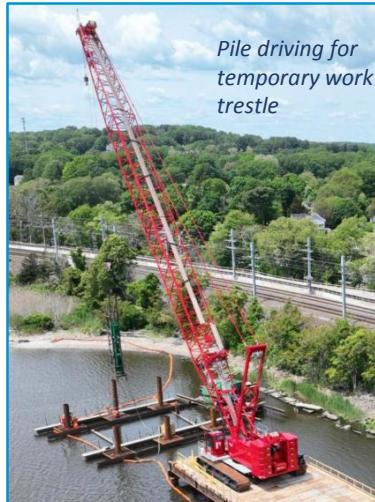
What: Construction of all temporary structures; environmental mitigation sites; new bridge and electrification; and near-bridge approaches

Listed in this Newsletter: Continued, ongoing and/or completed work in Spring 2025:

- Construction of temporary access trestle bridge over the Lieutenant River in Old Lyme
- Near completion of the fabrication for approach span steel girders in Pennsylvania
- Completion of the new fishing pier at Eagle Landing State Park
- Demolition of the fishing pier at Ferry Landing State Park
- Continued:
 - ✓ Geotechnical confirmatory boring investigations
 - ✓ Construction of west access work trestle (assembling steel and installing piles) and bulkhead in Old Saybrook
 - ✓ Steel fabrication for the new bascule span in Florida and the trunnion towers in Alabama
 - ✓ Steel forgings for movable bridge machinery components at multiple plants across the USA
- Installation of:
 - ✓ Temporary signal, communication, and power systems from barges
 - ✓ Temporary aerial towers to relocate submarine cables later this year
 - ✓ Monitoring devices at the east abutment



Completed new fishing pier at Eagle Landing State Park



Pile driving for temporary work trestle



Temporary conduit installed



Work trestle construction

Amtrak CRB Activities | Spring 2025



Commitment to Environmental Conservation & Preservation

Amtrak is committed to working collaboratively to maintain, preserve, and restore the delicate environment surrounding the bridge and our work sites. In coordination with the Connecticut Department of Energy and Environmental Protection (CTDEEP), and as part of the project's federal and state permit requirements, this site was selected to support the conservation of two rare plant species—*Lilaeopsis chinensis* and *Limosella australis*. These species are being carefully relocated from properties being impacted by the project to the tidal wetland to avoid harm during the project's construction activities. Preparatory work at the tidal wetland adjacent to the Lieutenant River Bridge—an Amtrak-owned mitigation site—has included the removal and mowing of invasive *Phragmites australis* (common reed), the plugging of historic mosquito ditches to enhance tidal marsh function, and grading to establish a suitable transplant environment.

Additional environmental work this spring included:

- Construction of wetland mitigation sites
- Daily wildlife monitoring
- Installation of species barrier fence in work areas
- Area preparation for coir logs transplant and installation
- Work at the 17 Shore Road site:
 - ✓ Permitted excavation and re-grading of wetland to restore the tidal wetland
 - ✓ Old culvert abandonment and wetland remediation
 - ✓ Backfill and stabilization of the new culvert



Transplant area prepped for the rare species to be transplanted in July, 2025. Construction mats are also seen here on the right.



The CRB Project is mitigating the wetland to strengthen the ecosystem with reintroduction of tidal flow, creation of tidal pools, minimization of invasive species populations, and increasing native habitat plantings.

Find details about Amtrak's mitigation efforts for the project and associated governmental approvals in these links:

- [Connecticut River Bridge - Connecticut Department of Energy and Environmental Protection Water Quality Certificate & Federal Coastal Consistency](#)
- [Connecticut River Bridge Replacement Tidal Marsh Mitigation Site Plan Full Set](#)

Upcoming Work for Summer 2025

- Transplant rare species to 3.25-Acre site
- Construct new tidal wetland at 17 Shore Road
- Treat invasive species at mitigation sites, including Ragged Rock Creek Wildlife Management Area
- Complete the Old Saybrook temporary work trestle
- Begin the Old Lyme temporary work trestle
- Dredge barge mooring areas on east/west sides of river

- Install temporary control systems for the existing bridge
- Install temporary aerial tower to support relocation of existing bridge submarine cables
- Install temporary work platforms for new bridge piers
- Complete testing for new bridge pier drilled shaft deep foundations
- Partial removal of existing bridge wood fender system

Email: CRB@Amtrak.com

Website: AmtrakNewEra.com/CRB