



East Lyme Connection

FALL 2023 EDITION



East Lyme is about
to get even better.

In four years, you will not recognize the I-95 Exit 74 area in East Lyme.
The ease of travel will be brought to a whole new level.

WELCOME!

Welcome to the 1st edition of the *East Lyme Connection*. In addition to our social media outlets, this quarterly newsletter is another means of disseminating project information and keeping you updated on the project. Our project team wants to thank you for being understanding during this project –the final footprint will be worth the wait.

In each edition, you will be introduced to a member of our team, learn more about an activity being done on the project, and get a summary of what's complete to date. If you would like to learn more about our project, feel free to reach out to us at info@i-95eastlyme.com.

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PROJECT SPOTLIGHT

Andrew Millovitsch, Project Engineer

Connecticut Department of Transportation

What is your position and role in this project? I am the Project Engineer for the Connecticut Department of Transportation, representing District 2, Construction Office and am responsible for this construction contract.

What is the most challenging part of this project?

Although there are several challenging components to this project, I would say the most complex part includes the environmental sensitivity in various areas of the project. We need to develop retaining walls that will ultimately support the new Exit 74 off-ramp and the radically changing vertical geometry of the interchange. The expansive wetlands pose quite a challenge with constructability.

What do you think is the main contribution to this project's success? Timely communication is key to a successful project. Working closely with major stakeholders and keeping the public informed of traffic impacts. We are maintaining a project website, social media accounts on all platforms and sending out text message alerts. This helps greatly with disseminating information. Also, live traffic information through our smart work zone system (cameras, speed sensors, message boards) provides constant up to the minute traffic information.



“Timely communication is key to a successful project.”

How has the traveling public handled the daily 15-min blasting closures on I-95? The text alert notifications for outlining the daily blasting schedule, as well as the time posted on the project's social media outlets, have made the impact on the travelling public more tolerable. The blasting closures continue to be refined as the operation unfolds. I believe people understand why we need to shut down the highway during these blasts and we continue to investigate ways to educate the public on various activities throughout the project.

Michael Testa, Senior Inspector

GM2 Associates, Inc.



What is your position, role, and day-to-day activities on this project?

I am a Senior Inspector and recently took on a leadership role supervising the inspection staff during nighttime stage 1A-1C activities. Various activities overseen are sewer main relocation, traffic lane shifts, installation of temporary lighting, drainage, and paving. I am also overseeing the communication of daytime blasting activities and monitoring the duration of mainline closures.

Can you explain what goes into each blast operation?

There are many aspects that go into preparing for each blast. Our team coordinates with the contractor/subcontractor to develop a daily schedule. The subcontractor that performs

Once all is in order, we then hold a safety/maintenance & protection of traffic (MPT) meeting to discuss traffic control. The blast time is then set, and it is communicated to the public. The team holds a final meeting to confirm that all items meet specifications before each blast.



PROJECT PROGRESS: What's Been Done So Far.

WORK COMPLETED ALONG I-95

- Installation of over 11,000 linear feet of concrete barrier.
- Removal of 1,200 linear feet of existing concrete barrier along the median and shoulders.
- Removal of existing lighting system and installation of temporary lighting systems along the shoulders of both northbound and southbound.
- Installation of a variety of environmental controls including 16,000 linear feet of sediment control fencing (silt fence), anti-tracking pads with innovative track-out systems to prevent sediment from the work zones entering the roadways.
- Installation of speed control and traffic protection devices including video and speed recording devices, message board signs, and construction signs.
- Installation of approximately 6,000 linear feet of drainage pipe.
- Installation of approximately 50 drainage structures.
- Installation of several large drainage culvert ends.
- Installation of the new Frontage Road, a temporary commuter lot and associated lighting elements.
- Approximately 48,000 cubic yards of earth excavation which was, in turn, used as backfill for the following future elements:
 - The new I-95 northbound Exit 74 off-ramp area
 - The new I-95 southbound Exit 74 on and off-ramp areas
- Both areas above had the material placed in consecutive lifts and compacted to create the new ramps which are sloped on either side of the ramps and finished, dressed, with topsoil.
- About 7,000 cubic yards of controlled blasting rock removed along the eastern side of I-95 northbound. Approximately 15,000-18,000 cubic yards of rock has been blasted and yet to be removed and hauled from the site.
- Progression of the extension of the culvert under I-95 at the Pattagansett River. This included the following efforts:
 - Installation of a 48" bypass pipe.
 - Installation of an engineered water diversion system comprised of sandbags and driven steel plates.
 - The use of large 12" and 4" water pumps to pump river water through the work zone.
 - Fabrication and installation of large concrete box culvert precast concrete sections that extend the culvert to the south which allows the widening of I-95.
- Progression of the installation of several hundred feet of retaining wall systems. Currently Wall 106 is progressing which is at the new I-95 northbound Exit 74 off-ramp and includes the following efforts:
 - Excavation and installation of trench stabilization systems that also act as a cofferdam (a system that seals the excavated area from surrounding groundwater).
 - Installation and use of pumps to remove ground water from the excavated area.
 - Installation and use of several environmental protecting devices such as frac tanks (devices that let water travel through and settle out sediment before reintroducing the water into adjacent watercourses).
 - Installation of compacted base material and leveling pads.
 - Fabrication, setting, and backfilling of precast concrete wall sections.



Retaining Wall



New Exit 74 Off-Ramp

STAY IN THE LOOP

Website: i-95eastlyme.com

To sign up for project alerts, [click here](#).
Have a question or comment? [Email us](#).



Construction 101

What is a Cofferdam?

You may have seen the blue piers located off Exit 74 when traveling I-95 northbound. This is a cofferdam which is a structure used to keep water out of an area where construction work needs to be done to a depth below the surface. Cofferdams offer great method for selectively and temporarily removing water from the project work area.



POTENTIAL WINTER WORK

Bridge 00250: The southern section of the new bridge 250 is anticipated to start towards the end of this construction season. This will entail the excavation of the existing slope on the south side of the existing I-95 roadway and installation of a temporary earth retaining system, as well as the construction of the two new abutments on this same side. This section of bridge is built entirely offline of the existing highway and will not impact existing traffic patterns on I-95.

Wall 111 (DOT Access Road and Exit 74 Northbound On-Ramp): Wall 111 is one of the larger retaining walls proposed on this project. It will be seen along to the South of I-95, adjacent to the recently blasted and excavated rock ledge and will separate the exit 74 Northbound on-ramp and the DOT access road. Blasting of existing rock will be required for this section of the project site as well. Excavation and installation of temporary earth retaining systems has already begun for this structure but will continue over the course of the next couple of months. The wall is comprised of precast concrete block units which are stacked and secured with specialized backfill material to lock them into place and support the adjacent soil.

Latimer Brook: The efforts scheduled to occur at Latimer Brook includes the removal and reinstallation of existing wing walls and headwall at both the inlet and outlet portions of an existing box-culvert that extends underneath and completely across I-95. The existing stream is diverted from one side of the watercourse to the other for in-water improvements to the stream to be completed such as streambed material repairs, concrete weir installation, and slope stabilization improvements. This will minimize scour during large rain events as well as reset environmental controls that benefit the wildlife's migration patterns.

Utility Relocation: Utility relocations along Flanders Road will be ongoing over the fall and possibly winter months of this year. Both underground and overhead utility shifts will be experienced until the point in which all existing utilities are shifted from their current locations to the newly proposed locations.



PROJECT COMPLETION VISUALS

Our team has used state-of-the-art technology to create an interactive and highly detailed 3D model of the what the project will look like when it is completed. To view this video, click on the link below.

[Completed Project Visuals | I95 East Lyme \(i-95eastlyme.com\)](https://www.i-95eastlyme.com)



Connect with us.