

Connecticut Department of Transportation Bridge Bundle Rehabilitation Project No. 0171-0431 East Hartford Public Information Meeting Meeting Notes of February 22, 2018

Overview

On February 22, 2018, the Connecticut Department of Transportation and the project team consisting of Middlesex Corporation and Lochner, held a Public Information Meeting in East Hartford for the Bridge Bundle Rehabilitation Project. Hannah Brockhaus of Howard Stein Hudson gave the presentation, which included a project overview, schedule, scope of work, traffic impacts and detour information, as well as ways for the public to stay informed about the project and contact the project team.

The purpose of the meeting was to provide East Hartford residents with an overview of the project, its goals, the upcoming traffic impacts and detour routes associated with the closure of Bridge 02369 this year, as well as the anticipated traffic impacts from the replacement of Bridges 02366 and 02367 in 2019.

Beginning April 20, 2018, Bridge 02369 (Route 2 East from the Founder's Bridge over I-84 East) will be closed to traffic while the substructure of the bridge is repaired, and the superstructure is replaced. Traffic seeking to remain on Route 2 East will be directed to take the Pitkin Street exit ramp (Exit 3), turn left onto Pitkin Street, then right onto Joyce Street and continue straight onto Route 2 East. A second eastbound travel lane will be added to Pitkin Street to accommodate traffic using the detour route.

At the end of the meeting a member of the public raised a question about traffic impacts from the closure of Bridge 02369 during major events at the Hartford Convention Center. Mark St. Germain of CTDOT responded that a traffic management plan would be in place, and while the impacts from this project on events at the Hartford Convention Center were expected to be minimal, the project contract contains language restricting the contractor from closing travel lanes during major events.

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Detailed Meeting Minutes¹

Welcome & Opening Remarks

C: Hannah Brockhaus: Welcome and thanks for coming. To start off, I'll let the project team introduce themselves.

C: Mark St Germain: I'm Mark St Germain. I'm the CTDOT District 1 Construction Supervising Engineer handling oversight of the project.

C: Greg Kozma: I'm Greg Kozma from District 1. I'm assisting Mark with project oversight.

C: Steve Wexell: I'm Steve Wexell with Lochner. We're working on the design for the project.

C: John Kristensen: I'm John Kristensen with The Middlesex Corporation. We're the general contractor for the project.

Presentation

C: Hannah Brockhaus: I'm Hannah Brockhaus with Howard Stein Hudson, and I'm here with my colleague Doug Johnson who is taking notes from tonight's meeting. I'll go through the project overview and why we are here, the specifics of each bridge, and lastly how you can stay informed.

¹ Herein "C" stands for comment, "Q" for question and "A" for answer. For a list of attendees, please see Appendix 1.

I'll skip over the first bridge which is in Willington and start off with Design-Build projects and how they are different from other projects.

Design-Build is an innovative method of project delivery that is fairly new in Connecticut but is commonly used in other states. I've worked on a number of Design-Build Projects in Massachusetts.

In Design-Build projects, the engineer and contractor work together to design the project from the ground up. This is more efficient in terms of cost and time than traditional projects. The Connecticut Department of Transportation has oversight over the Design-Builder and ensures the project stays on schedule and on budget.

This slide shows the locations of the bridges being reconstructed through this project. The first bridge is Potter School Road in Willington. The other 3 bridges are all in East Hartford. I'll go through each of them in more detail, but first I'll explain the anatomy of a bridge so that everyone understands what I'm referring to.

This slide shows a diagram of a bridge. You can see it's made up of a substructure, which is the supports and foundation, and a superstructure, which consists of beams and the driving surface. On some bridges we will be replacing the substructure, and on all bridges, we will be replacing the superstructure.

The Project Purpose is to replace the structurally deficient superstructures, and repair or replace the substructures. All of the bridges were built in the 1960s, so it's time to repair them.

We're using Accelerated Bridge Construction techniques in order to ensure that the project happens as quickly and efficiently as possible. In Willington we will be using Prefabricated Bridge Units and in East Hartford we are using other Accelerated Bridge Construction methods.

On two of the bridges in East Hartford we are replacing the substructures with GRS-IBS abutments. These abutments improve safety and reduce maintenance costs over the life of the bridge. This slide shows an example of a project that used GRS-IBS abutments in Killingly, Connecticut that was constructed by a different company.

This slide shows the project schedule. The first two bridges will be reconstructed in 2018 and the other two will be reconstructed in 2019. There will be a separate meeting in Willington in May to discuss the Potter School Road Bridge. There are incentives and disincentives in the contract to ensure the project remains on schedule and the work is completed on time.

Next week you'll begin to see the work starting on Bridge 02369, which is Route 2 Eastbound toward Norwich and New London. In this picture of Bridge 02369 you can see some patched concrete on the bridge substructure. We've also taken LIDAR imagery of the bridge to help us make sure we have all the survey information we need, and we won't have any surprises going into construction. Work on this bridge will be happening from March 2018 to November 2018.

In order to perform this work, the ramp shown will have to be closed for the duration of the bridge repair. This graphic shows Stage 1 of Construction. Everything shown in orange or red is the work zone, blue is the detour route and white is where traffic can move through the work zone. You can see that traffic coming from I-84 to Route 2 Eastbound will still be able to use the bridge. Route 2 Eastbound traffic coming from the Founders Bridge will be detoured onto Pitkin Street using Exit 3, and will then use Jayce Street to get back onto Route 2. To accommodate the detoured traffic, we're adding a second lane to the Exit 3 ramp, as well as to Pitkin Street heading east.

Stage 2 of construction on this bridge is similar, with the difference being that traffic coming from I-84 to Route 2 Eastbound will be shifted over on the bridge, so that the work zone can be moved to the other side.

Bridge 3 (02366) has traffic coming from two directions and merging on the bridge. Traffic comes from Governor's Street to the north, and Route 2 Westbound which is headed towards the Founders Bridge.

This slide shows a LIDAR image of this bridge.

The substructure of this bridge will be replaced with GRS-IBS abutments.

For the bridges being constructed in 2019, preparatory work will take place this fall, but it won't have a significant impact on traffic.

In terms of traffic, this bridge will be closed during Stage 3 of construction, which CTDOT has mandated will not be longer than 91 days.

This slide shows the detour routes. Pitkin St will have two lanes going west to accommodate Route 2 Westbound traffic. If you're coming from the south, you'll exit Route 2 at the Pitkin Street Exit and follow the detour from Pitkin Street to Darlin Street and then use the Darlin Street on ramp.

If you're coming from the north, you'll follow the detour from Connecticut Boulevard to Thomas Street which becomes Ash Street and then East River Drive. Then you'll take a left onto Darling Street and a right onto the Darling Street on ramp.

The last bridge (02367) is right next to Bridge 3. There are less movements using this bridge, so it will be able to stay open during construction. Similar to the last bridge, it's substructure will be replaced with a GRS-IBS abutment.

Construction on this bridge will start in March of 2019 and end in the fall of 2019.

At all times, two lanes will be maintained on the bridge. This means that the HOV lane will be turned into a general-purpose lane. The deceleration lane for the Darlin Street exit will be shortened as a result of the workzone, and we're still working on how to best manage the traffic that uses that ramp to ensure safety for all users.

To wrap up the presentation, work will start on Bridge 2 (02369) in March of this year. You'll begin to see the contractor doing work on site and preparing for the detour route. We'll be producing a detour sheet with the dates of the ramp closure, and the information will be available on the website. We also want to note that work impacting traffic operations on this bridge will be complete by the marathon, and there are incentives and disincentives in the contract to help ensure that this is met.

Finally, we will be monitoring traffic during the project. There will be an adjustment period for commuters as folks get used to the detours, but we anticipate that traffic will normalize after a week or so.

On that note, this slide shows the ways to stay informed during construction. We'll have a website where we will post bi-weekly look aheads, detour information and a quarterly newsletter.²

If you need to get in touch with us, here is our contact information. Thanks for coming tonight and please let us know if you have any questions.

Q: Jacob Booth: To the west of this project you have the convention center and the hospitals. Do you coordinate with them at all in order to reduce traffic impacts, especially when they have large events on weekends?

² The project website is: <http://www.ct.gov/dot/cwp/view.asp?a=4453&q=601558>.

A: Mark St. Germain: Yes we do. We have a traffic management plan for the Hartford area. We will have routine lane closures during the project, but when there are certain large events we won't allow contractors to be out there. That said, because the project is on the other side of the river and on Route 2 westbound, it won't have a huge impact on traffic, but there is language in the contract to address large events.

C: Hannah Brockhaus: Are there any other questions? Seeing none, we'll close this meeting. Thank you for coming tonight.

Next Steps

A briefing for the East Hartford Town Council was held during their regular meeting on March 6, 2018. A Public Information Meeting was held in Willington, CT on May 9, 2018, prior to the start of construction on the Potter School Road Bridge to discuss that work with the local community.

Construction on Bridge 02369 in East Hartford began in March, and the bridge was closed to traffic on April 20. For biweekly look-aheads, please visit the project website

Appendix 1: Meeting Attendees

First Name	Last Name	Affiliation
Jacob	Booth	Resident
Hannah	Brockhaus	Howard Stein Hudson
Andrew	Cardinali	CTDOT
Doug	Johnson	Howard Stein Hudson
Greg	Kozma	CTDOT
Mark	St. Germain	CTDOT
Steve	Wexell	Lochner

Appendix 2: Project Fact Sheet

Connecticut Department of Transportation bridge bundle rehabilitation



The Connecticut Department of Transportation has retained a consultant team led by Middlesex Corporation to replace and repair 3 bridges in East Hartford and one bridge in Willington, including:

1. **Potter School Road over I-84 EB and WB in Willington**
2. **Route 2 EB (towards Norwich and New London) over I-84 in East Hartford**
3. **Route 2 WB (to Downtown Hartford) over I-84 EB in East Hartford**
4. **I-84 WB and HOV (Exit 54 to Downtown Hartford) over I-84 EB in East Hartford**



Project Status

Work on the Route 2 EB bridge will begin in March 2018 and end in November 2018. Work on the Potter School road bridge will begin in June 2018 and end in October 2018. Work on the Route 2 WB and I-84 WB bridges will begin in March 2019 and end in September and November 2019, respectively. Accelerated Bridge Construction techniques will be used in this project to minimize construction time and traffic impacts on the community.

Stay Informed

For questions or concerns, please contact:
Greg Kozma, Connecticut Department of Transportation
(860) 258-4615 | Greg.Kozma@ct.gov

Outreach

A public meeting will be held in February in East Hartford prior to the start of construction. A public meeting will be held in Willington in May before construction begins on Potter School Road. Additional community briefings may be held for interested community groups.

During the project, construction look-aheads, which provide a two-week snapshot of construction activities, will be provided to abutters, stakeholders and the public. These look-aheads will help members of the public plan for changes in construction activities and any detours that may be necessary as a result of these changes. Quarterly newsletters will also be made available and will include updates on the project's progress.

Additionally, a project website containing meeting presentations and minutes, detour information and contact information for the project team will be maintained for the duration of the project.