

Connecticut Department of Transportation
State Project No. 0171-0501
Federal-Aid Project No. 0072(016)
Rehabilitation of Four Bridges Carrying Route 72
over Various Features
Town of Plainville & City of New Britain

August 15, 2023 6:00 p.m.
Virtual Meeting via Zoom and YouTube Live

Minutes of Public Informational Meeting

Present:

Alvaro Garcia Jr.	CTDOT	Alvaro.Garcia@ct.gov
Susan Morneault	CTDOT	Susan.Morneault@ct.gov
Stephanie Maurer	CTDOT	stephanie.maurer@ct.gov
Curtis Wheatley	CTDOT	Curtis.wheatley@ct.gov
Jodi-Ann O'Connor	HNTB	jooconnor@hntb.com
Susan Yarbrough	HNTB	sbakulski@hntb.com
Brian Byrne	HNTB	bbyrne@hntb.com
Mark Levesque	CJM	mlevesque@cjmpc.com
Michael Jacovino	CJM	mjacovino@cjmpc.com
Jennifer Usher	BL Companies	jusher@blcompanies.com

8 Zoom Attendees

0 Public YouTube Attendees

Presentation:

A Public Information Meeting was held for this project on August 15, 2023. This meeting was held virtually via Zoom and YouTube Live. The formal presentation began at 6:00 p.m. Transportation Project Engineer Susan Morneault began the presentation by reviewing pertinent information about the project and processes for the meeting. Susan Morneault then introduced the representatives of the Connecticut Department of Transportation (CTDOT); HNTB, the Design Consultant; Close, Jensen and Miller, PC (CJM), the Consultant Liaison Engineer; and BL Companies, the Zoom Administrator.

The presentation included the following items:

- Project will be delivered via Design-Build method.
- The purpose of this project is to rehabilitate four bridges thereby extending the service life and maintaining the bridges in a state of good repair. One bridge, Bridge No. 02908 is located in Plainville, and three bridges, Bridges No. 04243, No. 04244 and No. 04297 are located in New Britain.
- An outline of various bridge elements was presented to familiarize attendees with the various terms that would be included in this presentation.
 - Abutment (Substructure)
 - Pier (Substructure)
 - Girders (Superstructure)
 - Bearings (Superstructure)
 - Parapet and Deck
- A map of all four bridges' locations was shown in the presentation and all bridges' existing photographs were included.
- Bridge No. 02908 (Plainville) is located on Route 72 westbound over Route 372. This bridge is a single simple span, steel multi tub girder with a reinforced concrete deck on a reinforced concrete substructure.
- Bridge No. 04243 (New Britain) is located on Route 72 westbound over Route 9 southbound and Route 9 ramp 055 (Exit 27 to Chestnut Street). This bridge has two simple spans, steel multi open girder with reinforced concrete deck on a reinforced concrete substructure.
- Bridge No. 04244 (New Britain) is located on Route 72 eastbound to Route 9 northbound over Route 72 westbound. This bridge is a single simple span, steel multi open girder with reinforced concrete deck on a reinforced concrete substructure.
- Bridge No. 04297 (New Britain) is located on Route 72 eastbound to Route 9 northbound over Routes 174 & Route 9 southbound. This bridge has four simple spans, steel multi open girder with reinforced concrete deck on a reinforced concrete substructure.
- The proposed Base Technical Concept, which is the conceptual design to be included in the Request for Proposals and serves as the general guidelines for Contractor and Designer teams, was presented for each of the bridges.
- Proposed project Base Technical Concepts include:
 - Maintain at least 1 lane of traffic during construction
 - Bridge No. 02908
 - Superstructure replacement (which includes the removal and replacement of the steel tub girders, concrete deck, and parapets)
 - Bearings replacement

- Substructure rehabilitation
 - Modifications to accept new superstructure
 - Patching and sealing to repair the concrete abutments
 - Restore abutment slope protection
 - Replace chain link fence
- Bridge No. 04243
 - Superstructure replacement (which includes the removal and replacement of the steel plate girders, concrete deck, and parapets)
 - Bearings replacement
 - Substructure rehabilitation
 - Modifications to accept new superstructure
 - Patching and sealing to repair the concrete abutments
- Bridge Nos. 04244 and 04297
 - Deck rehabilitation
 - Deck end and joint replacement
 - Removal of the existing pavement, patching to repair the concrete deck, installation of a waterproofing membrane to protect the deck, then re-paving the deck with a new surface to drive on
 - Guiderail/transition replacement or modification
 - Superstructure rehabilitation
 - Replacement of the steel protective coating for the girders on the edge (known as fascia), girder ends, and localized areas as needed
 - Repairs and strengthening of the steel
 - Bearing replacement
 - Substructure rehabilitation
 - Patching and sealing to repair the concrete piers and abutments
- Utility, environmental and rights-of-way impact:
 - CTDOT Illumination will be replaced on bridges and maintained during construction
 - CTDOT Incident Management System will be maintained during construction
 - Private utilities have no impacts anticipated.
 - Coordination with US Fish & Wildlife Services yielded no effect to federally listed species.
 - Coordination with the Town of Plainville Water Company regarding the Aquifer Protection Area yielded no impacts anticipated for this project.
 - Environmental Permits are not anticipated for this project.
 - Right-of-Way impacts are not anticipated for this project.
- Project schedule, construction cost and project funding.

- Construction is Anticipated to begin in late winter/early spring 2025 and end in the fall of 2026.
- Estimated Construction Cost is \$47,500,000
- Project funding is anticipated to be 80% federal and 20% state funded.

Public Comments and Questions: Following the formal presentation, a live Question and Answer session was opened to the attendees. The questions and comments below were provided via Zoom Q&A Chat. A representative from HNTB responded to the questions.

Chat question: I don't understand what you mean by design-build, can you explain it more please?

Design-build is a different method of contracting a project from the conventional design-bid-build process that has been typically used. With a conventional process, first an engineering firm is selected to design a bridge or highway, taking 18 to 24 or more months to complete and get all reviews and approvals completed. Then later, a Contractor is awarded the project as a low bid. This process takes time because it is two separate contracts that happen one after the other. With design-build, teams of Engineering firms and Contractors are shortlisted for their qualifications, and teams then compete to be chosen to design the project, with the Engineer contracted to work for the Contractor, who is contracted with the DOT. A final selection of the team is done by "Best Value" which considers both cost and if the team commits to doing something above and beyond the minimum requirements. As work occurs under one contract, with overlapping design and construction schedules, the design-build contracting method allows the project to be delivered more quickly. All the reviews and approvals that would normally be done as part of a conventional contracting approach, will also be done as part of a design-build, to at least the same level of quality.

Chat question: Will there be extensive road closures during the bridge rehabilitations?

There will not be extensive closures during this project. We expect that the structures can be built in stages. Essentially, we will shift traffic and work on one side. We do not expect any road closures or detours. Once the selected Contractor advances their design, we will know more about any required traffic

shifts. We expect that the Contractor will come back and present to the public when they advance their design concept.

Chat question: Will bridges be closed entirely?

We do not anticipate the bridges to be closed entirely during the rehabilitation process. The girder and the deck will be replaced in stages; by rehabilitating one half of it at a time so you will have an open lane on each structure and then rehabilitating the other half with an open lane, so you maintain traffic throughout.

Chat question: Why is the bridge carrying Route 72 eastbound over Route 372 not included in the project if the replacement of Route 72 westbound is going to impact Route 372 regardless?

Bridge No. 02904 is the Route 72 eastbound structure and was evaluated by CTDOT during the preliminary phase for this project. With the Asset Management Approach, CTDOT evaluates each individual bridge based on the condition ratings. The condition ratings tie into the bi-annual inspections of the structures that rate the elements we spoke about tonight, the deck, superstructure, and substructure. While the westbound bridge has elements that have lower condition ratings, the eastbound bridge has higher condition ratings and is in better overall structural condition. While they are adjacent to each other, Bridge No. 02904 is not included in this same project.

Chat question: Will sound barriers be included in the scope of the project?

The sound barriers are not included in this project. There is no additional capacity being made on the highway and the ramps themselves. The structure widths will be maintained, and there is actually one structure being narrowed up to match the approach roadways.

Chat question: When will the design-build team be selected? Is construction starting soon?

A best value selection of the design-build team will be completed by the third or fourth quarter of 2024, with construction expected to start in early Spring of 2025. We are conducting this meeting as an initial public outreach. As the project

progresses in late 2024 and 2025, there will be more public outreach and information available.

Chat question: Why is only the WB of Route 72 the 190 bridge in Plainville including in this project and not the EB.

This was answered previously. Bridge No. 02904 was looked at and is in better condition than 02908; therefore, the replacement or rehabilitation of Bridge No. 02904 is not needed at this time.

Chat question: Which bridge is going to be narrowed?

Bridge 02908 is the bridge in Plainville and that is the bridge that will be narrowed. Right now it is overbuilt. There was planning for the future at the time the bridge was designed in the late 1960's. At this time, there is plenty of capacity on the approach. It is a 50-foot approach and the new bridge coming in will be a minimum of 50-foot width as well. While we are narrowing the bridge, we are not reducing the number of lanes.

Chat question: Are these bridges safe to drive on? Can I still drive on them before they are fixed?

As is the case with all CTDOT bridges that are open to traffic, these four bridges are 100% safe to continue driving on. We are doing these repairs and rehab as preventive maintenance. There is deterioration that's occurring over normal wear and tear. I would feel very comfortable to drive on these bridges. They are in perfectly good working order, however they are coming up towards their standard life spans and require repairs to maintain the bridges.

Chat Question: If bridge 02908 superstructure will be narrowed, is it anticipated that the existing substructures will be left in place?

For Bridge No. 02908 with the narrowing of the superstructure, the existing substructures just need normal rehabilitation work done on them. The substructure does not need to be replaced. The abutments are the existing substructures that are supporting the roadway and structure above it.

The concept that was laid out is the Base Technical Concept. We are expecting that the substructures will be left in place and that those can be repaired. We will see if the design-build teams come up with anything new or an innovative concept as the project progresses.

Chat Question: Will work be during the day or night?

Both, work is expected day and night. For this project, we do anticipate stage construction to be the proposed method of maintaining traffic. We have the traffic volume information through all days of the week which dictates when we are able to close a lane in each direction. We will keep a minimum of one lane open at all times. Stage construction during the day can be completed behind a barrier, which allows the work zone to be adjacent to the traffic being maintained. At night work with lower traffic volumes there is a potential opportunity to take an additional lane or close a shoulder for specific work to be done at night when there needs to be further lane closures that cannot happen during busier travel times in the day.

Adjournment: The email address, telephone number and project webpage address were provided for any additional questions or comments regarding the project following the meeting. There was a request to fill out the Voluntary Post-Meeting Survey. Attendees were reminded that any additional comments will be received until August 29, 2023.

The presentation was well received, and the meeting was adjourned around 6:45 p.m.