

Connecticut Department of Transportation

**State Project No. 0063-0734
Rehabilitation of Bridge No. 00980A
I-84 over the Connecticut River
Hartford & East Hartford**

**Tuesday, June 03, 2024
Zoom Webinar**

Minutes of Public Informational Meeting

Presenters/Speakers:

Tracey Brais, P.E. (CTDOT)
Chad Perkoski, P.E. (CHA)

CTDOT Attendees:

Bao Chuong, P.E.
Tracey Brais, P.E.
Luis Alfonzo, P.E.

CTDOT District 1 Construction Representative:

Seth Burgess, P.E

East Hartford Town Representative:

Doug Wilson, P.E. (Town Engineer)

Design Consultant Attendees:

Chad Perkoski, P.E. (CHA)
Churyanathan Loganathan (CHA)
Sam Martha (VN Engineers)

Public Attendees:

(1) via Zoom

Presentation:

A virtual presentation was held through a Zoom Webinar for the project and delivered by Ms. Tracey Brais from CTDOT and Mr. Chad Perkoski from Clough, Harbour & Associates, LLP.

The presentation began at approximately 7:05 pm. Following an introduction of the project and the project design team, the following items were presented:

- The Bulkeley Bridge location, orientation with respect to City of Hartford and town of East Hartford spanning over the Connecticut River.
- The Bulkeley Bridge was constructed in 1906 as a stone masonry arch structure with an initial cost of \$3 Million which was at the time the most expensive bridge constructed at the time. The bridge was widened in 1964 on the north side as a reinforced concrete arch.

Bulkeley Bridge is one of the oldest structures on the Interstate system and the largest stone masonry arch bridge in the State of Connecticut.

- The purpose of this project is to address areas of deterioration as well as substandard safety elements to bring the structure to a state of good repair.
- Following this, the bridge existing conditions were discussed.
- Areas of repair or reconstruction were discussed.
 - Construct parapet at North side of I-84 Westbound
 - Replace existing median barrier with a single slope concrete barrier
 - Replace roadway luminaires with energy efficient LED fixtures
 - Reconstruct parapet at Northwest retaining wall
 - Repair underlying concrete pavement and replace wearing surface
 - Repair voids to Pier below the waterline
 - Repoint areas of loose or dislodged stone masonry
 - Seal Cracks in concrete and stone masonry
 - Clean bridge scuppers
 - Clean efflorescence and remove graffiti
- Proposed construction activities on the bridge and phases of construction at the roadway level were discussed.
- Environmental impacts and anticipated permits were discussed.
- Temporary construction easement is anticipated to access the Connecticut river.
- Anticipated traffic impacts due to different construction phases at the roadway level were discussed. Short-term closure of I-84 left shoulder, and adjacent lane will be required to facilitate the median reconstruction with an approximate duration of 6 months.
- Long-term closure of I-84 WB right shoulder and adjacent lane is proposed to perform the north barrier construction with an approximate duration of 9 months.
- The construction at the west end for the northwest retaining wall parapet repairs will require short-term shoulder and adjacent lane closure with an approximate duration of 2 months.
- Short-term closure of I-91 SB Exit 30 is proposed. The proposed detour for I-91 SB Exit 30 will use City of Hartford streets and is approximately 1 mile.
- The proposed detour for I-84 WB Exit 51 will use City of Hartford streets and is approximately 1.4 miles long.

- The temporary closure of the East Hartford on-ramp to I-84 WB will necessitate a detour through Connecticut Boulevard, Village Street, and Governor Street, totaling approximately 1.3 miles.
- Construction is estimated to begin in Spring 2027 and be complete by Spring 2030.
- Total estimated construction cost is \$23.9 Million funded 10% by the state and 90% by the federal government.

Public Comments:

Comment 1:

The East Hartford Town Representative suggested that the on-ramp detour on the East Hartford side doesn't need to go through Village Street and Governor Street; instead, it can use Thomas Street, which is a shorter route. He also commented that Governor Street is schedule to be repaved in 2024 which can facilitate detours for the Bulkeley Bridge rehabilitation project.

Comment 2:

The East Hartford Town Representative noted that they would like to discuss the proposed construction access and temporary easement needs once the design progressed.

Adjournment: The project was generally well received by those attending the meeting. The live virtual presentation was closed at 7:42 pm.

Drafted by: _____ Date: _____
Churyanathan Loganathan, Design Engineer
Clough, Harbour & Associates, LLP

Reviewed by: _____ Date: _____
Chad Perkoski, P.E., Lead Engineer
Clough, Harbour & Associates, LLP

Approved by: _____ Date: _____
Tracey Brais, P.E., Supervising Engineer
Connecticut Department of Transportation

Churyanathan Loganathan/lc/cep
cc: Attendees