

Connecticut Department of Transportation

State Project No. 0165-0509

Rehabilitation of Bridge No. 00454

**Interstate 91 over Connecticut River, Amtrak, RTE 159 & South Water Street
Windsor Locks & East Windsor**

Monday, May 10, 2021

Minutes of Virtual Public Informational Meeting

Presenters/Speakers:

Meziane Meziani – Connecticut Department of Transportation (CTDOT)

Ryan Cooley – CHA Consulting, Inc. (CHA)

CTDOT Attendees:

Meziane Meziani

Tim Fields

Sowatei Lomotey

Robert Moore

CHA Attendees:

Ryan Cooley

Jeff LeMay

Jennifer Pixley

Public Attendees:

4 via TEAMS

4 via YouTube

Excerpts of Presentation:

A virtual presentation was held through TEAMS and Streamed on YouTube for the project and was delivered by Mr. Meziane Meziani from CTDOT and Mr. Ryan Cooley from CHA.

The following items were discussed during the presentation:

- The bridge was originally built in 1959 & rehabilitated in 1991, including widening and a complete deck replacement. In 2017 the bridge joints were replaced and in 2019 the bridge had a partial depth resurfacing of the pavement.
- The purpose and need of this project is to get the bridge into a state of good repair and extend the service life of the bridge.
- The proposed rehabilitation includes bearing replacement, structural steel strengthening and repair, spot painting of the structural steel, concrete patching, improvements to light standards, and sign support replacement.
- Traffic impacts should be minimal with shoulder closures for various repair work as well as off-peak lane and shoulder closures for wearing surface replacement and concrete deck repairs.

- A construction project for the rehabilitation of Bridge No. 00454, the Dexter Coffin Bridge, is scheduled to begin in the spring of 2023 and be completed in the fall of 2025.
- Estimated construction cost for this project is currently estimated at \$38,700,000 with 90% federal funds and 10% state funds.

Public Comments and Questions:

Question:

You mention the bridge will be painted, what color will you be painting the bridge?

The bridge will not be completely repainted; only spot painting of the bridge. The intention is to try to match the existing color of the structure as much as possible.

Question:

Will there be any lane closures throughout the duration of the project on I-91?

There are some work items that will occur on the topside of the deck which may require temporary lane and shoulder closures with use of barriers on interstate 91 northbound and southbound, no long-term lane closures are anticipated. Off-peak lane and shoulder closures may also be required This will be finalized during the final design phase of the project.

Question:

Are there any utilities impacted during the course of this project?

There is a 20" water main which extends the full length of the bridge. This watermain is not anticipated to be impacted. Also, as part of the project an IMS conduit will be added to the structure for future use.

Question:

Why are some bearings being cleaned while others are being replaced, why not replace all?

The bearings support the load of the bridge and distributes this load to the abutments and piers, they also handle any movement in the structure. There are two types of bearings, fixed and expansion. Expansion bearings allows the bridge to move horizontally due to thermal movements and rotate due to live traffic, while fixed bearings only allow for rotations. The expansion bearings exhibit deterioration and are not allowing the horizontal movement due to thermal expansion and therefore all need to be replaced to current standards. Generally speaking, the fixed bearings are not designed for horizontal movement and are much simpler assemblies which can be rehabilitated. Replacement of bridge bearing is complicated work as it requires jacking of sections of the bridge, so any bearings that can be reused provide a significant cost savings to the project.

Question:

I travel to work every day over this bridge, and it was recently repaved, why are you proposing to repave again?

The bridge was resurfaced in 2017. Resurfacing means just the top portion of the asphalt was removed by milling and a thin layer was added on top to improve to the drivability of the interstate. Full depth replacement of the asphalt, also known as the wearing surface, is required and the replacement of a waterproofing membrane which will drastically increase the life of the existing deck. As well as these benefits, when the wearing surface is removed there will be access to the existing deck to inspect the condition to better determine which areas need repair.

Question:

Why are the light structures being replaced? They seem to be in working condition when I drive over this bridge at night.

There is no concern about their function. The main reason for replacing these lights is due to their proximity to the roadway. It has been an ongoing concern, during the winter months, the plows are causing these light standards to breakaway and fall into the river. By offsetting these further away from the roadway this issue can be mitigated.

Question:

Will there be any lane closures at any point during the project on South Main Street or South Water Street below the bridge?

Below the bridge the main work consists of bearing replacement and steel strengthening. There may be some temporary shoulder and lane closures due to these operations. This will be finalized during the final design phase of the project.

Question:

Will this project require funds from the Windsor Locks and East Windsor?

No, this project is completely funded by federal and state funds. 90% come from Federal Funds and 10% are State Funds.

Question:

Why would you not repaint the entire steel structure at this point instead of spot paint?

The bridge will not be completely repainted; only spot painting. Spot painting is being done as the bridge does not exhibit widespread paint deterioration. The driving factor for this decision is cost. The cost to fully paint a bridge drastically increases the price of the project, which not only includes removal of old paint and application of new paint, but also containment of the areas being painted which is very costly.

Question:

Will there be work performed on any nearby bridges during the construction period for this project? If so, any mitigation measures planned?

There will be no known work performed on nearby bridges as part of this specific project. There may be adjacent projects, CTDOT will continue to monitor to insure if coordination is required.

Adjournment: The project was generally well received by those who attended the meeting. The live event virtual presentation was closed at approximately 7:45 p.m.

Drafted by: _____
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Reviewed by: _____
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Approved by: _____
Meziane Meziani, EIT, Transportation Engineer III
Connecticut Department of Transportation

Jennifer L. Pixley/jlp/rrc
cc: Attendees