



Mixmaster Rehabilitation

NEWSLETTER

June
2020

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Project Status

The Mixmaster Rehabilitation project is into its 24th month and is scheduled to be completed on time. To date, there have been significant improvements made with minimal traffic disturbance.

Bridge rehabilitation continues including replacing the bridge deck ends and bridge joints, safety modifications to the bridge parapets and bridge deck repairs.

If you have any comments or concerns relative to this project, please feel free to contact us at info@mixmaster-rehab.com or visit our project website <https://mixmaster-rehab.com/>. All future updates will continue to be posted on all social media outlets.



Thank You
to all essential
workers
for keeping
us safe!

COVID-19 and the Project

Since the COVID-19 pandemic, traffic volume has decreased by 50% throughout the interchange. This decrease has afforded the project team the ability to work around the clock. We are able to close additional lanes and have at least one lane closed 24/7 while performing deck work and reconstruction.



Employee Spotlight

FRANK KUSTA



COMPANY: GM2 Associates, Inc.

POSITION: Construction Inspector

FAVORITE PART OF THE JOB:

“My favorite part of the job is having a “front row view” of the the construction from start to finish and being able to be a part of each step of the process. I always wanted to work in the construction industry and this project has many nuances that I learn every single day.”

SOMETHING LEARNED ON THE PROJECT:

“I have learned the importance of building good working relationships with people on the project. This includes the contractor, inspectors, supervisors, and municipality/state project representation. Building these relationships creates easier communication, a positive working environment, and minimal work stress.”



An Interview with

Dave Ferraro

Project Engineer

Connecticut Department
of Transportation

1. What has been completed to date and is the project still on schedule to be completed in September 2022?

The project is still on track to meet the original completion date of September 10, 2022. Over the last six months we have completed a significant amount of bridge rehabilitation work. All steel strengthening and corrosion repairs have been completed to Bridge 3191A (I-84 Eastbound). This includes blasting (paint removal) and painting of the beam ends for all 46 spans. Demolition of stage one (eastern portion) of Bridge 3190A (Route 8 Northbound) was completed and we have begun placing concrete for the new bridge decks. To date, we have placed concrete for 12 of the 36 spans. Demolition of stage one (eastern portion) of Bridge 3190B (Route 8 Southbound) has begun and we are currently installing formwork for deck replacement. On Bridge 3191B (I-84 Westbound), we have completed reconstruction of the south parapet, completed deck patching and reconstructed all of the deck ends in the left lane for all 30 spans.

2. Prior to recent traffic reductions, has there been any significant back-ups throughout the interchange?

We have been able to complete all of the work noted above without any significant impacts to the traveling public.

Most of the work that impacts traffic is restricted to off-peak hours (nights and weekends). With the construction of the Route 8 Northbound Temporary Bypass and the U-turn at Exit 35, we have been able to maintain traffic efficiently even with the ramp closures. With recent reductions in traffic volumes due to the pandemic, our team has been able to work twenty-four hours a day/seven days a week without disrupting traffic at all.

3. How have the field workers handled staying safe during this pandemic?

All personnel is required to practice proper social distancing guidelines and wear facial coverings at all times. For some operations it’s impossible for workers to maintain proper distancing from each other. These employees must wear the proper PPE (personal protective equipment) to ensure their and their coworkers safety and health. Common work areas, field offices and portable toilets are disinfected regularly. Handwashing and disinfecting stations have been added to work locations. All workers are required to follow strict guidelines and policies to ensure that no one on the team gets sick. It’s been challenging at times but everyone has remained safe and healthy thus far.



Project inspectors, Mike Testa and Shravani Venkata

It is important to follow the speed limits through the interchange as well as in all construction work zones. These are our front line workers.

Our family.

Replacement of Bridge Decks (Route 8 Northbound/Southbound)

Much needed improvements are underway on Route 8 as part of the Mixmaster Rehabilitation Project. This portion of the project initially included a full concrete deck slab replacement for Route 8 Northbound (Bridge #3190A) and replacement of only five of the 21 total spans for Route 8 Southbound (Bridge #3190B).



Route 8 Northbound (Bridge #3190A), which consists of 36 spans, will be dismantled and rebuilt in three stages. The temporary bypass was designed and built prior to stage construction to allow for Route 8 Northbound traffic to continue through the project limits uninterrupted while the bridge is under reconstruction. The only traffic allowed on the existing bridge during stage construction will be for those motorists that require access to I-84 Eastbound and I-84 Westbound from Route 8 Northbound. All three stages of bridge reconstruction will consist of:

Shifting existing traffic into stage construction alignment

1. Removal of existing deck slabs and parapets to expose steel support structure
2. Steel strengthening repairs
3. Installation of new galvanized reinforcement
4. Placement of new concrete for the deck slab and the parapets
5. Placement of new water proofing membrane and hot mix asphalt
6. Lead paint removal and repainting at the beam ends.

Route 8 Southbound (Bridge #3190B) consists of 21 spans. The original scope of work included the replacement of five select spans of deck slab with exodermic decking. Exodermic decking is a precast concrete deck slab system that allows for accelerated bridge construction.

In June of 2019, portions of the Southbound decks were milled and a full inspection was performed. Based on the findings, it was determined that the full replacement of all 21 spans was most cost effective and the best way to meet the project goal of a 25-year repair. To efficiently accomplish the new scope, reconstruction of the Southbound decks will be performed in two stages allowing for one lane of traffic to be maintained for the duration of the rebuild. To allow simultaneous work, the Route 8 Southbound rebuild will mirror that of Route 8 Northbound.

This project includes the rehabilitation of various bridges within the Route 8 / I-84 Interchange. The current structures have been rated as structurally deficient and have deteriorated to the point where they are in need of repairs and rehabilitation. The rehabilitation of these bridges will ensure their structural integrity for years to come and put off the need to replace the structures entirely. To finish on time, the contractor will now be required to work on Route 8 Northbound and Southbound and I-84 Eastbound and Westbound concurrently.



Route 8 Northbound (Bridge #3190A), which consists of 36 spans, will be dismantled and rebuilt in three stages.



Route 8 Southbound (Bridge #3190B) consists of 21 spans. It was determined that the full replacement of all 21 spans was most cost effective and the best way to meet the project goal of a 25-year repair.

September 2018



February 2020



2018



2020



Significant safety measures have been completed in two year's time.

Thank you for your patience. We care about your safety.

TIPS FOR TRAVELING SAFELY IN WORK ZONES

Expect the Unexpected.

Things may change overnight on the routes you travel every day! Normal speed limits may be reduced, traffic lanes and sidewalks may be closed, narrowed, or shifted and people may be working on or near the road.

Stay Alert.

Dedicate your full attention to the roadway and avoid distraction while approaching and driving/walking/biking in a work zone. The construction signs are there to help everyone move safely through the work zone.

Keep a Safe Distance.

Drive defensively by keeping distance between you and the car ahead of you. Most rear-end accidents occur because of following too closely and traveling too fast for conditions.

Obey Speed Limit.

Speeding is one of the major causes of work zone crashes. Traveling at 60 mph, if you see a sign that indicates a Work Zone is 1,500 feet ahead, you'll be there in 17 seconds!!

Keep Up with the Traffic Flow.

Don't slow down to look at road work.

Obey Road Crew Flaggers.

The flagger knows what is best for moving all road users safely through the work zone.

Know Before You Go.

Check radio, TV, and websites for traffic information; and schedule enough time so you can reach your destination on time and safely. Learn to expect delays.

Be Patient and Stay Calm.

Work zones are not there to personally inconvenience you. Remember, the crew members are working to improve the transportation system you use every day.

Wear Your Seatbelt.

It is your best defense in a crash and it's the law.

Obey the signs.

There are signs at the beginning AND the end of the work zone. Obey the signs all the way through to the end of the work zone. Remember, some work zones are moving and may cover a distance.

"DON'T BE THAT DRIVER!"
Work on Safety. Get Home Safely. Every Day.

