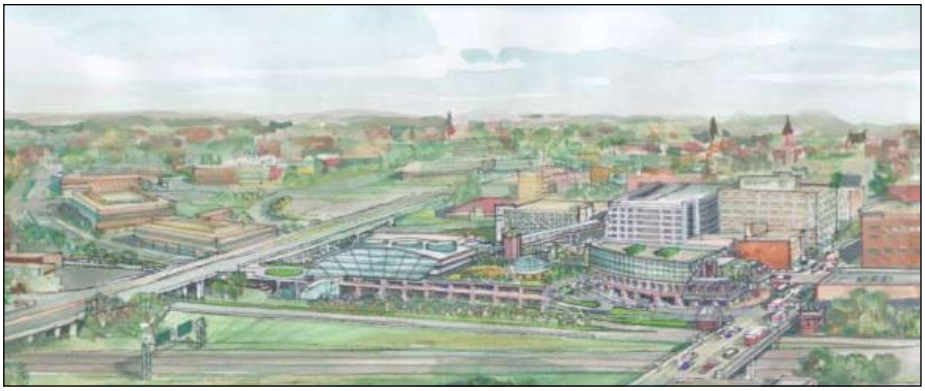
New Britain-Hartford Busway Program Management
Connecticut



Description

Fitzgerald & Halliday, Inc. (FHI) was brought on board the Program Management team for environmental services on this multi-year, multi-task contract to design a 9.4-mile dedicated bus rapid transit (BRT) corridor, involving 14 bridge constructions or reconstructions, new station sites, and relocation of Amtrak's rail-side access road. The busway corridor connects New Britain and Hartford, Connecticut, includes 11 stations, and will serve thousands of commuters, reducing traffic congestion on Interstate 84 west of Hartford. FHI has played a major role in responding to wetland, water resource, and historic resource issues for the Connecticut Department of Transportation (ConnDOT).

During the preliminary design stage, FHI prepared a permitting strategy to optimize the efficiency and effectiveness of securing state (CTDEP) and federal wetland (ACOE) and water resource permit applications. FHI also initiated early planning for project-wide impacts to inland wetlands by investigating potential wetland mitigation sites in the affected watersheds. To mitigate adverse effects to historic resources from the project, FHI prepared state-level documentation for the historic Newington Depot, a circa 1870 ticket booth/station, the Trout Brook railroad bridge (a circa 1850 stone arched bridge), and the railroad culverts beneath I-84 from the same period. The archival quality documentation, consisting of physical descriptions, historical context, and photographs, was approved by the State Historic Preservation Officer (SHPO) without revision.

During final design, FHI embarked upon project-wide environmental permit applications for this multi-faceted project with multiple design segments, new station sites, and a relocated Amtrak track-side maintenance access road. Permit applications include a series of Connecticut inland water resources permits and an Army Corps of Engineers Section 404 individual permit. Coincident with final design, investigated wetland mitigation sites within the watersheds of the impacted wetlands. FHI conducted a detailed site analysis for one of the more promising mitigation sites, involving field collection of wetland and vegetation community data, identification of drainage patterns, estimation of potential excavation/creation areas, and consideration of ecological values.

Client

Connecticut Department of Transportation