

**I-84 HARTFORD PROJECT
OPEN PLANNING STUDIO
APPENDICES**

APPENDIX A: OPEN PLANNING STUDIO PLAN

I-84 ALTERNATIVES DESIGN CHARRETTE PLAN

DRAFT 02/23/2014

1. OVERALL PURPOSE/OBJECTIVES

The purpose of the proposed charrette is to engage as many stakeholders in the development of alternatives for improving or replacing the I-84 Viaduct in Hartford. The I-84 Project Team is currently evaluating a range of community and environmental impacts on a number of preliminary alternatives. Before any one or more of the alternatives are carried forward for further analysis and design, the Team would like to solicit community feedback on how they might be refined.

The objective of the charrette will be to build community consensus for a range of reasonable and feasible alternatives for improvement or replacement of I-84 through Hartford, including how interchanges are developed, how to integrate many modes of travel, and how to integrate the project into the city environment. This process is intended to:

- Make the development of alternatives transparent and inclusive
- Build support as the Project progresses for the ultimate identification of a preferred alternative
- Fully identify and respond to concerns from a broad range of stakeholders and attempt to address those concerns in the alternatives
- Engage community groups that have been historically disenfranchised in the process of selecting transportation alternatives

2. GUIDING PRINCIPLES

Principles: The charrette has been developed to support civic engagement for the study by employing the following community outreach principles:

- *The public shall have adequate access to information:* The charrette and supporting documentation will be posted on the project website and notice of the charrette and materials will be distributed to stakeholders in advance through a diversity of means, including daily reports via e-blasts, Facebook, Twitter & web postings, and press advisories of activities/progress. A complete charrette report will be prepared at its conclusion and posted on the project website.
- *The public shall have clarity in the information presented to them:* Technical information will be presented in terms that are understandable to the public. Charrette materials and notifications will be made available in more than one language, to accommodate the EJ and LEP populations identified.
- *The public shall be able to engage and comment on the study as it progresses with a responsive and timely Project Team:* The public will receive sufficient notice of the charrette with multiple opportunities to participate, to be held at a time and place that is convenient and comfortable. All public questions and inquiries will be answered in a timely manner.
- *The public shall be able to participate in a process that is well coordinated:* Good coordination, communication, and collaboration among all concerned members of the Project Team will be critical to providing the public with the most current and correct information and the overall success of the charrette.

3. INTENDED OUTCOMES/PRODUCTS

Products of the charrette are expected to include:

- Refinement of the preliminary alternatives developed to date, including highway alignment and interchange options
- Renderings of various options to help communicate complex information
- Identification of features and amenities to complement the alternatives on the concept plans and renderings
- Record of Meetings of all events, including PAC meetings, public workshops, stakeholder interviews, and focus groups
- A visually rich Charrette Outcomes report which includes the charrette schedule, summary of activities, and outcomes
- Video documentation of the process and a final edited video of the charrette highlights

4. TARGETED STAKEHOLDERS

A comprehensive range of stakeholders will be informed of the charrette and invited to attend via the project website, project charrette flyers in English and Spanish, and email blasts to the stakeholders in the outreach database. Stakeholders who will be directly invited to participate in the charrette via personal email or letter invitation will include:

Project Advisory Committee: (list in formation)

- AAA, Aaron Kupick, Public Relations
- Aetna, Mike Marshall, Head of Global Asset Management
- Amtrak, Jeff Gerlach
- Archdiocese of Hartford, Msgr. John J. McCarthy
- ArtSpace, Jackie McKinney, President, Residents Association
- Asylum Hill Neighborhood Association, Jennifer Cassidy, President
- Bike Walk CT, Kelly Kennedy, Executive Director
- City of Hartford, Thomas Deller, Director of Development and Planning
- Coalition to Strengthen Charter Oak Neighborhood, Lynn Ferrari
- CT Motor Transport Association Mike Riley, Executive Director
- Frog Hollow NRZ, David Corrigan, President
- Greater Hartford Conference of Churches, Rev. Donald Hamer
- Greater Hartford Transit District, Vicki Shotland, Executive Director
- Hartford Business Improvement District, Michael Zaleski, Executive Director
- Hartford Courant, Hans Keck, Safety & Security Manager
- Hartford Hospital, Director of Patient Relations and Security
- Hartford Preservation Alliance, Frank Hagaman
- HUB of Hartford, Robert Painter, Chair
- Metro Hartford Alliance Oz Griebel, Executive Director
- Northside Institutions Neighborhood Alliance (NINA)
- Parkville Revitalization Association, David Morin, President
- Peter Pan Bus, Don Soja
- Saint Francis Hospital, Liz Rovatera, Senior Planning Associate
- Southern Connecticut Railroad, Charles Hunter, General Manager
- State of CT Department of Administrative Services, Doug Moore, Bureau of Properties and Facilities Management
- The Hartford, Robert Benzinger, Assistant VP of Global Assets
- Town of East Hartford, Mayor Marcia A. Leclerc

- Town of West Hartford Ron Van Winkle, Town Manager
- Travelers Insurance Company, Anne Hayes
- West End Civic Association, Toni Gold

Additional Stakeholder Groups – Other stakeholders include representatives of local government, legislators, major employers and institutions with a strong vested interest in the future social and economic success of the region. Those not already participating on the PAC whom will be invited include:

- City of Hartford technical staff (planning and engineering)
- Town of West Hartford technical staff
- Town of East Hartford technical staff
- Capitol Community Technical College
- University of Connecticut – Hartford
- University of Hartford
- Trinity College
- All NRZ chairs
- ANNA Transportation Committee, Justin’s Group, ad hoc bike committees
- HYPE – we should reach out to this group, perhaps get a small group of folks who might attend one or more sessions
- City/magnet high schools – one’s with engineering/leadership programs
- Cultural institutions in the corridor – antiquarian & landmark society, Mark Twain House, Real Art Ways, YWCA, Knox, Leadership Grtr Hartford, United Way,
- Past public meeting attendees
- Specific classes at Capitol Community College – could we partner with a few professors to have the charrette integrated into their curriculum?

Constituent Organizations and Groups –Numerous local and regional organizations with a diversity of missions have been kept informed of the study progress. Partnerships with these groups will be utilized as a means to reach out to their membership to disseminate charrette information and invite them to participate. A list of potential organizations with whom such partnerships may be employed will include but not be limited to:

- Transit Users
- Bicyclists and pedestrians
- ADA

Environmental Justice Populations – Particular accommodations will be made to facilitate engagement by Environmental Justice (EJ) populations in the charrette process. The methods used to facilitate participation will meet federal requirements for ensuring disadvantaged populations have the support they need to be included in this study. By federal definition, EJ populations include minorities, the economically disadvantaged, and those with limited English proficiency (LEP). Tools that will be used to facilitate their participation will include:

- Spanish translator at the public meetings will be available
- Sign language interpreter will be available if requested
- Charrette publicity materials will be made available in Spanish
- Charrette handouts will be provided in Spanish as needed
- Project website facilitates translation into Spanish
- Bus-neighborhood charrettes will include Spanish translator

EJ groups will be encouraged to visit the charrette space, and every attempt to accommodate diverse schedules and access requirements will be made; the Project Team will also be ready to mobilize to locations within EJ communities (e.g. churches, community centers, shopping areas, schools, etc.) to bring the information to these groups. Some of the organizations and people to reach out to include the following.

Organizations:

- Southside Institutions Neighborhood Alliance (SINA)
- Urban League of Greater Hartford
- Hartford Area Rallies Together (HART)
- Hartford Health and Human Services
- Sheldon Oak Central
- Hispanic Health Council
- Our Piece of the Pie
- Connecticut Coalition for Environmental Justice (CCEJ)
- Capital Workforce Partners
- Center for Latino Progress
- Latino Community Services
- Community Renewal Team

People:

- Kristina Newman-Scott, Director of Marketing, Events and Cultural Affairs for the City of Hartford – Ms. Newman-Scott likely knows the calendar of annual events and is related to a prominent Hartford family and north end business (Scott's Bakery).
- Troy Stewart, Director of Recreation for the City of Hartford – Mr. Stewart hails from a well-known and respected multi-generational African-American family and formerly worked at Hartford Public Access TV.
- Milly Arciniegas, Executive Director, Hartford Parent University – Ms. Arciniegas provided training and technical assistance to PTO parent leaders and parents throughout Hartford Public Schools.
- Bernadine Silvers, long-time community activist, founder of CSSCON – Ms. Silvers is a neighborhood advocacy group in the Charter Oak neighborhood on the edge of downtown Hartford, and Hartford 2000, a coalition of all the city's NRZs. She has served on numerous citizen planning efforts, most recently the Hartford Redevelopment Authority and Hartford's Green Ribbon Task Force.

Regulating and Resource Agencies: An additional group of project stakeholders are the local, state, and federal regulating agencies responsible for oversight regarding protection of environmental and socio-economic resources within the study area. A separate Resource Agency Coordination Plan has been prepared for this AA/DEIS to detail the agency coordination process. A parallel process of outreach to those agencies will be conducted. It will be coordinated and integrated with the processes employed through this PIP. Agencies expected to be included in outreach for this project include:

- *Federal Agencies*
 - Federal Transit Administration (FTA)
 - Federal Railroad Administration (FRA)
 - Federal Highway Administration (FHWA)
 - United States Army Corps of Engineers (US ACE)
 - United States Environmental Protection Agency (US EPA)

- *State Agencies*
 - Connecticut Department of Energy & Environmental Protection (CT DEEP)
 - Connecticut State Historic Preservation Office (CT SHPO)

5. GENERAL FORMAT AND SCHEDULE

The charrette will occur over a six-day period including one Saturday. It will include a mix of meetings and team production time following three themed tracks:

- Large meetings: to solicit input on the base feasible alternatives and generate more ideas and comments on them
 - Day One – PAC meeting to offer a ‘first look’ at preliminary options for the alternatives and to encourage them to participate in the week’s events
 - Day Two – Public meeting to kick off the charrette; provide a PowerPoint on where the study stands and will include interactive exercises to solicit attendees ideas and responses to the preliminary feasible alternatives and kid’s space; interactive exercises could include:
 - Planner/engineer for an evening exercise (stations designed to strategize on specific options)
 - Interactive polling with keypad devices and/or text-based surveys
 - Places that Hartford could learn from
 - Priorities – post-it note board or ‘marble’ exercise
 - Kids space – coloring activities, build a bridge with Legos, etc. (include this information on flyer to encourage attendance)
 - Light refreshments to encourage attendance (include on flyer)
 - Final Day – Public meeting to present the findings of the charrette and draft concepts for the alternatives that will be carried forward
- Focus-group/topical meetings: for a more in-depth discussion of specific issues related to the alternatives, including
 - Highway options
 - Local streets
 - traffic, and parking,
 - transit, pedestrian and bicyclist access
 - economic development
 - environmental considerations and aesthetics (targeted to regulating and resource agencies)
- Place-based Meetings:
 - Neighborhood meetings: the Design team will visit the neighborhoods ideally via a vehicle/bus that is signed for the event and invite folks to board the bus and discuss neighborhood concerns, and then join the team on a walking tour of the potentially affected area of the neighborhood. Four neighborhoods in particular will be visited; Downtown, Asylum Hill, Frog Hollow, and West End.
 - Other community breakout meetings: Time will be set aside to conduct additional small group meetings with neighborhood groups or stakeholders as the need or desire arises during the charrette.

The charrette will conclude on a Saturday with a large public meeting where the outcomes of the charrette will be presented to the public.

The preliminary charrette schedule is as follows:

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
8:00	Studio set up	Team meeting	Team meeting	Team meeting	Team meeting	Team meeting
9:00			Alternative development	Alternative development	Stakeholder interviews as needed	Place-based meetings as needed
10:00	PAC Meeting	Alternative development	Open House	Focus Group meetings	Walkabout	Production
11:00						
12:00	Lunch	Lunch	Lunch	Lunch	Lunch	Lunch
1:00	Stakeholder interviews	Walkabout	Alternative development	Place-based meetings	Alternative development	Place-based meetings
2:00		Alternative development	Place-based meetings	Alternative development	Open house	Alternative development
3:00			Stakeholder interviews	Open House	Comment synthesis and presentation outline	
4:00		Meeting setup				Clean up space and leave
5:00	Dinner	Dinner	Dinner	Dinner	Dinner	Project Team dinner and celebration
6:00	Open house/ Team work session	Public Workshop	Open house/ Team work session	Place-based meetings	Open house/ Team work session	Focus Groups meetings
7:00					Place-based meetings	Production
8:00						
9:00	Team debrief, clean up, adjourn	Team debrief, clean up, adjourn	Team debrief, clean up, adjourn	Team debrief, clean up, adjourn	Team debrief, clean up, adjourn	

6. CHARRETTE/STUDIO LOCATION

FHI is researching pricing / availability of G. Fox building.

7. PUBLICITY

Publicity for the charrette will be initiated 6 weeks prior to the event. Public awareness activities will include:

- Banners/signage at Charrette Location
- Media coordination
- Press release
- Project website announcement
- Social media
- Flyer production and distribution, including Spanish version
- Email blasts through PAC organizations/companies
- Email notice to stakeholder database
- Written invitation to resource/regulating agencies
- Follow-up emails and phone calls 10 days prior to the event

8. PROPOSED TIMELINE WITH ROLES AND RESPONSIBILITIES

Due Date	Action	Responsibility	Status
Charrette Publicity & Invitations			
	Banners/signage at Charrette Location		
	Media coordination		
	Project website announcement		
	Press release		
	Flyer production and distribution		
	Social media		
	Email blasts through PAC organizations/companies		
	Email notice to stakeholder database		
	Written invitation to resource/regulating agencies		
	Follow-up emails and phone calls		
Public Workshop and PAC Presentation			
	PAC PowerPoint and Boards		
	Public Workshop PowerPoint and Boards		
	Interactive exercise materials and workshop tabletop graphics		
	Small group Boards and workshop graphics		
	Bus Charrette – Bus set-up		
	Hand-outs		
Logistics			
Ongoing	Coordination with Venue for access – use requirements		
	PowerPoints finalized		
	Boards finalized		
	Materials delivery to charrette site		
	Bus charrette logistics		

Due Date	Action	Responsibility	Status
Charrette Materials			
	Signage		
	Boards		
	PowerPoint		
	Tabletop Graphics		
	Markers, pens, pencils, post-it notes, sticky dots, etcetera		
	Extension cords – computers – computer cables – Wi-Fi access		
	Refreshments		
	Easels		
	Nametags		
	Agendas		
	Sign-in sheets		
	Comment forms		
	Comment box		

APPENDIX B. OUTREACH/MEDIA PLANNING

Flyer (English)



All welcome
to observe and
participate!

SAVE THE DATE!

Help shape
the future I-84
corridor!



I-84 Hartford

OPEN PLANNING STUDIO

You are invited to observe and participate as the I-84 Hartford team examines preliminary alternatives to redesign I-84.

Drop in at any time to meet the project's planners and engineers, though there will be scheduled times to discuss specific topics and have public presentations.

Please visit the project website at i84hartford.com, or call 860-256-4913 if you have additional questions about the Open Planning Studio.

Stay tuned for details!



Monday – Saturday

April 27th – May 2nd

Christ Church
Cathedral Auditorium
45 Church Street
Hartford, CT 06103

Visit our website or follow us on social media to learn more.

i84hartford.com



facebook.com/i84hartford



[@i84hartford](https://twitter.com/i84hartford)

Flyer (Spanish)



I-84 de Hartford

ESTUDIO DE LA PLANIFICACIÓN ABIERTO

Usted está invitado a observar y participar como el equipo examina alternativas preliminares para rediseñar I-84.

Visite en cualquier momento para conocer los planificadores y ingenieros. Habrá un horario para discutir temas específicos y tener presentaciones públicas.

Por favor visite el sitio web del proyecto o llame a 860-256-4913 si tiene más preguntas sobre la Planificación Estudio Abierto.

¡Más detalles están viniendo!



Visita nuestro sitio web o síganos en medios de comunicación social para aprender más.

i84hartford.com



facebook.com/i84hartford



[@i84hartford](https://twitter.com/i84hartford)

Z-fold (English)



Attend Our Open Planning Studio!

April 27th through May 2nd

Open Planning Studio

JOIN US!
April 27th – May 2nd

You are invited to observe and participate as the I-84 Hartford team examines preliminary alternatives to redesign I-84.

Drop in at any time (Mon-Fri 9am – 7pm, or Sat 9am – 2pm) to meet the project's planners and engineers, though there will be scheduled times to discuss specific topics and have public presentations. Children are welcome too!

The meeting facility is ADA accessible. Language assistance may be requested by contacting the Department of Transportation's Office of Communications (voice only) at 860-594-3062 at least five working days prior to the meeting. Language assistance is provided at no cost to the public, and efforts will be made to respond to requests for assistance.

Please visit the project website at i84hartford.com, or call 860-256-4913 if you have additional questions about the Open Planning Studio.

Christ Church Cathedral Auditorium
45 Church Street
Hartford

Christ Church Cathedral Auditorium
45 Church Street • Hartford, CT
Mon-Fri, 9am – 7pm
Sat, 9am – 2pm

I-84 in Hartford needs to be replaced.

CTDOT and their team of designers have some ideas; they would love to hear yours.

Help us plan its future.

Learn more at i84hartford.com

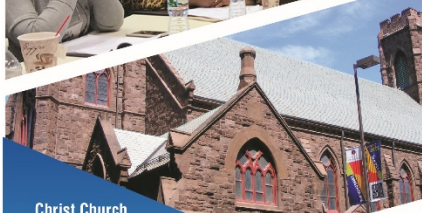
All welcome to observe and participate!

Study Area



¡Venga a Nuestro Estudio de la Planificación Abierto!

27 Abril a Mayo 2 2015



Christ Church Auditorio de la Catedral
45 Church Street
Hartford

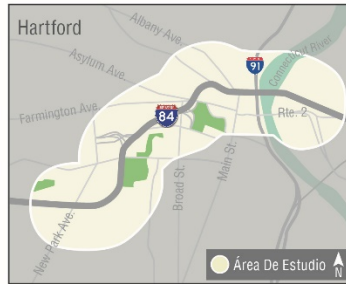
¡Todos son bienvenidos a observar y participar!



I-84 en Hartford necesita estar reemplazado.

CTDOT y su equipo de diseñadores tienen algunas ideas; querían escuchar a tuyas.

Ayúdanos planificar para su futura.



Obtenga más información en i84hartford.com

Estudio de la Planificación Abierto

¡Unanos! 27 Abril a 2 Mayo

Usted está invitado a observar y participar como el equipo examina alternativas preliminares para rediseñar I-84.

Visite en cualquier momento para conocer los planificadores y ingenieros. Habrá un horario para discutir temas específicos y tener presentaciones públicas. ¡Niños son bienvenidos también!

La sala de reuniones es accesible para discapacitados. Usted puede solicitar asistencia lingüística por llamando la Oficina del Departamento de Transporte de Comunicaciones (voz solamente) a 860-594-3062 por lo menos cinco días hábiles antes de la reunión. Asistencia lingüística está provisto sin costo al publico y se harán esfuerzos para responder a las solicitudes de asistencia.

Por favor visita el sitio web del proyecto o llame 860-256-4913 si tiene más preguntas del Estudio de la Planificación Abierto.

Christ Church Auditorio de la Catedral
45 Church Street • Hartford, CT
Lun. – Vie., 9am – 7pm
Sáb., 9am – 2pm



Textizen Survey (English)

Help shape the future of I-84!



Do you have 1 minute to shape the future of the I-84 corridor through Hartford?

**Text "OK" to
(973) 607-2547**



Textizen

Your privacy is important to us.
We won't sell or share your phone number.
Standard text message rates apply.
More info: textizen.com/privacy

***¡Ayúdenos a
determinar el futuro
de la carretera I-84!***



¿Tiene un minuto para
ayudar a determinar el futuro
de la carretera I-84 a través
de Hartford?

**Textee “OK” to
(973) 559-5986**



Textizen

Su privacidad es importante para nosotros.
No vamos a vender o compartir su número de
teléfono. Se aplican tarifas normales de
mensajes de texto. Más información:
textizen.com/privacy

Door Banners (English and Spanish)

84

**Welcome to
our Open Planning
Studio!**

**April 27th
through
May 2nd**

**Christ Church
Cathedral Auditorium
45 Church Street**

**All welcome
to observe and
participate!**

i84hartford.com

**INTERSTATE
84**

**¡Venga a Nuestro
Estudio de la
Planificación
Abierto!**

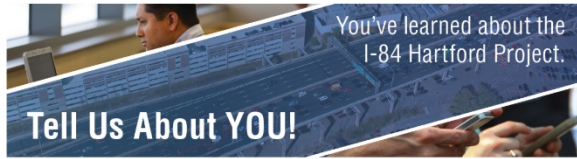
**27 Abril
a Mayo 2**

**Christ Church
Auditorio de la Catedral
45 Church Street**

**¡Todos son
bienvenidos a observar
y participar!**

i84hartford.com

Demographic Survey (English)



We'd like to understand a bit about who is participating in the Open Planning Studio. We appreciate you answering the following questions.

Date: _____

What ZIP code do you LIVE in? _____

What ZIP code do you WORK in? _____

Gender: Male Female

Age: 18 or under 19-40 41-64 65 or older

Race: _____

Primary language spoken: _____

Family income level:

\$20,000 or less \$21,000-50,000
\$51,000-100,000 \$101,000 or more

Thank you!

Demographic Survey (Spanish)



Nos gustaría aprender un poco sobre quién está participando en la Planificación de Estudio Abierto. Estamos agradecidos por su respuesta a las preguntas siguientes.

Fecha: _____

¿Cuál es su código postal? _____

¿Cuál es el código postal donde trabaja Ud.? _____

Sexo: masculino femenino

Edad: Menos de 18 años 19-40 41-64 Mayor que 65

Raza: _____

Primer idioma: _____

Ingreso de su familia:

\$20.000 o menos \$21.000-50.000
\$51.000-100.000 \$101.000 or mas

¡Gracias!

Other Website Notifications (English and Spanish)

I-84 Open Planning Studio

April 27 – May 2 • Schedule Subject to Change

Open House – Visit the Design Team at Work Any Time!

	Mon, April 27 th	Tues, April 28 th	Wed, April 29 th	Thurs, April 30 th	Fri, May 1 st	Sat, May 2 nd
9am – Noon		Traffic & Parking Discussion 9am 	Urban Design Discussion 9am 	Leadership Greater Hartford Discussion 7:30am 	Air Quality, Noise, & Vibration Discussion 9am 	
Noon – 4:30 pm	Project Advisory Committee Meeting 12pm 	Downtown Business Improvement District Discussion 1:30pm 	Bicycle, Pedestrian, & Transit Discussion 1pm 	Historic & Cultural Resources Discussion 1pm 	Interactive Student Session 3pm 	Public Presentation on Workshop Findings 11am 
6pm – 8:30 pm	Behind the Rocks & Frog Hollow Neighborhood Focused Discussion 6pm 	Public Workshop 6pm 	Downtown & Clay Arsenal Neighborhood Focused Discussion 6pm 	Parkville, West End, & Asylum Hill Neighborhood Focused Discussion 6pm Bike Tour 6:30pm 		

i84hartford.com

Puertas se abrirán todo el día! Todos son bienvenidos.

Venga a CUALQUIER MOMENTO para aprender más y compartir sus pensamientos.

PRELIMINAR

I-84 Estudio de la Planificación Abierto

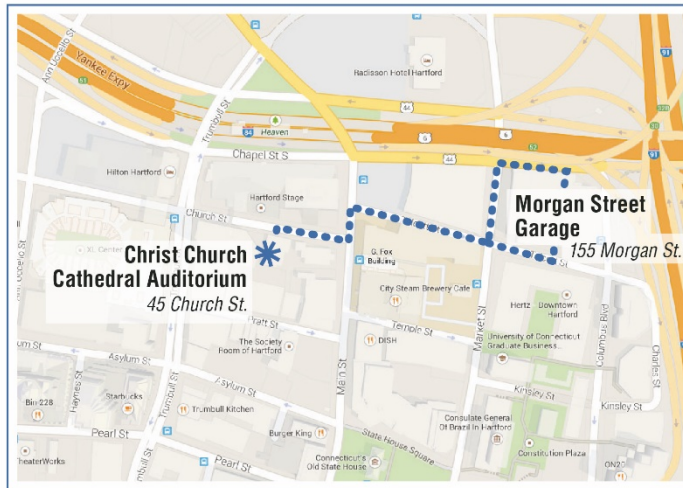
Publicada 14 de abril 2015 • Sujeta a cambios

	Lun., 27 de abril	Mar., 28 de abril	Mié., 29 de abril	Jue., 30 de abril	Vie., 01 de mayo	Sáb., 02 de mayo
9am - Noon		Discusión de Tráfico & Aparcamiento 9am 	Discusión de Diseño Urbano 9am 	Leadership Greater Hartford Discusión 7:30am 	Discusión Calidad del Aire, Ruido y Vibración 9am 	
Noon - 4:30 pm	Reunión del Comité Consultivo Público 12pm 	Discusión del Distrito de Mejoramiento de Negocios 1:30pm 	Discusión de Bicicletas, Peatones & Tránsito 1pm 	Recursos Históricos y Culturales Discusión 1pm 	Sesión Interactiva para Estudiantes 3pm 	Presentación Pública de Las Conclusiones del Taller 11am 
6pm - 8:30 pm	Barrios de Behind the Racks & Frag Hollow Discusión Enfocada de Los Barrios 6pm 	Taller Público 6pm 	Downtown & Clay Arsenal Discusión Enfocada de Los Barrios 6pm 	Parkville, West End, & Asylum Hill Discusión Enfocada de Los Barrios 6pm Recorrido en Bicicleta 6:30pm 		

i84hartford.com

Free
Parking
Info

I-84 Hartford Project
OPEN PLANNING STUDIO
FREE PARKING INFO



Free parking is available! Pick up your parking coupon for Morgan Street Garage at the Open Planning Studio. The garage is located at 155 Morgan Street. Walking, biking, or taking transit is also encouraged!

Directions to the Garage

From I-84 Eastbound (West Hartford and points west)

Take I-84 E to Exit 50 for Main St
Merge onto Chapel St
Go through the Market St intersection
155 Morgan St Garage is on your right

From I-84 Westbound (East Hartford and points east)

Take I-84 W to Exit 50 for US-44 W toward I-91 S
Sharp left onto US-44/Morgan St
155 Morgan St Garage is on your right

**Remember to pick up your
parking coupon at the OPS!**

(otherwise parking isn't free!)

From I-91 Southbound (Bloomfield and points north)

Take I-91 S to exit 32A-32B for Trumbull St
Turn left on Market St
Turn right on US-44/Morgan St
Turn left onto Main St
Turn right on US-44/Morgan St
Go through the Market St intersection
155 Morgan St Garage is on your right

From I-91 Northbound (Wethersfield and points south)

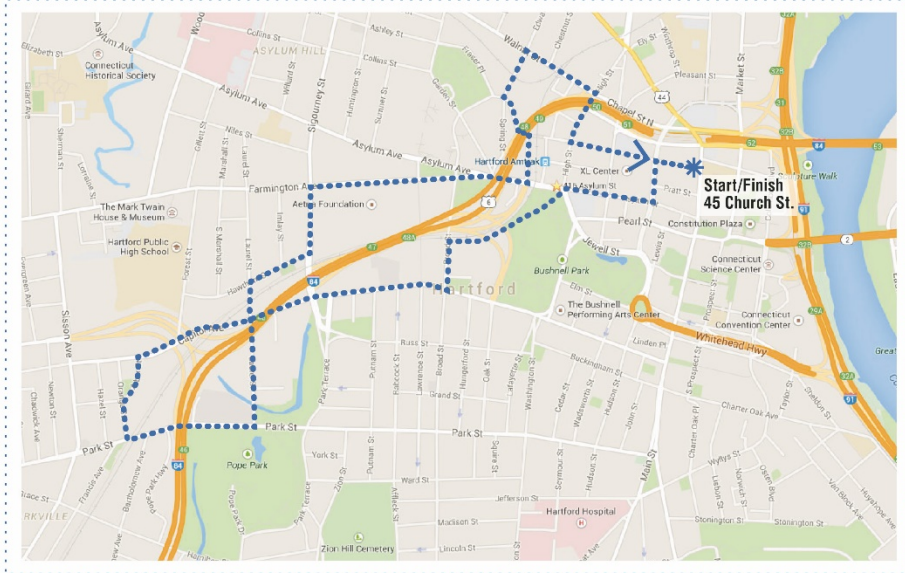
Take I-91 N to Exit 32A-32B for Trumbull St
Turn left onto Market St
Turn right on US-44/Morgan St
Turn left onto Main St
Turn right on US-44/Morgan St
Go through the Market St intersection
155 Morgan St Garage is on your right

Join the
Bike Tour!



I-84 Hartford Project OPEN PLANNING STUDIO BIKE TOUR

Meet us at the Studio location on Thursday at 6:30 pm to join our bike tour of the study area. All abilities are welcome. Stops will occur along the way to see and talk about places of concern and opportunities for bicyclists as we rethink I-84.





FOR IMMEDIATE RELEASE

For more information contact:

Richard Armstrong

Phone: (860) 594-3191

Email: Richard.Armstrong@ct.gov

Connecticut Department of Transportation invites public to learn about the I-84 Hartford Project

NEWINGTON— The Connecticut Department of Transportation (CTDOT) announced today that an Open Planning Studio will take place for the I-84 Hartford Project during the week of April 27th to May 2nd, 2015. The Studio will be open to the public from 9 a.m. to 7 p.m. Monday through Friday on April 27th – May 1st, 2015 and 9 a.m. to 2 p.m. on Saturday May, 2nd, 2015. The event will be held at Christ Church Cathedral Auditorium, 45 Church Street in Downtown Hartford.

At the Planning Studio, the public will be able to drop in at any time to interact with planners and engineers, though there will be scheduled times to discuss specific topics and have public presentations. Potential design concepts to improve I-84 will be explored in various forms and evaluated during the Studio, including how each one may address safety, connects with city streets, creates a comfortable environment for bicyclists and pedestrians, integrates with the urban landscape, and opens up land for development. At the end of the week, the planners and designers expect that the hands-on exchange of ideas and information will help shape the future I-84 corridor.

CTDOT is evaluating the I-84 Hartford corridor in cooperation with the Federal Highway Administration, the Capitol Region Council of Governments, the City of Hartford, the Town of East Hartford, the Town of West Hartford, and other local agencies and stakeholders.

The purpose of the I-84 Hartford Project is to address the highway's structural deficiencies, traffic flow and safety problems, while maintaining access for the City of Hartford and adjacent communities. At the same time, the I-84 Hartford Project will strive to reduce the highway's adverse impact and footprint on the city, while integrating it more closely into the regional multimodal and interstate transportation system, both existing and planned.

A Public Advisory Committee, comprised of a wide range of stakeholders has been, and will continue to be, instrumental in guiding each of these initiatives.

To learn more about the project, please visit the project's website at www.I84Hartford.com. A detailed schedule of activities for the Open Planning Studio will be posted to the website in the weeks prior to the event.

MEDIA OUTREACH LOG

Date	To	Was it published?	When?
4/24/2015	All publications on media list		
4/14/2015	All publications on media list		
4/8/2015	West Indian American		
3/26/2015	West End Civic Association (WECA) e-newsletter	Yes	4/1/2015
3/26/2015	Asylum Hill Neighborhood Association newsletter	Yes	4/6/2015
3/26/2015	South Downtown NRZ newsletter		
3/26/2015	Real Hartford newsletter		
3/26/2015	Hartford Magazine		
3/30/2015	iQuilt Partnership newsletter	Yes	4/11/2015
3/31/2015	LIFE Publications		
4/1/2015	Hartford Public Television		
4/1/2015	South Downtown NRZ Facebook page		
4/1/2015	West End Living Facebook page		
4/1/2015	HYPE (Hartford Young Professionals and Entrepreneurs) Facebook		
4/2/2015	LIFE Publications		
4/8/2015	Journal Inquirer		
4/8/2015	Hartford Courant	Yes	4/19/2015, 04/28/2015
4/8/2015	Hartford 2000 e-bulletin		
4/8/2015	Golden Ager: East Hartford Senior Citizen newsletter		
4/8/2015	WFSB / Face the State	Yes	4/24/2015
4/8/2015	NBC Connecticut	Yes	4/27/2015
4/8/2015	WTNH		
4/8/2015	Univision		
4/8/2015	Telemundo		
4/8/2015	WNPR / Where We Live	Yes	4/29/2015, 04/30/2015
4/8/2015	Fox CT		
4/8/2015	West End Civic Association (WECA) e-newsletter	Yes	4/15/2015
4/8/2015	· 1360 AM		
4/8/2015	· 102.9 FM		
4/8/2015	· 105.9 FM		
4/8/2015	· 88.9 FM		
4/8/2015	· 95.7 FM		
4/8/2015	· 1410 AM		
4/8/2015	· 89.9 FM		
4/8/2015	· 89.3 FM		
4/8/2015	· 1080 FM		
4/8/2015	· 100.5 FM		
4/8/2015	· 91.3 FM		
4/8/2015	· 97.1 FM		
4/15/2015	City of Hartford staff and publications (Capital City News)	Yes	4/17/2015
4/15/2015	New Britain Herald		
n/a	Farmington Avenue Alliance & Farmington Asylum Business District e-newsletter	Yes	4/15/2015
n/a	Hamlet Hub	Yes	4/15/2015
n/a	HeyEvent.com	Yes	Apr-15
n/a	Mobilizing the Region / Tri-State Transportation Campaign	Yes	Apr-15

HARTFORD PUBLICATION CONTACT LIST

Name of NRZ	Publication Dates	Audience (# of people reached)	Contact
Asylum Hill Association Newsletter (AHNA)	Friday, January 2, 2015		Paul O'Mara
Hartford 2000	Daily - Several times each week	835	Linda Bayer
Parkville Revitalization Association	Monthly		David Morin
South Downtown NRZ (SODO)	1st week of each month		Robin Zaleski
West End Civic Association	1st and 15th of each month		Gail Billet
Other Newsletters	Publication Dates		
Broad Street Happenings: Events for the communities of Barry Square, Frog Hollow and Trinity College	Quarterly		Jennifer Holland
Golden Ager Newsletter: East Hartford Senior Citizen Newsletter			Lillian Miceli
Real Hartford: http://www.realthartford.org/	Monthly		
Blogs			
The Beat Bike Blog: http://beatbikeblog.blogspot.com			
My Left Nutmeg: http://www.myleftnutmeg.com/			
The 40-Year Plan: http://the40yearplan.com/			Ken Krayeske
The Size of Connecticut: http://www.thesizeofconnecticut.com/			Johnna Kaplan
We the People: http://wethepeoplehartford.blogspot.com/			Kevin Brookman
Town of East Hartford: http://www.easthartfordct.gov/blog			
Hartford Public Library: http://blogs.hplct.org/			Rachel Gary
Online News Sites	Publication Date		
WNPR News Site: wnpr.org	Daily		
CT News Junkie: http://www.ctnewsjunkie.com/	Daily		Christine Stuart
The Hartford Guardian: http://www.thehartfordguardian.com/	Daily		
Newspapers	Publication Date		
Hartford Courant (courant.com)	Daily		Don Stacom
Journal Inquirer (journalinquirer.com)	Daily		Ralph Williams
Connecticut Mirror (ctmirror.org)	Daily		Paul Stern
The Hartford News	Every Thursday		Andy Hart

The West Indian American: http://wianews.com/	2nd Thursday of each month; Special editions in Dec. and Jan.		Stanford Walker
North End Agents: http://northendagents.com	Weekly		Yolanda Allen
West Hartford News	Weekly		Emily Olson
Hartford Business Journal	Weekly		Gregory Seay
El Sol News: http://www.elsolnews.com/	Weekly (Published Thursdays)		Alvaro Arteaga
Identidad Latina	Bi-Weekly (1st and 16th)		Jorge Alatrasta
La Voz Hispana de Connecticut	Weekly - Fridays		Abelardo King
Post Latino: http://www.postlatino.com	Bi-Weekly		Maria Lino
College Newspapers	Publication Date		
Trinity College: The Trinity Tripod https://commons.trincoll.edu/tripod/	Every Tuesday		Maggie Elias
University of Hartford: The Hartford Informer http://hartfordinformer.com			Colleen McLoughlin
Other Publications			
Hartford Magazine			Naedine Hazell
Television Stations	Name	Title	
WFSB			
WVIT			
WTNH	Al Carl	News Director	
WUVN	Sara Suarez (or "James")	News Director	
WCCT - TV			
WEDY			
WTIC - TV			
WRDM	Brenda Mulero	Station Manager	
Radio Stations	Target Area	Owner	
WCCC	West Hartford	Educational Media Foundation	
WCCC-FM	Hartford	Educational Media Foundation	
WDRG	Hartford	Connoisseur Media Licenses, LLC	
WDRG-FM	Hartford	Connoisseur Media Licenses, LLC	

WHCN	Hartford	Capstar TX LLC	
WJMJ	Hartford	St. Thomas Seminary	
WKSS	Hartford- Meriden	Capstar TX LLC	
WPOP	Hartford	Capstar TX LLC	
WQTQ	Hartford	Hartford Board of Education	
WRTC-FM	Hartford	Trustees of Trinity College	
WTIC	Hartford	CBS Radio Stations, Inc.	
WTIC-FM	Hartford	CBS Radio Stations, Inc.	
WRCH	Hartford	CBS Radio Stations, Inc.	
WZMX	Hartford	CBS Radio Stations, Inc.	
WWUH	West Hartford	University of Hartford	
Bomba	Hartford	Triton Digital Media	

SOCIAL MEDIA PLAN

**Monday, April 27,
2015**

Event	Social Media	Medium
Studio Opens: 12pm	Photos: Were you spotted? (We take photos of attendees and tell them to look for themselves on Facebook the next day. If we have I-84 Business Cards to give them that would be great.)	Facebook (album)
	Video: What brought you to the open planning studio? (15 Seconds)	Facebook / Instagram
	Pictures of people entering the studio	Facebook / Instagram
	Picture of the first person to enter the studio (if you can)	Twitter
	Pictures of team members interacting with attendees	Facebook
	Pictures of attendees interacting with displays	Facebook
PAC Meeting: 12pm	Pictures of engaged PAC members	Twitter / Facebook
	Interesting quotes from presentations or by PAC members	Twitter
	Video: Why are members a part of this group? (15 Seconds)	Instagram
Design Team Working on Alternatives: 1- 4pm	Pictures of engaged design team members	Facebook
Interactive Student Session: 2-4pm	Pictures of engaged students	Instagram / Facebook
	Interesting questions / comments from students	Twitter
	Video: What did the students think of the session? (15 seconds)	Instagram / Facebook
	Pictures of team members interacting with students	Facebook
Behind the Rocks / Frog Hollow Discussion: 6- 8:30pm	Pictures of engaged residents	Facebook
	Any interesting questions / comments made by residents	Twitter
	Pictures of team members interacting with residents	Facebook

**Tuesday, April 28,
2015**

Event	Social Media	Medium
Open House: 9- 12pm	Were you spotted? (We take photos of attendees and tell them to look for themselves on Facebook the next day. If we have I-84 Business Cards to give them that would be great.)	Facebook
	Video: What brought you to the open planning studio? (15 seconds)	Instagram / Facebook

Pictures of team members interacting with attendees	Facebook
Pictures of attendees interacting with displays	Facebook
Video and Photos of WNPR's John Dankosky broadcast of "Where We Live"	Instagram / Twitter / Facebook

Traffic and Parking Working Group Meeting: 9am

Pictures of engaged Working Group members	Twitter / Facebook
Interesting quotes from presentations or by Working Group members	Twitter
Video: Why are members a part of this group?	Instagram

Design Team Working on Alternatives: 1-4pm

Pictures of engaged design team members	Facebook
Any interesting quotes	Twitter

Downtown Business Improvement District Meeting: 1:30pm

Pictures of engaged attendees	Facebook
Interesting quotes during the meeting	Twitter

Public Meeting: 6-8:30pm

Video and Photos of Mayor Pedro Segarra (Videos: 15 seconds)	Facebook / Twitter / Instagram
Engaged attendees	Facebook
Interesting quotes	Twitter
Photos of team members interacting with attendees	Facebook

Wednesday, April 29, 2015

Event	Social Media	Medium
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Open House: 9-12pm	Were you spotted? (We take photos of attendees and tell them to look for themselves on Facebook the next day. If we have I-84 Business Cards to give them that would be great.)	Facebook (album)
	Video: What brought you to the open planning studio? (15 seconds)	Facebook / Instagram
	Pictures of team members interacting with attendees	Facebook
	Pictures of attendees interacting with displays	Facebook

Urban Design Working Group Meeting: 9am

Pictures of engaged Working Group members	Twitter / Facebook
Interesting quotes from presentations or by Working Group members	Twitter
Video: Why are members a part of this group?	Instagram

**Design Team
Working on
Alternatives: 1-
4pm**

Pictures of engaged design team members
Any interesting quotes

Facebook
Twitter

**Bicycle, Pedestrian
and Transit
Working Group
Meeting: 1pm**

Pictures of engaged Working Group members
Interesting quotes from presentations or by Working Group
members
Video: Why are members a part of this group? (15 seconds)

Twitter / Facebook
Twitter
Instagram

**Downtown/ Clay
Arsenal
Neighborhood
Focused
Discussion: 6-
8:30pm**

Pictures of engaged residents
Any interesting questions / comments made by residents
Pictures of team members interacting with residents

Facebook
Twitter
Facebook

**Thursday, April 30,
2015**

Event	Social Media	Medium
Leadership Greater Hartford Meeting: 7:30am	Pictures of engaged attendees Significant quotes from presentations or by attendees	Facebook Twitter
Design Team Working on Alternatives: 9am - 12pm	Pictures of engaged design team members Any interesting quotes	Facebook Twitter
Historic and Cultural Resources Special Topic Meeting: 1pm	Pictures of engaged attendees Interesting quotes from presentations or by attendees	Facebook Twitter
Parkville, West End, and Asylum Hill Neighborhood Focused Discussion: 6- 8:30pm	Pictures of engaged residents Any interesting questions / comments made by residents Pictures of team members interacting with residents	Twitter / Facebook Twitter Instagram

Bike Tour Study of Area: 6:30pm

Photos and video footage from Bike Tour (Videos: 15 seconds)

Instagram / Facebook / Twitter

Friday, May 1, 2015

Event	Social Media	Medium
Open House: 9-12pm	Were you spotted? (We take photos of attendees and tell them to look for themselves on Facebook the next day. If we have I-84 Business Cards to give them that would be great.) Video: What brought you to the open planning studio? (15 secs.) Pictures of team members interacting with attendees Pictures of attendees interacting with displays	Facebook (album) Facebook / Instagram Facebook Facebook
Air Quality, Noise, and Vibration Special Topic Meeting: 9am	Pictures of engaged attendees Interesting quotes from presentations or by attendees	Facebook Twitter
Design Team Working on Alternatives: 1-4pm	Pictures of engaged design team members Any interesting quotes	Facebook Twitter
Interactive Student Session: 3pm	Pictures of engaged students Interesting questions / comments from students Video: What did the students think of the session? (15 secs.) Pictures of team members interacting with students	Instagram / Facebook Twitter Instagram / Facebook Facebook
Air Quality, Noise, and Vibration discussion: 6-8pm	Pictures of engaged attendees Interesting quotes from presentations or by attendees	Facebook Twitter

Saturday, May 2, 2015

Event	Social Media	Medium
Open House: 9-2pm	Were you spotted? (We take photos of attendees and tell them to look for themselves on Facebook the next day. If we have I-84 Business Cards to give them that would be great.) Video: What brought you to the open planning studio? Pictures of team members interacting with attendees Pictures of attendees interacting with displays	Facebook (album) Facebook / Instagram Facebook Facebook


**Public Meeting -
Presentation of
Studio Findings -
11am**

Pictures of engaged attendees
Interesting quotes from presentations or by attendees

Facebook
Twitter

OPEN PLANNING STUDIO STORIFY


Browse Search Stories... Log In Sign Up



Embed

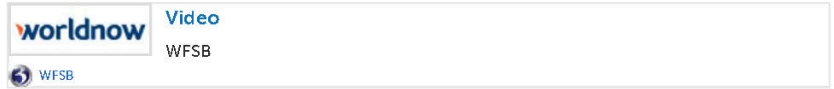
I-84 Hartford Project's Open Planning Studio

A recap of the Open Planning Studio (April 27, 2015 - May 2, 2015)

by  I84 Hartford Project 17 days ago 50 Views

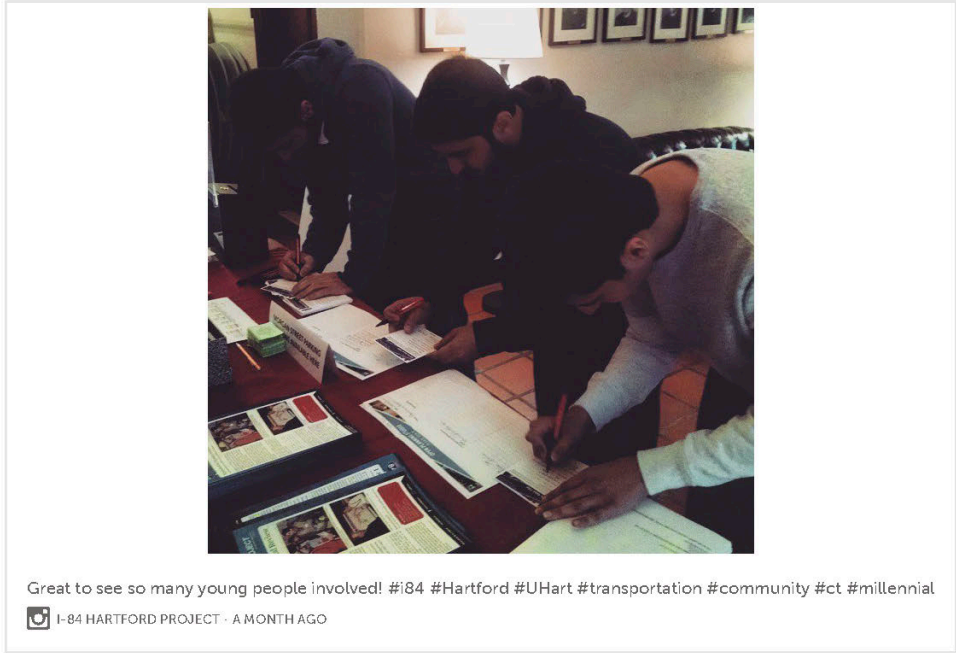


"Are the presentations ready? Do we have enough food? Have we handed out enough flyers?" While the I-84 Hartford Project made final preparations for the Open Planning Studio, the media buzzed about how the week-long event might shape the future of Interstate 84 in Hartford.



Day One: April 27, 2015

After weeks of preparation, the team welcomed the public to the Open Planning Studio!



Project team member Michael Morehouse talked with an NBC reporter about the Open Planning Studio and encouraged the community to attend the week-long event.

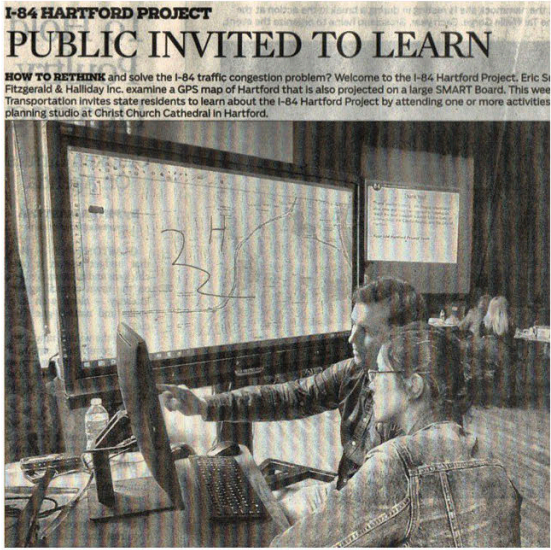


Project Planners Seek Your Improvement Ideas ... - NBC Connecticut

Apr 27, 2015 ... Project Planners Seek Your Improvement Ideas for Improving I-84 in Hartford ... Receive the latest local updates in your inbox ... a stretch of Interstate 84 in Hartford is a highway headache and state officials are inviting residents to take part in plans to fix it. ... FCC News and Information Programming Report.

WWW.NBCCONNECTICUT.COM


The Hartford Courant spotted project team members Rory Fitzgerald and Eric Smith.



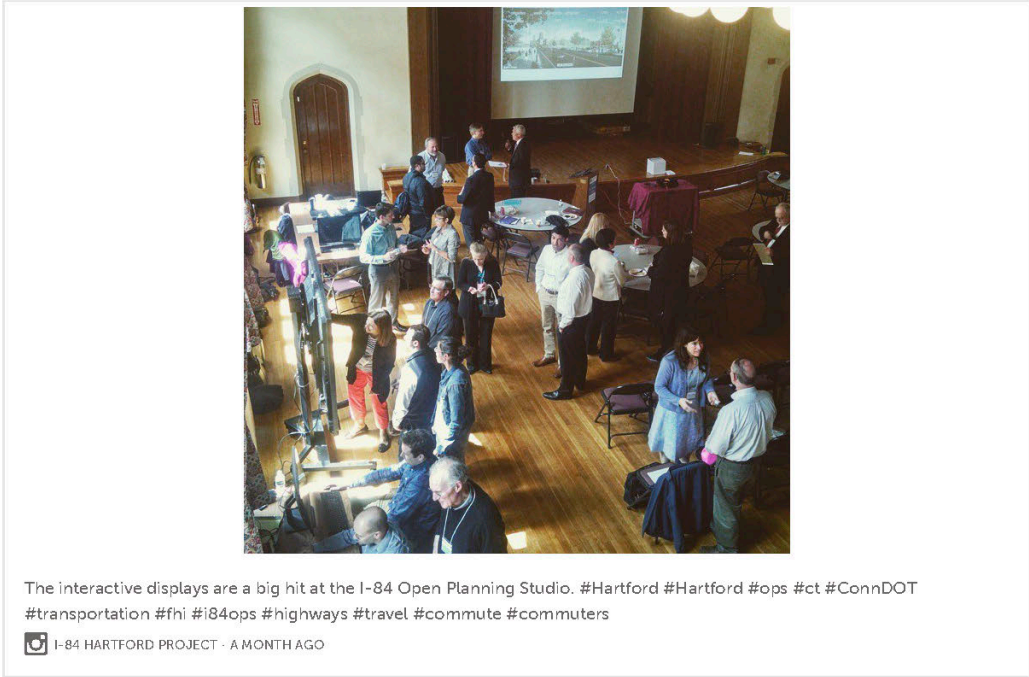
I-84 HARTFORD PROJECT
PUBLIC INVITED TO LEARN

HOW TO REFINER and solve the I-84 traffic congestion problem? Welcome to the I-84 Hartford Project. Eric S. Fitzgerald & Halliday Inc. examine a GPS map of Hartford that is also projected on a large SMART Board. This week Transportation invites state residents to learn about the I-84 Hartford Project by attending one or more activities planning studio at Christ Church Cathedral in Hartford.

Two of our project team members were featured in today's Hartford Courant. Check out today's paper! #Day2 #i84ops #i84 #Hartford #travel #transportation #newspaper #april28 #connecticut

 I-84 HARTFORD PROJECT · A MONTH AGO

The Open Planning Studio kicked off with a Public Advisory Committee meeting where the project team updated members on the project and shared possible options for redesigning I-84 through Hartford.

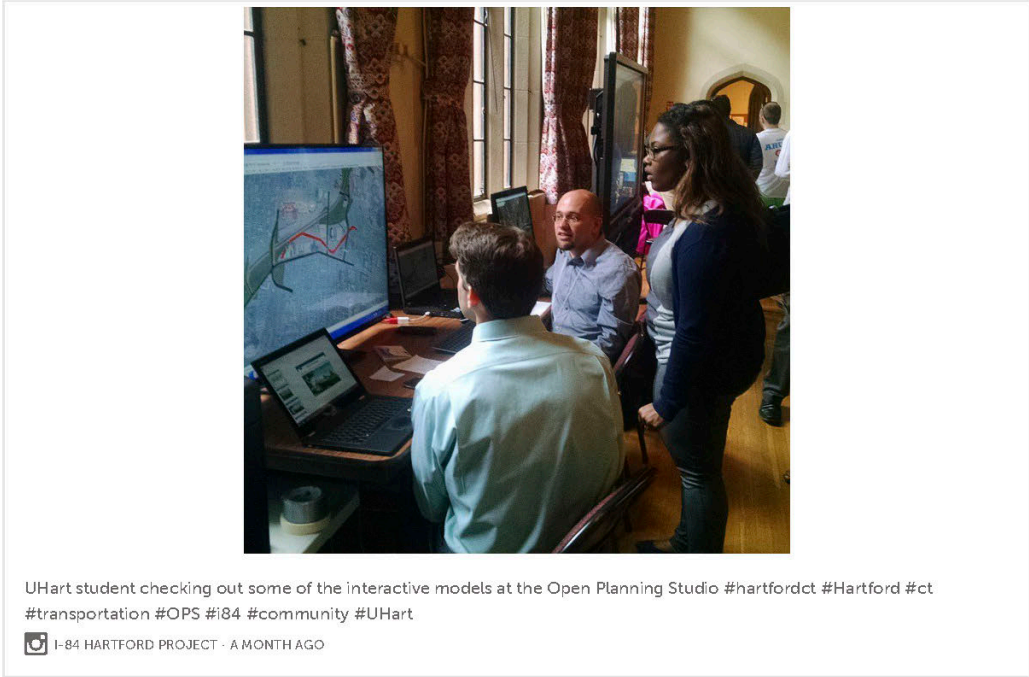


The project team also welcomed students from the University of Hartford.



A special welcome to UHart civil engineering students! #UHart #hartfordct #Hartford #transportation #OPS #ct #ConnDOT #traffic #travel #highways #city #commute #students #college

 I-84 HARTFORD PROJECT · A MONTH AGO



Day One concluded with a discussion with residents who lived in the neighborhoods of Frog Hollow and Behind the Rocks.



The Behind the Rocks & Frog Hollow Neighborhoods discussion #i84 #hartfordct #Hartford #transportation #community #CTDOT

 I-84 HARTFORD PROJECT · A MONTH AGO

Governor Dannel P. Malloy's office also mentioned the Open Planning Studio.



All welcome to observe and participate!

SAVE THE DATE!

Help shape the future I-84 corridor!

 **I-84 Hartford**

OPEN PLANNING STUDIO

You are invited to observe and participate as the I-84 Hartford team examines preliminary alternatives to redesign I-84.

Drop in at any time to meet the project's planners and engineers, though there will be scheduled times to discuss specific topics and have public presentations.

Please visit the project website at i84hartford.com, or call 860-256-4913 if you have additional questions about the Open Planning Studio.

Stay tuned for details!

Monday – Saturday
April 27th – May 2nd

Christ Church Cathedral Auditorium
45 Church Street
Hartford, CT 06103

Visit our website or follow us on social media to learn more. i84hartford.com  facebook.com/i84hartford  [@i84hartford](https://twitter.com/i84hartford)

 **Governor Dan Malloy**
@GovMalloyOffice [Follow](#)

Help shape the future of [@I84Hartford](https://twitter.com/I84Hartford) by attending [#CTDOT's](https://twitter.com/CTDOT) open planning studio this week → i84hartford.com/public-meeting...

6:04 PM - 27 Apr 2015

3 6

Here's a photo album of the events from Day One:

<https://storify.com/I84Hartford/i-84-hartford-project-s-open-planning-studio-day-1>

5/29/2015

 **I-84 Hartford Project** added 10 new photos to the album: **Open Planning Studio - Day 1** — at **Christ Church Cathedral (Hartford, Connecticut)**.
Engineering/Construction · 256 Likes · April 27 · [Profile](#)

Our Open Studio doors open! We are excited to welcome and collaborate with so many people, and look forward to a busy week ahead.



4 Likes

[Comment](#) [Share](#)

 Like  Share

Related stories

<https://storify.com/I84Hartford/i-84-hartford-project-s-open-planning-studio-day-1>

5/29/2015

APPENDIX C: DISPLAY BOARDS

Elevated Highway Design Alternatives





Lowered Highway Design Alternatives



THE I-84 HARTFORD PROJECT

Lowered Highway
Mainline option 3A
Interchange option E2-(S)

- Interchange with Asylum Ave



THE I-84 HARTFORD PROJECT

Lowered Highway
Mainline option 3A
Interchange option E3

- Interchange with Broad St
- No Sigourney ramps



THE I-84 HARTFORD PROJECT

Lowered Highway
Mainline option 3B
Interchange option E1-(S)

- Interchange with Church St



THE I-84 HARTFORD PROJECT

Lowered Highway
Mainline option 3B
Interchange option E2-(S)

- Interchange with Cogswell and extended Spruce St



THE I-84 HARTFORD PROJECT

Lowered Highway
Mainline option 3B
Interchange option E3-(S)

- Interchange with Edwards and extended Spruce St



THE I-84 HARTFORD PROJECT

Lowered Highway
Mainline option 3B
Interchange option E4-(S)

- Interchange with Cogswell and Spruce St



THE I-84 HARTFORD PROJECT

Lowered Highway
Mainline option 3C
Interchange option E1-(S)

- Interchange with Asylum Ave and extended Spruce St



THE I-84 HARTFORD PROJECT

Lowered Highway
Mainline option 3C
Interchange option E2

- Interchange with Cogswell and extended Spruce St



Tunnel Design Alternatives



THE I-84 HARTFORD PROJECT

Tunnel
Mainline option 4C

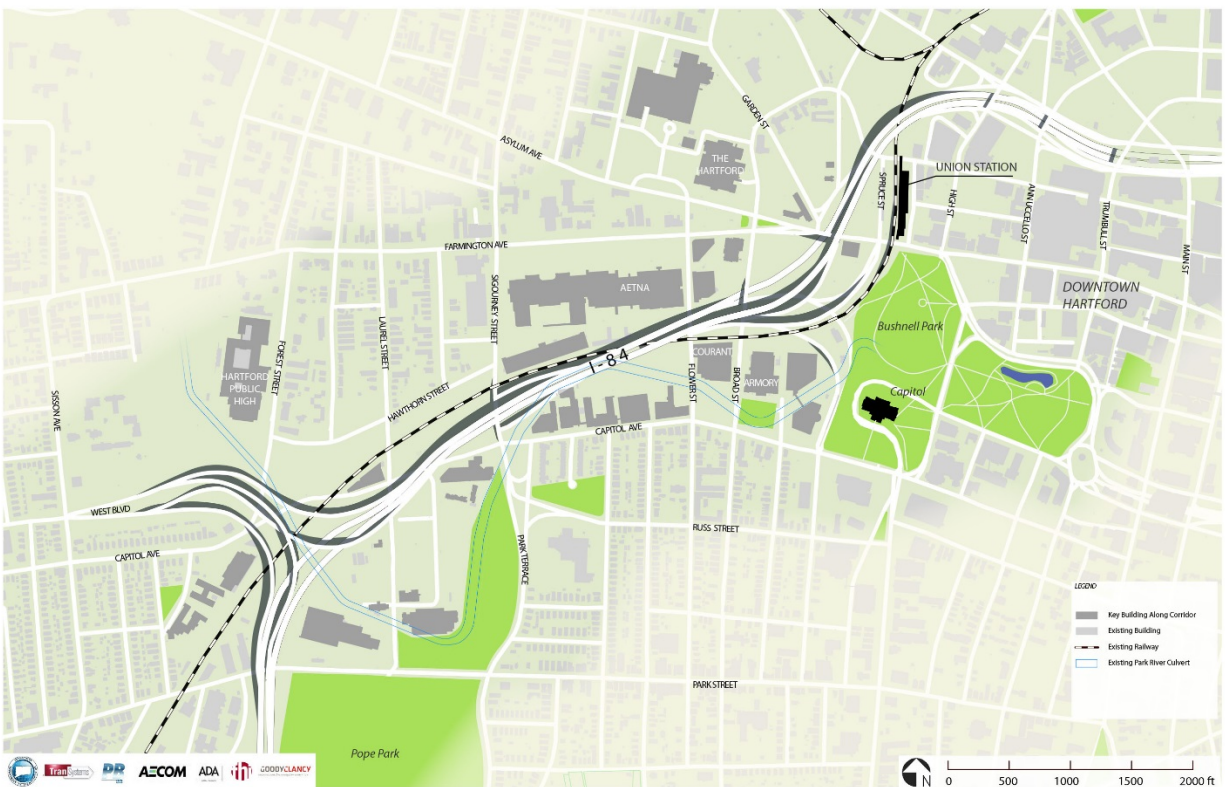
• Tunnel underneath highway



Urban Design Alternatives

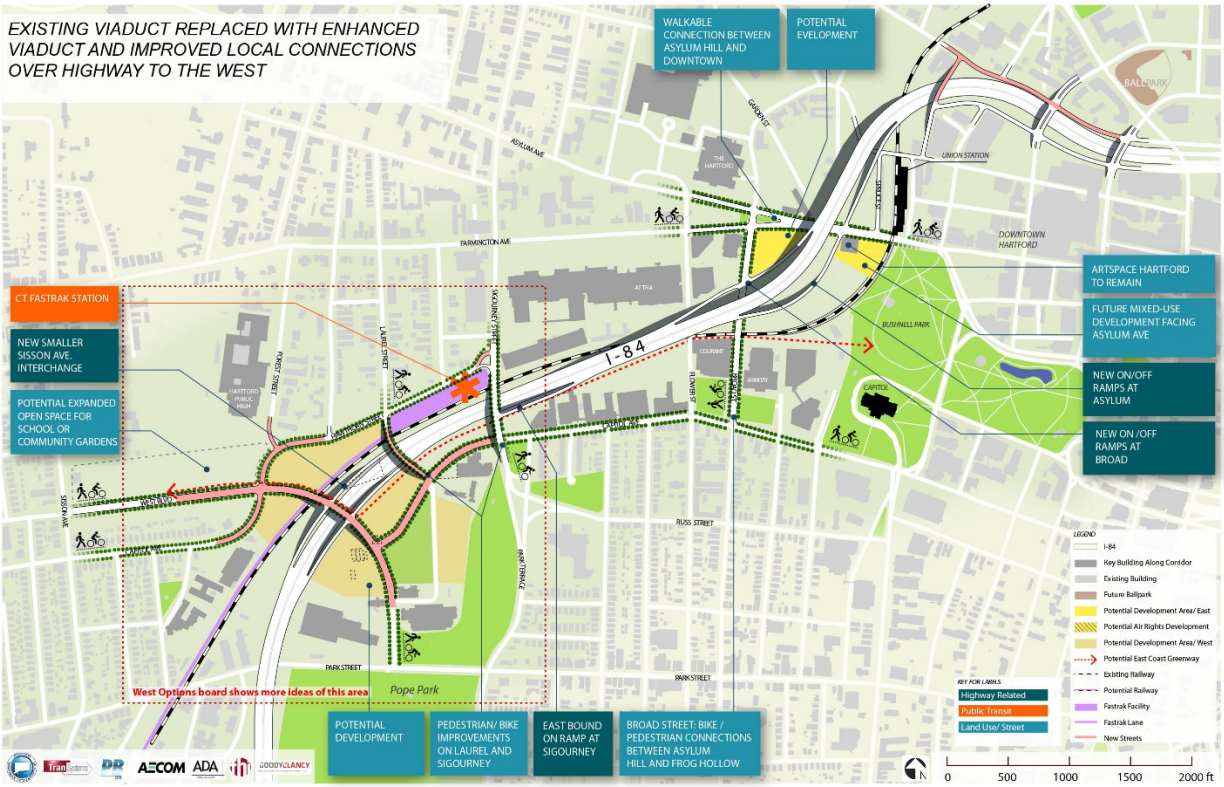
THE I-84 HARTFORD PROJECT

Existing Conditions



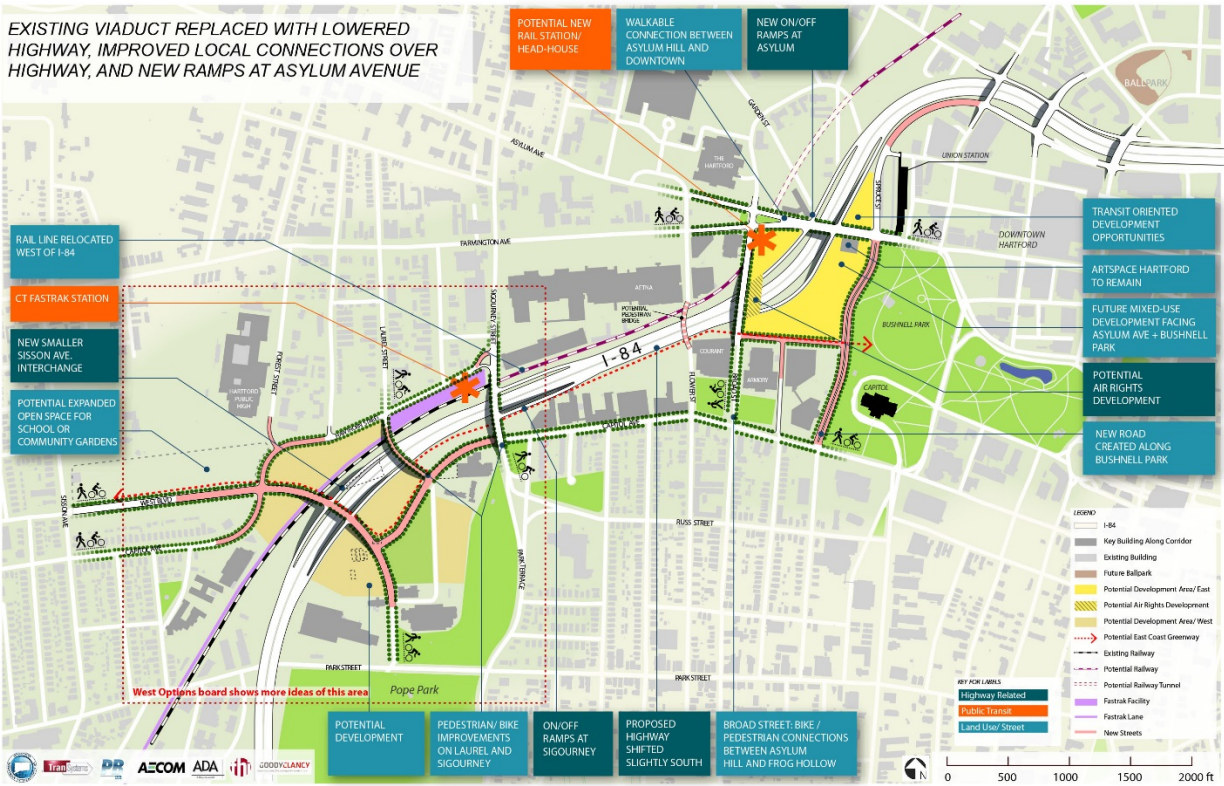
Elevated Highway - Mainline Alternative 2A / Interchange Option E3(S)

EXISTING VIADUCT REPLACED WITH ENHANCED VIADUCT AND IMPROVED LOCAL CONNECTIONS OVER HIGHWAY TO THE WEST



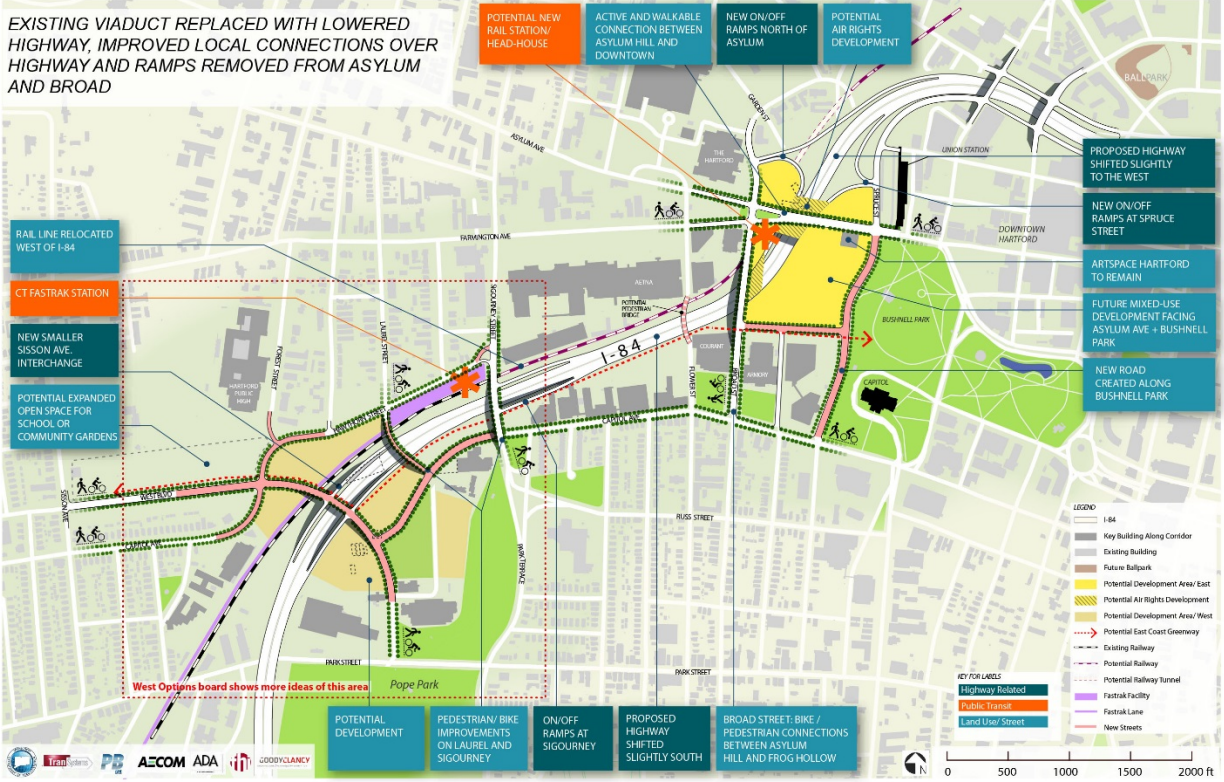
Lowered Highway - Mainline Alternative 3A / Interchange Option E2-(S)

EXISTING VIADUCT REPLACED WITH LOWERED HIGHWAY, IMPROVED LOCAL CONNECTIONS OVER HIGHWAY, AND NEW RAMPS AT ASYLUM AVENUE



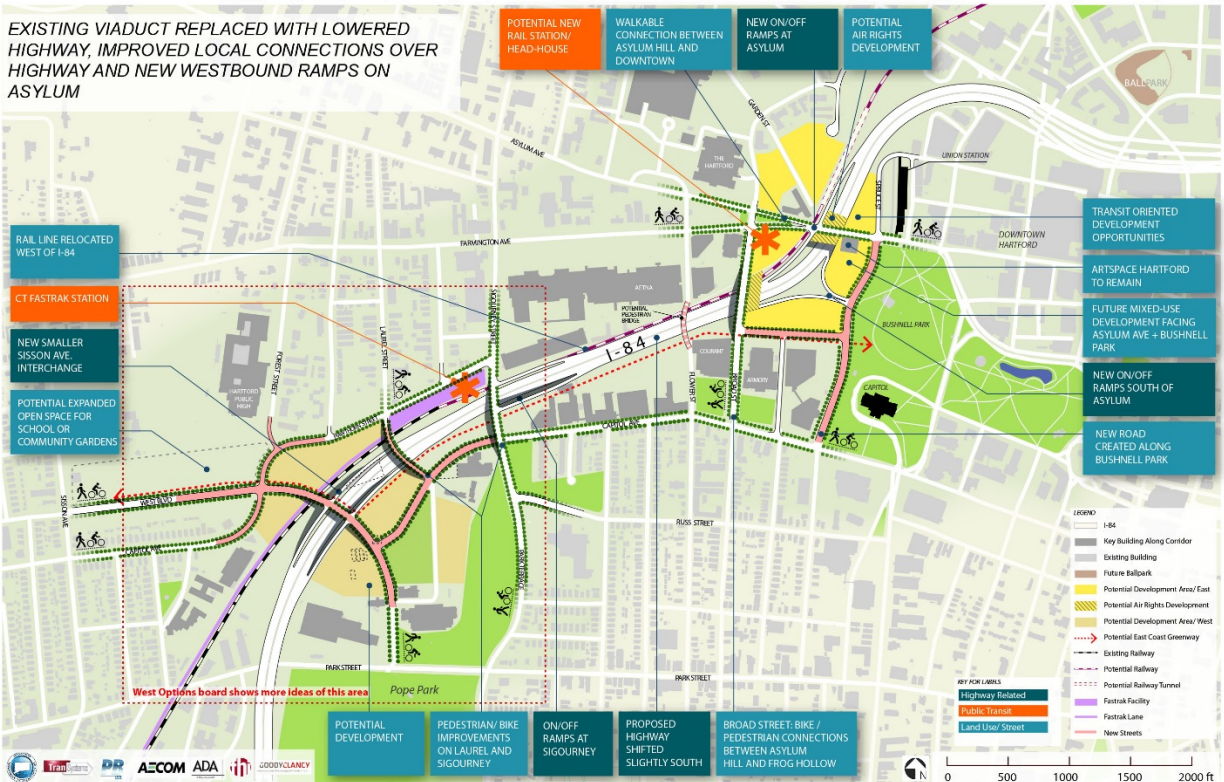
Lowered Highway - Mainline Alternative 3B / Interchange Option E4-(S)

EXISTING VIADUCT REPLACED WITH LOWERED HIGHWAY, IMPROVED LOCAL CONNECTIONS OVER HIGHWAY AND RAMPS REMOVED FROM ASYLUM AND BROAD



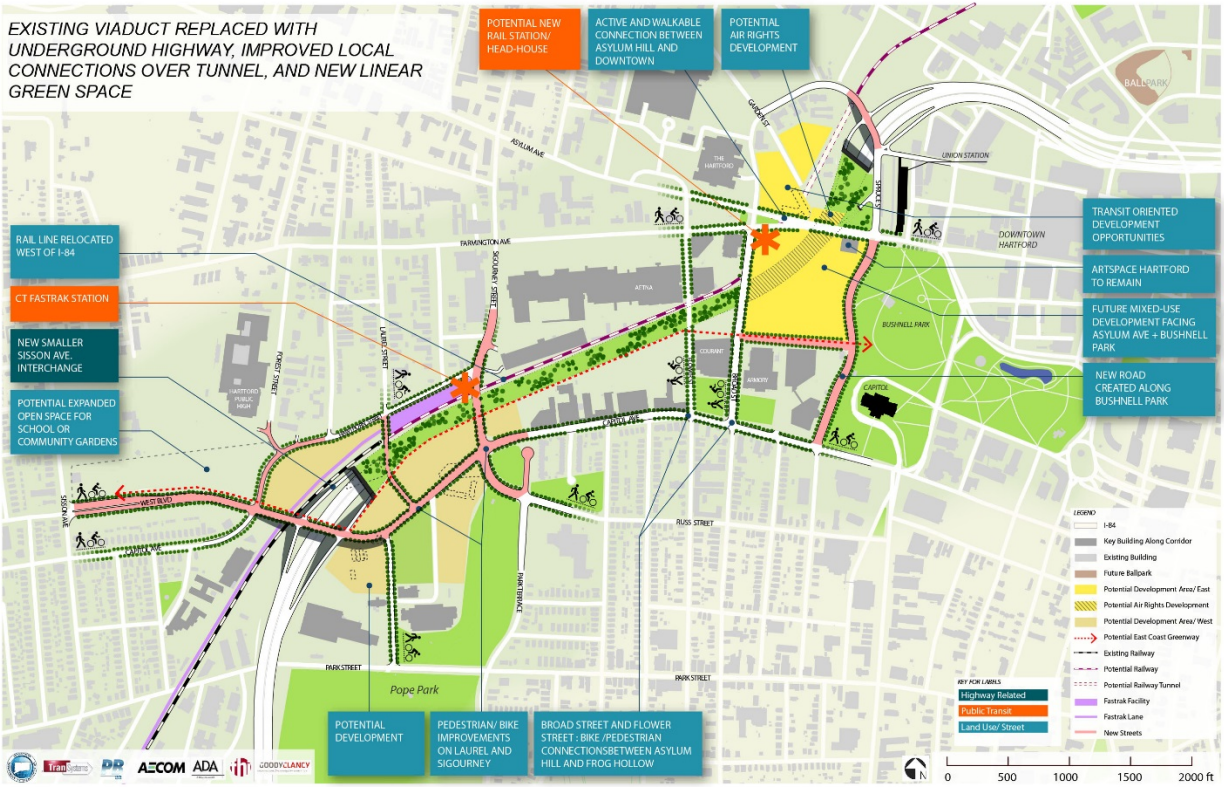
Lowered Highway - Mainline Alternative 3C / Interchange Option E1-(S)

EXISTING VIADUCT REPLACED WITH LOWERED HIGHWAY, IMPROVED LOCAL CONNECTIONS OVER HIGHWAY AND NEW WESTBOUND RAMPS ON ASYLUM



Tunnel - Mainline Alternative 4C

EXISTING VIADUCT REPLACED WITH UNDERGROUND HIGHWAY, IMPROVED LOCAL CONNECTIONS OVER TUNNEL, AND NEW LINEAR GREEN SPACE



West Options

SISSON AVENUE RAMPS REPLACED WITH SMALLER RAMPS THAT TAKE UP LESS LAND AREA AND A VARIETY OF OPTIONS AND OPPORTUNITIES FOR LOCAL STREET CONNECTIONS



WEST BLVD TO PARK ST (2/3 W1)

- Existing Sisson ramps removed
- Replaced with smaller diamond interchange
- West Blvd continuous over I-84 to Pope Park
- Capitol Ave west of I-84 connects to Hawthorn
- Capitol Ave east of I-84 ends at West Blvd

CAPITOL AVE THROUGH STREET (2/3 W3-1)

- Existing Sisson ramps removed
- Replaced with smaller on/off ramps
- Capitol Ave continuous over I-84 from west to east
- West Blvd ends at Forest Street
- Park Street goes over I-84

WEST BLVD THROUGH STREET (2/3 W5)

- Existing Sisson ramps removed
- Replaced with smaller diamond interchange
- West Blvd continuous over I-84 connecting to Capitol Ave
- Capitol Ave west of I-84 connects to Forest

West Highway Design Alternatives



THE I-84 HARTFORD PROJECT

Lowered Highway
Mainline option 2/3
Interchange option W3-1

- Capitol Ave Through Street
- Ramps at Laurel St



THE I-84 HARTFORD PROJECT

Lowered Highway
Mainline option 2/3
Interchange option W3-2

- West Boulevard to Capitol Ave
- Ramps at West Boulevard and Laurel St



THE I-84 HARTFORD PROJECT

Lowered Highway

Mainline option 2/3

Interchange option W4

- West Boulevard to Laurel St
- Ramps at West Boulevard



THE I-84 HARTFORD PROJECT

Lowered Highway

Mainline option 2/3

Interchange option W5

- West Boulevard to Capitol Ave
- Ramps at West Boulevard



APPENDIX D: PUPRIC COMMENT CATALOG

SMART Board Comments / Drawings

OpenPlanningStudio.notebook

June 09, 2016

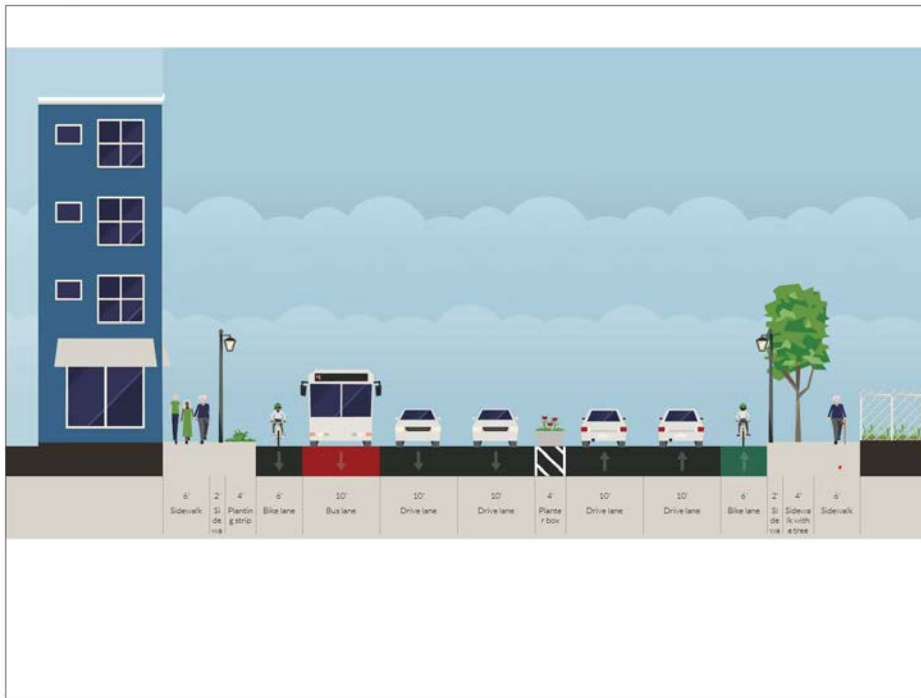


15 ASYLUM

3

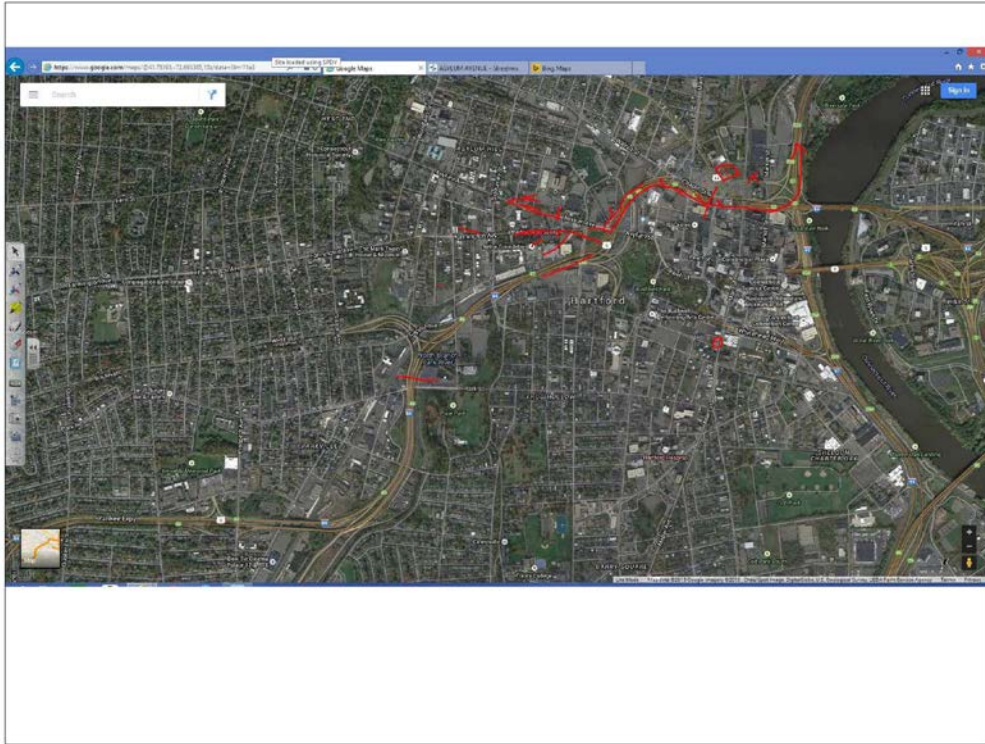
OpenPlanningStudio.notebook

June 09, 2015

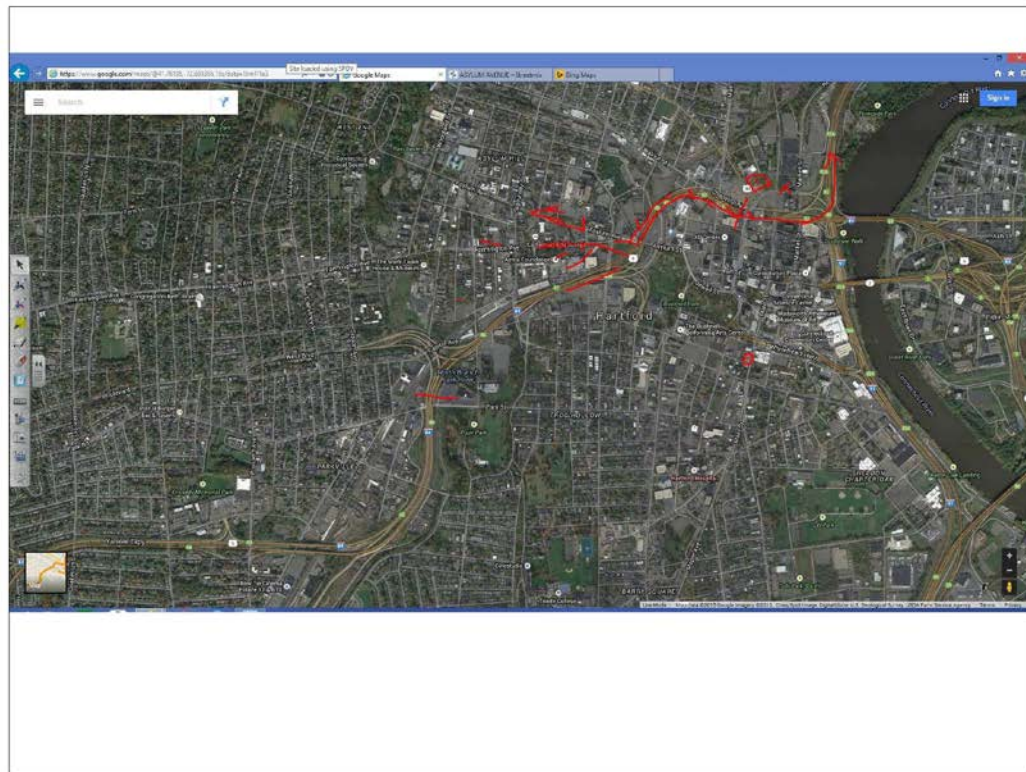


Apr 28-3:13 PM

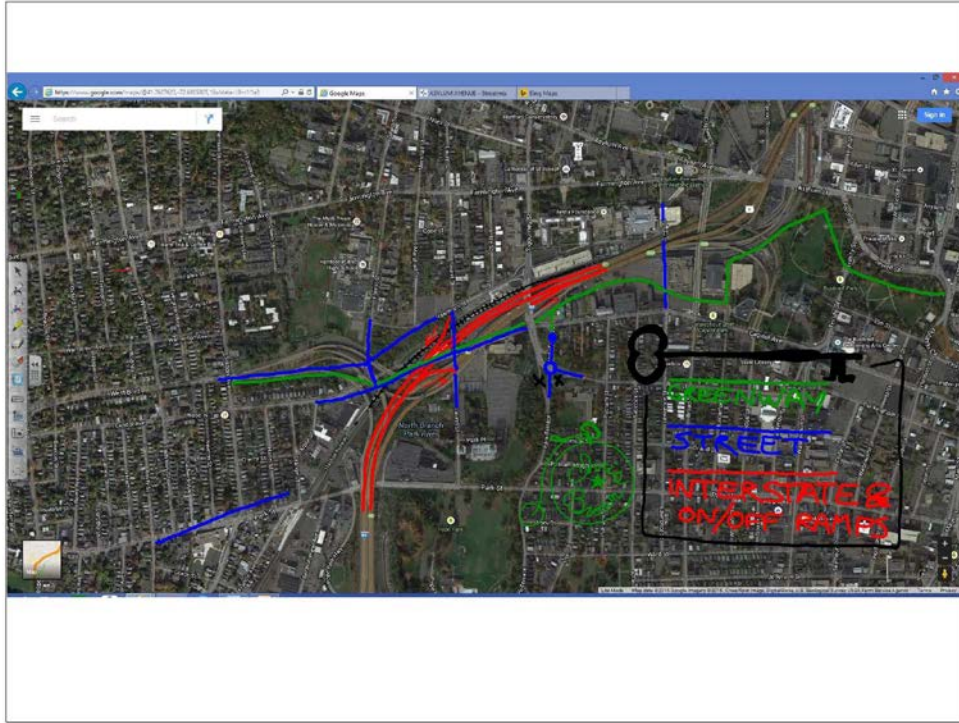
4



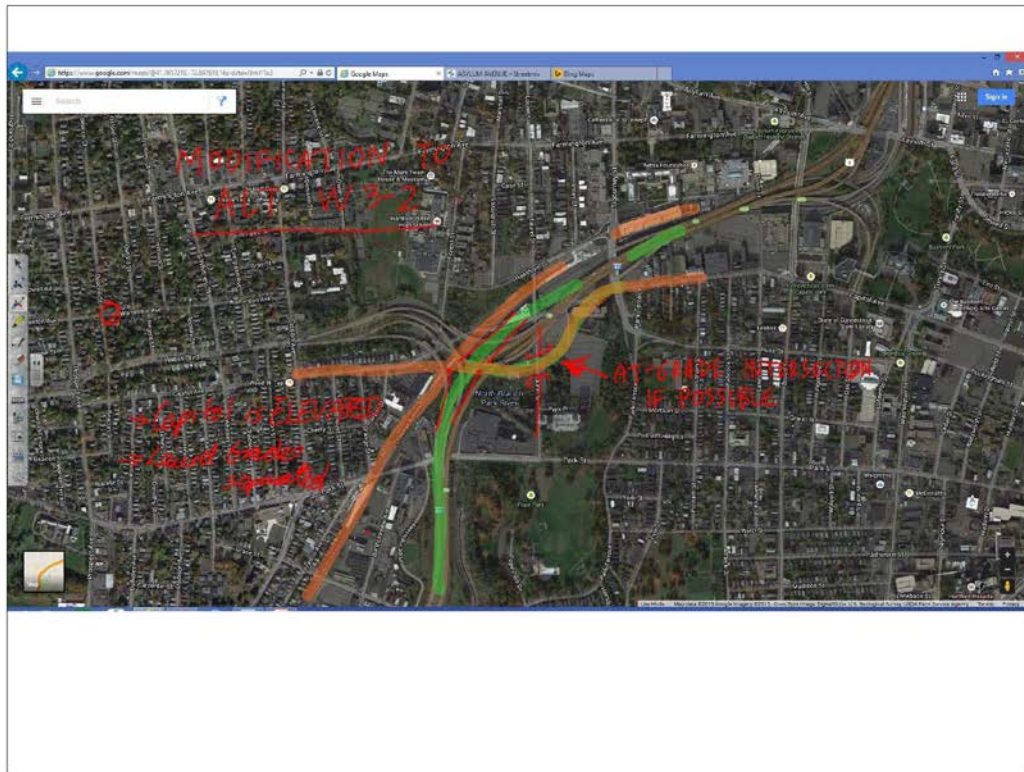
Apr 28-7:06 PM



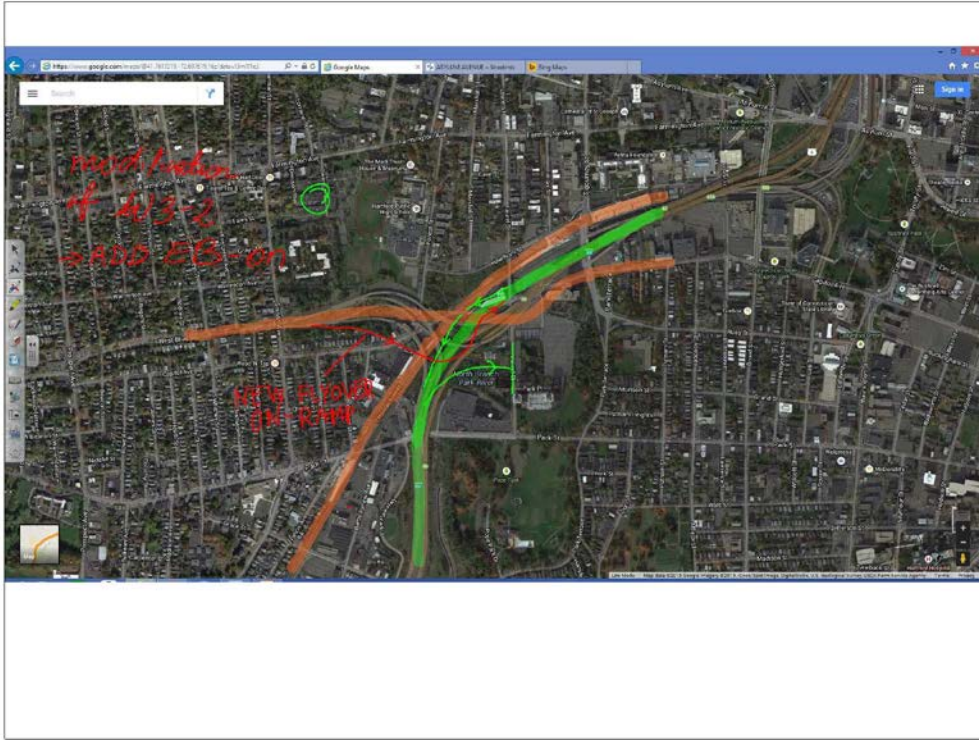
Apr 28-7:10 PM



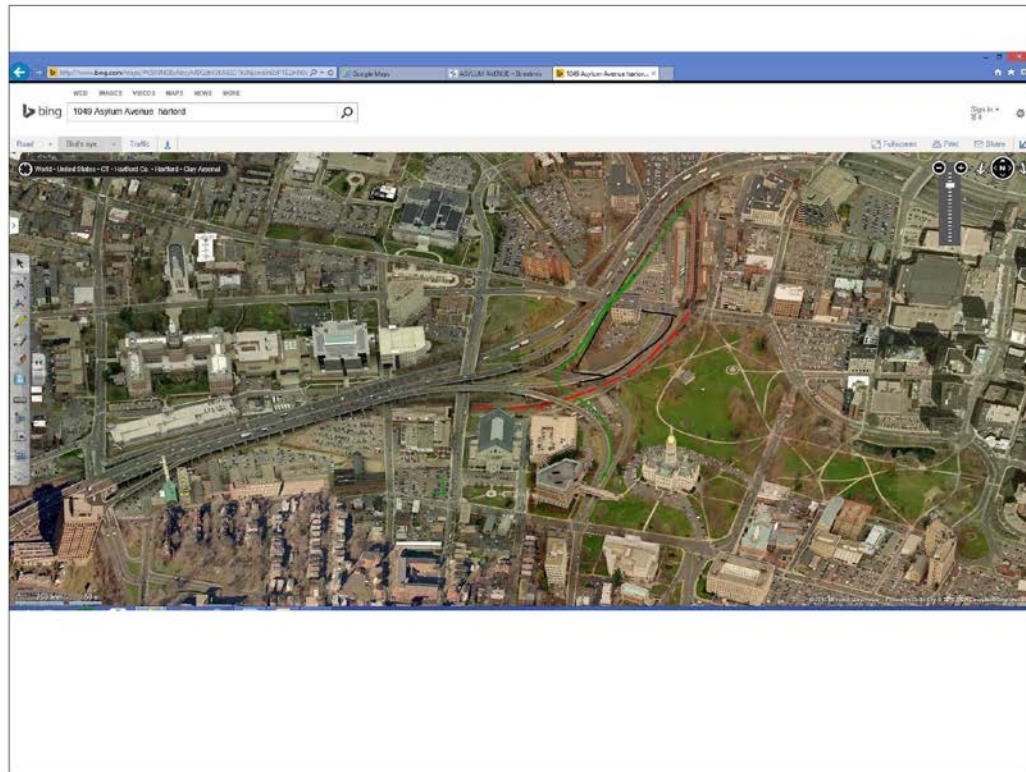
Apr 29-3:14 PM



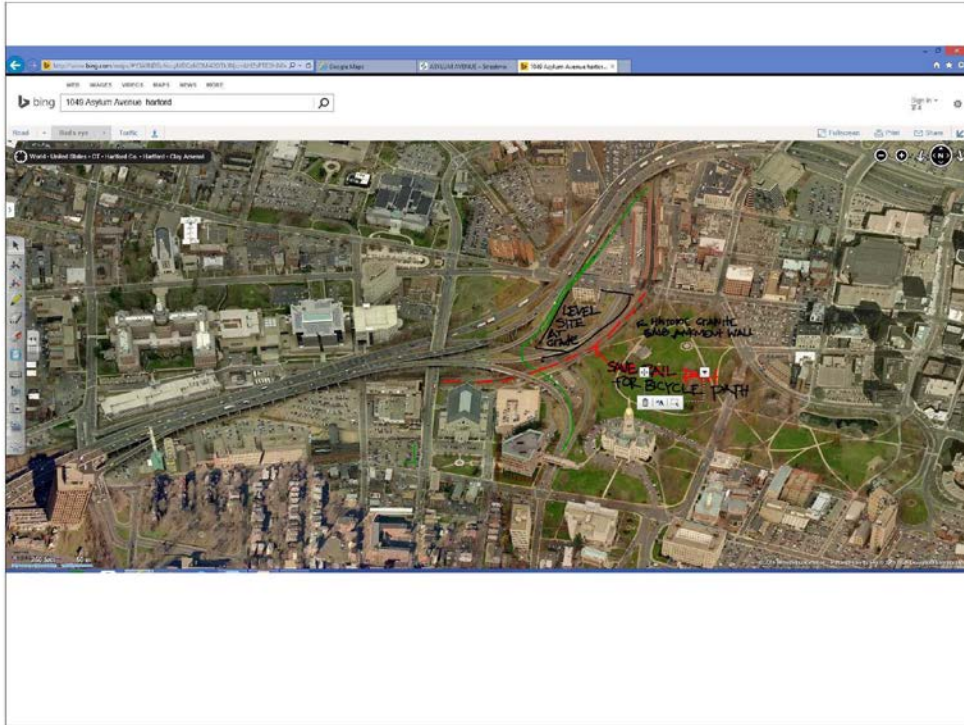
Apr 29-3:43 PM



Apr 29-3:48 PM

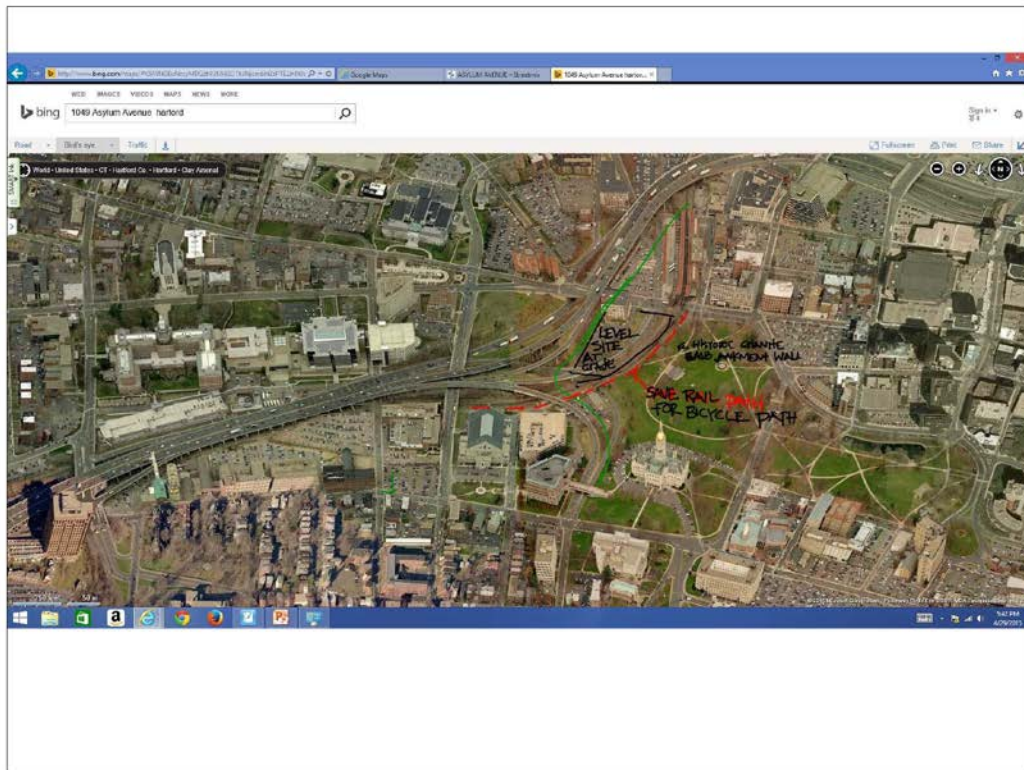


Apr 29-5:21 PM



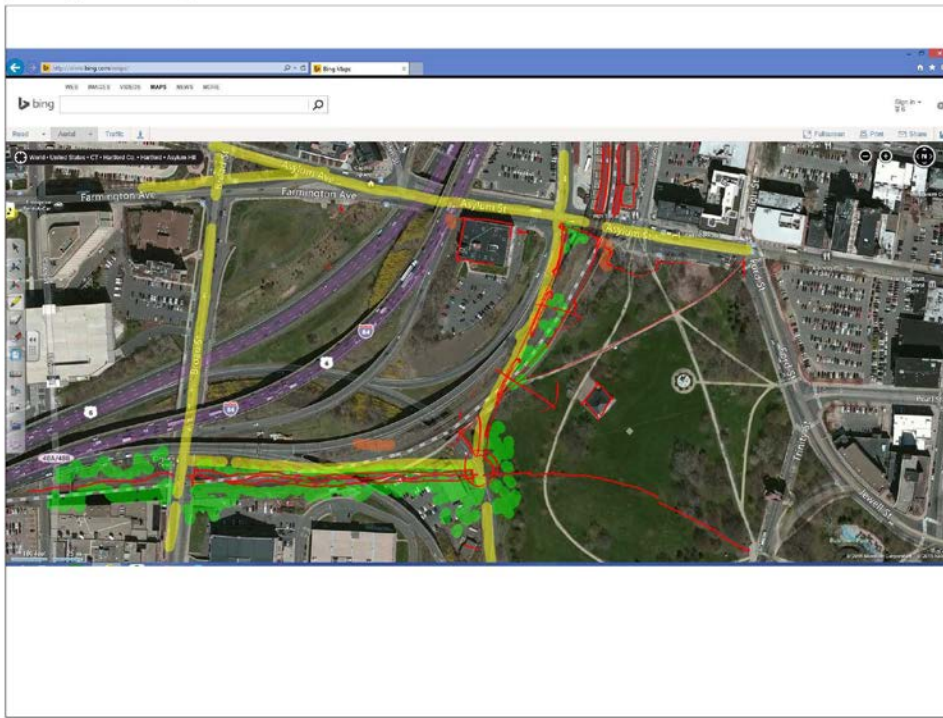
Apr 29-5:39 PM

13

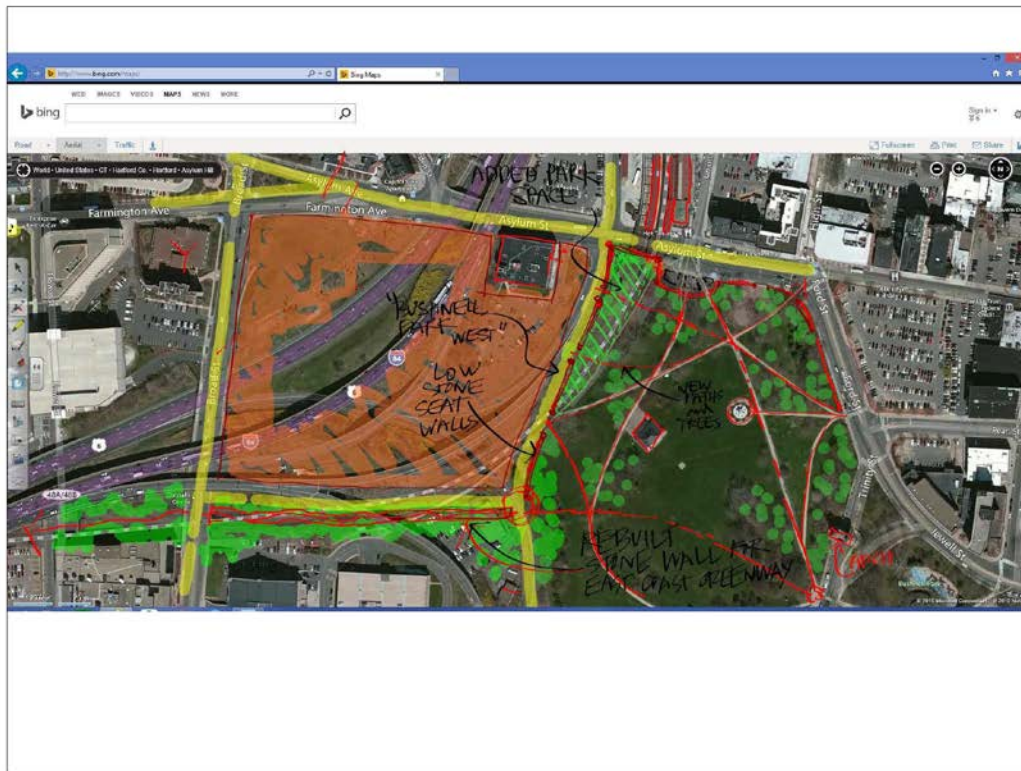


Apr 29-5:42 PM

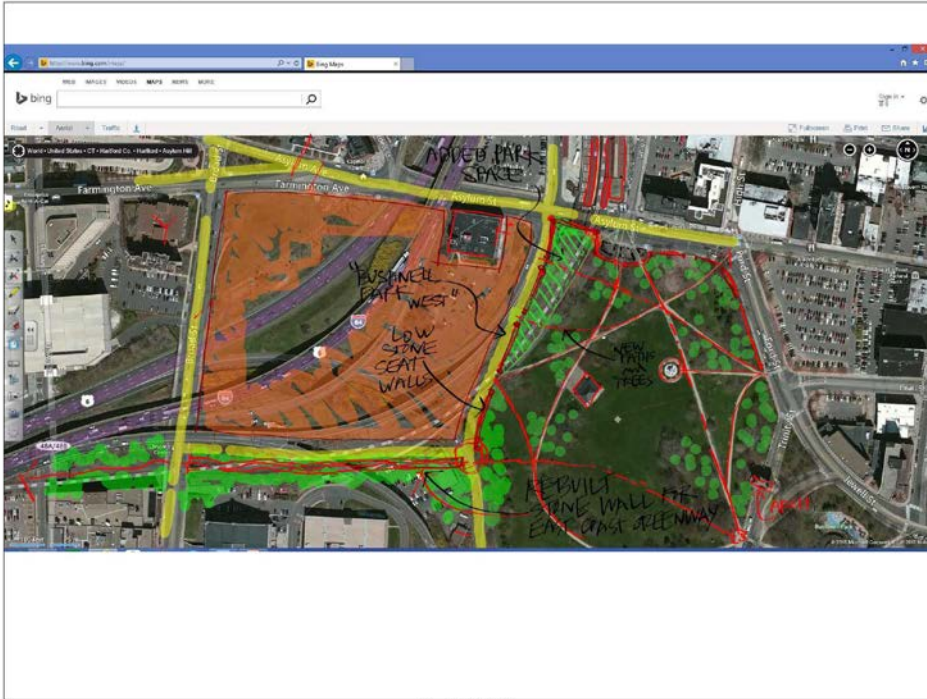
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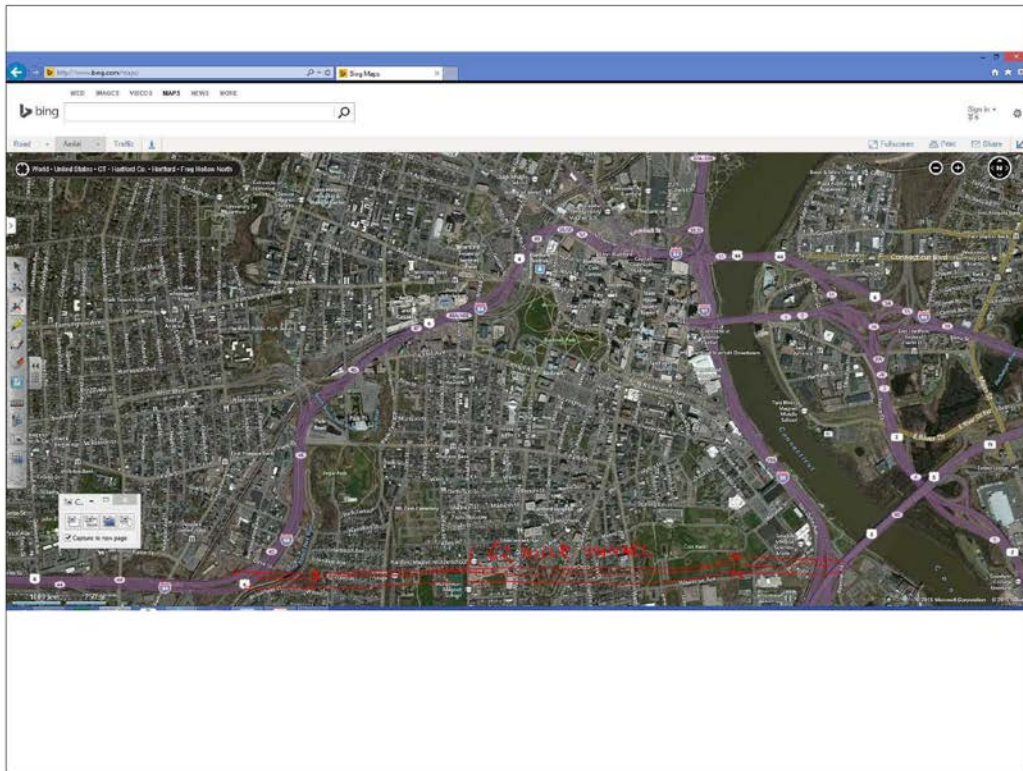
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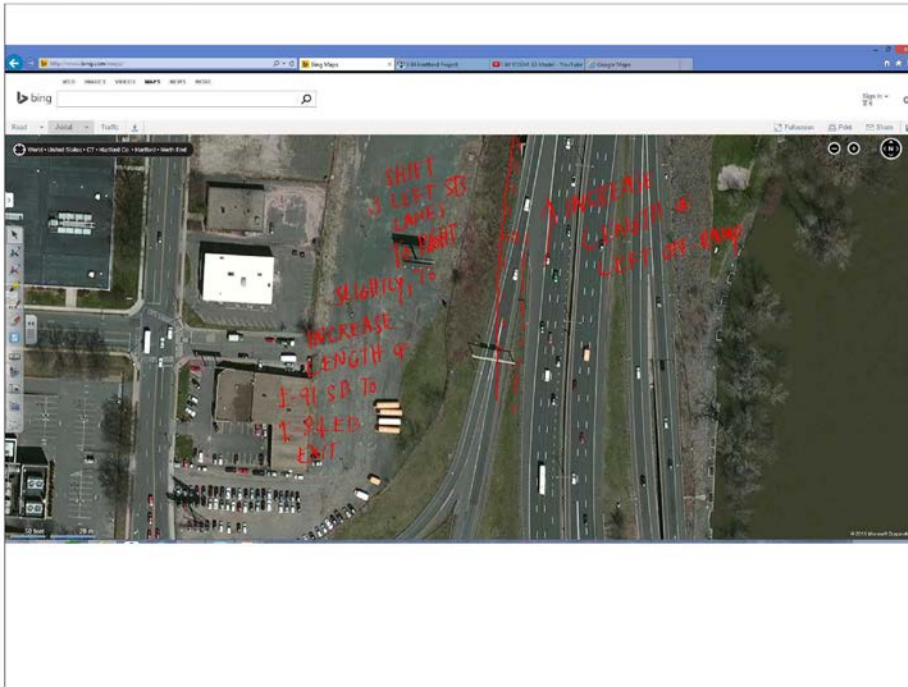
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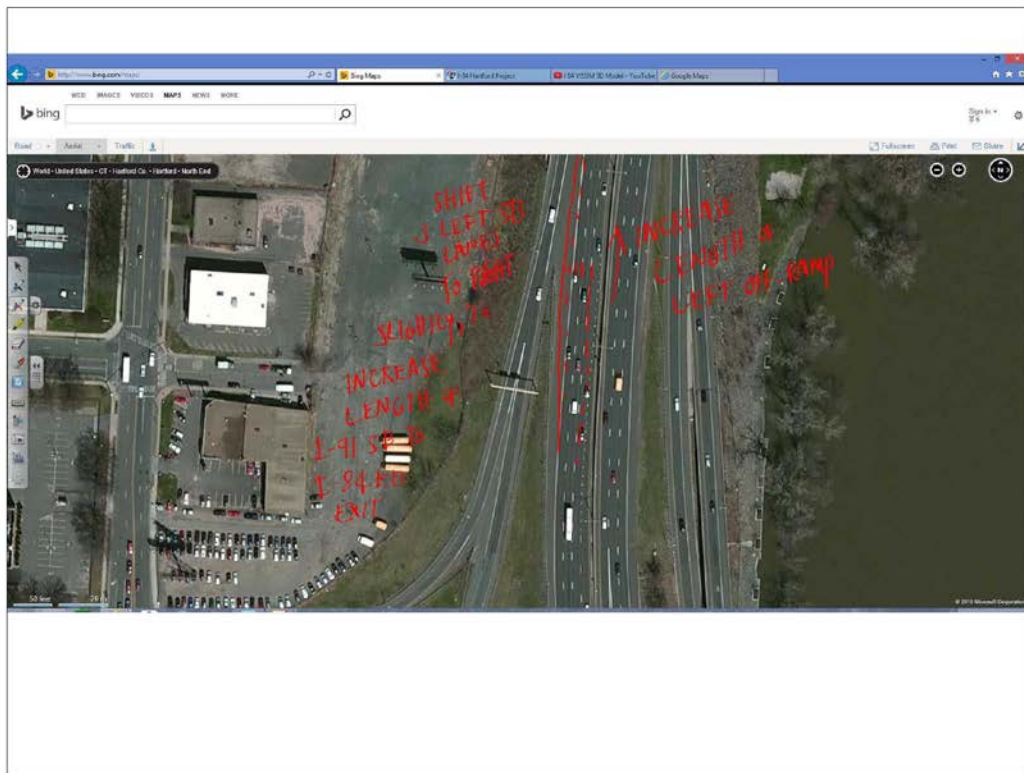
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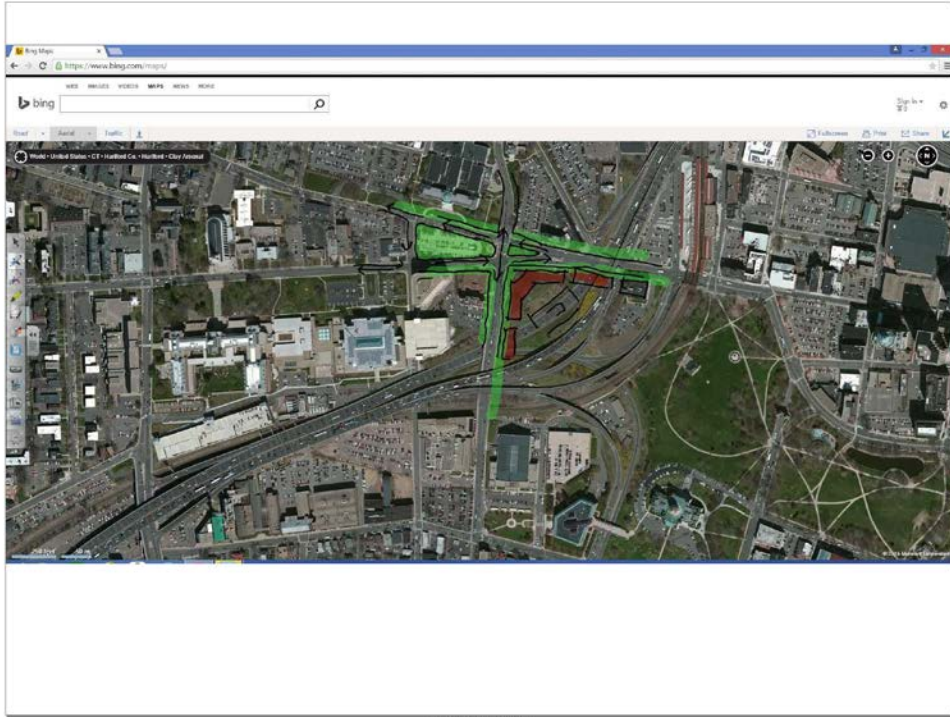
tunnel bypass



May 1-4-44 PM



May 1-4-28 PM



May 2-10:25 AM

Comments Left in the Comment Box by Member of the Public or Project Team Member (based on conversation)

- Have a "conveyer system" with rail and CTFastrak so no time would be lost - create a loop system
- Provide a bus drop off for the ballpark and move the train/bus station to a more relevant place
- How many out of state drivers are on 84- seems like a lot- a bypass system would be great
- Railroad alignment is interesting- also should look at fixing I-91
- Create an East-West connection from Sisson to Downtown
- It would be great to get highway traffic off of Asylum
- Is it better to lower the railroad or elevate roads to alleviate issues?
- Use large parking lots on North and South Meadows
- Shut down the highway and do the reconstruction- break it into multiple smaller construction contracts- don't want to see construction drag on for 20 years
- Keep all of the interchanges, but make them work better on the highway
- Put a trench in and lower the highway
- Approach this project with a 10 year perspective, if you pay for the project in one sitting it could alleviate any other expenses in the future. It would also be the safety route to take.
- Parkville residents and business owners would rather Capitol Ave be a through route
- Maintain CTFastrak
- Main Concern is economic development in the area- should emphasize economic development as a criteria for ranking alternatives
- Is the tunnel really worth the expense?
- Sigourney Street is very valuable
- In the West End- have West BLVD extend to Hawthorne
- Hartford should have new parking lots
- How would the railroad be moved?
- How will this be paid for?
- Hope what is best for Hartford is what end result is
- Salvage structural steel for re-use in bike/ped projects
- Sigourney as a full interchange would be good
- Deliver The Hartford traffic closer to its campus- ramp location proximity is important
- Anything that takes the trident out is a good idea
- Love option 3B and E3

- Save some of the bridge piers as homage to the old highway
- The lowered highway is good- seems to make sense compared with the other alternatives
- Increase the use of trains!
- Loss of Capitol Ave apartments is not a bad thing
- Can traffic be re-routed to 691 and 91?
- The Route 2 ramp to 84 is a mess, they should have left the left ramp in addition to the relocated right side ramp
- Re-use Union Station as a mixed use development
- Is anything published that lists the pros and cons of each alternative?
- Has anyone looked into providing civic space?
- Are the alternatives looking to improve urban design at night or during the day?
- Would inner city buses have there own exits? - NO
- Preserve the bike/ped crossing at the end of Bartholemy under I-84 that connects across the highway
- Don't cut off the Farmington Ave or Asylum Ave leg of the trident
- Get rid of one-way roads
- Lowered options are more favorable
- Should have bike options for ages 8-80
- Make sure bike/ped designs make it through to final design
- Capture all lessons learned from similar projects elsewhere
- Tunnel may be very expensive, but it may be worth it in the long run- do a cost analysis
- Is there an opportunity to use existing structure for bike use?
- Would like to see 84 changed downtown so the ballpark and North End are not cut off from downtown
- Work on 91 next- we want the River back
- Would noise and air pollution increase in the lowered options?
- Should maintain industrial area in Parkville
- New head house for transportation should be connected to Union Station
- Nothing should be taken off the table
- Aetna has been land banking the parcel south of the DAS building at the corner of Laurel St and Forest St
- Capitol Ave should stay West to East
- A road along the western edge of Bushnell Park is bad
- Do not like the exit-entrance to the new Park Rd

- You have to show how the tunnel would be built while traffic moves on existing roads
- Would like more information about the tunnel
- Use Sisson Ave viaduct to connect W BLVD with ECG- keep one lane as a high line
- Connect the bike path to the historic bridge structure- this is a development opportunity
- Mainline Option 2/3- this might be ok if you make an effective Capitol to Hawthorne to downtown connection for bikes
- Lowered mainline 2/3- don't like the Capitol below BLVD, make it at grade
- Would prefer Capitol Ave to be the ECG access point
- Like the exit ramps to Laurel in lowered mainline 2/3
- Maintain pedestrian thru way
- Broad St is not a good replacement for Sigourney and Spruce Street ramps
- Mainline Option 3C- concerned with Church St termination- and should keep access on Myrtle
- Lowered Highway option 3B- this is the best option for the East End
- No highway access from Bushnell Park West- preserve this as a city street rather than another on ramp
- Stony Creek granite wall is a historic structure
- How could bike/ped be improved on existing alignment
- Why is the space under the viaduct wasted- this could be used a corridor for the ECG- activate this space
- Make Forest St and Laurel St two-ways
- Add more trees to Hartford
- Spruce Street in Lowered highway option 3A is a potential ped death trap
- Would like to see rain gardens, bioswales and improved streetscapes- other cities do this- why not Hartford
- Would like separate, off street bike lanes
- Should consider keep multi-modal connections together
- Moving the rail station west of the highway makes east- west ped access to downtown worse
- Landscape connections need to be restored, not further fragmented
- Connecting Downtown, Asylum Hill and Frog Hollow with air rights would be huge
- Lowered Highway option 3C- why remove a historic structure and add hwy exit ramp to a busy road and the Park?
- Don't forget about need for parking at Union Station Complex

- ECG over tunnel is an exciting opportunity
- ECG spur over to Pope Park
- It's ok to increase traffic on Capitol Ave as long as there is a parallel "bike highway"
- Maybe create a parking deck with commercial on the first floor
- Tunnel options are favorable- seems like less construction disturbance to businesses, it brings back the whole city area as one
- Growing pedestrian presence downtown, this will impact downtown in the next 5, 20, 15 years when this project is a reality
- Add noise barrier walls at Sisson Ave
- Need better pedestrian crossings at Sisson Ave and West Boulevard
- Project and proposals look great! Please continue to have bike/ped and rail as top considerations!
- Think about public health consideration
- Praise the lord!! Thank you for thinking about the little people! Much continued success!
- I am very impressed by how the DOT has reached out to the public regarding I-84. It shows that the DOT cares and is continuing to put a lot of thought into the project. All parties involved are doing this.
- ACOE should present their vision of moving the Park River conduit for a tunnel alternative
- Consider what happens to CTfastrak east of Sigourney St- many schemes show the busway terminating at Sigourney
- Consider access from the new stadium development onto I-84 both directions
- Connecting West Boulevard to Park Street is a great idea. Connecting Hawthorne to West Boulevard or Capitol Ave is a great idea. Both would enhance movement into town and could provide increased local street capacity. There is the potential to reduce some of the traffic on Farmington Ave.
- Public safety complex is important- it's needs for access to city neighborhoods should be considered. Retain High Street as a through street across the I-84 ROW. Ask the police if they need convenient access to I-84- a number of schemes seem to isolate the HPSC site.
- The trident needs help- need significant streetscape improvements , concerns with road diet lane narrowing
- Need a rail connection to Bradley Airport
- Sisson Ave ramp area is difficult for pedestrian, suggest all ped phase on ramps

- Hog River Tunnel Lighwell- Park Greenway
- Very interested in frontage roads to help overloaded local roads
- Footsteps were brilliant- that is what drew her to the meeting
- CTDOT process is much improved in terms of open lines of communication. Attendee was very impressed with the information provided and the opportunity for Q&A
- Capitol Ave should be improved and portions of rail embankment/viaducts at Union Station
- Lowered Option 3B- Flower Street- why not a new street. This option is difficult to understand- need a good explanation to really explore it. How do we get a Flower Street bridge in this option and what will it be able to carry? 3C- are you putting a Bike/Ped path in front of an on ramp?
- Congestion and Traffic on Capitol Ave- it would be weird if Capitol Ave stops just before its namesake- the Capitol. Keep the flow and usefulness of Capitol Ave. Signal systems here are not modern
- Could the Park River be exposed?
- Art should be incorporated into the design
- Love Bushnell Park West- recommends moving two Spring St buildings to grade. It's ok if CTfastrak stays west of the highway. Like E2 and E4
- Think people will see the benefits of lowered highway versus tunnel- this is great!
- Will CTfastrak be expanded North/South of the city in the future?
- Grade of Asylum always gives you a Trident
- There needs to be a way to configure WB ramps at Western interchange to not be on Capitol/West BLVD
- What is the process of making decisions? There are too many bridges over local roads today
- What are complete streets? What happens to the Park River conduit if the highway is lowered?
- If the rail shifted then should use existing rail bed through park a bike/ped path from Flower Street to Union Station or even connect at Ball Park
- What about a fly over from Capitol to EB on ramp, WB keep. Connect to Capitol instead of West Blvd. (Not at grade connection Laurel and Forest)
- Alt 3B-E2, did not like how the ramp connects/dumps traffic right into the park- not leisure friendly
- Use the Sisson EB on ramp for Bike/Ped Bike Road- or WB off Ramp. Link and connect this with a greenway- ramp at Laurel Street

- The tunnel is too long, what about emergency vehicles, too long, too close, no exits
- Ramps to new park is an awful idea
- For the alts with a Tunnel, use the new park to create a bike path that connects with Asylum- this will also work with Alt 3A and E2
- How does this affect local community routes (seniors)?
- Cool planning studio, have some questions about the greenway and bike options with the lowered highway. The railroad will have to be moved and will have to complete the Sigourney Street interchange
- Hill- traffic from all different directions- Asylum/Farmington, stop and go. Flower Street was scandalized, but what about opening it to bike/ped?
- Bikes avoid Asylum Street because of grade and traffic
- Great ideas- like no left ramps and shoulder widths for bikes
- A student- prefer the tunnel option like the Big Dig in Boston
- What buildings cannot be disturbed? What is the overall importance
- The tunnel option is preferred, Aetna viaduct is killer bad for the city
- No one used the East Coast Greenway
- Daylight the Park River
- Preserve historical significance, don't tear down the buildings, do what W. Hartford did
- Cant visualize- the simulation should show new rail alignment and new train station
- Do not like option with ramps by Cogswell Street
- Minimize the number of stops for AETNA/HARTFORD (3-4 Max) no more lights to slow them down
- CD/Connector/ Frontage roads like Chapel
- The "short ramps" are they designed for trucks? Grade/elevation too
- Bushnell Park West- ensure it doesn't turn into a through road but a nice BLVD style
- 3-4 lanes is not enough to carry 175k of traffic a day- should double decker to accommodate all traffic- if possible have half underground and the rest at grade

Sticky Notes on the Boards

General Comments

Many of the comments focused on bicycle and pedestrian connectivity. Despite cost concerns, most preferred the tunnel option.

Comments

- Bike options for 8-80
- Tunnel maybe most expensive but may be worth it if analyzed well
- Would love to see 84 changed downtown so ballpark and North End isn't cut off from Downtown
- Lowered options are most favorable to me
- Make sure bike/ped designs make it through to final design
- Design bike/ped for 7 to 70 or 8 to 80
- Capture all lessons learned from similar projects elsewhere
- Is there an opportunity to use existing above ground highway structures for bike use?
- Elevated options don't make much sense
- Rendering of Asylum Avenue at 84 looked very nice. We avoided purchasing a house on Asylum Hill due to not wanting to pass under 85 & fight through intersection on foot
- Tunnel is the best option to me. Frees up space and improves access plus viaduct is ugly
- Option B – street level please?
Noise & air pollution from lowered option? Would this get worse?
- Tunnel more expensive, but so much more benefit to the city over the long run
- Continue project east to river
- Work on 91 next. We want the river back
- Bike/ped considerations important
- Street level looks great. Like Capitol Avenue development as better throughfare
- Tunnel looks best
- Not sure any proposed changes are worth the time, the expense or the energy

Existing Conditions

This board raised points about improving bicycle and pedestrian designs. One person commented about historic structures.

Comments

- Stony Creek granite wall is historic structure
- How could bike/ped be improved on existing design?
- Why isn't there a bike/ped highway? North-South connections under existing viaduct

Elevated Highway – Mainline Option 2A / Interchange Option E3-(S)

Comments for this option suggested that the space under the elevated highway could be used for the East Coast Greenway or other purposes. There was a request to make some streets two way and to add more trees.

Comments

- Why is space under viaduct wasted? Use that corridor for East Coast Greenway

- How can space under highway be activated? Park, walking connections, multiuse paths, graffiti, art, etc.
- More trees
- Make a cycletrack or high quality bicycle facility
- Make Forest Street and Laurel St two way

Lowered Highway – Mainline Option 3B / Interchange Option E4-(S)

People expressed concerns about connectivity, including bicycle, pedestrian, and landscaping connectivity. There were concerns about accessing Union Station.

Comments

- Having rail station west of highway makes east-west pedestrian access to downtown even more important
- Consider keeping multimodal connections together
- The landscape connectivity needs to be restored to no further fragment the network.
- I prefer the 3B interchange option because of the Union Station exit.
- Connecting Downtown, Asylum Hill & Frog Hollow with air rights development would be huge.

Lowered Highway – Mainline Option 2/3 / Interchange Option W3-1

Bicycle and pedestrian connectivity was raised as a major concern. One commenter saw potential in creating a linear public space like the High Line in Manhattan.

- Walk/bikeway to Hartford, Bushnell Park, new Union Station
- Connect bike path to historic train bridge structure
- I like treatment of Capitol here. Worried about ramp traffic on Capitol Avenue
- Use Sisson Avenue viaduct to connect to W Blvd with East Coast Greenway – use only 1 lane of existing viaduct. Wow factor like the High Line.
- Reconfigure Hawthorn to connect with West Boulevard
- Put a parking lot on new West Boulevard

Lowered Highway – Mainline Option 2/3 / Interchange Option W2

- This might be OK if you make an effective cap from Hawthorn to downtown connection for bicyclists

Lowered Highway – Mainline Option 2/3 / Interchange Option W1

- Like this better than W2

Lowered Highway – Mainline Option 2/3 / Interchange Option W4

- Don't like Capitol below West Boulevard; make at-grade

Lowered Highway – Mainline Option 2/3 / Interchange Option W3-2

- Would prefer Capitol to be the East Coast Greenway
- Like exit ramps to W Laurel in this one

Lowered Highway – Mainline Option 3C / Interchange Option E2

- Maintain pedestrian throughway

Lowered Highway – Mainline Option 3A / Interchange Option E1

- Broad Street is not a good replacement for Sigourney & Spruce St ramps

Lowered Highway – Mainline Option 3C / Interchange Option E1-(S)

- Concerned by Church Street termination
- Keep access (or an alternate) on Myrtle

Lowered Highway – Mainline Option 3B / Interchange Option E1-(S)

- Longer segment better for queuing?
- This is the best option for the East End
 - No Asylum-Broad interchanges
 - No highway access from Bushnell Park West – preserves this as a City St rather than another on ramp
 - The Hartford doesn't have all the traffic empty off highway directly in front of campus

Lowered Highway – Mainline Option 3B / Interchange Option E2-(S)

- A road along the western edge of the park is bad.
 - Seems like it gives more access to more of the park. I'm okay with that. *(Separate person wrote on same comment as above)*

Lowered Highway – Mainline Option 3B / Interchange Option E4(S)

- Do not like exit/entrance to new park road
- Prefer 3B & exits to Cogswell/Spruce
- I like the Spruce St frontage road
- Would shorter segment be worse for queuing? Back up on Asylum at peak period

Tunnel – Mainline Option 4C

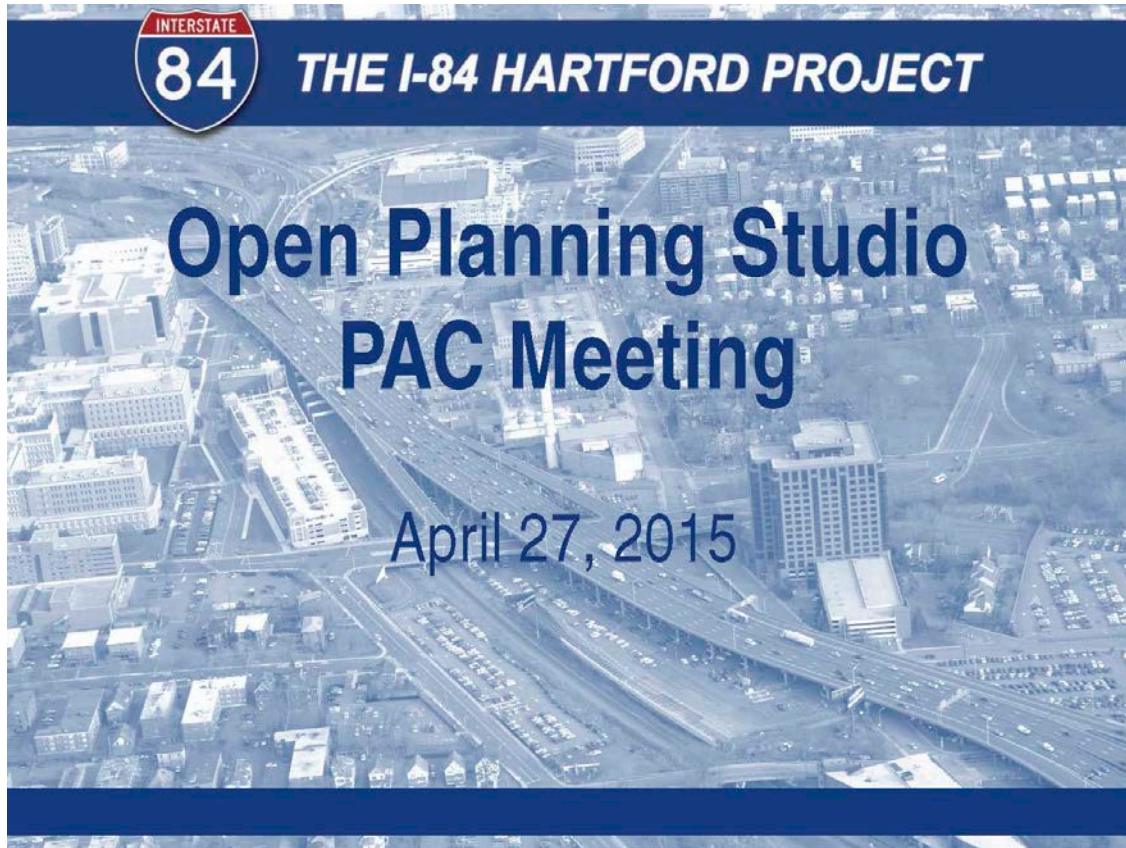
- Don't hit rock on Park River below grade? Show how you build it while traffic moves on existing roads
- Would like more info on possibility of tunnel – how will it work out

Tunnel – Mainline Option 4C

Commenters mentioned concerns with parking, bicycle/pedestrian connectivity, and the growth of downtown.

- As a downtown resident, I would advise developers to stay mindful of how the burgeoning downtown community and a growing pedestrian presence (and probably a growing vehicle presence) will impact downtown in 5, 10, and 15+ years from now when this project will be a reality.
- Don't forget about need for parking at Union Station Complex
- If you create a cul-de-sac, keep the bike/ped connection. Add more bike/ped connections
- How to promote connection to core downtown if train station pulls farther east?
- East Coast Greenway (over tunnel) – exciting opportunities
- East Coast Greenway spur to Pope Park
- Ok to increase car traffic on Capitol if there is a parallel East Coast Greenway “bike highway”
- Maybe parking deck with commercial on first floor
- Like this option the best but would like commuters to see out of the tunnel otherwise commuters will be just that and not stop in town and support the local fare (Wadsworth, restaurants)
- Make the tunnel clear so commuters can see out and enjoy the view!
- Plan for mass exit out in case of building collapse
- Concern for tunnel travel when an accident occurs. Divert hazardous material, emergency vehicle access, escape passage for stranded people

APPENDIX E: MEETING PRESENTATIONS



INTERSTATE 84 THE I-84 HARTFORD PROJECT

Open Planning Studio PAC Meeting

April 27, 2015



INTERSTATE 84 THE I-84 HARTFORD PROJECT

Welcome!



U.S. Department of Transportation
Federal Highway Administration



CRCOG CAPITAL REGION
COUNCIL OF GOVERNMENTS
Working together for a better region.

Agenda

1. Introduction
 - What is the Open Planning Studio?
 - Defining the Preliminary Alternatives
 - How we determined the alignment options?
 - What we will do this week
2. Alternative Interchange Options
 - Quick preview of many options
3. Enhanced Visualizations
 - A few examples of context sensitive design options
 - Images of potential street views

The I-84 Open Planning Studio

- Make the development of alternatives transparent and inclusive
- Build support as the Project progresses for the ultimate identification of a preferred alternative
- Fully identify and respond to concerns from a broad range of stakeholders and attempt to address those concerns in the alternatives
- Engage community groups that have been historically disenfranchised in the process of selecting transportation alternatives

Defining the I-84 Alternatives

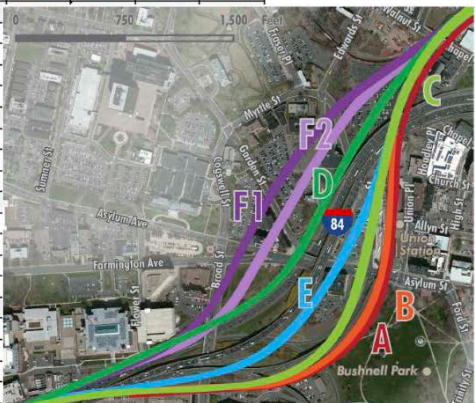
We began with identifying corridor options that addressed the interrelationship between I-84 and the railroad, as first explored by the HUB Study



Defining the I-84 Alternatives

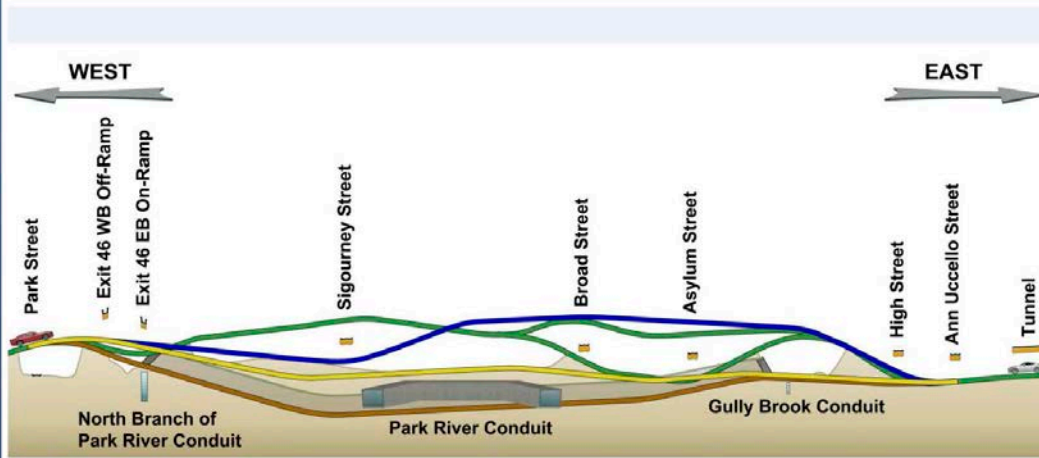
We studied various horizontal and vertical configurations, using the latest highway and railroad design standards and safety criteria

		Alternative						
		A	B	C	D	E	F1	F2
Key Characteristics	Future Alignment of Rail Infrastructure							
	Maintenance of Existing Rail Infrastructure	✓						
	Reconstruction of Rail Infrastructure		✓					
	Rail Relocation South of I-84			✓				
	Rail Relocation North of I-84				✓			
	Vertical Alignment of Future I-84							
	I-84 remains in place (elevated)	✓	✓	✓				
	I-84 rebuilt at or below ground level (open cut)							
I-84 rebuilt at least partially in a tunnel			✓					
Physical Attributes	Track and Rail Operations							
	Number of tracks	1	2	2				
	Gauntlet track for oversize freight trains		✓	✓	✓			
	Rail service maintained during construction	✓	✓	✓				
	Future connection to Griffin Line possible			✓				
	Station Infrastructure							
	Renovation to current station building	✓	✓					
	New station building location			✓				
	Platform location relative to ground	Above	Above	Above				
	Longer platform than existing		✓	✓				

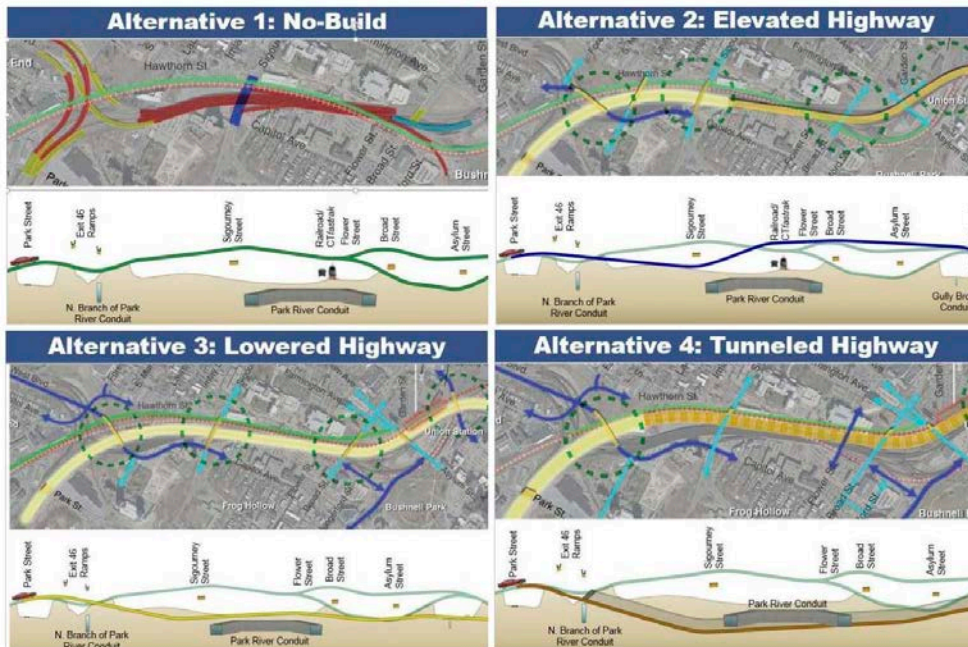


Defining the I-84 Alternatives

We presented these Preliminary Alternatives (“No Build”, “Elevated”, “Lowered” and “Tunnel”) in late January at the Public Scoping Meeting



Preliminary Alternatives

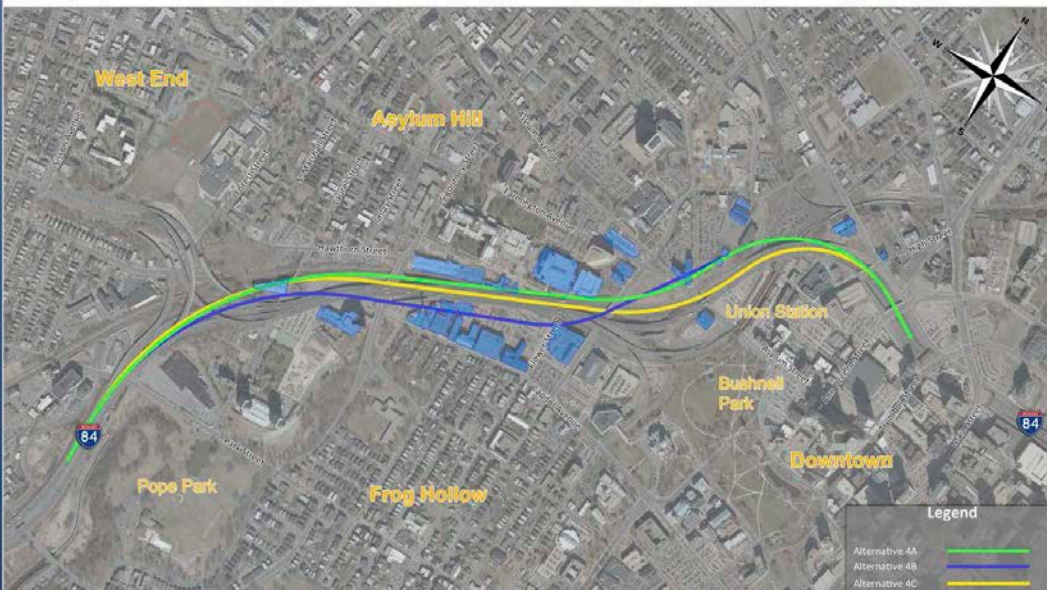




Alternatives 2 and 3



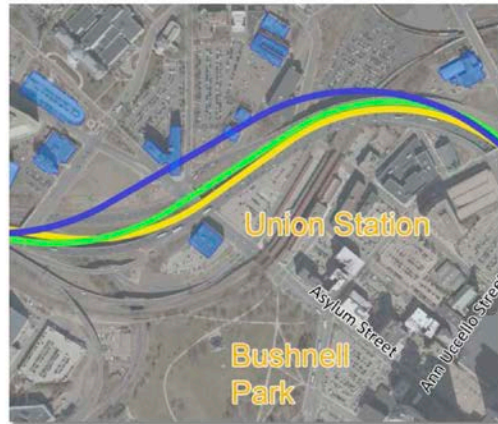
Alternative 4





THE I-84 HARTFORD PROJECT

How we determined the alignment options



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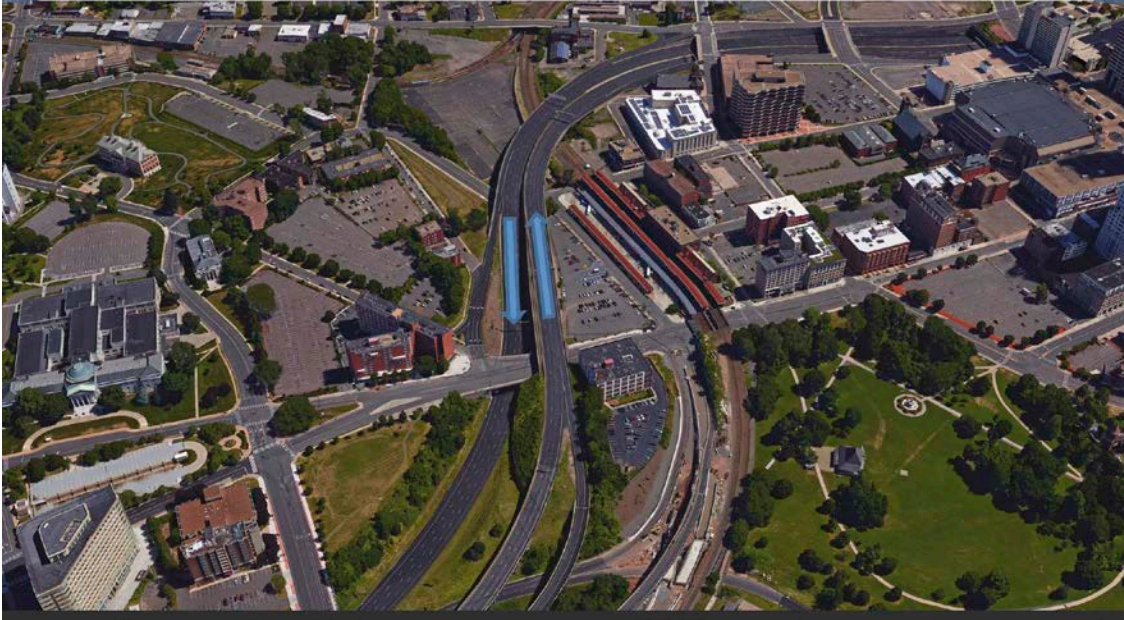
Alternatives 2A and 3A

- Minimum Alignment Shift for Stage Construction
- Minimize Property Impacts



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Alternatives 2A and 3A



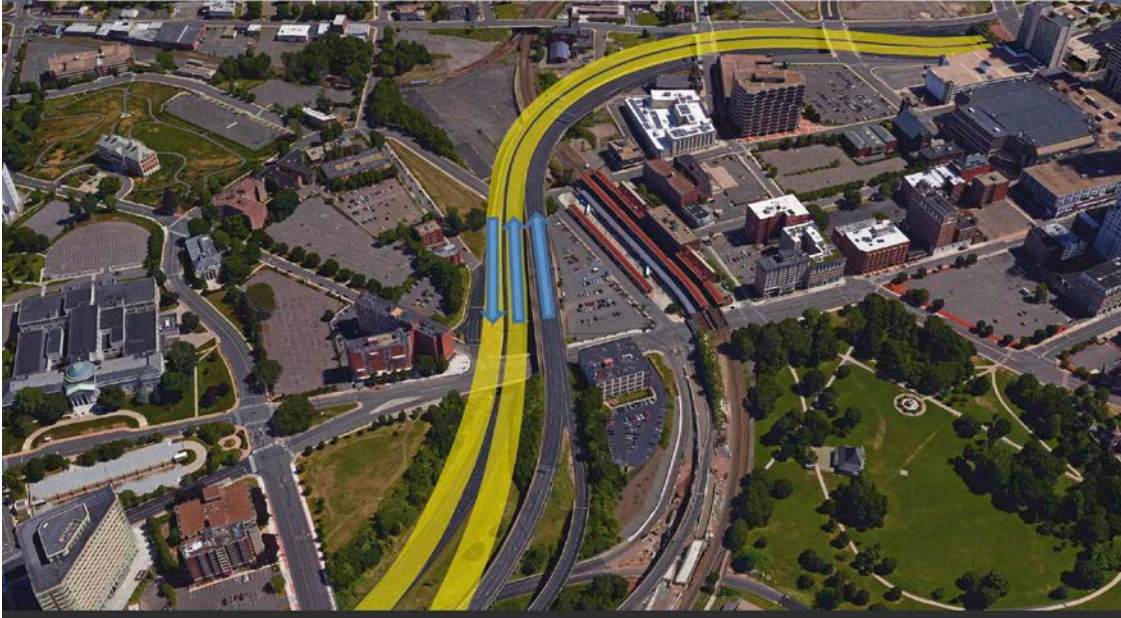
THE I-84 HARTFORD PROJECT

Alternatives 2A and 3A





Alternatives 2A and 3A



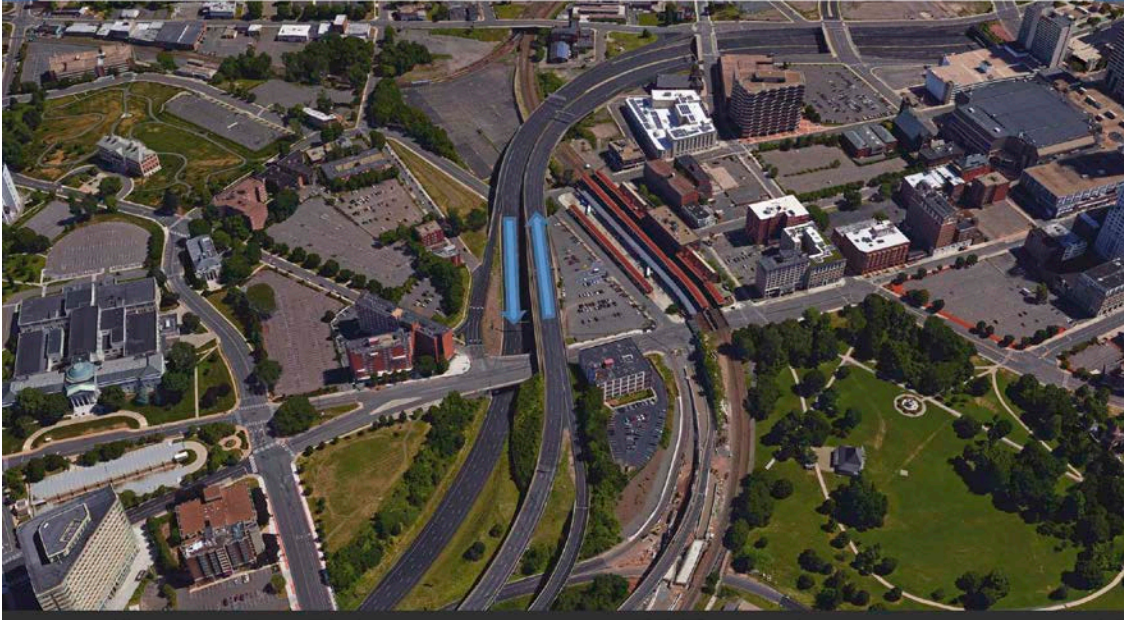
Alternative 3B

- Revised Alignment to fix deficient horizontal curve
- Stage Construction Advantages
- Creates better opportunities for interchange development



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Alternative 3B



THE I-84 HARTFORD PROJECT

Alternative 3B





THE I-84 HARTFORD PROJECT

Alternative 3B



THE I-84 HARTFORD PROJECT

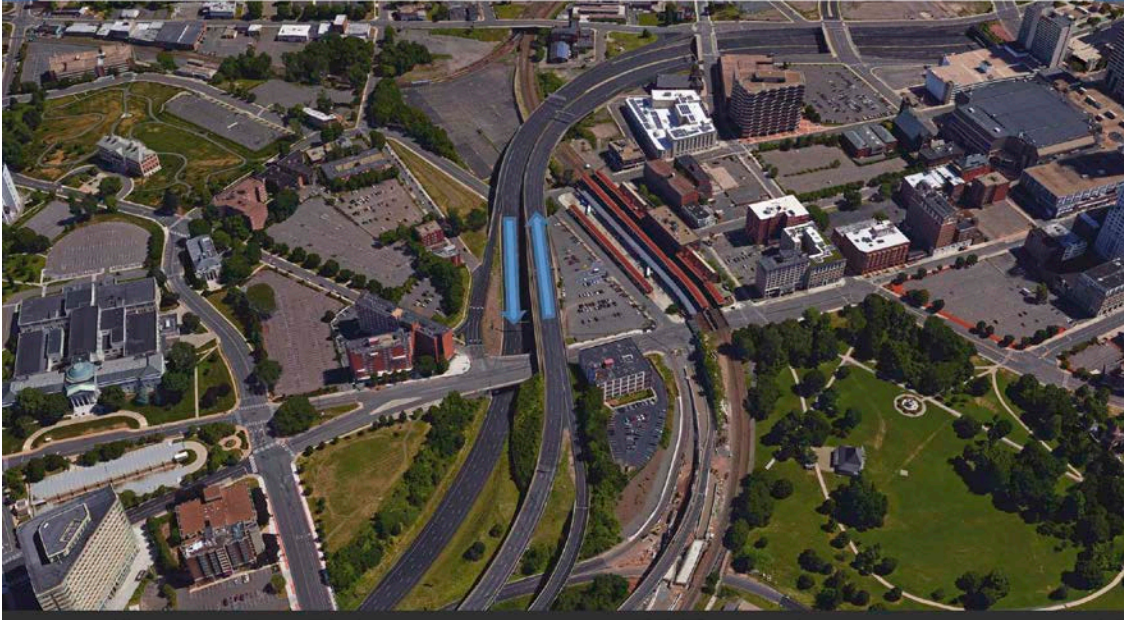
Alternative 3C

- Effort to minimize/eliminate property impacts
- No consideration for stage construction



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Alternative 3C



THE I-84 HARTFORD PROJECT

Alternative 3C





Alternative 4A

- Stage Construction to the north
- Easiest to build = shortest construction duration
- No relocation of the Park River Conduit
- Significant Property Impacts

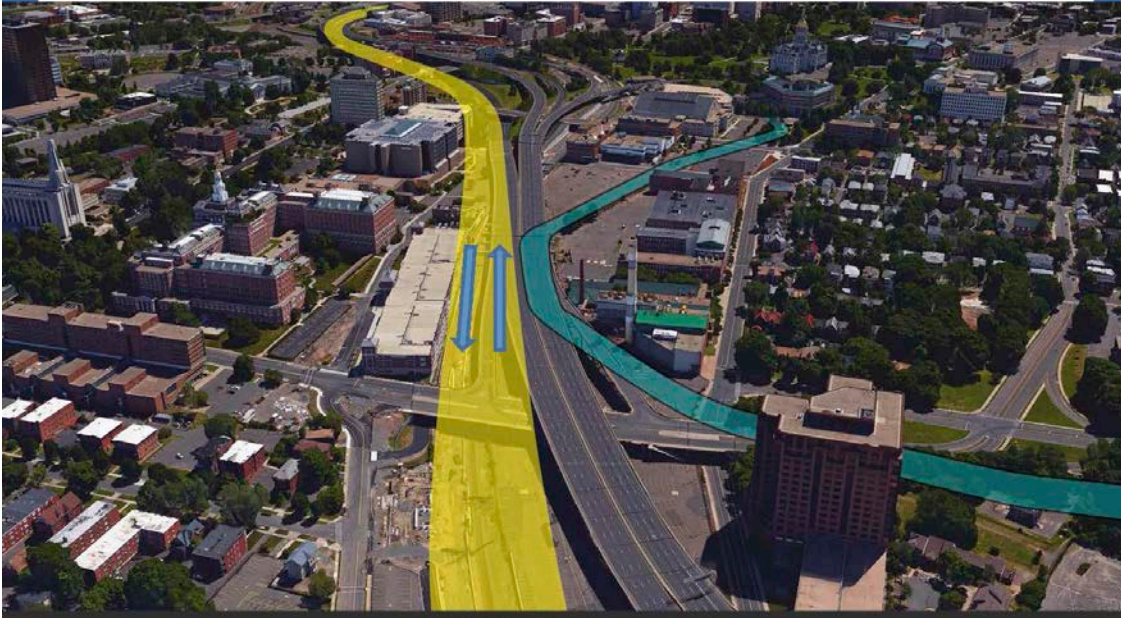


Alternative 4A





Alternative 4A



Alternative 4B

- Stage Construction to the south
- More complicated to build = longer construction duration
- Relocation of the Park River Conduit
- Significant Property Impacts



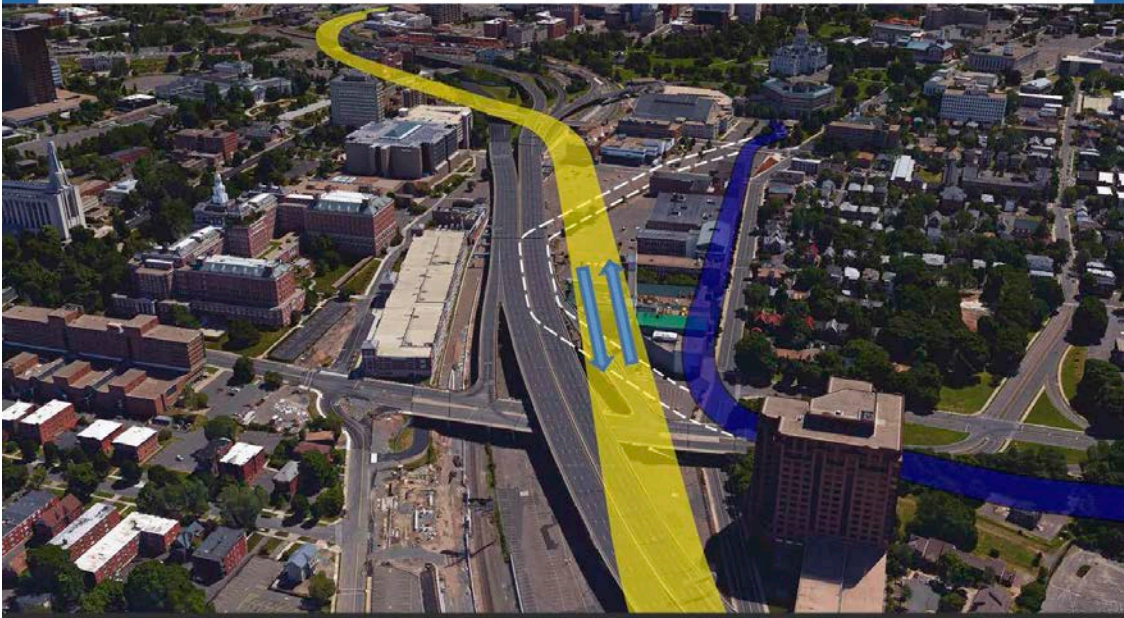
THE I-84 HARTFORD PROJECT

Alternative 4B



THE I-84 HARTFORD PROJECT

Alternative 4B



Alternative 4C

- On existing highway alignment
- Most difficult to build = longest construction duration
- Least amount of property impacts for tunnel alternatives

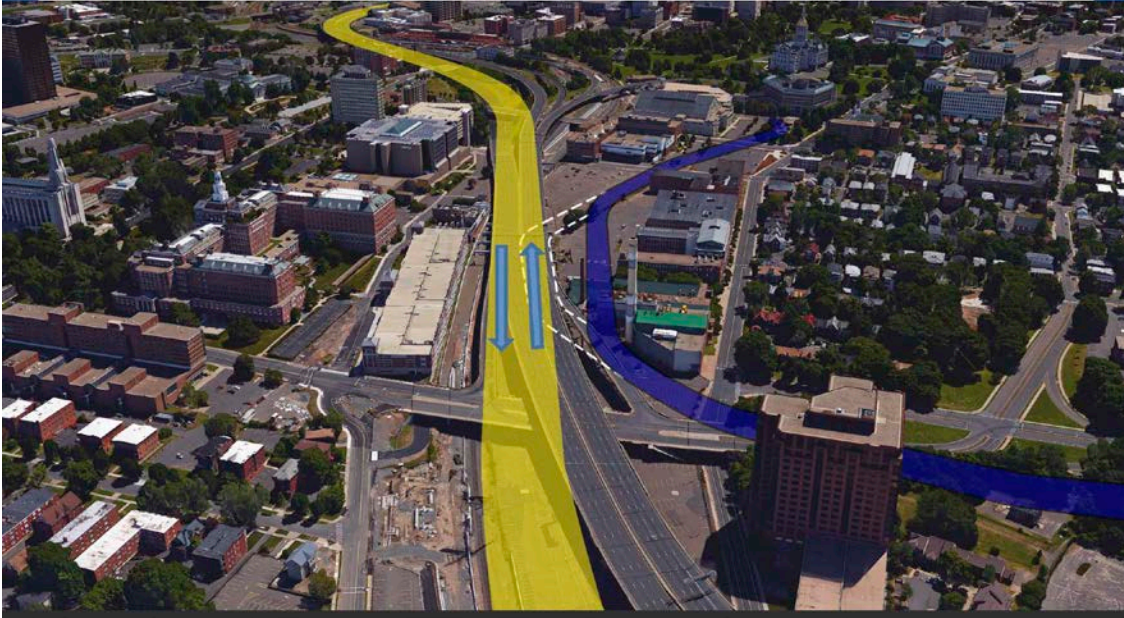
Alternative 4C





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Alternative 4C



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Naming Convention

3B - E4 (S)



Naming Convention

3B - E4 (S)

Alternative
(Mainline Alignment)



Naming Convention

3B - E4 (S)

Eastern
Interchange Option



Naming Convention

3B - E4 (S)

Sigourney Street Ramps



The options...and what we expect from you



This week...

We want to spent the next several days working with you to understand which alternatives and options are most desirable in terms of balancing benefits and impacts



Many Alignment Options

Options developed so far...

- Elevated Highway: 3 options
- Lowered Highway (east): 9 options
- Lowered Highway (west): 6 options
- Tunnel: 3 options

Quick Score

Basic Criteria

Highway Benefit – Impact to highway operations and safety

Local Street Benefit – Impact local street operations, multimodal integration, and connectivity

Property Impacts – Impact to existing property

Relative Performance



Low



Moderate



High

Elevated Highway

THE I-84 HARTFORD PROJECT
Elevated Highway
Mainline option 2A
Interchange option E1

- Interchange with Broad St
- No Sigourney ramps



Highway Benefit



Local Street Benefit



Property Impacts





Elevated Highway

THE I-84 HARTFORD PROJECT
Elevated Highway
Mainline option 2A
Interchange option E2-(S)

- Interchange with Asylum Ave



Elevated Highway

THE I-84 HARTFORD PROJECT
Elevated Highway
Mainline option 2A
Interchange option E3-(S)

- EB Interchange with Asylum Ave
- WB Interchange with Broad St
- No WB Sigourney ramp





Lowered Highway

THE I-84 HARTFORD PROJECT
Lowered Highway
Mainline option 3A
Interchange option E1

- Interchange with Broad St
- No Sigourney ramps



Lowered Highway

THE I-84 HARTFORD PROJECT
Lowered Highway
Mainline option 3A
Interchange option E2-(S)

- Interchange with Asylum Ave





Lowered Highway

THE I-84 HARTFORD PROJECT
Lowered Highway
Mainline option 3A
Interchange option E3

- Interchange with Broad St
- No Sigourney ramps



Highway Benefit	
Local Street Benefit	
Property Impacts	



Lowered Highway

THE I-84 HARTFORD PROJECT
Lowered Highway
Mainline option 3B
Interchange option E1-(S)

- Interchange with Church St



Highway Benefit	
Local Street Benefit	
Property Impacts	



Lowered Highway

THE I-84 HARTFORD PROJECT
Lowered Highway
Mainline option 3B
Interchange option E2-(S)

- Interchange with Cogswell and extended Spruce St



Lowered Highway

THE I-84 HARTFORD PROJECT
Lowered Highway
Mainline option 3B
Interchange option E3-(S)

- Interchange with Edwards and extended Spruce St





Lowered Highway

THE I-84 HARTFORD PROJECT
Lowered Highway
Mainline option 3B
Interchange option E4-(S)

- Interchange with Cogswell and Spruce St



Lowered Highway

THE I-84 HARTFORD PROJECT
Lowered Highway
Mainline option 3C
Interchange option E1-(S)

- Interchange with Asylum Ave and extended Spruce St





Lowered Highway

THE I-84 HARTFORD PROJECT
Lowered Highway
Mainline option 3C
Interchange option E2

- Interchange with Cogswell and extended Spruce St



West Side Configurations

THE I-84 HARTFORD PROJECT
Lowered Highway
Mainline option 2/3
Interchange option W1

- West Boulevard to Park St
- Ramps at West Boulevard



West Side Configurations

THE I-84 HARTFORD PROJECT
Lowered Highway
Mainline option 2/3
Interchange option W2

- West Boulevard to Capitol Ave
- Frontage Roads between West Boulevard and Sigourney



West Side Configurations

THE I-84 HARTFORD PROJECT
Lowered Highway
Mainline option 2/3
Interchange option W3-1

- Capitol Ave Through Street
- Ramps at Laurel St





West Side Configurations

THE I-84 HARTFORD PROJECT
Lowered Highway
Mainline option 2/3
Interchange option W3-2

- West Boulevard to Capitol Ave
- Ramps at West Boulevard and Laurel St



West Side Configurations

THE I-84 HARTFORD PROJECT
Lowered Highway
Mainline option 2/3
Interchange option W4

- West Boulevard to Laurel St
- Ramps at West Boulevard





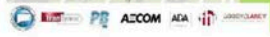
West Side Configurations

THE I-84 HARTFORD PROJECT
Lowered Highway
Mainline option 2/3
Interchange option W5

- West Boulevard to Capitol Ave
- Ramps at West Boulevard



Highway Benefit	
Local Street Benefit	
Property Impacts	



Tunnel

THE I-84 HARTFORD PROJECT
Tunnel
Mainline option 4A

- Tunnel to the north of highway



LEGEND

- Potential I-84 Alignment
- Key Building Along Corridor
- Existing Building
- Impaired Building
- Existing Railway
- Potential New Railway Alignment
- Existing Rock River Corridor



Tunnel

THE I-84 HARTFORD PROJECT
Tunnel
Mainline option 4B

• Tunnel to the south of highway



Tunnel

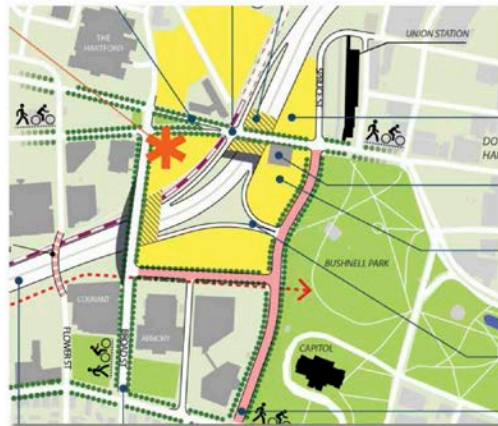
THE I-84 HARTFORD PROJECT
Tunnel
Mainline option 4C

• Tunnel underneath highway





Urban opportunities



Urban Context

- We have selected a combination of different Mainline and Interchange Options to analyze as part of the Open Planning Studio
- These are not our “final” or “preferred” options but rather a variety of ways to look at the benefits and impacts to the City and to gather your input and feedback

Existing Conditions

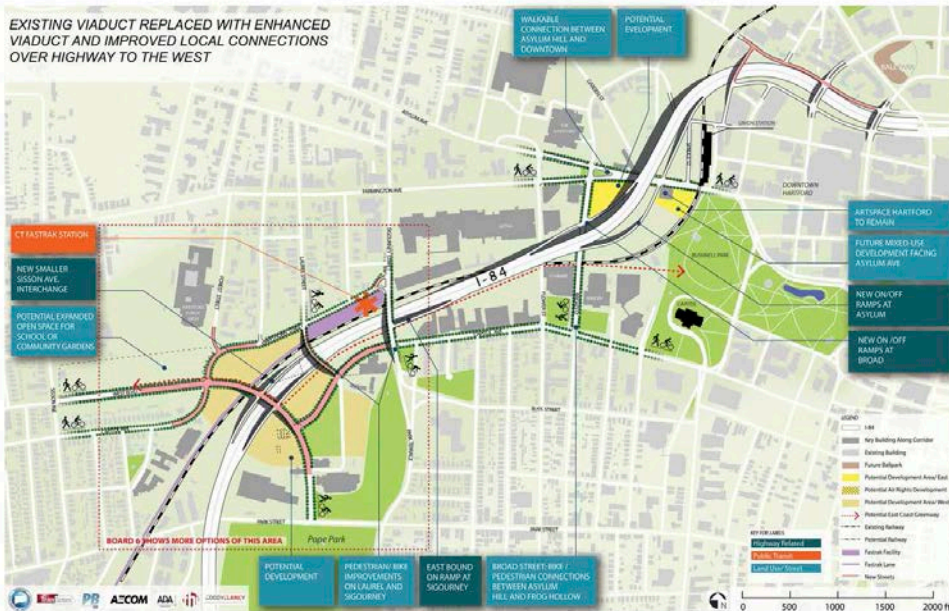
THE I-84 HARTFORD PROJECT
Existing Conditions



Elevated Highway

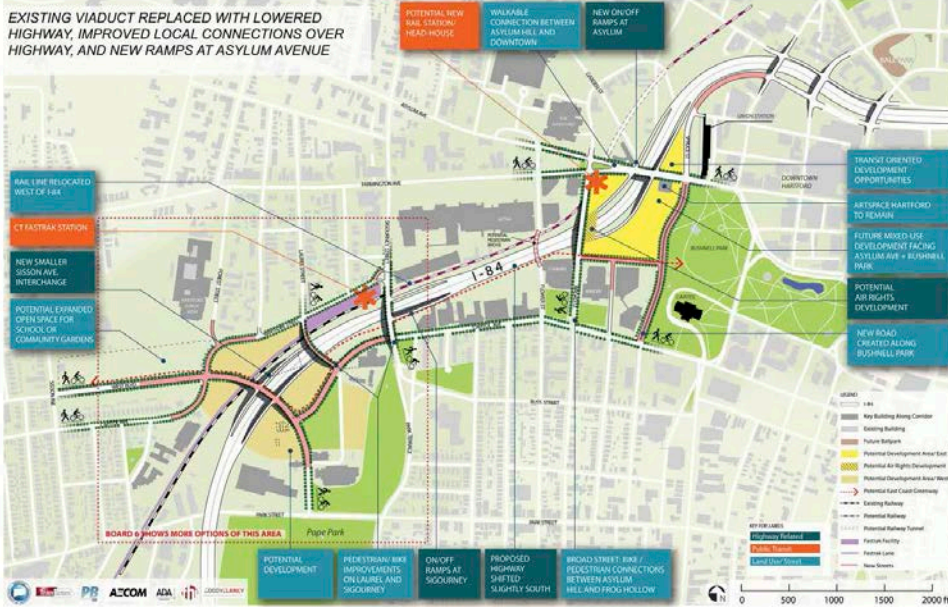
Mainline Option 2A – Interchange Option E3(S)

EXISTING VIADUCT REPLACED WITH ENHANCED VIADUCT AND IMPROVED LOCAL CONNECTIONS OVER HIGHWAY TO THE WEST



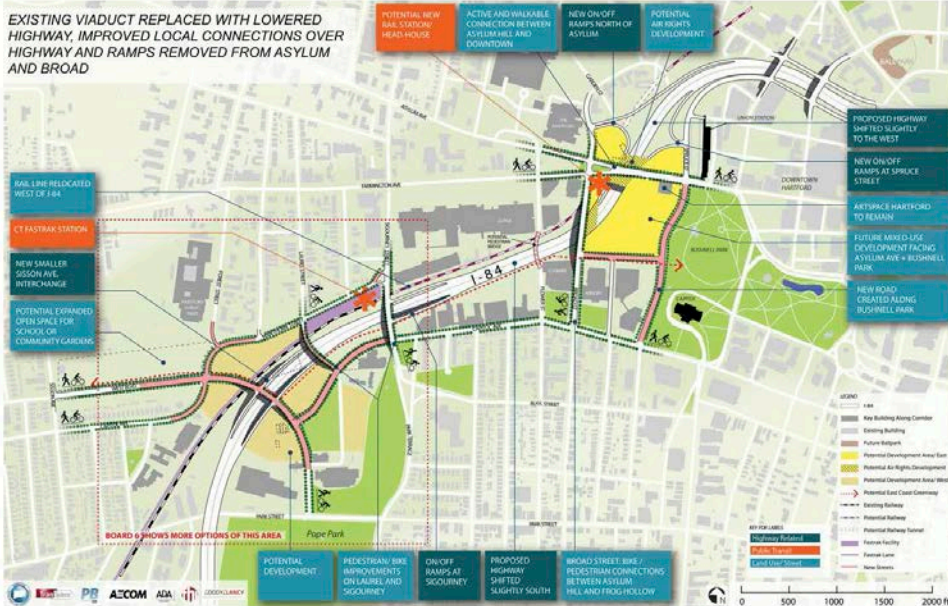
Lowered Highway

Mainline Option 3A – Interchange Option E2(S)



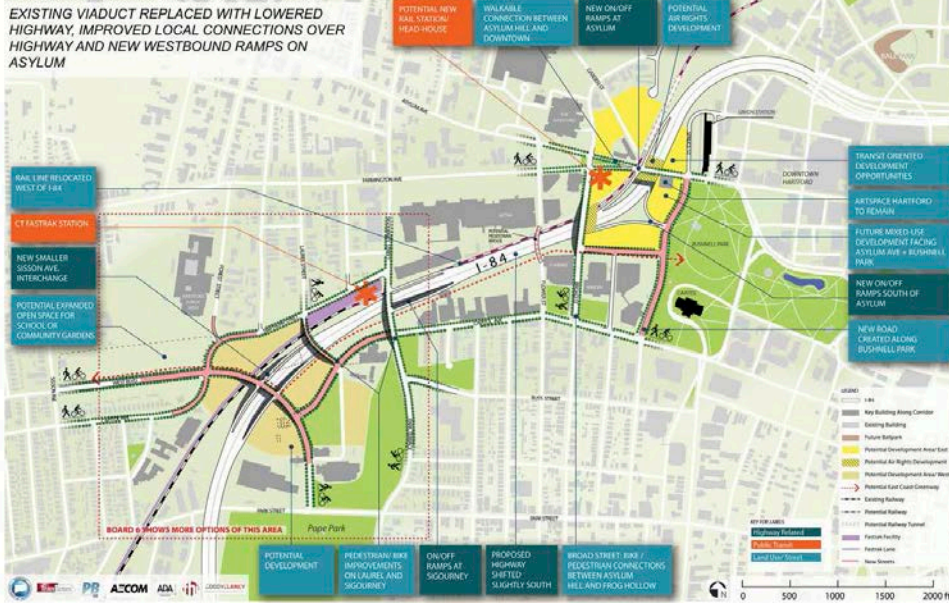
Lowered Highway

Mainline Option 3B – Interchange Option E4(S)



Lowered Highway

Mainline Option 3C – Interchange Option E1(S)



Tunnel

Mainline Option 4C





West Options

SISSON AVENUE RAMPS REPLACED WITH SMALLER RAMPS THAT TAKE UP LESS LAND AREA AND A VARIETY OF OPTIONS AND OPPORTUNITIES FOR LOCAL STREET CONNECTIONS



WEST BLVD TO PARK ST (2/3 W1)

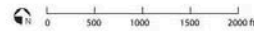
- Existing Sisson ramps removed
- Replaced with smaller diamond interchange
- West Blvd continuous over I-84 to Pope Park
- Capitol Ave west of I-84 connects to Hawthorn
- Capitol Ave east of I-84 ends at West Blvd

CAPITOL AVE THROUGH STREET (2/3 W3-1)

- Existing Sisson ramps removed
- Replaced with smaller on/off ramps
- Capitol Ave continuous over I-84 from west to east
- West Blvd ends at Forest Street
- Park Street goes over I-84

WEST BLVD THROUGH STREET (2/3 W5)

- Existing Sisson ramp
- Replaced with smaller diamond interchange
- West Blvd continuous over I-84 connecting to Capitol Ave
- Capitol Ave west of I-84 connects to Forest



Street Level Views

Asylum Avenue – Existing view looking east towards Downtown





Street Level Views

Asylum Avenue – Potential view looking east towards Downtown



Street Level Views

Broad Street – Existing view looking south towards Armory





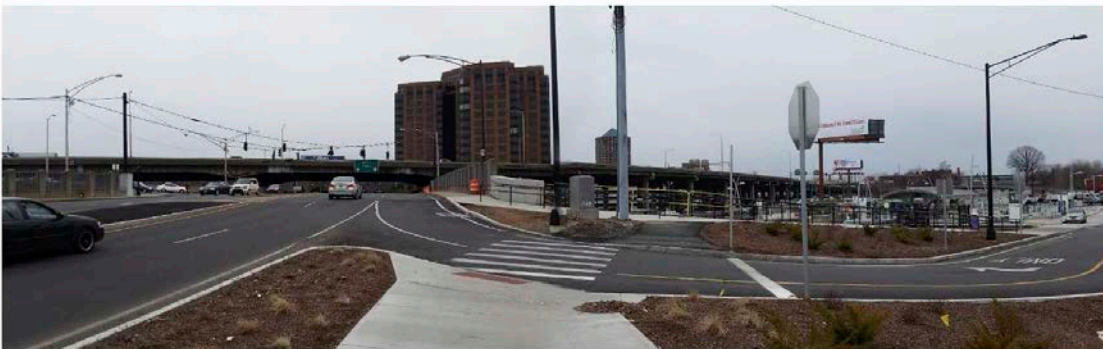
Street Level Views

Broad Street – Potential view looking south towards Armory



Street Level Views

Sigourney St. – Existing view looking south to Park Terrace





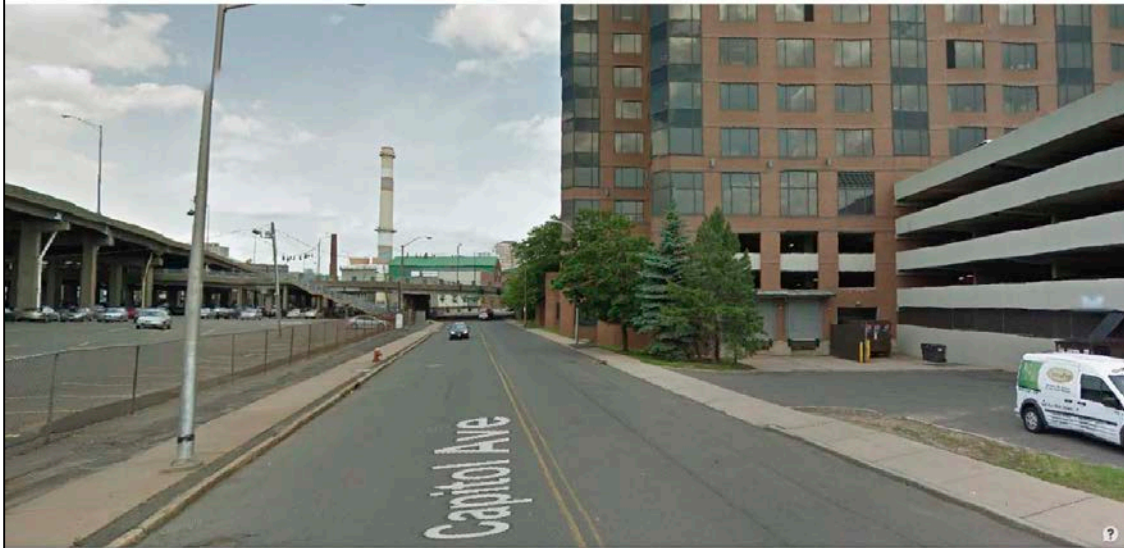
Street Level Views

Sigourney St. – Potential view looking south to Park Terrace



Street Level Views

Capitol Ave. – Existing view looking east towards Sigourney





Street Level Views

Capitol Ave. – Potential view looking east towards Sigourney



Aerial View

Sisson ramps – Existing aerial view looking north





What we know so far...

- Many of the alternatives and options address a majority of the Purpose and Need (P/N) – some fall short
- Many P/N objectives achieved: a safer highway, better access to and from Downtown, walkable and bikable streets, transit-oriented development opportunities, opening up Bushnell Park, removing physical and visual barriers, and reconnecting City neighborhoods and people
- But no perfect solutions: there are unavoidable impacts



Thank You!

Thank you for coming. We deeply appreciate your time and your commitment to helping us reach the best possible solution for the State of Connecticut, the Capitol Region, and the City of Hartford.

Your I-84 Hartford Project Team



THE I-84 HARTFORD PROJECT



U.S. Department of Transportation
Federal Highway Administration



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Working together for a better region.



Cultural Resources Open Planning Studio

April 30, 2015



Regulatory Framework

- **Federal laws**
 - National Historic Preservation Act (Section 106)
 - National Environmental Policy Act (NEPA)
- **State laws**
 - Connecticut Environmental Policy Act (CEPA)
- **Local historic commissions**
 - Historic Properties Commission (City-designated resources)
 - Historic Preservation Commission (State/National Register of Historic Places (S/NRHP)-listed resources)



What are Cultural Resources?

- Cultural resources are historic properties (above and below ground)
- Properties in the National Register of Historic Places (NRHP):
 - Prehistoric or historic district
 - Site
 - Building
 - Structure
 - Object
- Artifacts, records, material remains
- Properties of religious and cultural importance to Native American Tribes



3

National Register Criteria of Historic Significance

Listed or eligible NRHP properties must be >50 years old, and possess integrity and historic significance in one or more of the following ways:

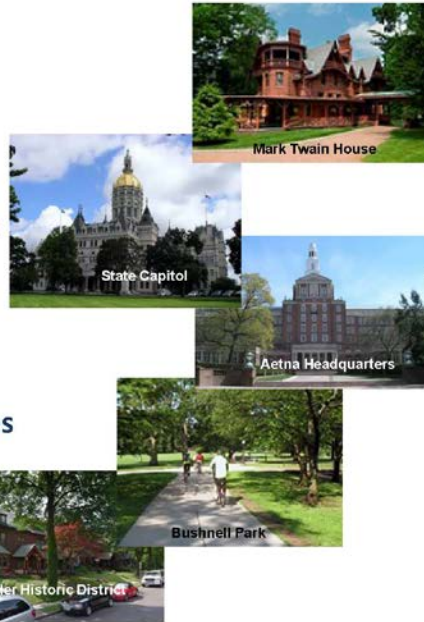
- A. Events
- B. People
- C. Design/construction
- D. Archaeological information



4

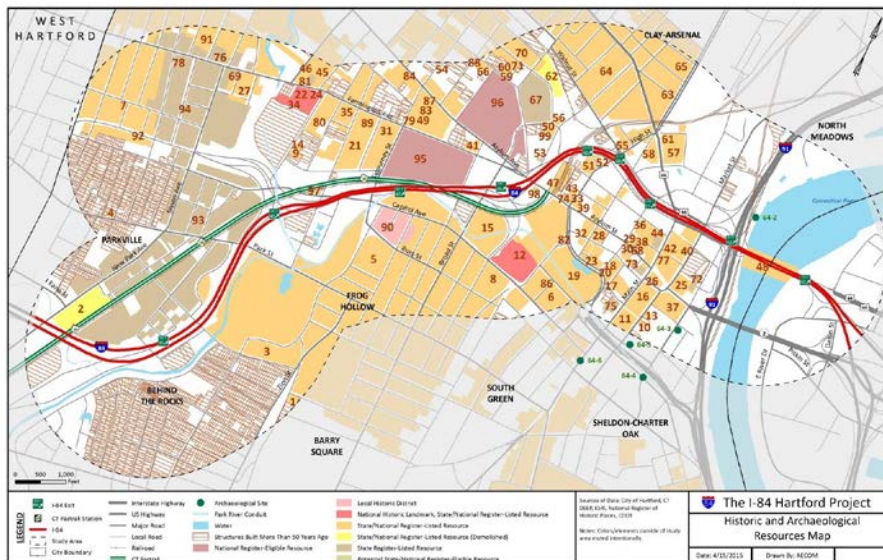
Types of Cultural Resources

- **National Historic Landmarks**
 - Connecticut Statehouse
 - Connecticut State Capitol
 - Mark Twain House
- **National/State Register-Listed Resources**
 - Frog Hollow Historic District
 - Wadsworth Athenaeum
 - Bushnell Park
- **National/State Register-Eligible Resources**
 - Aetna Life Insurance Company
 - Hartford Insurance Company
- **Local Historic Districts**
 - George Keller Historic District



5

Cultural Resources Data Gathered to Date



6

Architectural Resources Reconnaissance Survey

- Identify previously designated cultural resources
- Conduct reconnaissance-level survey within construction limits of build alternatives to identify significance of cultural resources
- Assess direct impacts of build alternatives on significant cultural resources to facilitate selection of preferred alternative



7

Phase 1A Archaeological Assessment Survey

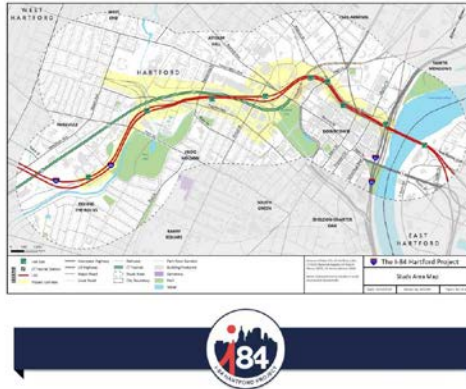
- Conduct background literature and cartographic research
- Document past land use history
- Evaluate extent of prior ground disturbance
- Conduct site walk-over of targeted areas
- Evaluate the archaeological potential of build alternatives



8

Next Steps – Establish APE

- Area of potential effect (APE) is the area within which an undertaking may directly or indirectly cause changes in the character or use of historic properties
- APE for I-84 Hartford Project will be based on alignment of preferred alternative



9

Next Steps – Determination of Effects

- **Direct Effects**
 - Physical destruction or damage to all or part of property
 - Alteration that is not consistent with Secretary's *Standards for the Treatment of Historic Properties*
 - Removal of property from its historic location
- **Indirect Effects**
 - Change of the character of property's use or of physical features within property's setting that contribute to its historic significance
 - Introduction of visual, atmospheric or audible elements that diminish integrity of the property's significant historic features



10

Next Steps – Architectural Resources

- Intensive-level survey within direct and indirect APE, including preparation of survey forms on potentially eligible resources
- Analyze effects of preferred alternative, and mitigate adverse effects



11

Next Steps – Archaeology

- Develop Phase 1B presence/absence testing plan and conduct survey for preferred alternative
- Analyze artifacts
- Analyze soil layers (stratigraphic analysis)
- Phase 2 Survey - delineates site size and determines eligibility
- Phase 3 Survey - data recovery excavation



12

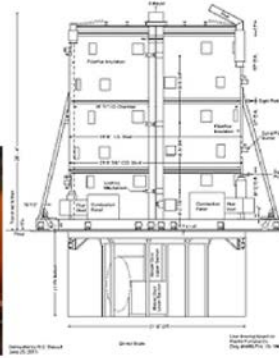
Next Steps – Examples of Mitigation Options for Cultural Resources

- **Additional Documentation**

- State-level historic documentation or Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) documentation
- Phase 3 data recovery excavation

- **Public Outreach**

- Lecture series
- Websites or apps
- Museum exhibits
- Brochures



13

Thank You!


Questions?

For project information and updates, please visit

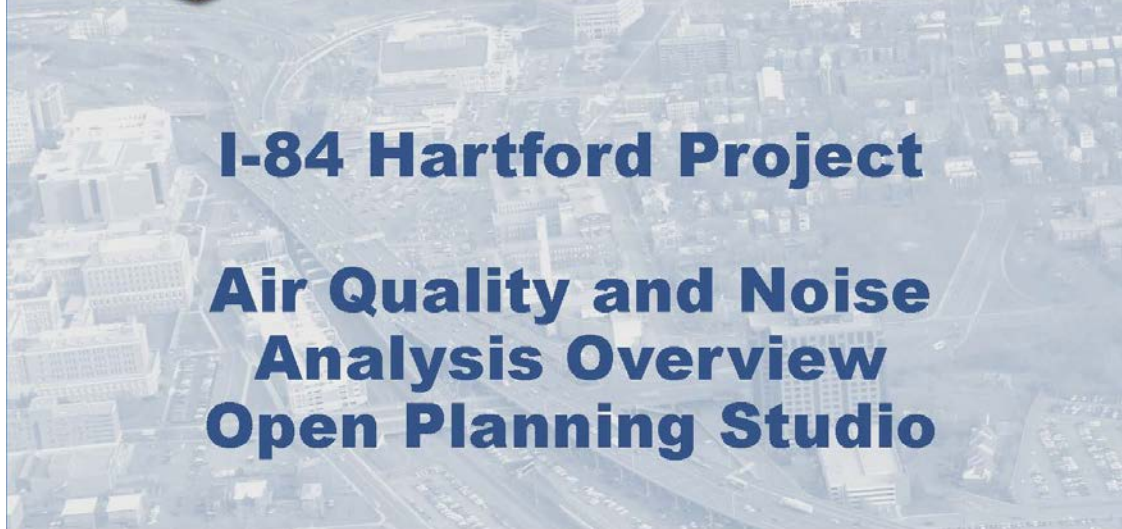
<http://i84hartford.com/>



14



THE I-84 HARTFORD PROJECT


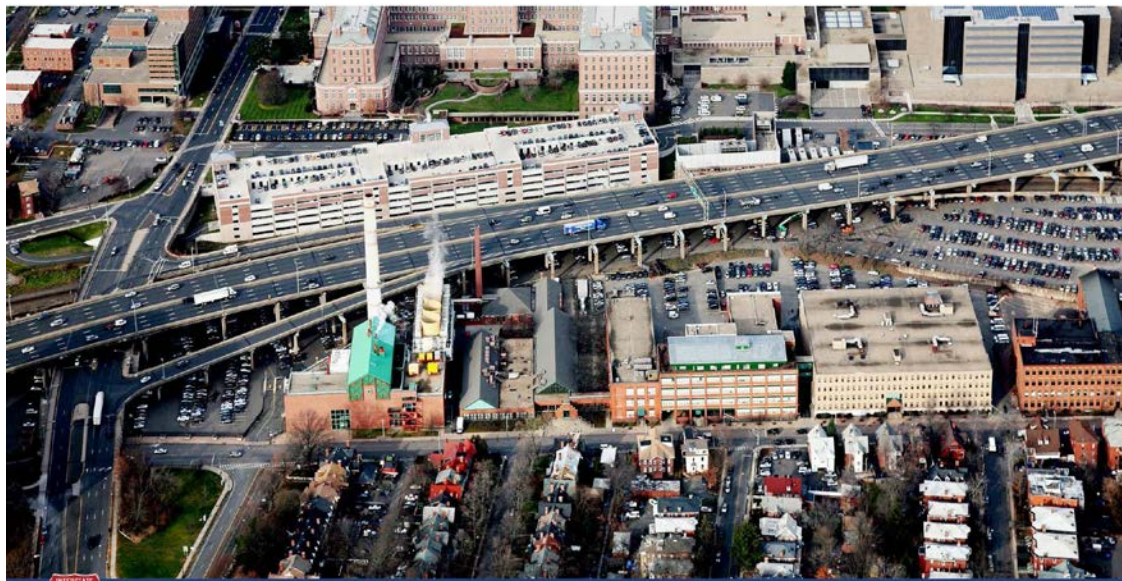


I-84 Hartford Project
Air Quality and Noise
Analysis Overview
Open Planning Studio

April 28, 2015



Air Quality



THE I-84 HARTFORD PROJECT

Why Does Air Quality Matter?

- Human Health
- Environment
 - Visual Impacts
- Quality of Life



NAAQS & Attainment Status

National Ambient Air Quality Standards (NAAQS)

- Protect public health
- Criteria Pollutants

Monitoring

- Attainment
- Nonattainment

Nonattainment Designation for Hartford Area

- Ozone
- CO maintenance (maintenance period ends in 2015)



Criteria Pollutants

- Carbon monoxide (CO)
- Particulate matter (PM₁₀ and PM_{2.5})
- Ozone (O₃)
 - Precursors
 - Nitrogen Oxides (NO_x)
 - Volatile Organic Compound (VOC)
- Nitrogen Dioxide (NO₂)
- Sulfur Dioxide (SO₂)
- Lead (Pb)



Existing Air Quality at Hartford Monitoring Stations

Air quality monitoring Stations within Hartford over the past 3 years show

- Ambient air concentration levels well below the NAAQS for all criteria pollutants with one exception – Ozone (three year average) is slightly above the NAAQS



Why does NA Matter?

- Federal Funds
- Building capacity
- Must prove we won't make the situation worse (or cross the threshold)



Analysis Requirement

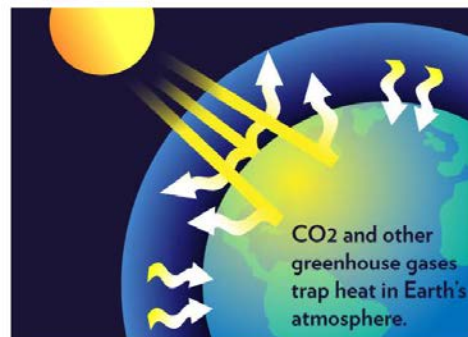
Criteria Pollutants

- Screening
- Localized Analysis (Microscale)
- Large Scale Analysis (Mesoscale)

Air Toxics

Greenhouse Gas

Construction

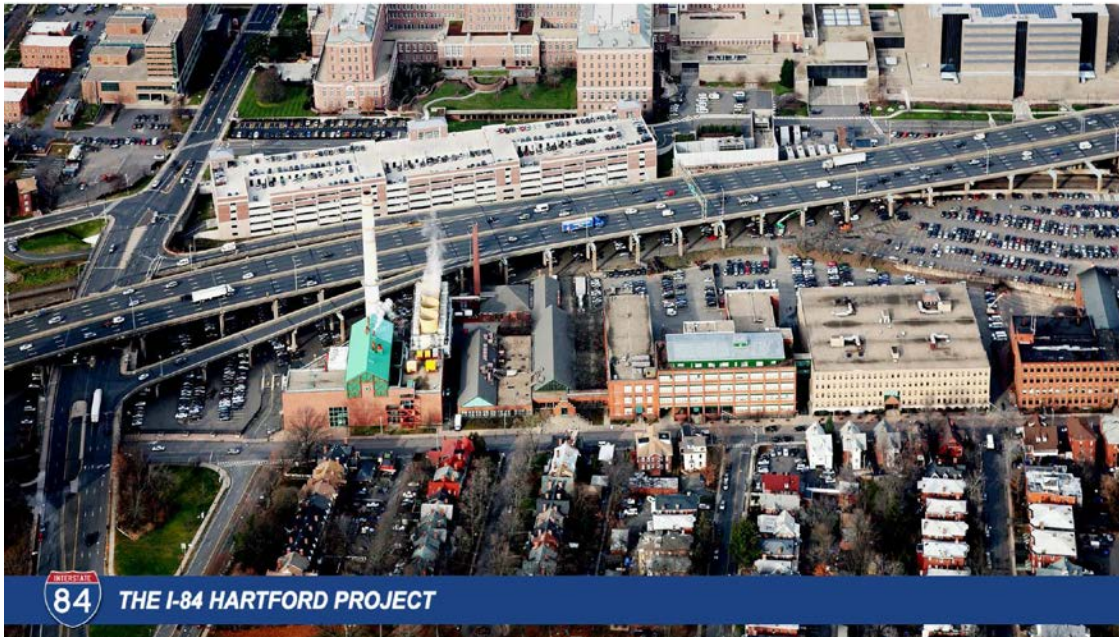


Project Potential Emission Sources

- **Mobile Sources**
 - Highway vehicle
 - Non-road vehicle (equipment and trucks)
 - Locomotive
- **Stationary Sources**
 - Tunnel exhaust vent, if applicable

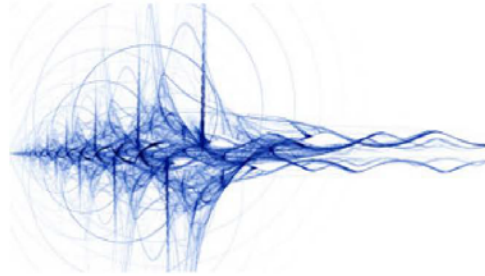


Noise



Noise Assessment Guidelines

- Federal Highway Administration (FHWA)
 - 23 CFR 772 “Procedures for Abatement of Highway Traffic and Construction Noise”
- Connecticut Department of Transportation
 - “Highway Traffic Noise Abatement Policy For Projects Funded By The Federal Highway Administration” [July 2011]
- Federal Transit Administration (FTA)
 - “Transit Noise and Vibration Impact Assessment” [May 2006]
- Department of Housing and Urban Development (HUD)
 - “The Noise Guidebook” [1971]



THE I-84 HARTFORD PROJECT

Traffic Noise Impact Criteria – Connecticut

Applicable to Type I projects

Predicted future noise level approaches, equals, or exceeds the NAC, such as:

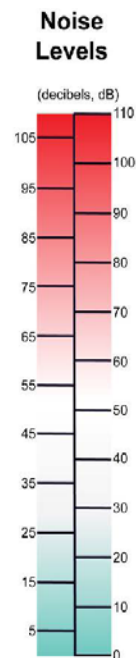
- 66 dBA exterior for Category B & C land uses
- 51 dBA interior for Category D land use
- 71 dBA exterior for Category E land use

Predicted future noise level substantially exceeds the existing noise level:

- 15 dBA

Category B & C (residences, parks, churches)

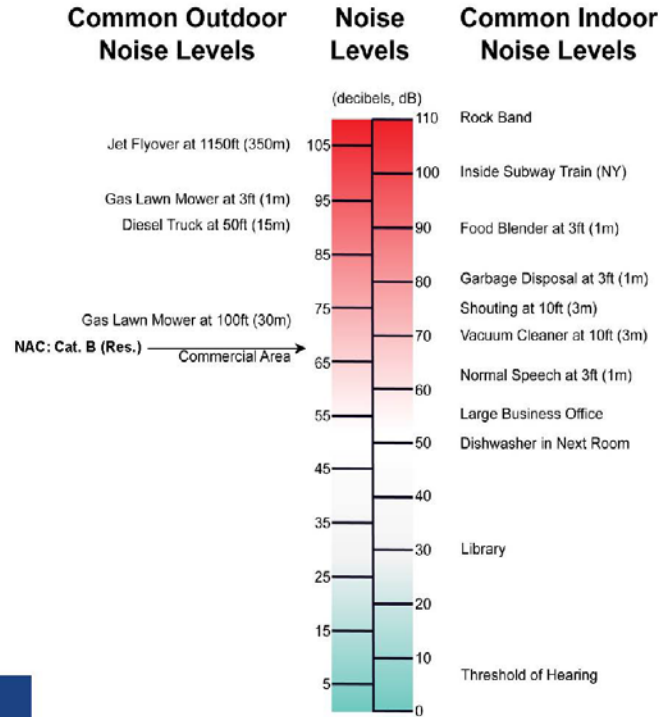
- typical land uses that would be given particular attention



THE I-84 HARTFORD PROJECT

Common Source Levels

- 3 dB: barely perceptible
- 5 dB: clearly perceptible
- 10 dB: twice as loud as 5dB



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Existing Noise Exposure



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Noise Modeling

- **Required for a Type I project**
- **Traffic noise model**
 - FHWA Traffic Noise Model (TNM)
 - A state-of-the-art analytical computer program used for predicting noise impacts in the vicinity of highways
- **Noise modeling:**
 - Prediction of existing noise levels
 - Prediction of future noise levels
 - Model can also be used to develop abatement measures if required



THE I-84 HARTFORD PROJECT

Barrier Abatement Criteria

Feasible

- Can the barrier be constructed?
- Engineering feasibility issues
- Number of dwelling units benefited
 - 5 dBA minimal reduction is considered benefited



Reasonable

- Substantial reduction possible?
 - 7 dBA minimum at 2/3 of benefited receptors
- Total cost of barrier?
 - CTDOT allows for up to \$55,000 per *benefited* residence



Opinions of benefited property owners and residents



THE I-84 HARTFORD PROJECT

Construction Noise Criteria

- FHWA
- CTDOT
- FTA
- City of Hartford



THE I-84 HARTFORD PROJECT



THE I-84 HARTFORD PROJECT

Thank You!

**We deeply appreciate your time
and your commitment to helping
us reach the best possible
solution for the State, the
region, and the City.**

- Your I-84 Hartford Project Team

www.I84Hartford.com





I-84 HARTFORD PROJECT



Open Planning Studio

April 27 – May 2, 2015



I-84 HARTFORD PROJECT

Welcome!



U.S. Department of Transportation
Federal Highway Administration



CRCOG CAPITAL REGION
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Working together for a better region.



THE WEEK IN REVIEW



I-84 HARTFORD PROJECT

Who We Reached





Monday



- 100 attendees
- PAC
- Student session
- Behind the Rocks & Frog Hollow



Tuesday

- 60 attendees
- Traffic & Parking
- BID Group
- Public Meeting



Wednesday

- 75 attendees
- Urban Design
- Bike, Ped & Transit
- Downtown, Clay Arsenal, and Asylum Hill



Thursday

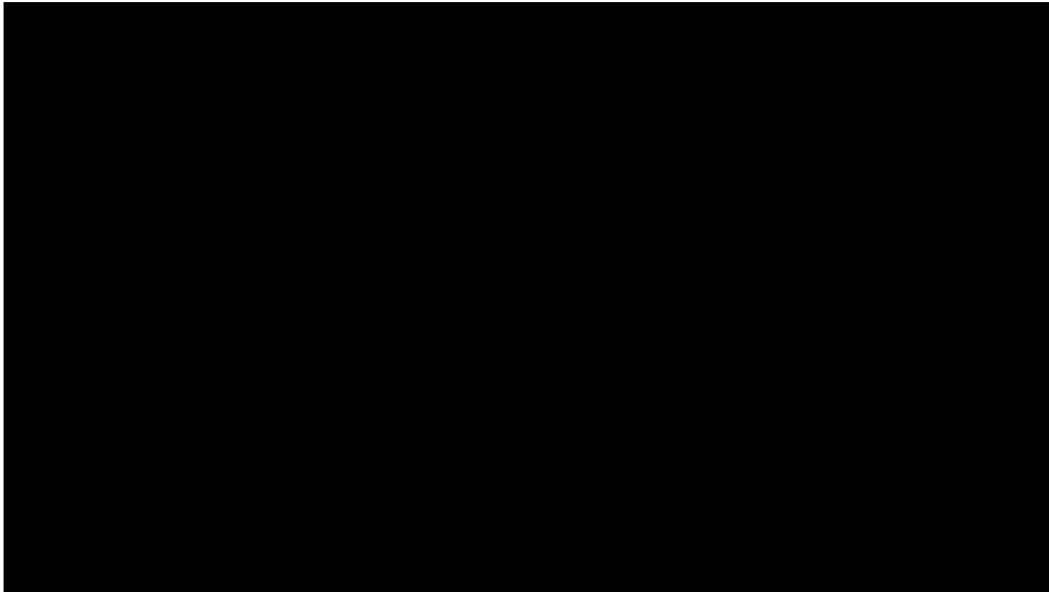
- 100 attendees
- Leadership Greater Hartford
- Historic & Cultural
- Parkville, West End & Asylum Hill
- Bike Tour





Friday

- 70 attendees
- Air Quality, Noise & Vibration
- Student session



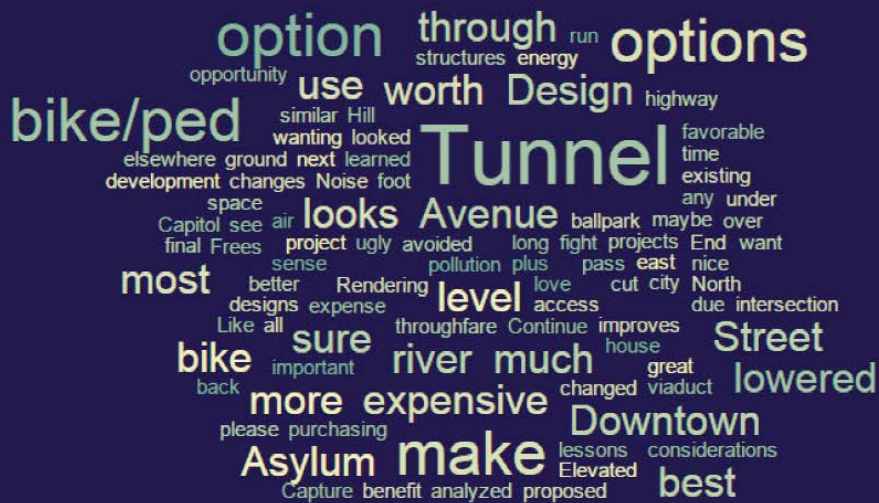


WHAT WE HEARD!



I-84 HARTFORD PROJECT

What We Heard

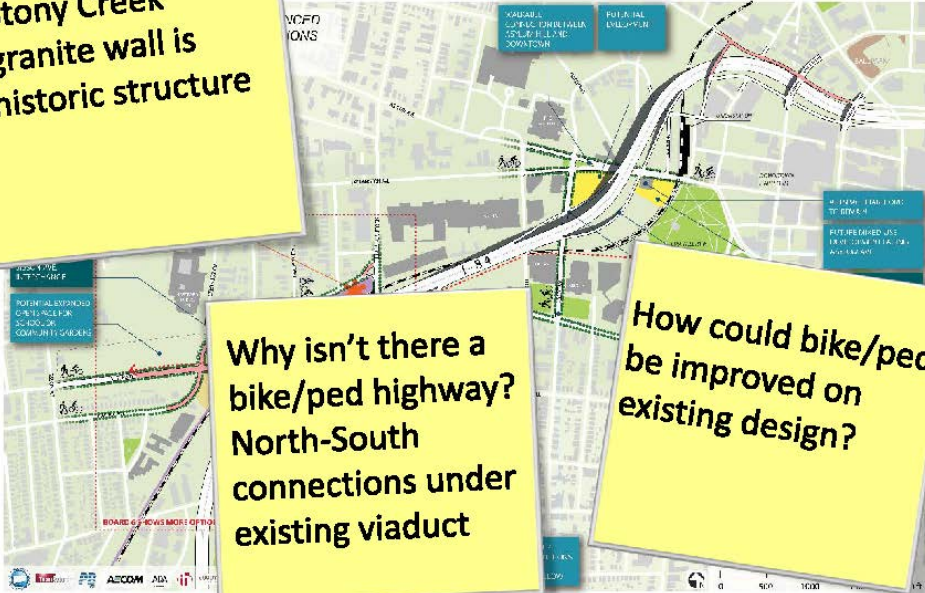




Elevated Highway

Option 2A – Interchange Option E3(S)

Stony Creek granite wall is historic structure



Why isn't there a bike/ped highway? North-South connections under existing viaduct

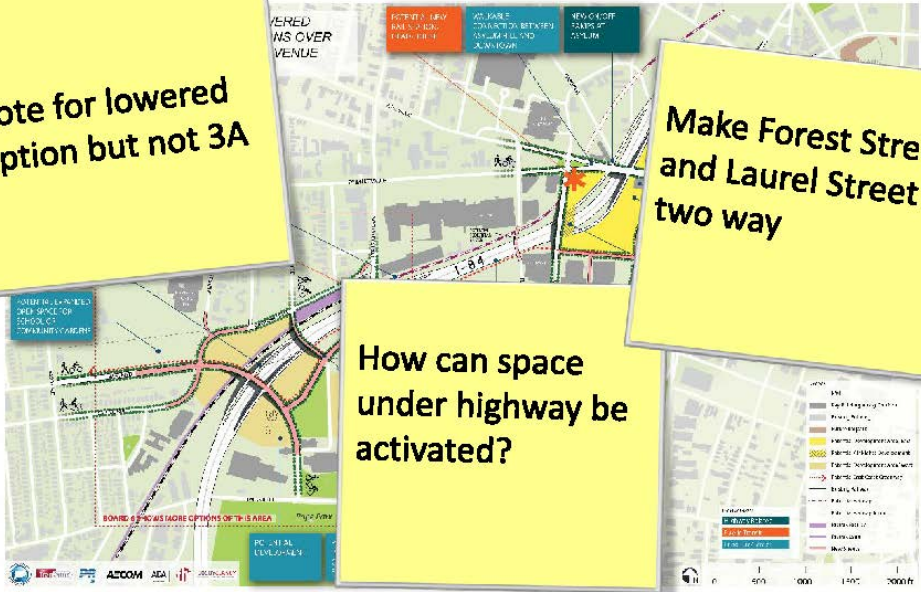
How could bike/ped be improved on existing design?



Lowered Highway

Option 3A – Interchange Option E2(S)

Vote for lowered option but not 3A



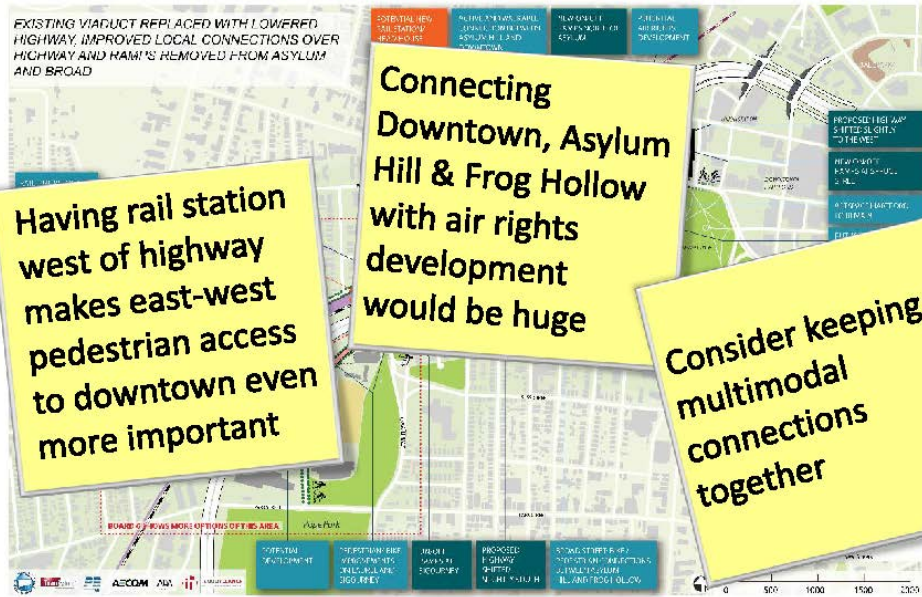
Make Forest Street and Laurel Street two way

How can space under highway be activated?



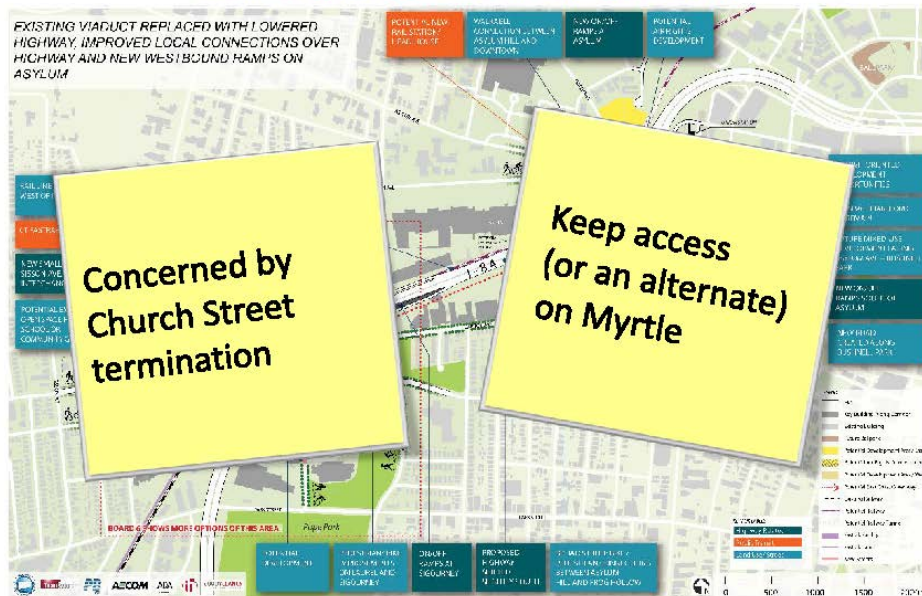
Lowered Highway

Mainline Option 3B – Interchange Option E4(S)



Lowered Highway

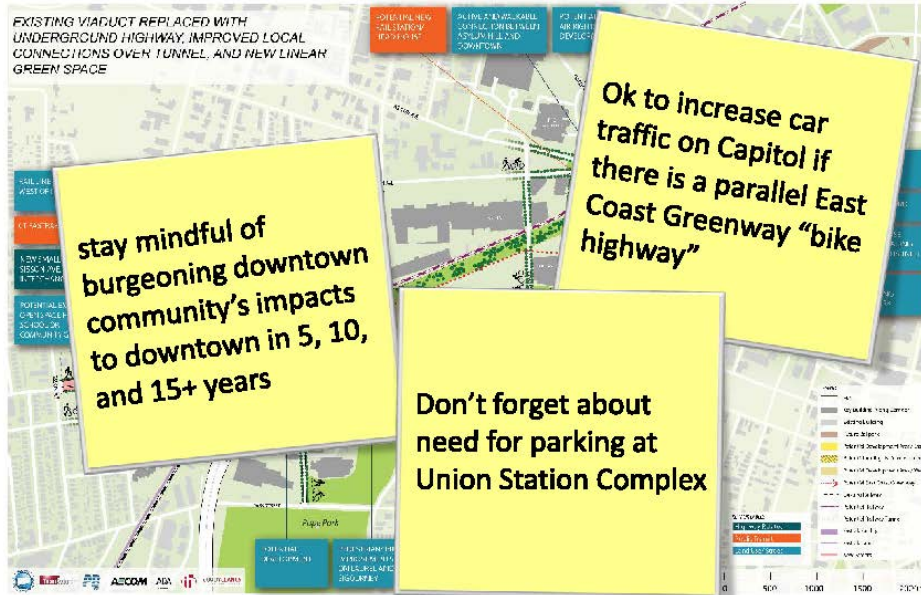
Mainline Option 3C – Interchange Option E1(S)





Tunnel

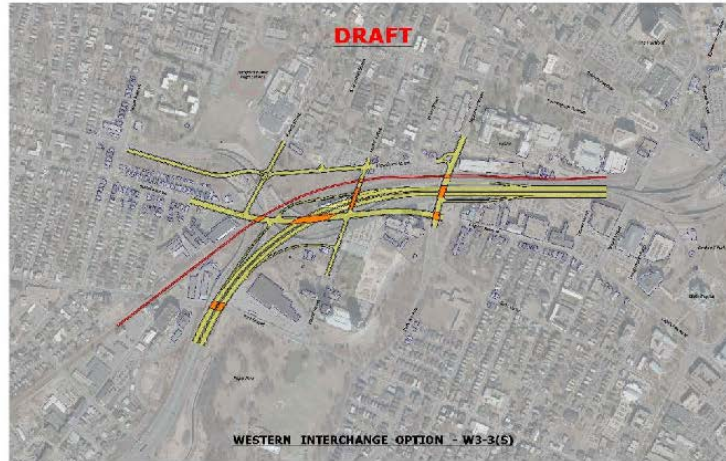
Mainline Option 4C





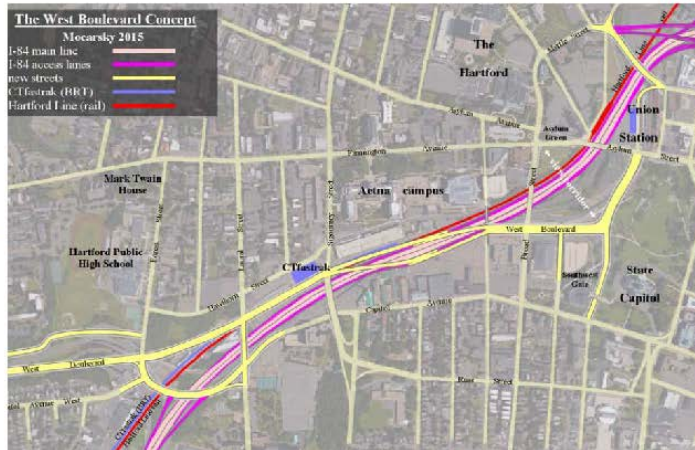
West Blvd Extension to Hawthorn St

- Extend West Blvd from Sisson Ave to Hawthorn St
- Provide roundabout at the intersection of the extended West Blvd at Forest St
- Possible under Alternatives 2, 3, and 4
- *Purpose: Provide parallel east-west alternative to Capitol Avenue*



West Blvd Extension to Bushnell Park West

- Extend West Blvd over the lowered highway to the proposed Bushnell Park West Rd
- Create I-84 interchange to West Blvd Extension near Sigourney St / Broad St
- Possible under Alternatives 3 and 4
- *Purpose: Provide parallel east-west route to Capitol Ave from Parkville and the West End to Downtown*



Capitol Ave Connection to Park St

- From the east, add a 90-degree horizontal curve on Capitol Ave to connect to Park St
- Reconnect West Blvd and Laurel St to the new Capitol Ave
- *Purpose: Provide more direct connection from Parkville to Downtown*



Split Diamond at Asylum / Broad

- Construct a split diamond at Asylum St/Ave and Broad St
- Highway ramps intersect on only one side of Asylum St/Ave and Broad St
- No ramps at Sigourney St because of insufficient weaving distance between Sigourney St and Broad St
- *Purpose: Improve bicycle and pedestrian travel. Bicyclists and pedestrians would not need to cross ramp traffic on both sides of roadways.*



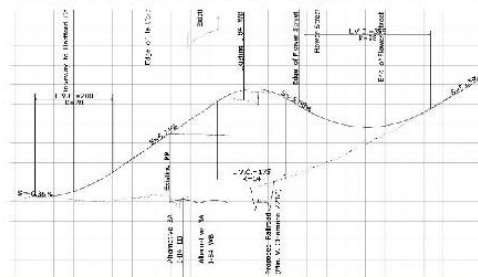
Split WB Off-ramps at Cogswell St and Asylum St

- Split westbound off-ramp to serve both Cogswell St and Asylum St
- *Purpose: Disperse the off-ramp traffic in the eastern portion of the corridor*



Flower St Connection

- Reconnect Flower St
- Analyze possibilities for non-motorized and vehicular connections for all alternatives
- *Purpose: Provide vehicular and/or non-motorized connection between Frog Hollow and Asylum Hill*



High Line Path

- Convert I-84 EB Sisson Ave on-ramp and rail embankment/viaduct at Union Station to elevated pedestrian and bicycle facilities
- *Purpose: Enhance non-motorized travel in corridor*



Retaining Wall Preservation

- Preserve rail retaining wall at west end of Bushnell Park
- Investigate repurposing/reusing the stone façade
- *Purpose: Repurpose/reuse the historic brownstone wall*





I-84 Parkway

- Two travel lanes in each direction
- 20-foot wide center median with trees
- City streets cross under the roadway via two separate, 30-foot long culverts
- *Purpose: Reconnect street grid; Improve non-motorized travel*





What's Next

- Come back in a month
- Summer event pop-ups
- Explore new ideas
- Test and screen alternatives
- Assess property impacts
- Evaluate local street operations
- Understand noise and air quality issues



Thank You!

Thank you for coming. We deeply appreciate your time and your commitment to helping us reach the best possible solution for the State of Connecticut, the Capitol Region, and the City of Hartford.

Your I-84 Hartford Project Team



I-84 HARTFORD PROJECT

Questions? Comments?



U.S. Department of Transportation
Federal Highway Administration



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We Heard You!

Twitter & Instagram Mentions

@CTironman
a)affordable b)functional #priorities

@ecosolutionswob
Critical topic! Air Quality in Hartford just received a grade, F reported on the News!

There is a Comprehensive Transit Service Analysis group considering transit @NelsonMygaard @wherewolive @I84Hartford @SustainableCR

@ChooseHartford: This project is one of the most important in #Hartford since the highway was built!

@JohnGale2015: @wherewolive agree with Toni Gold - engagement process has been fantastic #processmatters kudos to @I84Hartford team

@mattcly: @I84Hartford is a case study in how public infrastructure projects should be done. Great communication and information!

@JohnGale2015
FS - loved the fun engagement strategies used by @I84Hartford team. Spray chalk wayfinding! So cool. pic.twitter.com/b01Gzq9oPU.

@CTironman: @mattcly @I84Hartford How about waiting until something gets built before the applause?

@JonasMcivitas: Incredibly thorough & exhaustive set of alternatives presented. Make sure you overlay transit into the highway plan

@GoodyClancy: Check out the #planning studio thru 5/21 working w/ the community to reimagine @I84Hartford <https://bit.ly/1rhuD4c>

@JohnGale2015: @ChionWolf @johndankosky We must think in terms of decades

@CTironman: @I84Hartford how about the state's ability to pay for the project?

- From the discussions I have with the state – I came out with favoring tunnels under Hartford. This includes tunneling part of I-91 for the following reasons: 1) less construction disturbance to businesses 2) Convert East of I-91 to Public Park to access river. 3) Bring back the whole city area as one. More attractive to tourist and residence, etc. etc. etc.
- Assembly + Broad could be the New Hub for Downtown + people from AETNA and downtown would have lunch. *Quincy market is not the hub of Boston, Boston Commons is.
- West options: minimizing turns is best for cycling
- Limiting the connection with the highway can effectively separate the city from the highway
- Fastrack is not publicized enough on how it integrates streets as it stops.
- Projects are not done in integration. Larger context _ previous projects. Where is city center? Other centers?
- No need for that many lanes. For the new highway especially with Fastrack
- Pope + Bushnell + Greenway connection – a possibility??

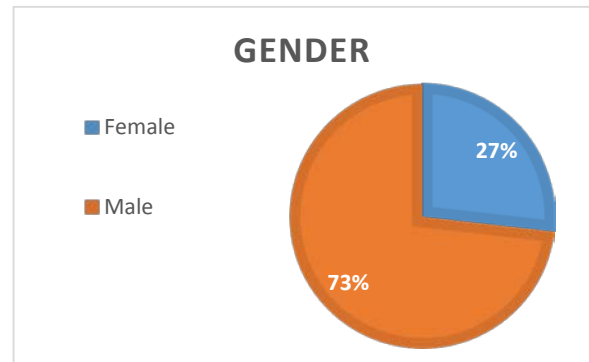
Lowered Highway – Mainline Option 3C / Interchange Option E1-5

Commenters raised a variety of concerns including the removal of historic structures, the need for additional trees, and the addition of public art.

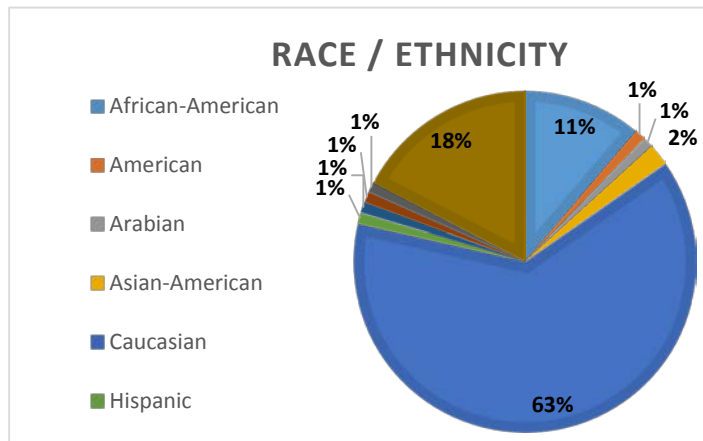
- At Bushnell Park – Why remove historic structure and add highway exit ramp to a busy road at the park?
- Wider overpasses with plants & lots of trees
- Park-like spaces with art

APPENDIX F: POSTCARD SURVEY RESULTS

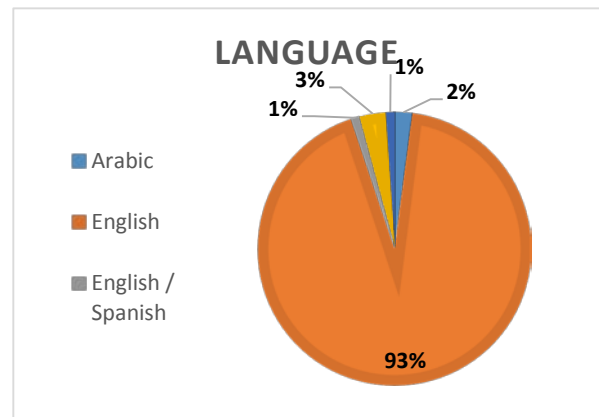
A total of 99 people filled out a postcard survey, located at the sign in table at the Open Planning Studio. The majority (73 percent) of attendees who completed the demographic questionnaire were male, with 27 percent being female (see *Gender* pie chart at right).



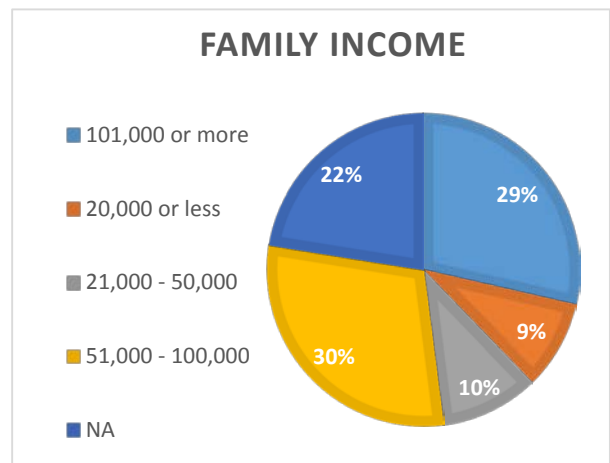
The majority (63 percent) of attendees who completed the demographic questionnaire self-identified as Caucasian / white. The second largest percentage (18 percent) did not answer this question and the third largest percentage (11 percent) self-identified as African American / black. Other races / ethnicity present included Arabian, Asian, Hispanic, Irish, Latino, and Spanish, each accounting for 1 percent to 2 percent (see *Race/Ethnicity* pie chart at right).



93 percent of attendees who completed the demographic questionnaire spoke English as their primary language with small percentage speaking Arabic, Spanish, or a mix of languages (see *Language* pie chart at right).



Family income had a larger diversity than other metrics. A little less than a third of attendees (30 percent) have a family income between \$51,000 and \$100,000. 29 percent of families have a family income of \$101,000 or more, 10 percent earn between \$21,000 and \$50,000, and nine (9) percent earn \$20,000 or less. 22 percent of attendees chose not to answer this question (see *Family Income* pie chart at right).



The majority of attendees both live and work in the state based on their zip code. Central Connecticut had the highest representation with individuals. There were also individuals from out of state, including those from Massachusetts and New Jersey (see *Where Attendees Live* and *Where Attendees Work* Income graphics on the next page).

APPENDIX G: REPORT OF MEETINGS

1. Public Advisory Committee (4/27/2015)

Report of Meeting

Date and Time: Monday, April 27, 2015, 12:00 PM

Location: Christ Church Cathedral Auditorium, 45 Church Street, Hartford

Subject: Public Advisory Committee Meeting #6

NAME	ORGANIZATION	PHONE NUMBER	EMAIL ADDRESS
PUBLIC ADVISORY COMMITTEE MEMBERS			
Anne Hayes	Travelers	860-954-7575	aihayes@travelers.com
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Jennifer Carrier	CRCOG	860-522-2217 x 212	jcarrier@crcog.org
Jennifer Cassidy	Asylum Hill Neighborhood Association	860-247-8996 x 12	j.cassidy@snet.net
Liz Rotavera	St. Francis Hospital	860-714-5153	Lrotaver@stfranciscare.org
Lynn Ferrari	Coalition to Strengthen Sheldon-Charter Oak Neighborhood	860-525-1081	Lynn.ferrar@gmail.com
Michael Marshall	Aetna	860-273-7355	Marshallml@aetna.com
Michael Riley	Motor Transport Association of Connecticut	860-520-4455	cttruck@aol.com
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Robert Painter	HUB of Hartford	860-463-1496	Painterbob4250@yahoo.com
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Hans Keck	The Hartford Courant	860-241-3958	hkeck@courant.com
Liz Rotavera	St. Francis Hospital	860-714-5153	lrotavera@stfranciscare.org
Patrick Egan	The Chancery	860-541-6491	Patrick.egan@aohct.org
Vicki Shotland	Greater Hartford Transit District	860-247-5329	vshotland@ghtd.org
Doug Moore	State of Connecticut Department of Administrative Services	860-713-5885	Doug.moore@ct.gov
David Morin	Parkville Revitalization Association	860-830-5292	barridoncorp@aol.com
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Darrell Hill	City of Hartford		
Eloise Powell	FHWA		
Ted Aldieri	FHWA		
David Fichandler	Hartford Hospital	860-545-2450	David.fichandler@hhchealth.org
Andy Day	The Hartford		

DEPARTMENT OF TRANSPORTATION			
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David Spillane	Goody Clancy	617-850-6627	David.spillane@goodyclancy.com
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Art DiCesare	A. DiCesare Associates		

1. Welcome & Meeting Purpose

Michael Morehouse welcomed everyone to the kickoff of the week-long Open Planning Studio and provided an overview of the meeting agenda. He stated that the purpose of the meeting, and the Open Planning Studio, is to introduce the detailed designs concepts to the PAC and public and refine them over the course of the week. Rich Armstrong stated that a major goal of the study is to collaborate with the I-84 community and get people visiting the studio this week.

2. Alternatives Presentation

Presentation

R. Armstrong provided information on the recent design work related to the I-84 alternatives. He provided an overview of the information presented at the January 2015 Public Scoping Meeting. He described the four alternative plan views and then discussed work that has occurred on the alternatives since the January meeting. He noted the importance of getting feedback on the alternatives from the PAC.

Dave Stahnke discussed the geometry and design speeds of the current highway. He stated that a member of the State Police attended the OPS earlier in the day and discussed his safety concerns and experiences with crashes on I-84. D. Stahnke said that there are areas where curves could be straightened in Alternatives 2, 3, and 4 to raise the design speed and improve safety.

D. Stahnke next discussed the various alignments and ramp options for the Alternatives 2A, 3A, and 3B. He stated that the buildings in blue on the graphics could be impacted from one or more of the build alternatives. He discussed that the alignment of 3B would straighten out a dangerous curve and achieve a 55-mile per hour design speed.

T. Gold questioned the elevation of the highway in Alternative 3B. D. Stahnke answered that the highway would be lowered in Alternative 3B, and in this situation, the Capital View Apartments would be taken.

D. Stahnke continued on. In Alternative 3C, the current highway could be shut down and a new one built online. Alternative 4A is a tunnel that would be constructed to the north of the current I-84 alignment. This tunnel alternative would be the easiest of the three tunnel alternatives to build, but there would be significant impacts to the Aetna campus. Alternative 4B, another tunnel alternative located to the south of the current I-84 alignment, would have impacts to the Park River conduit. Alternative 4C is the third tunnel alternative and would be built on the existing alignment. Alternative 4C would have less impacts than 4A or 4B, but would have the longest construction period. D. Stahnke closed his portion of the presentation by discussing the naming convention for the alternatives.

Next, M. Morehouse said that the team understands that the information is complex. The goal for the meeting is to allow the PAC to spend time reviewing the drawings around the room and begin providing comments back to the team. He briefly discussed the week's schedule for the Open Planning Studio, and invited PAC members back throughout the week to participate.

M. Morehouse continued on to discuss the design graphics for the different alternatives. For the Elevated Highway graphics (Alternative 2A), he noted that the highway geometry is consistent among the drawings, but the interchanges are in different locations. He stated that the third Elevated Highway option is essentially a hybrid of the first two. The mainline geometry is consistent but the interchanges are in different locations in Alternative 3A. 3A requires staged construction. Moving the mainline alignment in Alternative 3B allows an interchange to be located up near Church Street, instead of in the Broad/Asylum area. Alternative 3C most closely resembles what came out of the HUB study.

On the west side of the study area, many of the ramp configurations can work with Alternatives 2 or 3. All of the highways function from a traffic perspective. The impacts of the ramps and their effect on local roadways will be evaluated in the coming months. M. Morehouse closed his portion of the presentation by discussing the design graphics for three variations of a cut-and-cover tunnel.

Next, Mitch Glass discussed opportunities for development in select areas of the corridor. He presented renderings of Asylum Avenue, Sigourney Street, Broad Street, and Capital Avenue. There were questions regarding which alternatives are represented in the renderings. M. Glass responded that the renderings could work with any of the lowered alternatives. The Broad Street rendering would only be possible if the ramps are relocated.

There was discussion that many of the alternatives meet the three basic points of purpose in the project Purpose and Need: addressing the structural deficiencies, improving traffic operations and safety, and reducing congestion. The team will soon be working to learn if these alternatives also meet the goals and objectives. M. Morehouse stated that while many alternatives meet the Purpose and Need, some

will fall short in meeting all of the objectives. The team wants to learn from the public which alternatives have impacts that are unacceptable, and which ones do not.

The team closed the presentation by stating that all graphics can be viewed along the sides of the room.

Additional Discussion

There was a question whether a visualization was completed for the Myrtle Street area. M. Morehouse answered that this is a good suggestion and perhaps the team could look at it over the course of this week.

Bob Painter asked about the cost differences in the alternatives, including the tunnel. M. Morehouse stated that the tunnel is about double the cost of the other alternatives. It could cost \$10 billion or more. D. Stahnke noted that the cost is inflated out to the mid-point of construction.

B. Painter asked whether there will be traffic issues near the reduced number of interchanges. D. Stahnke said the team has only completed a preliminary traffic analyses on the mainline for the alternatives. The mainline, ramps, and local road networks will all be assessed in great detail in the coming months.

Jackie McKinney asked if the team is looking at which solutions could add economic development. D. Stahnke noted that the presentation and boards do highlight some of this, but this topic will be looked at in much more detail as we move forward and refine alternatives.

Adrian Texidor questioned whether the team is working with City to come up with a construction strategy for each alternative. D. Stahnke stated that this study has not reached the construction staging level of detail. The team does, and will continue to, meet with the City regularly. Tom Deller noted that the City of Hartford is following the I-84 Project closely to get the best project for the people.

Lynn Ferrari questioned whether the team has a sense of where the rail study is headed. D. Stahnke answered that line is owned and operated by Amtrak. The rail viaduct over Asylum Avenue has poor geometry, and Amtrak as well as the freight carriers would like to see it improved. A decision on this has not been made yet, and the two teams will continue their on-going coordination.

Mike Riley cited concerns with the congestion on I-84. This project needs to increase the throughput of I-84 through Hartford. D. Stahnke answered that yes, the I-84 Project will improve highway operations, as much as possible within its limits of construction. If an alternative cannot improve the operations on the mainline, it will not move forward.

David Morin questioned whether the slides can be made available electronically or as a printout. D. Stahnke said that the team will post this information to the website. He noted that materials will be revised accordingly throughout the week.

Mike Marshall asked if the list of goals and objectives will become a weighted criteria. M. Morehouse answered that he was not sure yet, but we will flesh out the details of what each criteria include.

M. Marshall asked if how noise will be controlled if the highway is lowered. Will there be a noise wall? M. Morehouse said that this is a design function that will have to be addressed. Deborah Howes added that in order for a noise barrier to be constructed, residents affected have to want it.

Oz Griebel asked about the timeline for planning and construction. R. Armstrong stated that this year is really critical, and the team would like to reach consensus on the alternatives analysis by early 2016. A

formal environmental documentation phase will follow, to be completed by 2017-2018 at the latest. Design and construction will follow that, with construction likely to start in 2021-2022.

J. McKinney asked whether there will be an impact on the Downtown North development. R. Armstrong stated that we are tracking their progress and coordinating with them. There are not any know conflicts or issue between the projects.

2. Traffic and Parking Working Group (4/28/2015)

Report of Meeting

Date and Time: Tuesday, April 28, 2015, 9:00 AM

Location: Christ Church Cathedral, 45 Church Street, Hartford CT

Subject: Traffic and Parking Working Group #3

NAME	ORGANIZATION	PHONE NUMBER	EMAIL ADDRESS
Rich Armstrong	CTDOT	860-594-3191	Richard.Armstrong@ct.gov
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Mike Marshall	Aetna	860-273-0123	marshallml@aetna.com
Jonathan Mullen	City of Hartford Planning Division	860-757-9050	mullj002@hartford.gov
David Stahnke	TranSystems Corporation (TSC)	203-641-2347	dkstahnke@transystems.com
Tim Ryan	TSC	860-417-4553	tpryan@transystems.com
Toni Gold	West End Civic Association	860-232-9018	toniagold@gmail.com
Mitch Glass	Goody Clancy	617-850-6630	Mitch.glass@goodyclancy.com
Marcy Miller	FHI	860-256-4913	mmiller@fhiplan.com
Mary Miller	Reid and Reige, P.C.	860-240-1059	mmiller@rrlawpc.com
Deborah Howes	AECOM	212-377-8726	Deborah.howes@aecom.com

1. Project Briefing

The meeting began and everyone introduced himself / herself. Rich Armstrong provided a brief update on the I-84 Project and described the alternatives that the project team has drafted.

2. Effects of Alternatives on Traffic and Parking Discussion

Toni Gold asked how real the tunnel option actually is. She asked how much money the project team is spending on an alternative that is not viable. David Stahnke, of TranSystems Corporation, said that the project team has to explore the tunnel option in order to comply with National Environmental Policy Act regulations.

T. Gold asked if a tunnel could be constructed if it had enough public support. D. Stahnke said he could not answer that, but the public has ranked it as the most preferred alternative from the formal scoping process comments.

Mike Marshall asked about the dead space between Aetna and the State Capitol building. If the tunnel was shifted west, more value would be added to that space and Downtown Hartford. T. Gold added that the lowered highway alternative could improve this area also. D. Stahnke noted that parts of the lowered highway alternative could give a tunnel effect to the highway.

Tim Ryan, of TranSystems Corporation, said that there would only be two interchanges with the tunnel alternatives.

Michael Riley said that he is concerned about the potential tunnel's height restrictions, width, and shoulder lanes. Trucks with over-dimensioned shipments may not be able to use it.

D. Stahnke stated that the Project Team has to study the no-build alternative all of the way through the process. He noted that the Team is hoping that a small number of the alternatives rise to the top. About 75 different combinations of alternatives are currently being explored. Not all alternatives will be research through the end, especially if they are not viable.

M. Riley asked if the train station would continue as a train station with the proposed alternatives. D. Stahnke said it could potentially become a bus hub in some of the alternatives. T. Gold asked if the train station could connect with other transportation modes underground. D. Stahnke answered that the project team has been researching several possibilities for the train station.

M. Marshall asked if the CoGen boiler plant would be impacted by any of the alternatives. He said the Project Team could purchase a new boiler plant and put it somewhere in the loop. Members of the Project Team said the team was already looking at plans to buy a boiler. M. Marshall said he hoped all options would be considered.

The group discussed an Aetna parking garage that has access to Flower Street and Broad Street. M. Marshall said the garage was always meant to be low-volume. Many people do not exit the highway on Broad Street because of traffic. T. Ryan asked if it was possible to put an entry/exit on the second or third floor of the garage.

T. Ryan showed the group the alternatives. T. Gold suggested making the legend on the slides easier to understand.

3. Next Steps

The project team encouraged the working group members to take a closer look at the boards displayed at the Open Planning Studio and to contact the project team if they had any questions or comments.

Report of Meeting

Date and Time: Tuesday, April 28, 2015, 6-8 PM

Location: Christ Church Cathedral Auditorium

Subject: Air Quality and Noise Discussion during Open Planning Studio- Held during initial time slot reserved for the Public Meeting

3. Meeting Schedule and Attendance

The public meeting occurred on Tuesday, April 28, 2015 from 6 to 8 PM. Initially intended to be a public meeting with formal presentation, it was decided, due to limited new attendees, that an informal discussion of the project and short presentation on Air Quality and Noise would be presented. The meeting began with an open house where members of the public could obtain information and talk with project staff about the I-84 corridor and study process. There were four station areas set up around the room, addressing different alternative designs as well as interactive viewing areas where computer models and design renderings were presented. In addition, a 15-minute presentation was given at 7 PM. The presentation was followed by a 30-minute open microphone question and answer period.

Ten members of the public attended the meeting.

4. Presentation

Michael Morehouse, of Fitzgerald & Halliday, Inc., welcomed everyone and explained that a formal presentation had been scheduled, but since most attendees had already seen similar presentations or were familiar with the project, it was decided that a brief presentation on Air Quality and Noise would be given from members of the project teams Environmental Group.

M. Morehouse introduced Rich Armstrong, of Connecticut Department of Transportation (CTDOT). R. Armstrong thanked everyone for coming to learn about this important project and contribute to the discussion about design alternatives. He noted that, for this section of I-84 in Hartford, there are prevalent concerns in the following areas:

- Air Quality and Noise

R. Armstrong stated that the study team will be collecting large amounts of data on both Air Quality and Noise Levels throughout the corridor. He stated that once design alternative concepts are narrowed down, these alternatives will be analyzed based on both positive and negative impacts to Air Quality and Noise levels. He stressed that in some locations, certain alternatives may improve current air quality and noise conditions. He noted that this study will be completed in late 2016 into early 2017.

Mr. Armstrong introduced Tom Herzog of AECOM. T. Herzog discussed Air Quality and Noise levels through a PowerPoint presentation, which can be accessed on the study website at i84hartford.com. In particular, he discussed:

- Air Quality and Noise standards and regulations,
- Measurement methods,
- Alternatives assessment regarding Air Quality and Noise,

- The National Environmental Policy Act (NEPA) / Connecticut Environmental Policy Act (CEPA) processes, and
- The Air Quality and Noise Report findings schedule.

5. Question and Answer Period

Questions and comments that were voiced during the meeting include:

General Questions and Comments:

- Question - What criterion is being used to calculate these numbers- new or old traffic volumes?
Answer- Future conditions are being compared to noise abatement criteria from CTDOT. Existing noise will be compared with the future noise to see if there is a substantial increase in noise levels
- Question - Will noise levels be measured in the same places before and after?
Answer- Yes- the same noise receptors will be used for existing and future conditions, probably a handful of locations will be used. By measuring and analyzing these noise levels, CTDOT will be able to determine whether some locations have levels currently higher than the standards allow. In this case, noise levels could actually improve with the construction activities. These improvements could occur with the new construction as mitigation could be included as part of the project. Mitigation can include noise barriers or other methods to reduce the impact of noise in the community.
- Question - With the elevated highway, noise is currently directed somewhere. What other alternatives can mitigate the noise levels?
Answer- Looking at sound insulation for buildings, possibility of installing buffer zones, but standard noise barriers are still the most effective solution for mitigating noise levels. Also, prediction modeling would also include the acoustical effects of intervening buildings that block the transmission path of the noise to second and third row receptors.
- Question - Will lowering the highway to grade increase noise volumes?
Answer- Lowering the highway would bring the traffic noise closer to the ground. As a result, traffic noise would be attenuated or reduced due to ground absorption as well as shielding due to intervening buildings. This attenuates and lowers the sound as the noise energy is attenuated by the ground. The highway side parapets act as noise shields, with these removed, noise levels could increase and counteract benefits associated with the ground effect. The Project Team is looking at a traffic level of service (LOS) C, with the highest volumes at peak hour periods. A LOS C represents free-flowing traffic conditions. They will also be looking at certain locations over a 24-hour period as well to document the loudest period of the day.
- Question - When will this study be completed?
Answer- Late 2016 and into early 2017 the detailed air quality and noise study is expected to be complete
- Question - How come there are no noise barriers on Sisson Avenue? Shepard's Park residents experience a lot of noise here.
Answer- The Team will know more after the study has been completed. Implementing the I-84 project alternatives may be a way to mitigate current and existing noise levels that neighborhoods have been experiencing.

6. Meeting Conclusion

After the question and answer period, attendees remained to look over project alternatives and continue discussions with the Project Team. The meeting ended at 8 PM.

4. Urban Design Working Group (4/29/2015)

Report of Meeting

Date and Time: Wednesday, April 29, 2015, 9 AM

Location: Open Planning Studio, Christ Church Cathedral Auditorium, 45 Church Street, Hartford

Subject: Urban Design Working Group Meeting #2

NAME	ORGANIZATION	EMAIL ADDRESS
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Michael Ahillen	Fitzgerald & Halliday, Inc.	mahillen@fhiplan.com
Mitch Glass	Goody Clancy	Mitch.glass@goodyclancy.com

Meeting Purpose

The purpose of the meeting was to provide the Urban Design Working Group with an overview of the range of alternatives for redesign of I-84 through Hartford and to solicit their comments and ideas relative to urban design for the project.

I-84 Hartford Project Alternatives Presentation

Mitch Glass, of Goody Clancy, began with a presentation of the various design alternatives and options. He showed a variety of potential streetscape views and options for the roadways that are near I-84.

Tim Ryan, of TranSystems, discussed how the various alternatives might be implemented and the impacts of construction required for some of the different alternatives. He said that some alternatives are more desirable than others with respect to construction impacts. T. Ryan noted that some alternatives could take several years to complete while others could be constructed in a much shorter period of time. The schedule would also be dependent upon whether traffic is maintained throughout construction or if the highway is shut down for a period of time.

Lynn Ferrari questioned whether the tunnel alternative would affect the Capitol View Apartments. T. Ryan replied that there are various options, some of which would, and others which would not, affect the building.

L. Ferrari asked how parking would be affected and is there a plan to replace parking or would parking supply be permanently reduced. T. Ryan responded that parking under the highway is via a state lease that would be terminated. Some private parking spaces may be taken (purchased) from property owners leaving it to them to decide if or how to replace parking.

L. Ferrari asked if there is special planning that needs to occur for air rights. T. Ryan responded that FHWA would not fund the structural improvements for air rights. It would be incumbent upon a prospective developer to incur the cost of structural improvements. (Post Meeting Correction: FHWA would consider funding participation, depending on the particular proposal.) David Spillane, of Goody Clancy, said that air rights development is difficult to finance and should be used strategically to line the edges of roadways.

L. Ferrari said that more north/south connections are needed across the highway. T. Ryan responded that there are new proposed north/south roadway connections in the tunnel and lowered highway concepts. The Project Team is also looking at possibility of adding additional pedestrian/bike connections.

Khara Dodds asked what the options for the west portion of the corridor are. M. Glass explained the multiple options for the Sisson Ave area.

L. Ferrari stated that an urban boulevard would be a preferred concept for the highway. T. Ryan responded that there are not sufficient bypasses to accommodate the volume of traffic.

L. Ferrari mentioned that the diversion of Capitol Avenue off of its existing course might not be desirable. D. Spillane said that people have expressed interest in maintaining Capitol Avenue as a through connection, but this requires a longer bridge. By turning Capitol Avenue towards another road, the bridge is shorter and may be more pedestrian-friendly.

L. Ferrari noted that the multiple turns and intersections in the proposed roadway configurations would make east/west travel difficult along the Capitol Avenue/Boulevard Corridor. T. Ryan responded that there is a western interchange option that eliminates the Forrest Street and Laurel Street interchanges by grade-separating them. This would make east/west travel more efficient.

Mark Burns said that the large developable parcels shown in the concepts are preferable for development over smaller odd-shaped lots.

Additional Discussion

Brett Wallace, of Parsons Brinckerhoff, discussed how the highway concepts affect the rail alignment and vice-versa. The I-84 Project Team and Rail Team have been sharing information and working to coordinate the rail and highway alignment. T. Ryan noted that the elevated highway options are challenging because of the required clearance over the rail corridor.

B. Wallace said that the intercity bus terminal will be needed in proximity to the new station head house. He noted that the developable areas identified in the concept plans would not entirely be available for development due to land need for rail-related improvements.

L. Ferrari asked what the impact would be on Amtrak. B. Wallace responded that there is a lot of competition for rail funding. He said that by packaging the rail improvements with the highway project, the rail improvements would be more likely to get the necessary funding.

L. Ferrari also asked about the timing of the rail planning. B. Wallace responded that the initial planning study is complete and will be coordinated with the highway project. Both analyses have concluded that there is a benefit to moving the rail corridor to the northwest. B. Wallace said that this proposed alignment presents multiple opportunities for urban design enhancements.

Toni Gold stated that Bill Mocarsky (present at meeting) has been doing graphics and renderings of highway concepts. His concepts are online and might be a resource to the study team.

5. Bicycle, Pedestrian, and Transit Working Group (4/29/2015)

Report of Meeting

Date and Time: Monday, April 27, 2015, 12:00 PM

Location: 45 Church Street, Hartford

Subject: Bicycle, Pedestrian, and Transit Working Group #3

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Presentation

Mitch Glass, of Goody Clancy, and Francisco Gomes, of Fitzgerald & Halliday, Inc., welcomed the participants to the 3rd Bicycle, Pedestrian, and Transit Working Group Meeting.

M. Glass first provided an overview of the urban design challenges in the I-84 corridor. He noted that I-84 consumes considerable urban land and that the team is exploring ways to reduce the footprint of the highway in the potential alternatives under consideration. Tony Cherolis stated that much of the land around the highway is vacant land and could be better utilized. M. Glass responded that that Connecticut Department of Transportation (CTDOT) is exploring concepts to remove the raised viaduct and improve the land around it.

M. Glass discussed the potential elevated and lowered highway options (Alternative 2 and 3a, 3b, 3c) and described the diagrams. Tim Ryan described the lowered alternatives and naming convention in more detail.

T. Cherolis noted that the streets that have I-84 ramps on them generally are subject to higher traffic volumes and speeds. T. Ryan agreed with T. Cherolis and stated that team is looking to create a balance by reduced the number of city streets impacted by the highway ramps. This can be done by reducing the number of interchanges and ramps in the corridor. Those roads that no longer have ramps can be made narrower and more pedestrian and bicyclist friendly. T. Cherolis stated that even though painted bicycle lanes have been added to Broad Street, some cyclists still ride on the sidewalk. T. Ryan responded that the team is looking at some alternatives that remove all ramps from Broad Street and Asylum Street.

Chris Brown commented that he will often try to avoid riding on Asylum Avenue in the Asylum Hill area because of topography and traffic. Nick Mandler questioned whether cyclists would ride this route more often if there were less traffic. C. Brown stated that cyclists might prefer a parallel connection through Asylum Hill on Myrtle Street. Sandy Fry stated that there is a hill on Myrtle that cyclists would have to climb as well.

M. Glass next discussed the tunnel alternatives (Alternatives 4a, 4b, and 4c). S. Fry asked about the potential entrances and exits to the tunnel. There was discussion of how to build the tunnel, how underpinning works, and whether it is possible to underpin buildings.

T. Cherolis voiced concerns about bringing the highway down to grade. His primary concern if the highway is lowered to grade is whether the air pollution and noise will be moved down to the ground / residential level. There was additional discussion about air quality and the impact of the highway on the surrounding residential buildings.

There were questions related to the traffic analyses and whether the team has looked at how motorists will reroute themselves once the ramps are removed. T. Ryan stated that, while it has not been completed yet, the local traffic will be assessed for each of the mainline and ramp alternatives. He noted that it will be feasible to build two interchanges with tunnel alternatives, one interchange on the west near the Sisson Avenue ramps and one interchange on the east near Church Street. This could tax the local roadwork, including Farmington Avenue and Capital Avenue. T. Ryan also stated that a number of the parking lots will be impacted.

T. Cherolis questioned whether the traffic analyses will account for the construction impacts and delay and what role transit can have on absorbing the traffic during construction. T. Ryan stated that all of these factors will be considered in the travel demand model. S. Fry suggested that the removal of parking will likely have the biggest impact on this area.

M. Glass discussed the three west options, near the Sisson Avenue ramps, for interchange reconstruction. S. Fry stated that she prefers the intersections (e.g. Capital Avenue) to be at-grade

instead of going under the highway. She does not particularly like the third option on the West Options graphics.

M. Glass discussed renderings of Asylum Avenue, Sigourney Street, and Capital Avenue. There were questions regarding which alternatives are represented in the renderings. M. Glass responded that the renderings could work with any of the lowered alternatives. The Broad Street rendering would only be possible if the ramps are relocated.

Additional Discussion

T. Cherolis questioned why the group finds it undesirable to be under the highway. He acknowledged that it looks undesirable, but that is because the current design is bad. He cautioned against lowering the highway simply because the current design of an elevated highway is bad.

CTDOT recommended that the design of pedestrian and bicycle enhancements be made to accommodate an 8-year old girl, as well as an elderly person. The East Coast Greenway and its potential access will attract more than just the hard core users. K. Rattan noted that the block sizes on the graphics are really large, and she would like to see smaller blocks and a grid system to support bicycle and pedestrian use.

T. Cherolis reminded the participants about the success of the new urban skate / graffiti art park over I-84. He likes that the East Coast Greenway is considered in the graphics. K. Rattan requested that a separate East Coast Greenway facility be planned, parallel to this corridor. Others agreed and suggested that the Greenway connect to Pope Park. S. Fry likes the representation of the Capital Avenue / Russ Street intersection, as well as the local street network in the tunnel alternative (Alternative 4C). There was a suggestion to open up the Park Terrace cul-de-sac to the Park River.

There was a question about the coordination with the rail study. Brett Wallace discussed the high level Rail Alternatives Analysis, a broad-level, early planning study that PB is completing. He noted that the two corridors are highly intertwined, and the alternatives for rail will need to be looked at more closely as this study moved forward.

F. Gomes closed the formal portion of the meeting by asking the participants to visit the boards around the room and ask questions to the Project Team.

6. Historic / Cultural Resources Special Topic Meeting (4/30/2015)

Report of Meeting

Date and Time: Thursday, April 30, 2015, 1 PM

Location: Christ Church Cathedral Auditorium, 45 Church Street, Hartford

Subject: Historic and Cultural Resources Special Topic Meeting

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Meeting Purpose

The purpose of the meeting was to provide background information on how historic and other cultural resources will be considered as part of the process of redesigning I-84 through Hartford. Additionally, the purpose of the meeting was to seek input from community stakeholders on their concerns and ideas for how to protect and preserve historic and other cultural resources as the redesign of I-84 takes place.

Background Information Presentation

Two AECOM cultural resources professionals, Allison Rachleff and Nancy Stehling, provided a presentation outlining federal and state mandates for how to evaluate cultural resources during the environmental impact analysis for any federally funded project. They also reviewed the data sources and methods that have been used to consider those resources to date (and how they will be assessed in the future) relative to the redesign alternatives.

The presentation began with a review of the federal and state regulatory framework for identifying and analyzing cultural resources, which includes both properties and sites above and below ground.

They reviewed the four types of Historic Resources considered for this project thus far:

- National Historic Landmarks
- National / State Register of Listed Resources
- National / State Eligible Resources
- Local Historic Districts

They then explained that historically significant properties are defined as any site, property, or structure greater than 50 years in age and possessing physical integrity and historic significance in one of more the following ways:

- Associated with significant events
- Associated with significant persons
- Has distinctive architectural characteristics
- Has archeological significance

A map and table were reviewed of all the historic resources in the project study area that have been identified to date.

Next, they reviewed how impacts are defined for the purposes of the evaluation of how the project might affect these sensitive resources. Following federal guidance, impacts are categorized as:

- Direct - where a project would result in: a) removal of property from its historic location, b) physical destruction or damage to all or part of property, or c) alteration that is not consistent with federal standards for the maintenance of the integrity of Historic Properties.
- Indirect - where a project would result in: a) change of the character of property's use, b) change to the physical features within property's setting that contribute to its historic significance, or c) introduction of visual, atmospheric or audible elements that diminish integrity of the property's significant historic features.

Next, there was discussion of the next steps in the assessment of cultural resources for this project. Methods that will be used include:

- Confirm the list of historic and archeological resources already identified and then seek information to assure that any other important additional historic resources are accounted for;

- Reconnaissance-level survey of the locations and conditions of the resources within construction limits of build alternatives
- Conduct background literature and cartographic research for archeological resources
- Document past land use history
- Evaluate extent of prior ground disturbance
- Conduct site walk-over of targeted areas where archeological resources are anticipated to be present
- Conduct impact evaluation to assess the potential for the project alternatives to impact historic, archeological, and other cultural resources

Questions and Discussion

Question - If a historic site would be threatened, will CTDOT try to work around it or find the best way to go through it? Answer - CTDOT will first try to avoid any historic sites, however this may be difficult given that the area has so many historic properties. If it is determined that the project will result in an adverse effect to a historic property, mitigation will be identified through a collaborative process.

Question - How long will the inventory take? Answer - The inventory will be undertaken in phases and will likely begin in the fall. The staff undertaking the inventory will first work with the design team to understand the footprint of the alternative or alternatives.

Question - How long will it take to get through mitigation? Answer - It could take the better part of a year. CTDOT has already been talking to the Connecticut State Historic Preservation Office.

Question - Will the reconnaissance survey be done on all the alternatives? Answer - Yes. State forms to document the status of the historic property or site will then be completed for the Preferred Alternative. Similarly, a phased archeological study will be performed culminating in two reports, a Phase 1A Archaeological Survey will be completed for all the alternatives, and a Phase 1B Archaeological Survey undertaken for the Preferred Alternative.

Question - Is there anything that is historically significant in Frog Hollow? Answer - Yes. The neighborhood contains a historic district.

Question - Why is Frog Hollow significant? Answer - It is significant as an intact collection of 19th century residences, factories, and commercial structures. Many of the residences are what are called perfect sixes, a type of building that commonly housed urban workers.

Other Comments

- Hartford has a preservation ordinance. The local historical process will need to be factored into the schedule.
- Native American tribes will also need to be involved in the process.

7. Air Quality, Noise, and Vibration Special Topic Meeting (5/1/2015)

Report of Meeting

Date and Time: Friday, May 1, 2015, 9:00 AM

Location: Christ Church Cathedral Auditorium, 45 Church Street, Hartford

Subject: Air Quality, Noise, and Vibration Special Topic Meeting

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Air Quality Presentation

Deborah Howes welcomed everyone to the Air Quality, Noise, and Vibration Special Topic meeting and introduced Tom Herzog and Fang Yang, both of AECOM. She stated that they will be giving a presentation on air quality and noise to the attendees.

T. Herzog began the presentation by discussing that air quality is important because it affects human health. He described the Clean Air Act Amendments (CAAA) and the National Ambient Air Quality Standards (NAAQS). There are six criteria pollutants that have NAAQS. Of these six, Hartford County is considered to be nonattainment for ozone, meaning that it does not meet the NAAQS. Hartford County is also considered a maintenance area for carbon monoxide (CO). Maintenance areas are those that were previously nonattainment, but have since become attainment through improved ambient conditions for that corresponding pollutant and an adopted State Implementation Plan (SIP) that commits the region to improve air quality conditions with transportation improvement measures and pollutant emissions budgets.

T. Herzog stated that the State of Connecticut is responsible for monitoring the ambient air conditions and maintaining the stations. There are two monitoring stations in our study area, and two additional stations in the region.

Because Hartford County is nonattainment for ozone and maintenance for CO, any project that receives federal funding must show that the project emissions are within the transportation budget set in the SIP and ambient conditions would not exceed the NAAQS.

Air Quality Discussion

D. Howes asked the attendees if they had questions for T. Herzog and F. Yang. The following questions were raised.

Question - Would the tunnel vents have scrubbers on them similar to a power plant? Answer – It is possible, if the air quality pollutants from vents show violation at the NAAQS. However, other measures could be considered such as increasing the speeds of the tunnel ventilation fans that could increase air dispersion to move the tunnel air out faster.

F. Yang mentioned that the ambient air in Hartford is considered to be good. Though CTDOT is studying the air quality impacts of alternatives, there likely will not be major differences to the forecasted air quality among the alternatives. Air quality will not likely be the deciding factor for selecting the preferred alternative.

Question - Would the reduced number of interchanges affect the travel patterns and air quality on the local road network? Answer - F. Yang described how hot spot analysis works, noting that the team will model the worst case scenarios for all alternatives. He stated that the model accounts for the additional congestion on local roads.

Question - Is odor assessed? Answer No. Odor is an annoyance issue that has less of an effect on human health and has no ambient quality standards like criteria pollutants. However, it may be covered as part of air toxics to be discussed. .

Noise Presentation

T. Herzog next gave a short presentation on noise and noise impacts. He stated that Federal Highway Administration has established noise guidelines, and CTDOT has an adopted noise policy for the State of Connecticut. Their noise abatement criteria states that the most sensitive land use in this corridor is 66

dBA. Noise levels cannot exceed this level by more than 15dba. T. Herzog stated that there have been some noise exceedances in the current conditions.

T. Herzog noted that CTDOT, FHWA, FTA, and Hartford all have different construction noise criteria. This project is classified as a Type 1 project because there will be substantial changes to the roadway. He continued on to discuss the barrier abatement criteria. Noise barriers are warranted if a substantial reduction in noise is possible, and the cost is less than \$55,000 per benefitted residence. For the study, noise data will be collected using portable air monitors.

Noise Discussion

D. Howes asked the attendees if they had questions for T. Herzog and F. Yang. The following questions were raised.

Question - If the highway drops in elevation near residences, should we expect that a noise barrier will be constructed? Answer - Yes, that is a likely outcome. Aesthetics *come into play as well. The community could add more to enhance the look of the noise barriers.*

Question – Will vibration be addressed as part of relocating the rail? Answer – Yes.

Question – Will vibration for tunnel fans be addressed? Answer – Yes, *this is handled in the design phase.*

8. Final Public Meeting (5/2/2015)

Report of Meeting

Date and Time: Saturday, May 2nd, 2014, 11 AM - 1 PM

Location: Christ Church Cathedral Auditorium

Subject: Final Meeting during Open Planning Studio

7. Meeting Schedule and Attendance

The final meeting occurred on Saturday, May 2, 2015 from 11 AM to 1 PM. The meeting began with a 45-minute presentation on the findings during the course of the past week. The presentation was followed by a 45-minute open microphone question and answer period. After this question and answer period concluded, the open house resumed and attendees continued to engage and ask questions and provide feedback to the project engineers.

8. Presentation

Mike Morehouse and Rich Armstrong opened the meeting; they thanked everyone for attending and said they were excited at the outcomes and discussions during the course of the week. This was an important opportunity for communication and conversations.

M. Morehouse introduced what the Project Team learned this week. He noted that this process of communication and dialogue with the public did not exist 50 years ago and because of the strong community engagement, it's really helping to shape the way in which the I-84 Project is progressing. Social media has also given the project a lot of exposure. This project was highlighted on NPR, WPLR Radio, and R. Armstrong and Dave Stanke were also interviewed on the television show "Face the State". This interview was presented to the audience at the end of the presentation.

M. Morehouse presented the findings of what was heard during the Open Planning Studio. He said there was a lot of discussion about the tunnel, mobility through the corridor, bike and pedestrian issues, as well as air quality and noise factors.

Deborah Howes stated that over the course of the week she spent a lot of time looking at and talking about the different options.

M. Morehouse said that people were interested in enhancing urban design and improving connections throughout the city. Regarding the lowered highway options, attendees were interested in the potential changes to the corridor. Computer models really helped viewers envision the changes; it was viewed as a great tool to show what the corridor could look like. Air quality and noise was also a concern; these items will be heavily analyzed in the environmental report.

Many questions came up regarding the Alternative 3 options. Attendees had questions about construction and staging, as well as traffic flow during and after construction. This alternative also presented the opportunity for improved bike, pedestrian, and vehicular crossings.

3B had an aggressive alignment; this flattens out and smooths many curves and interchanges north of Asylum Avenue. This alignment also frees up land around the arterial roads while helping to establish connections and access between the Central Business District, Downtown, and the new Ballpark. Many attendees saw the value of this option.

One attendee questioned what would happen to the Myrtle Street connection if that was cut off. M. Morehouse answered that they could certainly investigate the possibility of having a bike/pedestrian connection there. He noted that ramps on Asylum Avenue don't seem like a desirable option.

D. Howes commented that the Capitol Records/Mattress Factory building is probably a vulnerable property and that as of now, she has not heard any opposition to losing this property.

R. Armstrong emphasized that this process has enabled the CTDOT to reveal certain challenges involved with this project- finding the proper balance and identifying tradeoffs. The team has to look at all aspects of impacts, for example noise wall barriers could create an aesthetic negative impact while also having a positive impact on noise levels throughout the corridor.

Option 3C was described next. An attendee questioned whether the highway would be built directly on top of where it currently is. The answer was yes- this option would require diverted traffic patterns and would have lots of impacts, but this would avoid taking additional buildings.

Another audience member questioned how traffic will be maintained during construction? Tim Ryan replied that the team is looking at that now. The idea is to provide alternate routes and modes, busing, and possibly temporary rail and bus stations. There is also the possibility of gaining riders even after construction is completed.

M. Morehouse discussed Option 4C, the Tunnel. He stated that this option has received much attention and is still on the table. It will not have any interchanges in the middle and would require the taking of many properties. R. Armstrong said he had a lot of detailed questions about the tunnel and it brought out the most creativity and got people thinking. An audience member questioned how much cost would play into the decision making process. The attendee asked that if this option doubled the cost of the whole project, what other projects would be effected or unable to be built. R. Armstrong replied that this issue really resonated with people, and seeing the costs and impacts involved, many people converted to the lowered highway alternatives.

M. Morehouse said that now, in the alternatives analysis phase, cost is not a factor. The tunnel is twice the cost of the other options, so at some point this will be a factor. For now, cost is being kept in the background.

9. Discussion of new ideas that arose during the Open Design Studio:

M. Morehouse explained that many new ideas were heard during the course of the week. He emphasized his appreciation of these ideas and asked that the public continue to share any ideas they come up with to the project team as some of these will be developed in greater detail to see if they will work.

A slide show of new ideas was presented that included the following options:

- West Boulevard Extension to Hawthorne Street - This was Toni Gold's idea to provide a parallel east-west alternative to Capitol Avenue.
- West Boulevard Extension to Bushnell Park West - This was a parallel east-west route to Capitol Avenue from Parkville and the West End to downtown. This takes a lot of pressure off of local roads. This option also seeks to add redundancy north south and east west.
- Capitol Avenue connection to Park Street - The purpose here was to provide a more direct connection from Parkville to downtown. There are more options for change in the West End, not as many possibilities in the Asylum Hill neighborhood.

- Split diamond at Asylum Hill and Broad Street - This option looks to improve bike and pedestrian travel. Bike/pedestrians do not need to cross on both sides. The rail would be below grade.
- Split WB off ramps at Cogswell Street and Asylum Avenue - The goal here would be to disperse off ramp traffic in the eastern portion of the corridor.
- Flower Street Connection - This option looks at the possibility that Flower Street could be reopened, bicycles, pedestrians, and / or vehicles.
- High Line Path - The purpose of this is to enhance non-motorized travel throughout the corridor.
- I-84 Parkway - The purpose of this is to reconnect the street grid to improve non-motorized travel.

10. Questions and Answers Period:

M. Morehouse concluded by opening the up for questions and comments. These are described below:

- Question - What would happen to the existing rail platform? Answer – T. Ryan answered that Union Station is essentially a hub, there is a lot of opportunity for input to enhance pedestrian connections here and the team really hopes for input from the community.
- Question – What happens to CT**fastrak**? Answer – T. Ryan said that if the station was relocated, they could possibly also relocate the CT**fastrak** stop.
- Question – If option 4C is lowered, could you make a hybrid? Answer – T. Ryan replied that the design is limited by other conduits underground.