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

1. 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.

2. 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.

3. 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.

4. 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.