



REPORT OF MEETING

Date and Time: Thursday, March 28, 2019, 12:30 PM

Location: Training & Conference Center, The Chrysalis Center, 255 Homestead Avenue, Hartford

Subject: Public Advisory Committee Meeting #19

Attendees

| NAME | ORGANIZATION | EMAIL ADDRESS |
|--|--|--|
| PUBLIC ADVISORY COMMITTEE MEMBERS | | |
| Toni Gold | West End Civic Association | toniagold@gmail.com |
| Bert Orr | Trinity Health of New England | albert.orr@trinityhealthofne.org |
| Arianna Basche | Trinity College | Arianna.Basche@trincoll.edu |
| Jackie Mandyck | iQuilt | jackie@thequiltplan.org |
| Keith Chapman | Town of East Hartford | kchapman@easthartfordct.gov |
| Sandy Fry | City of Hartford | sfry@ghtd.org |
| Aaron Gill | Frog Hollow Neighborhood Revitalization Zone | ajgill@edtengineers.com |
| Mark McGovern | Town of West Hartford | mark.mcgovern@westhartfordct.gov |
| Amy Parmenter | AAA | aparmenter@aaa-alliedgroup.com |
| Jennifer Cassidy | Business for Downtown Hartford | j.cassidy@snet.net |
| Joe Sculley | CT Motor Transport Association | joe@mtac.us |
| Bruce Donald | East Coast Greenway Alliance | bruce@greenway.org |
| Mike Zaleski | Riverfront Recapture, Inc. | mzaleski@riverfront.org |
| Mary Zeman | Bushnell Park Foundation | manager@bushnellpark.org |
| Nakisha Strickland | Capitol Region Education Council | nstrickland@crec.org |
| Ted Aldieri | Federal Highway Administration | ted.aldieri@fdot.gov |
| Doug Moore | Connecticut Department of Administrative Services | Doug.Moore@ct.gov |
| Lt. Eric Murray | State Police Office of Administrative Services | eric.murray@ct.gov |
| Jordon Polon | Hartford Business Improvement District | jpolon@hartfordbid.com |
| Lynn Ferrari | Coalition to Strengthen Sheldon-Charter Oak Neighborhood | lynn.ferrari@gmail.com |
| Mary Deppe | Greater Hartford Transit District | mdeppe@ghtd.org |

| OTHER ATTENDEES | | |
|------------------------|---------------------------------------|--|
| NAME | ORGANIZATION | EMAIL ADDRESS |
| Paul Fleming | The Hartford | paul.fleming@thehartford.com |
| Emilie Holland | Federal Highway Administration | |
| Larry Murphy | Jacobs | Larry.Murphy@Jacobs.com |
| Ron Sacchi | GM2 | rsacchi@gm2inc.com |
| Ken Gosselin | Hartford Courant | kgosselin@courant.com |
| Jennifer Carrier | HNTB | jcarrier@hntb.com |
| Emily Hultquist | Capitol Region Council of Governments | ehultquist@crcog.org |
| Bill Mocarsky | | bill@peopleofgoodwill.com |

| DEPARTMENT OF TRANSPORTATION | | |
|------------------------------|--|--|
| Greg Hendrickson | Connecticut Department of Transportation | |
| Andy Fesenmeyer | Connecticut Department of Transportation | andy.fesenmeyer@ct.gov |
| Kevin Burnham | Connecticut Department of Transportation | kevin.burnham@ct.gov |
| Paul D'Attilio | Connecticut Department of Transportation | paul.dattilio@ct.gov |
| Michael Calabrese | Connecticut Department of Transportation | michael.calabrese@ct.gov |
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| John Bernick | Connecticut Department of Transportation | johm.bernick@ct.gov |
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| Derek Lessard | Connecticut Department of Transportation | derick.lessard@ct.gov |
| Gregory Dorosh | Connecticut Department of Transportation | gregory.dorosh@ct.gov |
| CONSULTANT TEAM | | |
| Dave Stahnke | TranSystems Corporation | dkstahnke@transystems.com |
| Casey Hardin | TranSystems Corporation | crhardin@transystems.com |
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| Steve Mitchell | TranSystems Corporation | |
| Christine Tiernan | AECOM | Christine.Tiernan@aecom.com |
| Mike Morehouse | Fitzgerald & Halliday, Inc. | mmorehouse@fhiplan.com |
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1. Welcome & Introduction

Kevin Burnham, of Connecticut Department of Transportation (CTDOT), thanked everyone for coming. He walked through the meeting agenda, which included construction staging, environmental documentation, and an update from the City of Hartford on their Capital Gateway Master Plan. He introduced new PAC members and welcomed them to the group. He then turned the presentation over to Casey Hardin of TranSystems Corporation (TSC).

2. Presentation

C. Hardin began his discussion on construction staging. He first stated that transportation demand management would be a major part of any construction project. This would include temporary traffic control strategies (e.g. ramp relocations, night/weekend work, off-site detours), adjustments to transportation operations, and public outreach to inform travelers of any changes to traffic patterns.

C. Hardin stated that there are generally two types of construction for any road project - conventional and accelerated. He added that the I-84 Hartford Project construction would likely have elements of both types of construction. Conventional construction would require constructing many of the new road elements on site, maintaining traffic, have a longer duration, and be more costly because of the temporary roads required to keep traffic flowing. He said that the Pearl Harbor Memorial Bridge in New Haven, the I-84 Waterbury widening, and the Boston Central Artery are examples of urban conventional construction projects in New England.

C. Hardin next described one scenario of how construction staging could work on the I-84 Hartford Project. He provided an overview of the five phases of construction for this scenario. Each phase was described in some detail with focus on the highway and ramp construction and travel patterns, local road construction, and potential closures and detours.

In this scenario, I-84 through traffic would be maintained throughout the project by constructing temporary roadways and moving traffic onto new roadways completed outside of the existing interstate ROW. Disruptions to

the ramps and local roads would be addressed through the construction of temporary roads, ramps, and detours. The rail corridor and **CTfastrak** are expected to be built early and mostly off-line as to provide alternative modes for commuters during the highway and local road construction.

C. Hardin discussed the features of accelerated construction next. In accelerated construction scenarios, new road elements can be constructed off site, and then put in place during a shorter-duration road closure. This type of construction can be less costly because fewer temporary roads and structures are built to manage traffic during construction. He said that the bridge over I-84 in Southington and the Route 1 bridge over I-95 in Stamford are examples of accelerated construction. He provided links to Federal Highway Administration (and other) research that highlights large, urban, multi-year construction projects' effects on cities. He noted that during the construction of the I-880 bridge in the Bay Area, there was an increase in small businesses in the project proximity.

He closed by stating that this example demonstrates the belief of the project team that I-84 can be reconstructed in Hartford while maintaining highway traffic flow and access to the city. There will be impacts and disruptions, but they do not have to immobilize the city. The project team would also be committed to providing additional transit services and incentives, work zone Intelligent Transportation Systems, and other specialized monitoring and outreach during construction. In particular, the project team would make a pledge to stay current on best practices and technology on how to best inform travelers about closures and detours.

Christine Tiernan next provided an update on the environmental documentation process. She stated that the project team is now preparing the Draft Environmental Impact Statement (DEIS) to comply with the National Environmental Policy Act (NEPA) and Environmental Impact Evaluation (EIE) to comply with the Connecticut Environmental Policy Act (CEPA). A Notice of Availability will be posted in the Federal register when the DEIS is available for public review. There will be a 45-day public comment period, during which there will be at least one public hearing on the contents of the report. The project team will address the comments in the Final Environmental Impact Statement (FEIS) / Record of Decision (ROD). The FEIS / ROD will identify a preferred alternative, impacts, and mitigation.

The DEIS will likely be available in Summer 2020. The public hearing will follow in Fall 2020.

C. Tiernan reiterated that the objectives of NEPA is to document impacts, mitigation, and environmental commitments. It will identify a preferred alternative. In addition, it will introduce additional corridor features, such as the multimodal station and local road configurations, though their final design will not be determined during NEPA. The ROD is not the end of the public involvement process. The project team will need the public to be involved in the design process as well.

K. Burnham closed the project team's presentation by encouraging the PAC to continue to follow the project, review the DEIS, attend the hearing(s), and participate during the design process.

Sandy Fry, of the City of Hartford, next presented the findings of the Capital Gateway Master Plan. This effort began in 2016 when the City wanted to develop an urban design strategy to situate themselves for economic development subsequent to the I-84 Hartford Project.

WSP assisted the City on the plan. One aspect of their work was peer review, and largely focused on ramp placement in the Lowered Highway Alternative. The study focused on infrastructure design of the urban streets (particularly Garden Street extension, Farmington Avenue extension, and Bushnell West), intermodal center, and **CTfastrak** connecting to the new multimodal facility. In addition, the study looked at capping considerations, Union Station reuse, economic development takeaways, and implementation strategies. The plan's success would require

Hartford to grow at a significantly faster pace than it currently is. The City would need to leverage insurance clusters and attract innovative workers for it to become reality.

The City Planning and Zoning Commission has seen the plan two times and approved it.

3. Discussion

Amy Parmenter, of AAA, asked which construction phase would be the most disruptive to the traveling public and neighbors. C. Hardin answered that the project team does not have those details yet. The new model, expected out in the summer of 2019, will help predict that.

Joe Sculley, of CT Motor Transport Association, suggested letting motorists drive on **CTfastrak** alignment during construction. C. Hardin stated that the team had not thought about this yet, but there would be some obstacles to allowing it. Aaron Gill, of Frog Hollow Neighborhood Revitalization Zone, stated that he did not support allowing drivers on the **CTfastrak** alignment during construction, as it will impede transit service.

Jackie Mandyck, of iQuilt added that this project is an opportunity to change travelers' mindsets about transit and alternative modes. She suggested implementing dedicated bike lanes on local roads prior to the start of construction. In addition, the project team should consider the implementation of workforce development programs to get locals ready to work on the job. C. Hardin answered that these points were good ones, and the team has already begun some coordination with programs and organizations on the workforce development front.

Toni Gold, of the West End Civic Association, stated that the project team seems to be communicating that the Lowered Highway Alternative is the preferred alternative. C. Hardin acknowledged that while the sample construction staging scenario is of the Lowered Highway Alternative, it is not as of this point the preferred alternative. The preferred alternative will be named in the FEIS / ROD.

There was discussion whether there would be disruptions to rail service during construction. C. Hardin said there would not be disruptions to service. Another attendee questioned whether this project has allowed for improvements to high speed rail. C. Hardin answered that the relocation of the rail would indeed improve capacity for high speed rail in the corridor.

T. Gold asked whether the Capital Gateway Master Plan is going to be formally accepted by CTDOT. K. Burnham answered that CTDOT will address this plan in the DEIS, as it would any other stakeholder input. Many aspects of the plan, however, are design features that will not be finalized in the NEPA process. Those decisions are finalized during the design process. Jennifer Cassidy, of Business for Downtown Hartford, asked if CTDOT has a comparable plan. K. Burnham said not yet and reiterated that these details will be determined in the design process.

J. Mandyck asked if the land above the cap would be owned by the City or the State. K. Burnham answered that he did not have the answer because that has not been determined yet.

An attendee questioned whether the historic, granite, stone wall would remain in place. C. Tiernan answered that the wall's cultural significance, and impacts to it, would be discussed in the cultural resources section of the DEIS. S. Fry added that the City does not see the value of keeping the old steel rail viaduct if it will not be maintained. She added that the Capital Gateway Master Plan suggests keeping the wall in the area where the ramps touch down only, if possible.

J. Mandyck questioned whether the Lowered Highway Alternative includes the new multimodal station. Andy Fesenmeyer, of CTDOT, answered that the Lowered Highway Alternative includes the new highway and station, relocation of the rail, and other features.

J. Mandyck asked when Phase 1 is expected to begin. K. Burnham answered that the earliest the project can begin is in the mid-to-late 2020s.