



REPORT OF MEETING

Date and Time: Thursday, February 25, 2016, 5-7 PM

Location: The Lyceum, 227 Lawrence Street, Hartford

Subject: Public Presentation

1. Meeting Schedule and Attendance

The meeting took place on Thursday, February 25, 2016 from 5 to 7 PM. The meeting consisted of a presentation on the I-84 Hartford Project and a brief discussion period.

Five members of the public attended the meeting.

2. Boards

Several boards were placed around the perimeter of the room. They included:

1. I-84 Study Area Map
2. I-84 Hartford Fast Facts (an infographic)
3. Program Overview (a flowchart of the overall project schedule)
4. Options that Perform Well (7 options / boards)
5. Broad Street rendering
6. Sisson Avenue rendering
7. Asylum Avenue rendering
8. Capitol Avenue rendering
9. Preliminary Traffic Analysis (4 alternatives / boards)
10. 2016 At A Glance
11. I-84 / I-91 Interchange Study
12. Sample Refinements to the Lowered Highway
13. Lowered Highway with Capped Section (tunnel)
14. **CTfastrak** Routing: Alternative 3 W3-E2 (S)
15. Asylum Street Visualizations (2 boards)
16. Park Street Visualization
17. Urban Design Analysis
18. Potential East Coast Greenway Alignment
19. Bicycle Network Opportunities
20. Potential Building Impacts (updated February 2016)

3. Presentation

Mike Morehouse, of Fitzgerald & Halliday, Inc. (FHI), welcomed everyone and introduced himself. His presentation mirrored that of the one delivered to the Public Advisory Committee (PAC) in the morning of the same day, February 25, 2016.

Upon the completion of his presentation, M. Morehouse accepted questions from the audience.

4. Discussion Period

One person asked how maintenance for the existing highway would compare to maintenance for a capped highway. M. Morehouse said that the existing highway requires extensive maintenance because of the great degree of deterioration. He said a better comparison would be between a new elevated highway and the capped highway. In this scenario, a capped highway would require more maintenance to manage ventilation systems, in addition to maintenance of the structure itself. He said that an elevated highway would only require structural maintenance.

An individual commented that they support the I-84 / I-91 interchange study.

There was a question regarding development in the West End. Would that area be developed to include more housing, park space, or retail? M. Morehouse said it's impossible to know at this stage exactly what would be built in that space, but that the area presents significant opportunities, including a dedicated route for the East Coast Greenway.

One person asked how many buildings will be impacted as a result of the project. M. Morehouse said building impacts would depend on the alternative selected.

One audience member asked if the project team was considering the transfer of hazardous material through the corridor. M. Morehouse said that yes, the project team is keeping the transport of all cargo in mind.