



REPORT OF MEETING

Date and Time: Tuesday, January 19, 2016, 1 – 2:30 PM

Location: FHI, 416 Asylum Street, Hartford

Subject: Stakeholder Meeting with State Police

Attendees

Rich Armstrong, Connecticut Department of Transportation

Randal Davis, Connecticut Department of Transportation

Dave Stahnke, TranSystems Corporation

Tim Ryan, TranSystems Corporation

Marcy Miller, Fitzgerald & Halliday, Inc.

Five members of the State Police, including:

Alaric Fox

David Noble

George Battle

Marc Petruzzi

Bob Cody

Meeting Purpose

The meeting was held at the request of the State Police, who are interested in obtaining potentially available land from the I-84 Hartford Project for the construction of a new State Police barracks.

Discussion

The meeting started with introductions then Rich Armstrong, of Connecticut Department of Transportation thanked the members of the State Police for requesting the meeting. Dave Stahnke, of TranSystems Corporation, provided background information on the I-84 Hartford Project. He stated that the team is three years into the project planning, and the alternatives analysis has been underway for the past 18 months. Then he discussed the purpose and need of the project and the four primary alternatives (No-build, Elevated Highway, Lowered Highway, and Tunneled Highway). He stated that the proposed construction could potentially create 30 acres of unused land.

Alaric Fox questioned why the team is conducting the traffic analyses for year 2040. D. Stahnke answered that it is typical, or standard engineering practice, to assess traffic for a 25-year future timeframe.

R. Armstrong discussed recent public outreach that occurred in 2015. He stated that the I-84 Hartford Project team is coordinating with the City of Hartford's new mayor and staff to bring them up to speed on the alternatives. It is expected that some of the alternatives will be eliminated later in spring 2016.

Tim Ryan, of TranSystems Corporation, discussed the different interchange options noting that there are about 150 total combinations when the east and west options are combined. He discussed many of the findings related to the interchange options. For example, the team has

learned that an interchange (of some type) will continue to be needed at Sigourney Street. T. Ryan stated that the team is also looking to increase redundancy in the local road network.

There was a question on the Department's process for acquiring property. R. Armstrong stated that the DOT has the authority to acquire property for the purposes of the highway project. The DOT first does an appraisal to determine the property value then proceeds to negotiate a selling price with the land owner. If a settlement cannot be agreed to, DOT has the right to acquire the property through condemnation. He continued on to state that if there are historic property takes, the Department must show greater due diligence, ensuring that there are no prudent and feasible other options to that property acquisition. The excess land will first be offered to state agencies then to the City of Hartford.

Marc Petruzzi stated that the State Police are in need in a new facility in the I-84 Hartford Project corridor. This area has the highest call volume for the Police. Thus, it is not operationally prudent to be relocated to Southington or another suburb. They need to be able to respond quickly to calls. The current State Police facility was built in 1924.

M. Petruzzi stated that they are looking to build a new barracks with:

- easy access to eastbound and westbound I-84,
- access to CT *fastrak*,
- office space for one troop, about 100 individuals,
- central district headquarters space for 20 staff,
- parking,
- a wash bay, and
- a garage to store vehicles and indoor storage,

In total, M. Petruzzi stated that State Police would like to construct a 30,000 - 40,000 square foot facility, plus the garage. They would need about a seven-acre parcel. They want to take advantage of any opportunities presented by the I-84 Hartford Project.

R. Armstrong asked if it is important that the troop and the central district headquarters are located together. M. Petruzzi stated that it is desirable that they are together, though in some places (e.g. Litchfield, Connecticut) they are separate.

There was a question on how much of the I-84 reconstruction would be federally funded. Rich discussed the Governor's transportation plan, noting that even with extra state funding, it will be challenging to fund all of the state transportation needs.

There was discussion about the safety improvements that will occur as part of the I-84 reconstruction. T. Ryan stated that the design for the proposed alternatives includes 10-foot shoulders. He noted that the team is striving to eliminate other conflict areas that result from weaves and lane drops. D. Stahnke discussed the improved design speed on the curve near High Street.

There was question on whether a new State Police barracks coincides with the I-84 Hartford Project needs. It was suggested that both groups aim to improve safety in the corridor. R. Armstrong said that other state agencies, including the State Police, have first access to obtaining any available land after the highway reconstruction. He suggested that the two state agencies continue to have a dialogue on which parcels are most appropriate for a new State Police barracks.

D. Stahnke questioned how the Police felt the City would react to them acquiring a large parcel in the western portion of the corridor. George Battle answered that he thought the City would approve of them in that area of the City and corridor.

R. Armstrong questioned if the State Police had resources to plan a new facility. Bob Cody answered that these tasks fall within his realm and he has done similar work for Department of Administrative Services.

R. Armstrong stated that the project team is also assessing the parking impacts within the corridor, noting that the team is considering where and to what degree to replace parking. He added that the location of parking also affects travel patterns to and from the highway.

There was a question about the advantage of lowering the highway. D. Stahnke answered that this alternative is generally less expensive than the other build alternatives. It is also less intrusive to the community and the traffic works better.

There was a question on how the State Police can continue to move forward with the process of establishing their headquarters as part of the alternatives. R. Armstrong stated that the first step is for the project team to determine the land that is potentially available in each of the alternatives and provide the parcel information to the State Police in map form. This information exchange needs to happen before the land is available to public and private developers. Randal Davis agreed to let Commissioner Redeker know of the State Police's desire to acquire land within the corridor.

T. Ryan discussed the project timeframe, stating that it could be 2030 before a parcel is available.