



Tunnel Discussion

What we are hearing

- Make the impact of the highway go away
- Better connect neighborhoods
- Provide economic development opportunity
- Connect parks via a multiuse trail
- Reduce noise and air quality impact
- Improve aesthetics



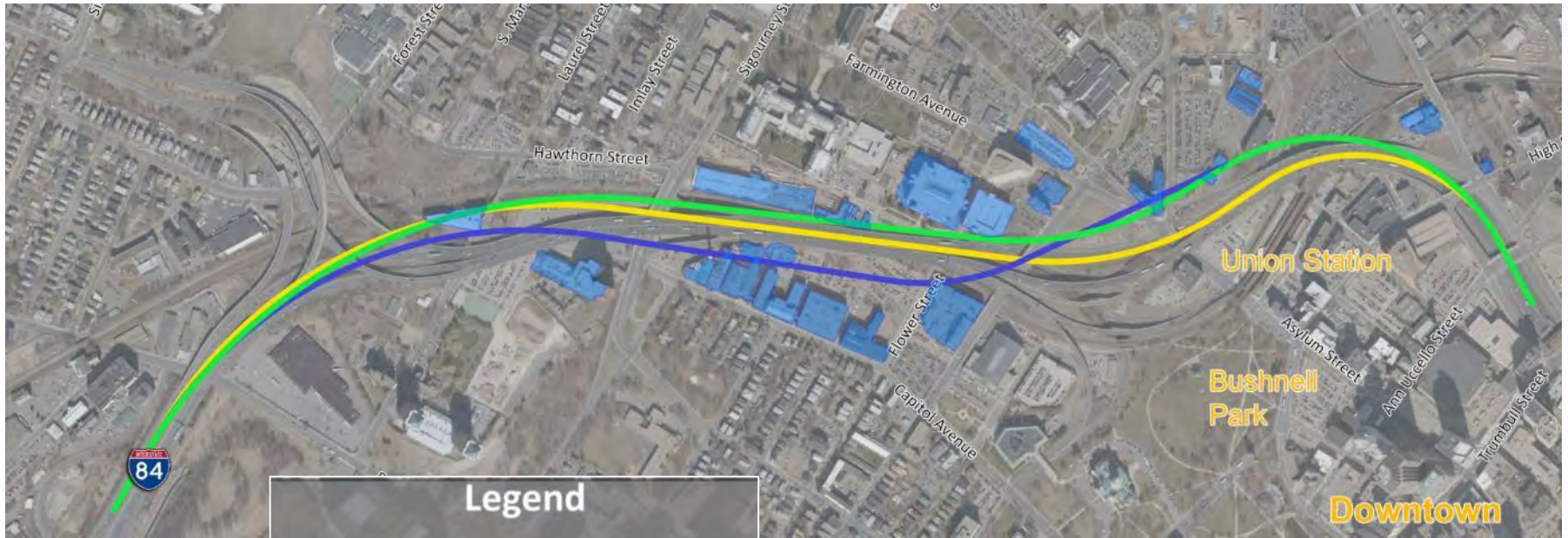
How we have responded

We agree that the tunnel offers many opportunities, so we explored it in more detail:

- 3 separate alignments
- Construction staging plan
- Traffic assessment
- New option to mitigate traffic impact
- Qualitative air and noise assessment
- Qualitative development potential assessment
- Detailed cost estimates



3 Alignments



Conclusion: Alignment 4C is only option that avoids massive property impacts

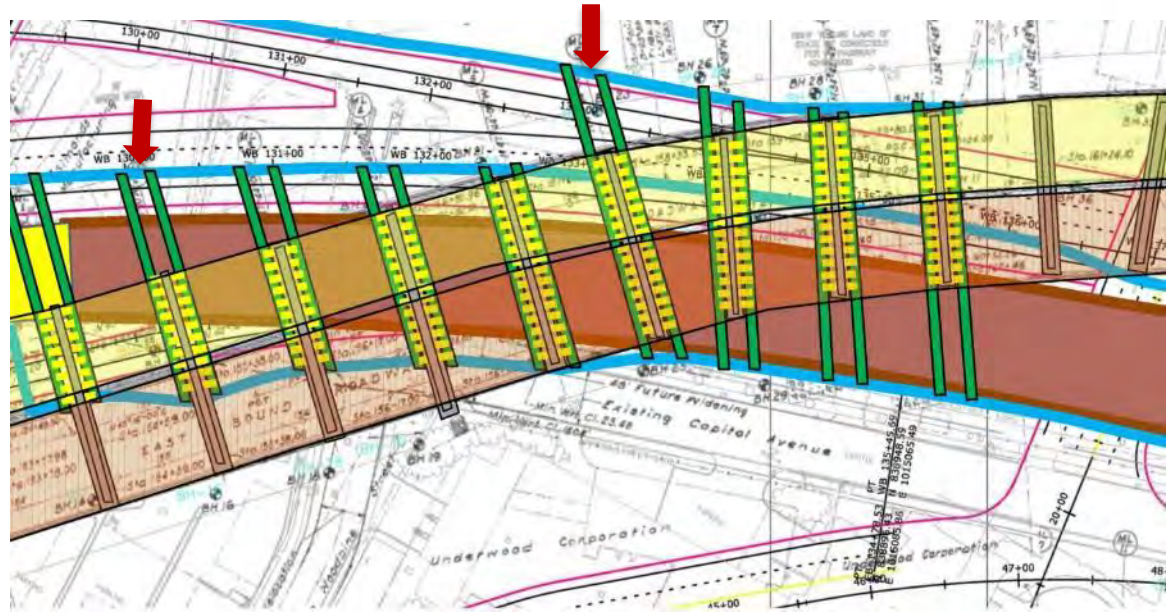
Construction staging



Ctfastrak



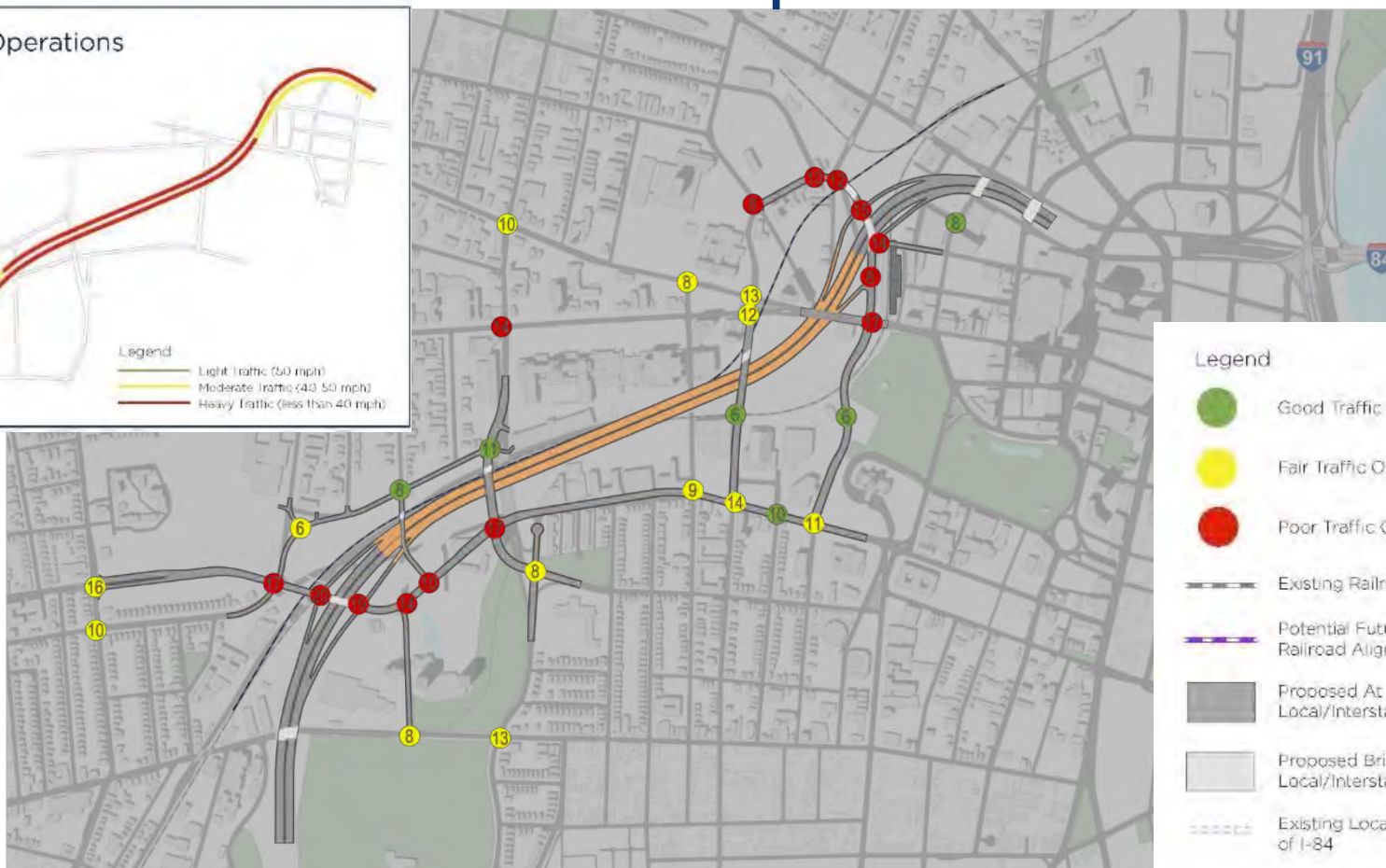
Temporary underpinning



Preliminary engineering for I-84 tunnel underpinning

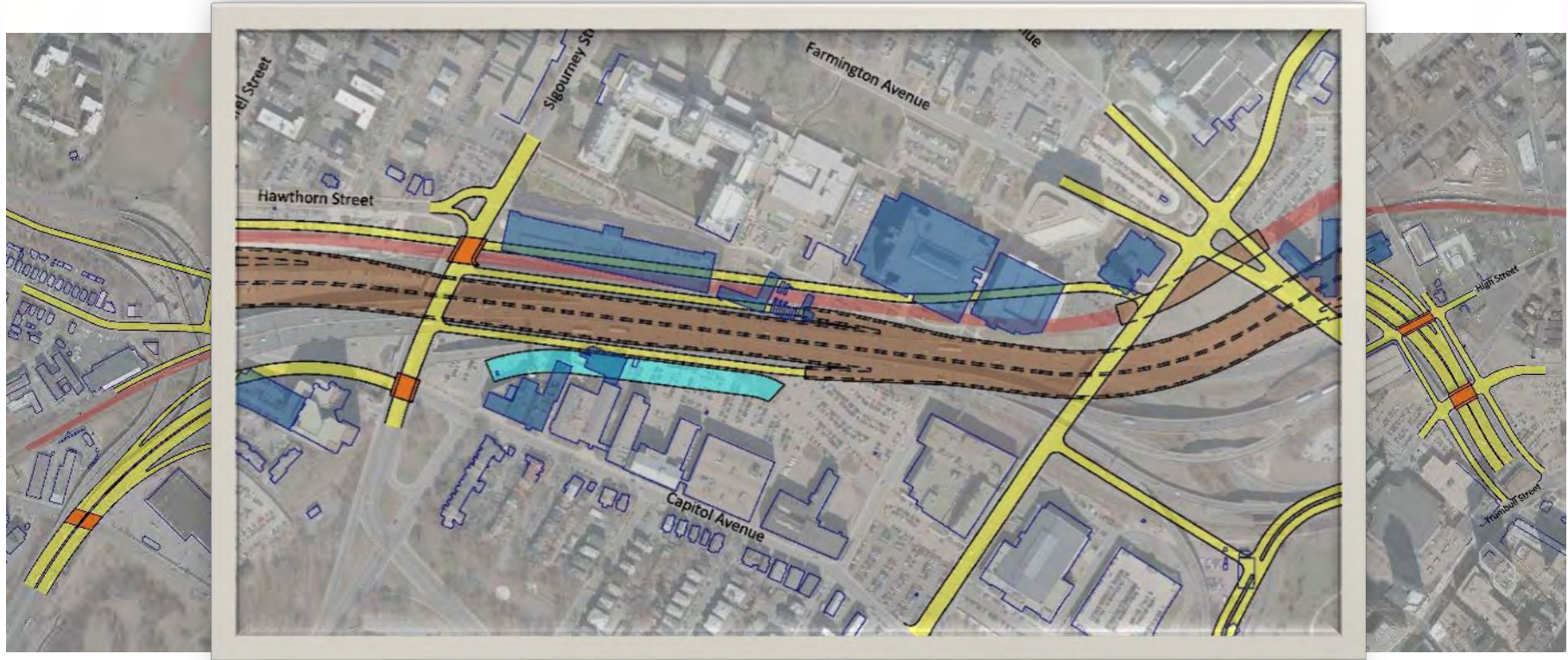
Conclusion: Underpinning requirements will add significant duration to project

Traffic impacts



Conclusion: Local street and mainline congestion would be significant

New tunnel option to address traffic



- Interchange ramps at Sigourney Street
- Acceptable traffic operations
- Significant property impacts

Tunnel Alternative 4C-2(S)



Qualitative air assessment

- Emissions are dependent on congestion ...less congestion equals better air quality
- Pollutant concentrations would likely be higher in neighborhoods surrounding the tunnel portals
- Pollutant concentrations would likely be lower in areas adjacent to the covered portion of the tunnel

Qualitative Urban Design Assessment

- Doesn't provide noticeably more development opportunity
- Creates more urban land than other options, principally between Broad Street and Laurel Street





Urban Design Assessment

- Land over the highway not well-suited to support future development:
 - Behind buildings and adjacent to the rail line
 - Poor access and visibility
 - Cost premiums a major financial obstacle
- Well-suited for a linear park / open space
- Could also accommodate parking
- Potentially mitigates noise / visual impacts



Cost versus benefit

- \$10-12 billion
- Assuming we could pay for it, would it be a wise expenditure?
 - Doesn't create additional opportunity for economic growth
 - Doesn't offer new north-south connections
 - Potentially has significant property impacts
 - Has permitting challenges associate with conduit and power plant relocation



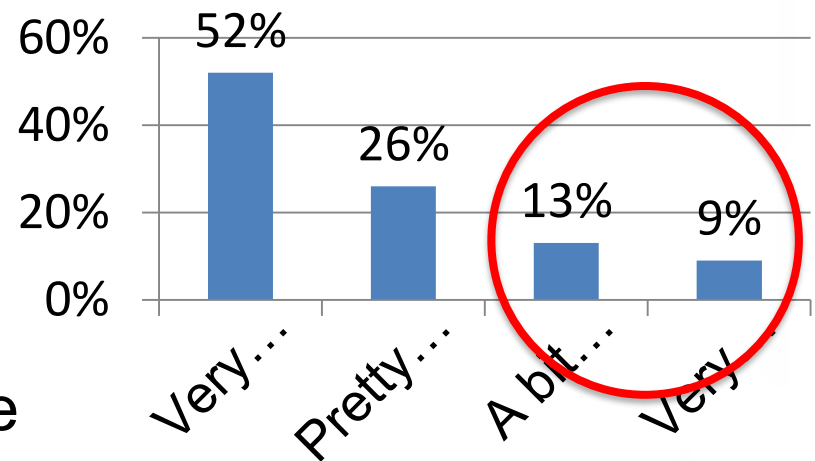
The Tunnel- Updates and Revisions



Tunnel Discussion

How comfortable do you feel about removing Alternative 4 (Tunnel) from further consideration?

- Very comfortable
- Pretty comfortable
- A bit uncomfortable
- Very uncomfortable



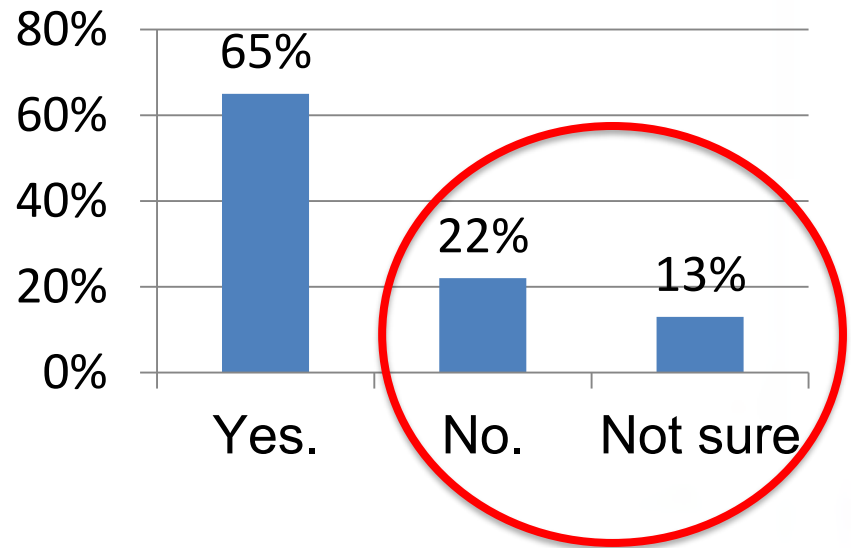
About 1/4 of PAC uncomfortable with removing tunnel

Tunnel Discussion

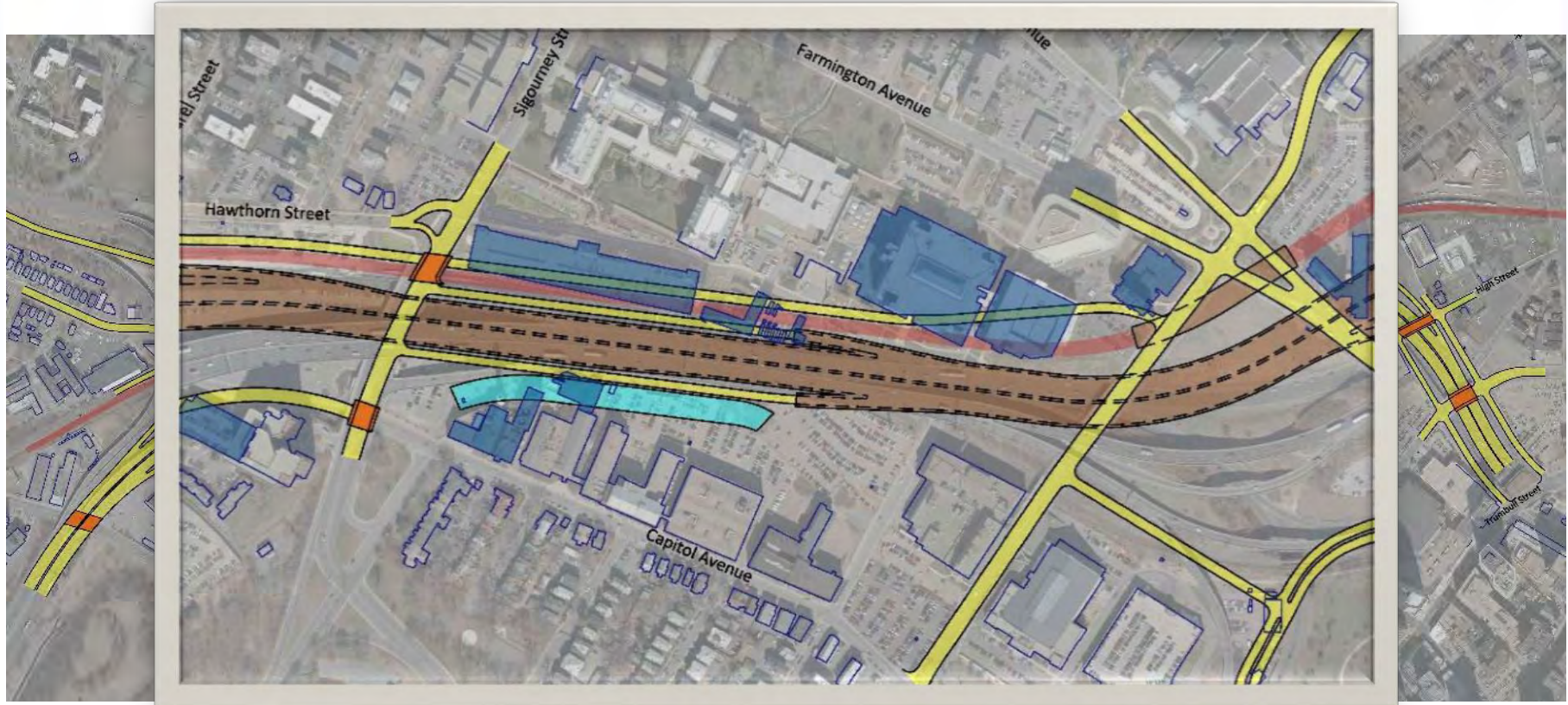
Do you feel that we have done enough to communicate both the benefits and the limitations of a tunnel option?

- Yes
- No
- Not sure

About a third of PAC feel that more discussion is needed



Tunnel Alternative 4C-2(S)



- Interchange ramps at Sigourney Street
- Acceptable traffic operations
- Significant property impacts



Urban Design Assessment

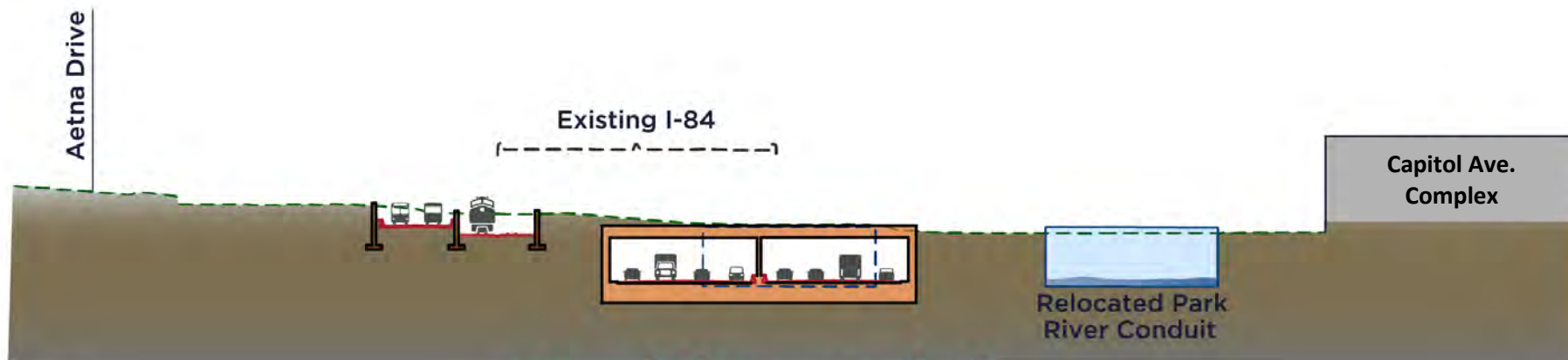
- Land over the highway not well-suited to support future development:
 - Behind buildings and adjacent to the rail line
 - Poor access and visibility
 - Cost premiums a major financial obstacle
- Well-suited for a linear park / open space
- Could also accommodate parking
- Potentially mitigates noise / visual impacts

New Alternative: Capped Highway

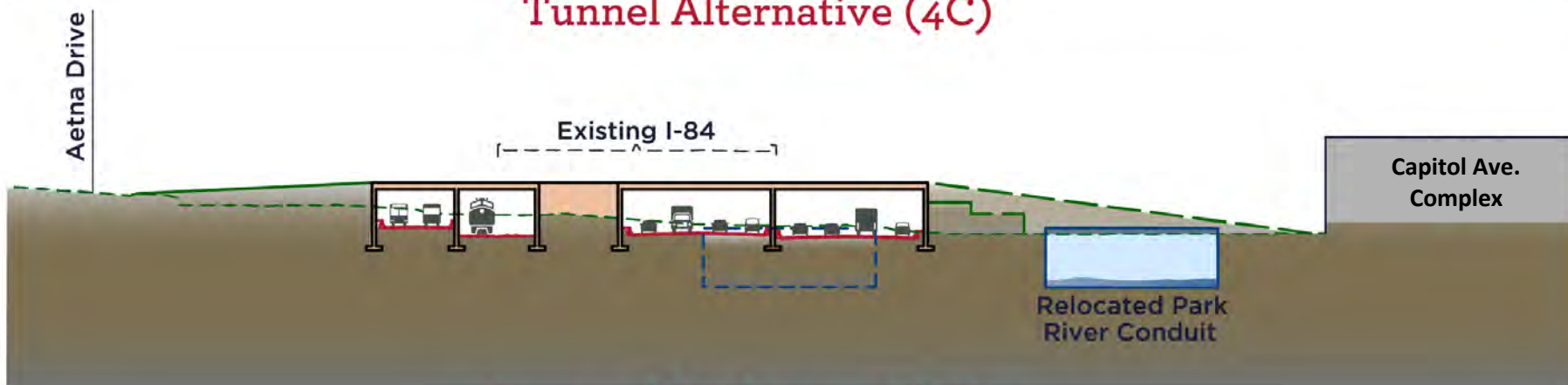
With continued input from the community, we looked for solutions to provide the benefits of a tunnel at a lower cost. The new alternative that we are presenting today is a result of that effort.



New Alternative: Capped Highway

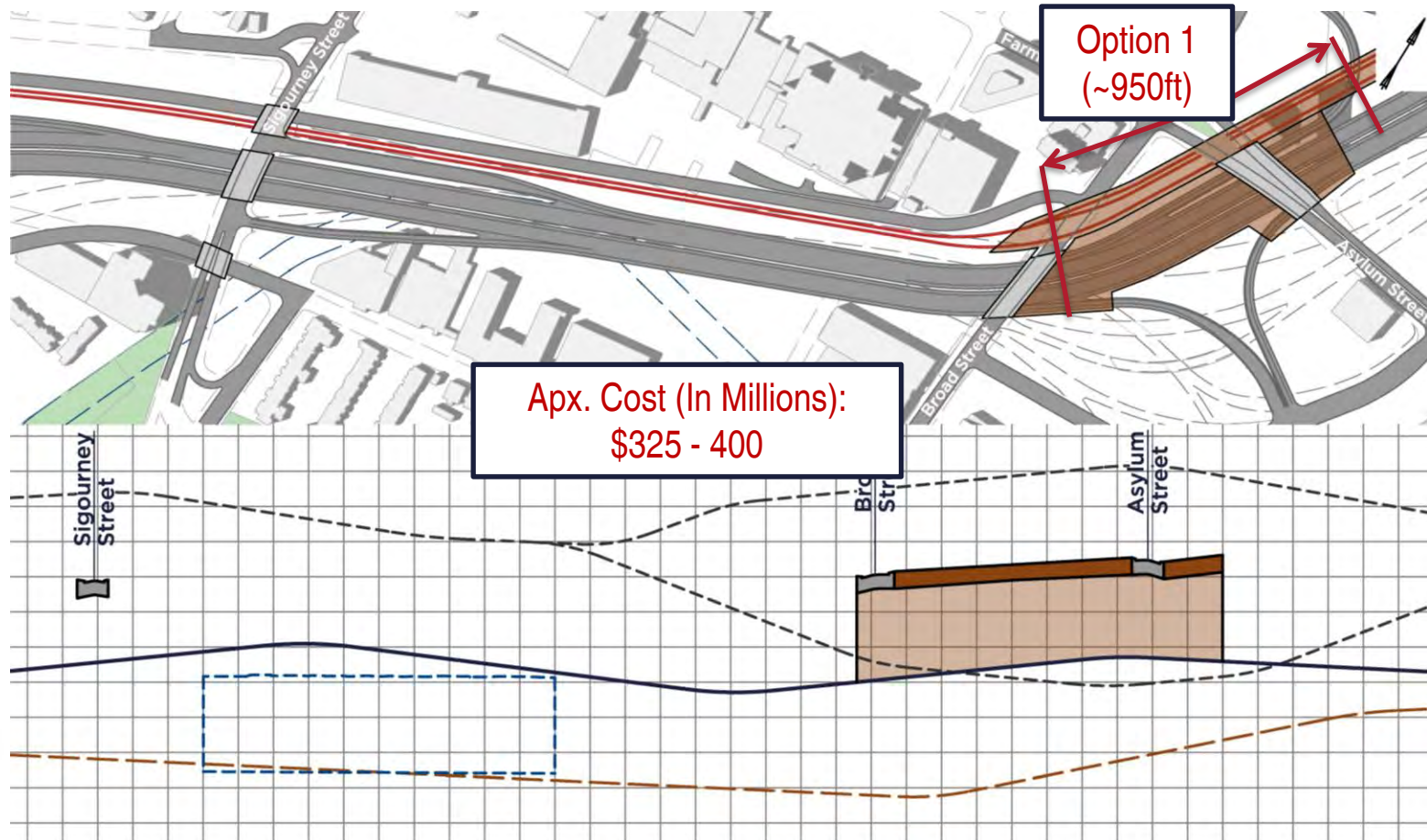


Tunnel Alternative (4C)

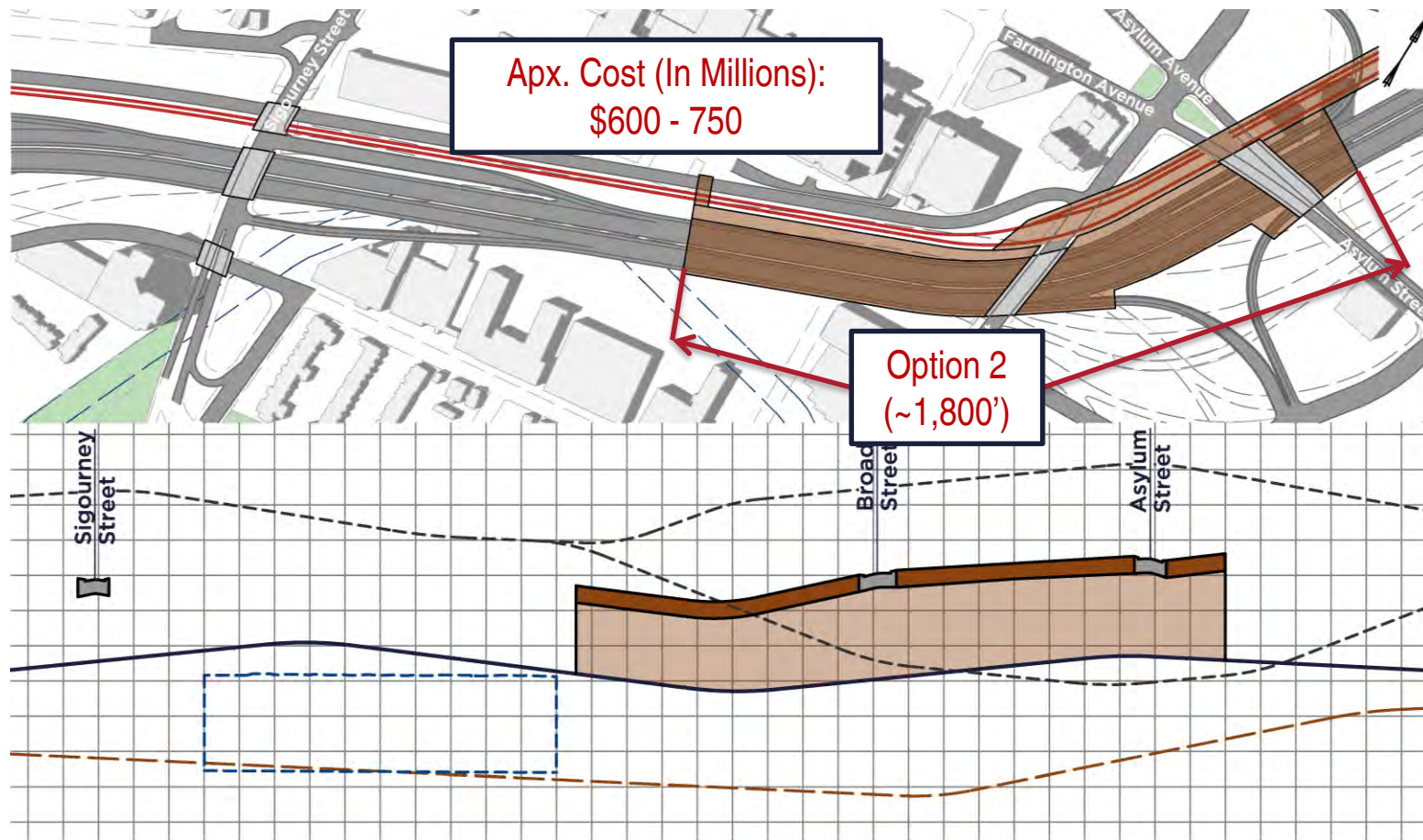


Lowered Highway with Cap

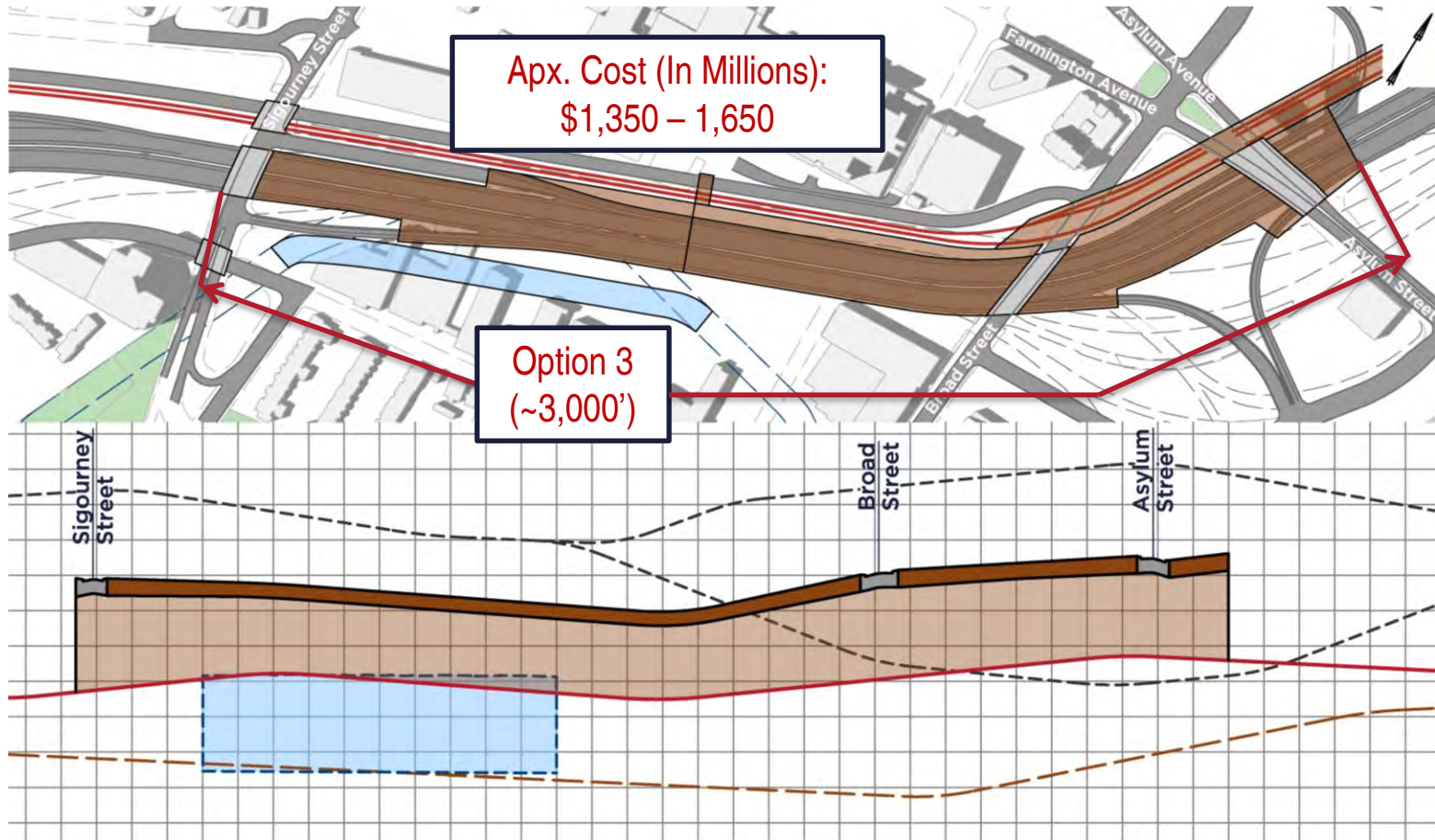
New Alternative: Capped Highway



New Alternative: Capped Highway

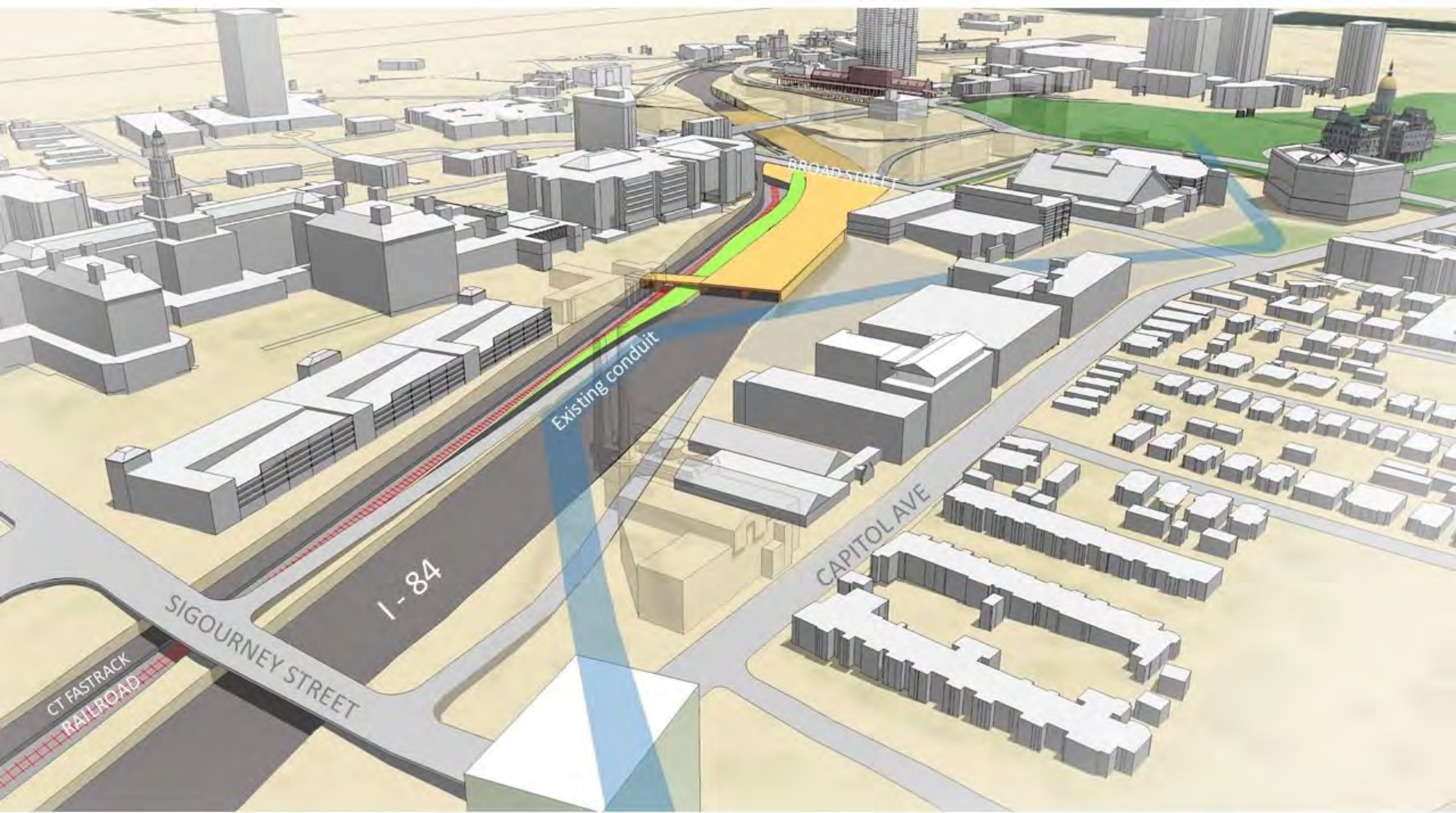


New Alternative: Capped Highway



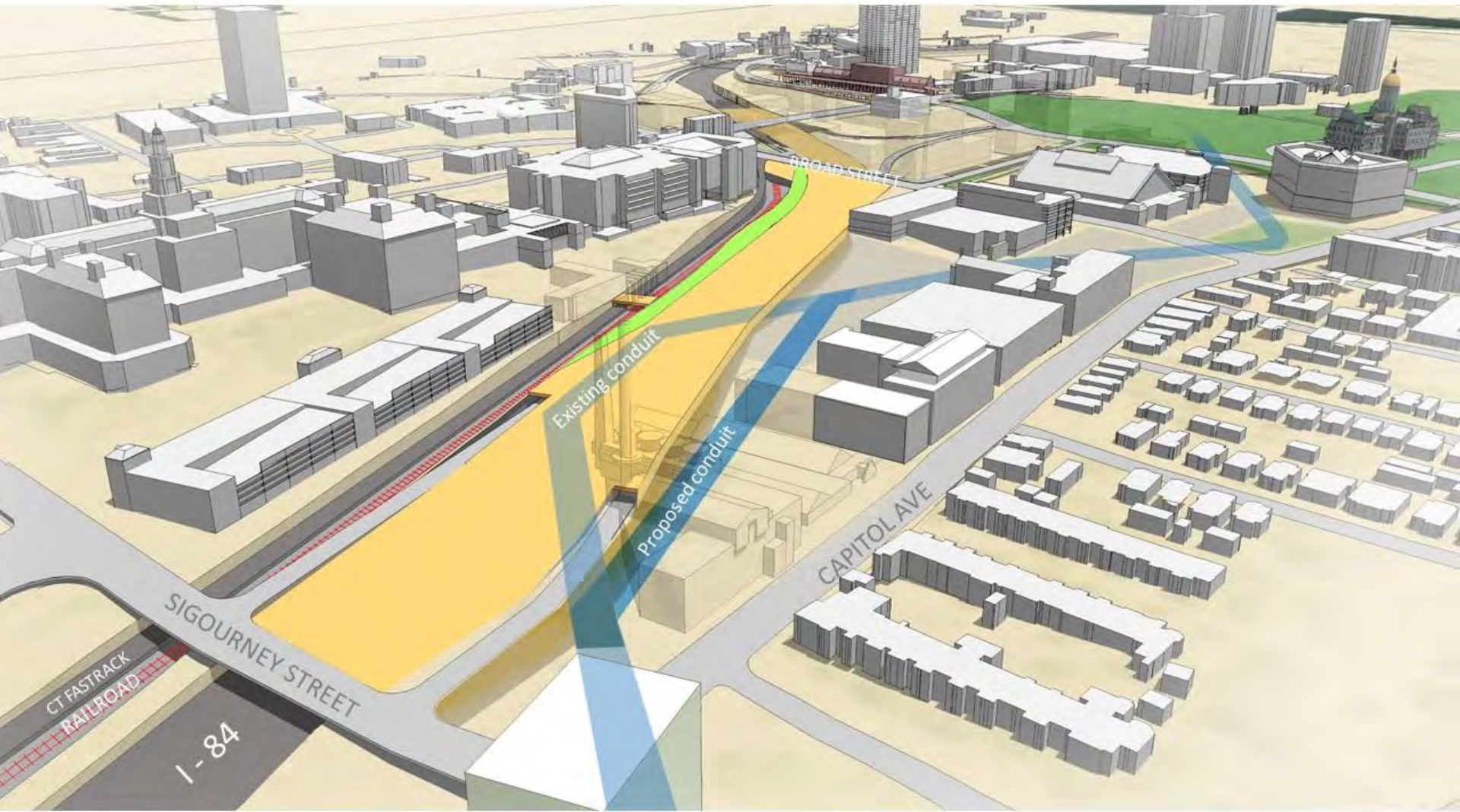


New Alternative: Capped Highway





New Alternative: Capped Highway



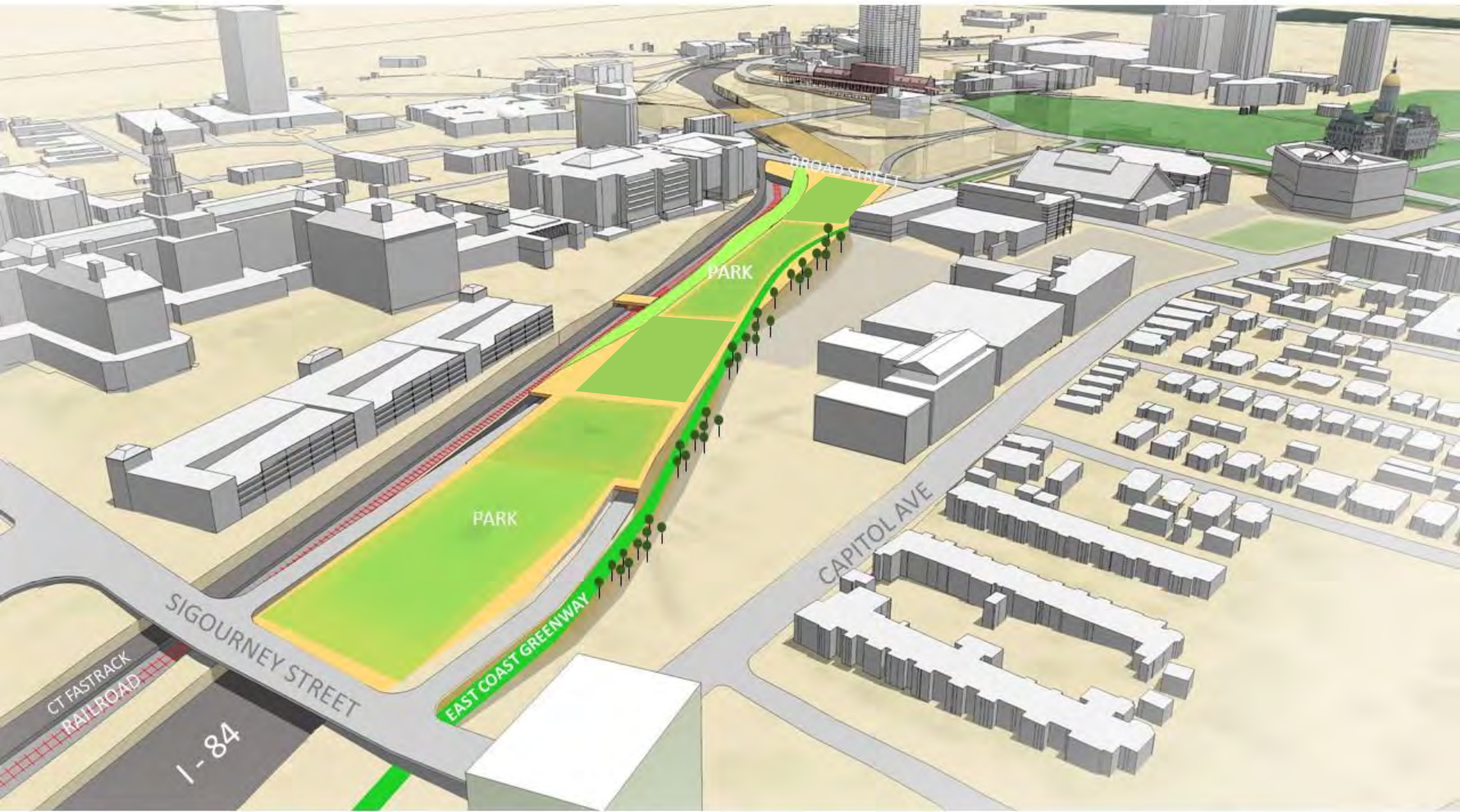


New Alternative: Capped Highway





New Alternative: Capped Highway





New Alternative: Capped Highway

- Capping the highway will give the appearance of a tunnel at a lower cost
- Various options for capping – including length and use
- Benefits vs. costs/building impacts will be assessed
- Much still needs to be learned



I-84 HARTFORD PROJECT

Thank you for your time!

Your I-84 Hartford Project Team



I-84 Urban Design Goals

- **Reconnect the City across the highway**
 - *Accomplish continuity of activity across the highway through location of new development*
 - *Create attractive, walkable, bikeable connections through Complete Streets*
 - *Integrate public facilities such as station access, related parking, and open space*
- **Strengthen the character and functioning of districts on either side of the highway**
- **Promote TOD around Union Station**
- **Integrate highway access points within urban fabric**



I-84 Urban Design Constraints

- **Privately-sponsored air-rights development** will pose significant financial feasibility challenges
- The value created on air-rights will not offset the cost of deck construction or building premiums without **significant public subsidy/support**
- **Public facilities** therefore represent the most likely air-rights opportunities (rail access, open space, or parking structures)
- Air-rights development that is not implemented as an integral part of the project is unlikely to be viable at some later date (i.e. Trumbull/Main)



I-84 Urban Design Strategies

- Given feasibility challenges and costs, **limit air-rights development to the most critical locations**
- Locate rail station / amenities, parking, and open spaces on parcels that offer limited TOD opportunities
- Consider development opportunities on parcels adjacent to the highway that foster continuity of urban activity across the highway



I-84 HARTFORD PROJECT



EXISTING ALIGNMENT CONCEPT

I-84 CAPACITY IMPROVEMENTS

INTERSTATE 84 | HARTFORD, CT



I-84 HARTFORD PROJECT



NORTHERN RELOCATION CONCEPT

I-84 CAPACITY IMPROVEMENTS

INTERSTATE 84 | HARTFORD, CT



EXPERIENCE | Transportation



I-84 HARTFORD PROJECT



**DOWNTOWN
NORTH**






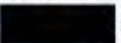
BULKELE

DOWNTOWN





I-84 Capacity Study

- What we've heard...


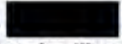
 **Anthony**  **Nick**  - I saw an exciting I-84 routing concept that would convert the historic stone I-84 bridge back into a boulevard with bike/ped connections to the riverfront and an improved connection between the EH and Hartford downtowns. Now that would be stellar!!! **Tim**  saw it too. Not sure if that has gone beyond a napkin sketch.






Like · Reply · Message ·  6 · January 22 at 5:59pm · Edited

 **Nick**  Fabulous!
Like · Reply · Message · January 22 at 6:01pm



 **Tim**  The reroute must happen. 😊
Like · Reply · Message ·  1 · January 22 at 6:44pm

 **Nick**  I-84 Hartford Project is thinking big, but I fear not THAT big. Looks like a great option. Maybe in 60 years from now when the highway needs another rebuild?


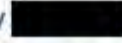
Like · Reply · Message · January 22 at 6:46pm

 **Anthony**  **Nick**  - That reroute would allow existing route to stay open during construction. Major bonus. Has other complications. But worth having it studied.

Like · Reply · Message ·  3 · January 22 at 7:23pm

 **John**  This is brilliant! This solves three major problems; the current 84-91 interchange being two lanes, the mess that is the East Hartford Interchange, and how to promote more dev north of the city. Throw in a Fastrak lane for East of the river too! And all that land that's now available in East Hartford along CT Boulevard would almost pay for the construction. 😊

Like · Reply · Message ·  4 · January 22 at 9:35pm

 **Anthony**  Ding!
Like · Reply · Message · January 22 at 9:36pm