



# *THE I-84 HARTFORD PROJECT*

# WELCOME! Public Scoping Meeting

January 21, 2015



U.S. Department  
of Transportation  
**Federal Highway  
Administration**



# Agenda

- Introduction
- About the Project
- Purpose & Need
- Alternatives Analysis Process
- Overview of the Environmental Process
- Your Role

# What is Scoping?

- First “official” step in environmental process
- Solicit input on:
  - Purpose & Need
  - Goals & Objectives
  - Study Area
  - Alternatives
  - Potential Impacts



*...An opportunity for the public to help shape the study and its OUTCOMES.*

# Key Scoping Milestones

- Scoping Comment Period Opens 12/18/14
- Agency Scoping Meeting 01/20/15
- Public Scoping Meeting 01/21/15
- Scoping Comment Period Closes 02/20/15
- Scoping Summary Report Available mid-2015

*While comments may be submitted at any time throughout the course of this project, comments must be postmarked by February 20, 2015 to be part of the scoping record.*

# Many Ways to Comment



- Sign up to speak
  - Public comments following the presentation
  - One-on-one comments can be given directly to a stenographer at any time during the meeting
- Fill out comment forms and drop in box
- Provide written comments via the project website, [www.i84hartford.com](http://www.i84hartford.com), or USPS

# About the Project



# First a Little History...



# A Product of Its Time...

- Rail line built in 1830s
- I-84 built in 1960s prior to NEPA/CEPA
- Elevated to avoid impacting rail
- Soon after, realization that its effect on Hartford was not all positive.
- Reaching end of useful life



*“The impact of the I-84 freeway upon the physical environments into which it was introduced has been both dramatic and overwhelming.”*

*— 1970 CTDOT & FHWA*

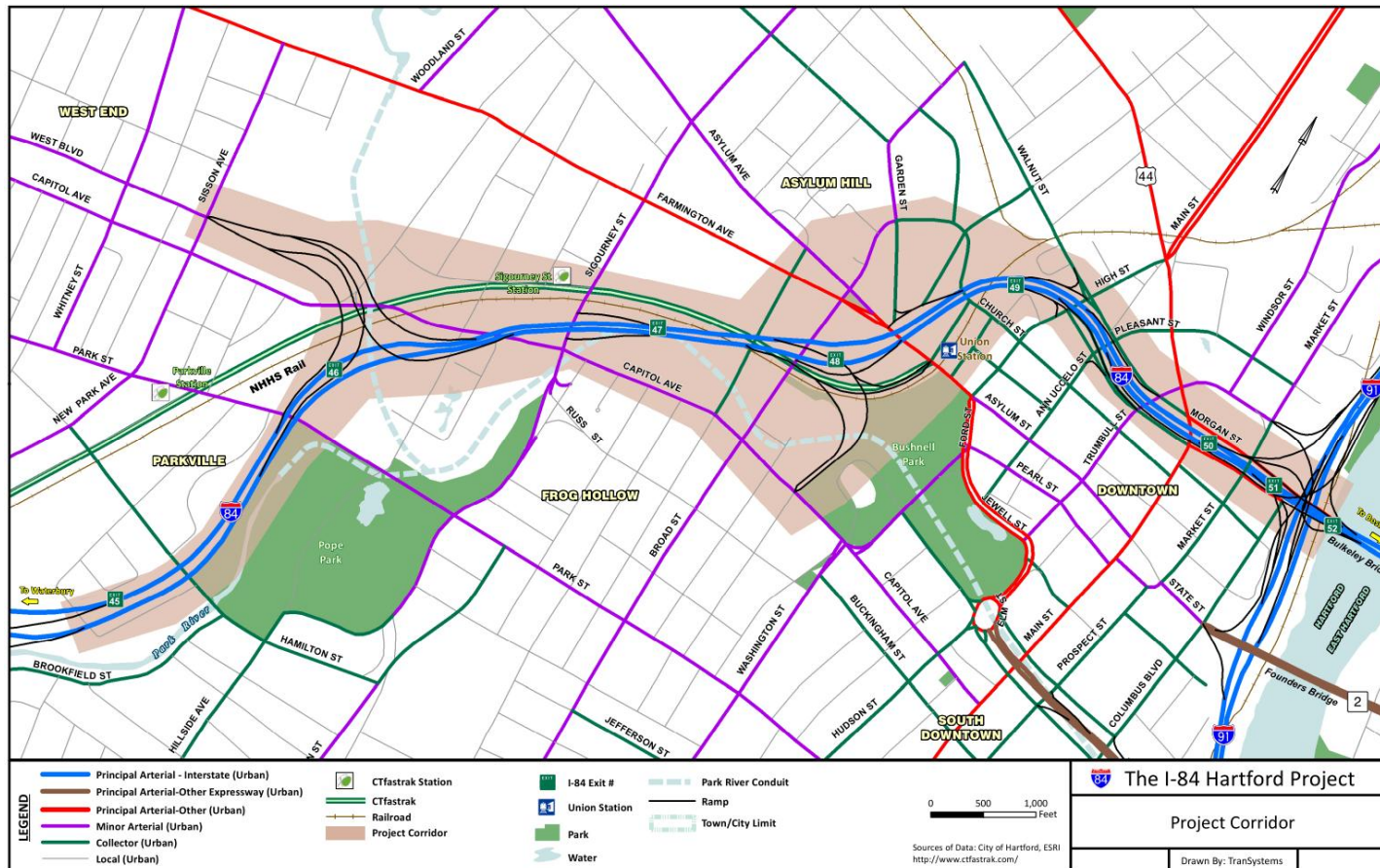


# Prior Studies



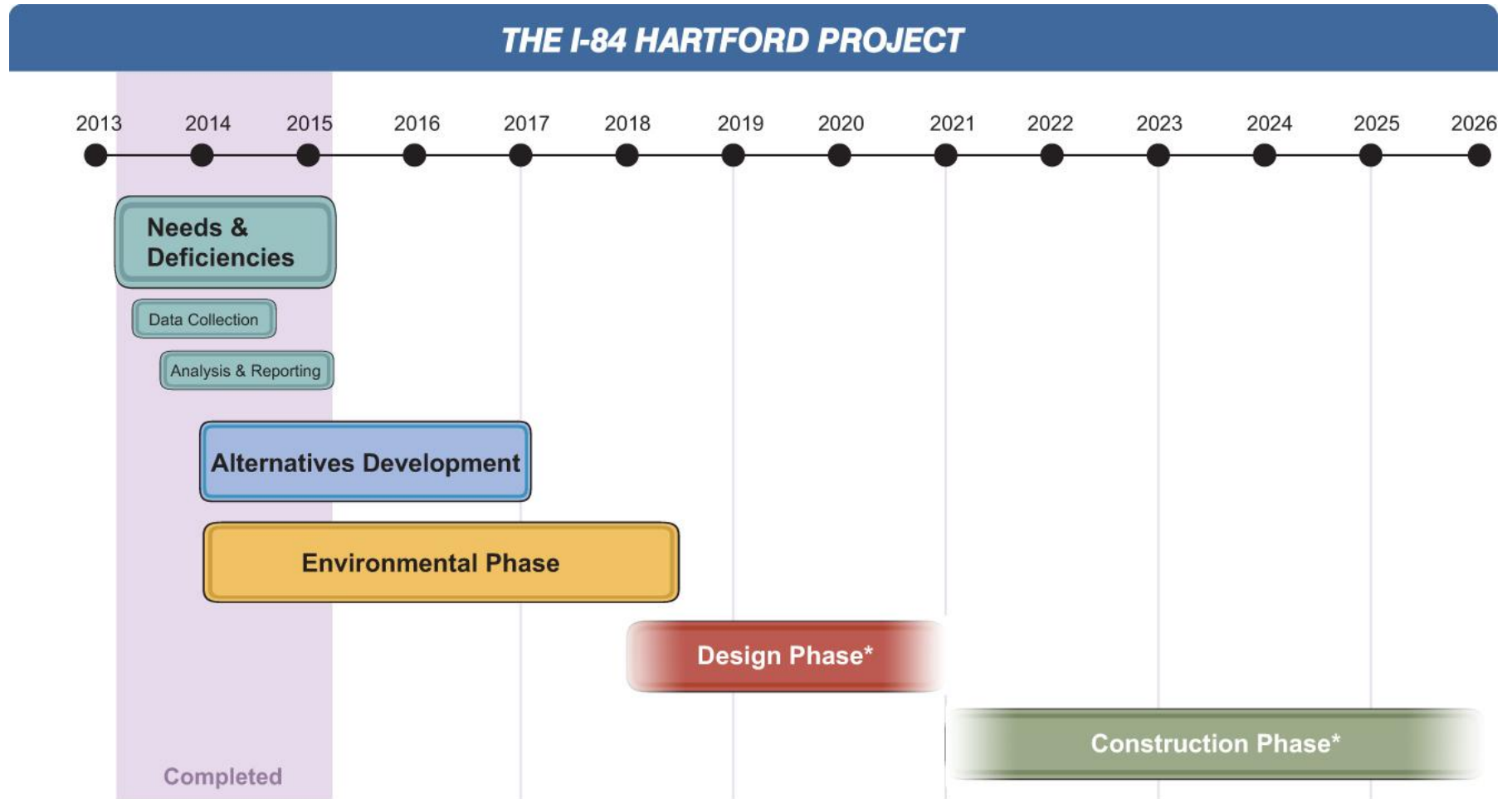
- CTDOT previously evaluated a viaduct replacement
- 2010 “HUB study” looked at additional concepts
  - Significant public input gained
  - Conceptual level
- CTDOT committed to evaluate additional solutions that have the potential for win-win outcomes

# About the I-84 Hartford Project



- Study Area – Flatbush Avenue ramps to I-91
- Project Corridor – Hamilton Street to I-91

# Current Project Status



\*Actual schedule of these phases contingent upon preferred alternative and availability of funding.



# Purpose & Need



# What is Purpose & Need?

- Describes the transportation problems we're trying to solve
- Limits the range of alternatives that are “reasonable, prudent and practicable”
- Assists with the eventual selection of a preferred alternative
- **Purpose & Need is the *foundation* for the selection of a course of action**

# Why is the Project Needed?

## What are the problems we are trying to solve?

- Bridge Structure Deficiencies
- Traffic and Safety Deficiencies
- Mobility Deficiencies

## What are Goals & Objectives

- Ensure better integration of the interstate with the urban environment
- Maximize public investment in corridor
- Ensure long-term serviceability of corridor

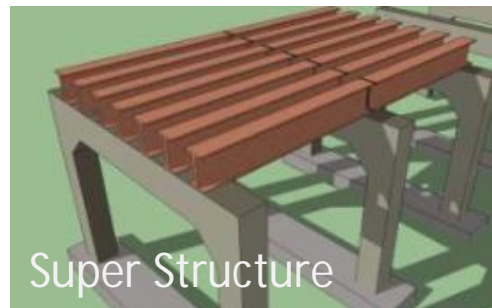
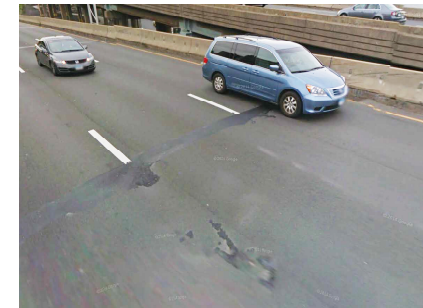


*A Public Advisory Working Group has assisted in the development of a comprehensive and effective Purpose & Need Statement for the I-84 Hartford Project.*

# Bridge Structural Deficiencies

## Bridge Conditions: Fair to Poor

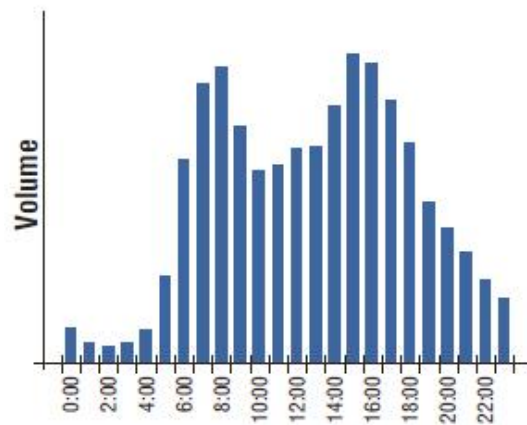
- Many bridges reaching end of intended lifespan
- CTDOT spent over \$60M on repairs since 2004
- Bridges are safe, but deterioration will continue



# Traffic and Safety Deficiencies



Hourly Volume Variations on I-84

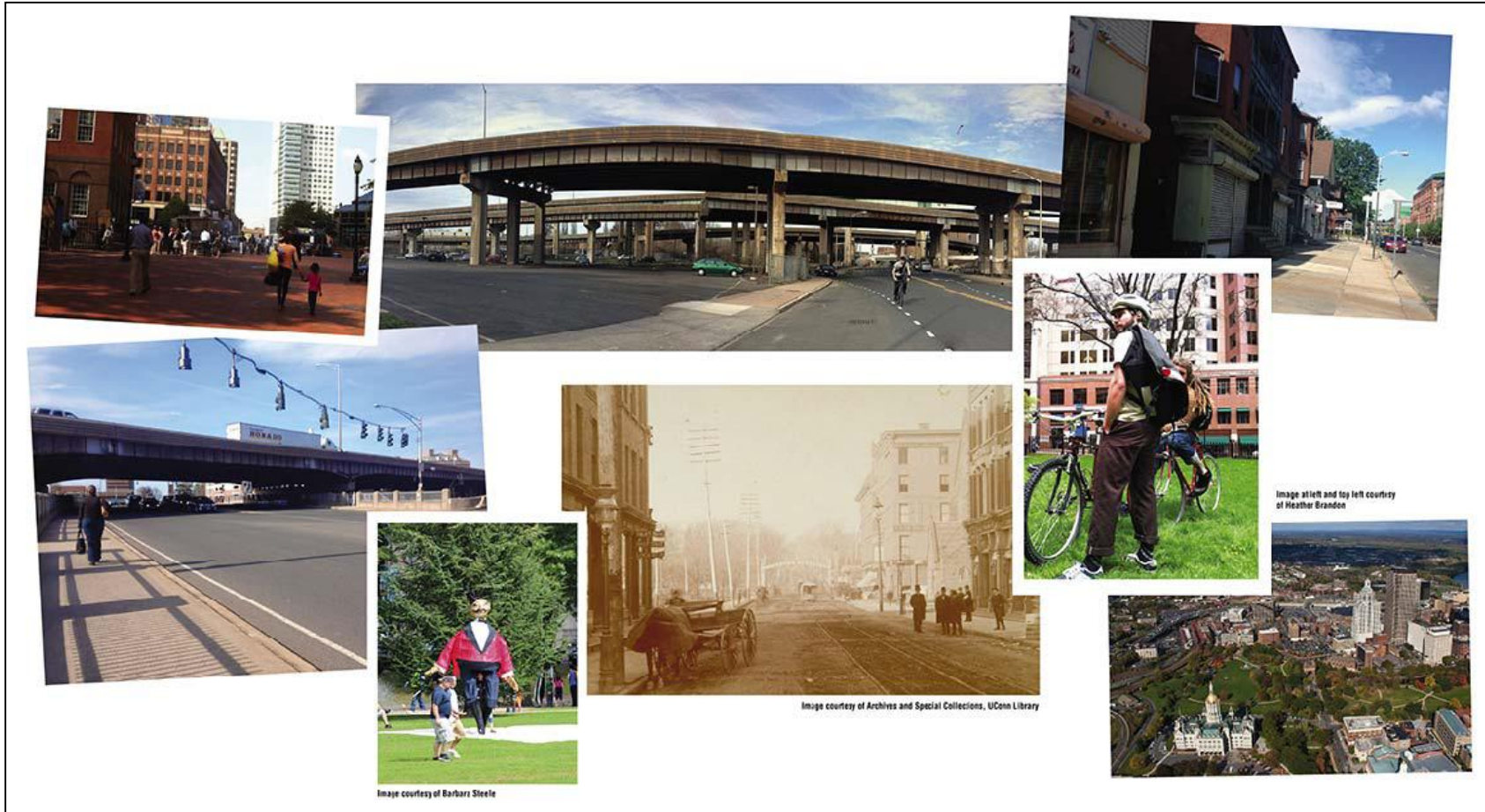


— Accident rate four times the state average

- Narrow shoulder widths
- Nearly two accidents per day
- Significant traffic delays
- Poor pedestrian and bike accessibility on local streets



# Mobility Deficiencies and Other Issues



# We Need Your Input!

**Let us know your thoughts on further defining the transportation problems in the corridor.**



# Alternatives Analysis Process



INTERSTATE  
84

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# How are Alternatives Developed?

- Reasonable alternatives based on Purpose & Need
- Iterative development
- Evaluation criteria
- Determination of “Preferred Alternative”

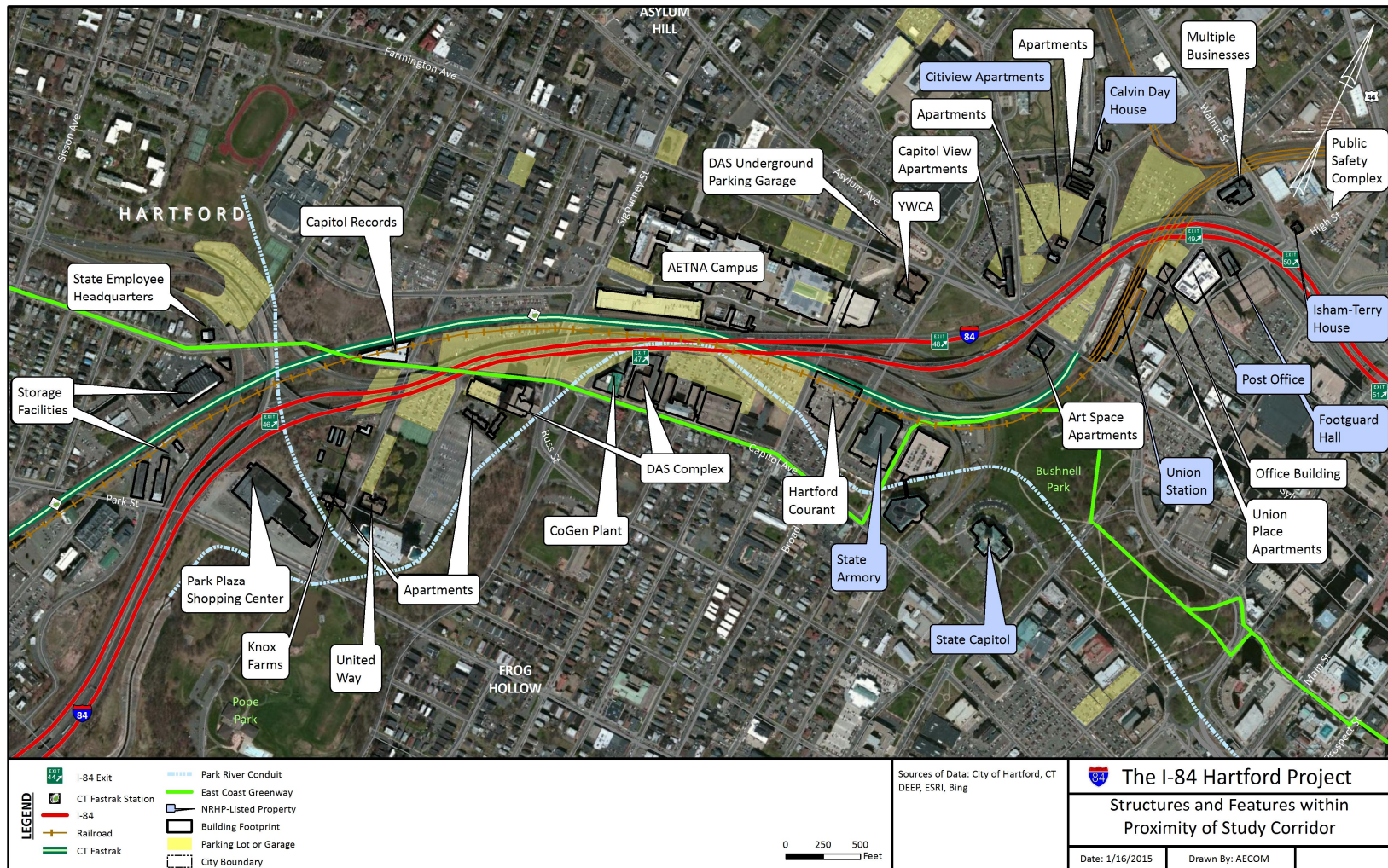
# Current Range of Alternatives

- 1: No-Build
- 2: Elevated Highway
- 3: Lowered Highway
- 4: Tunneled Highway

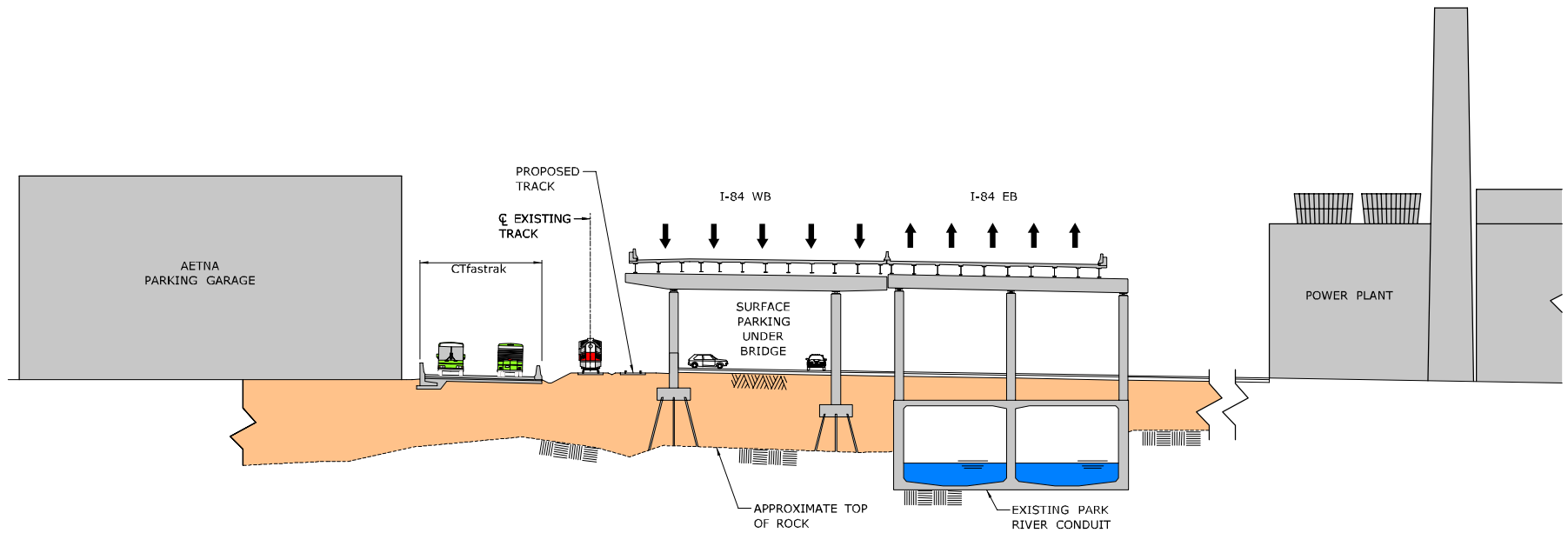
*Please keep in mind that these preliminary alternatives are:*

- Subject to much refinement
- Will include many sub-options
- Will consider related studies and projects

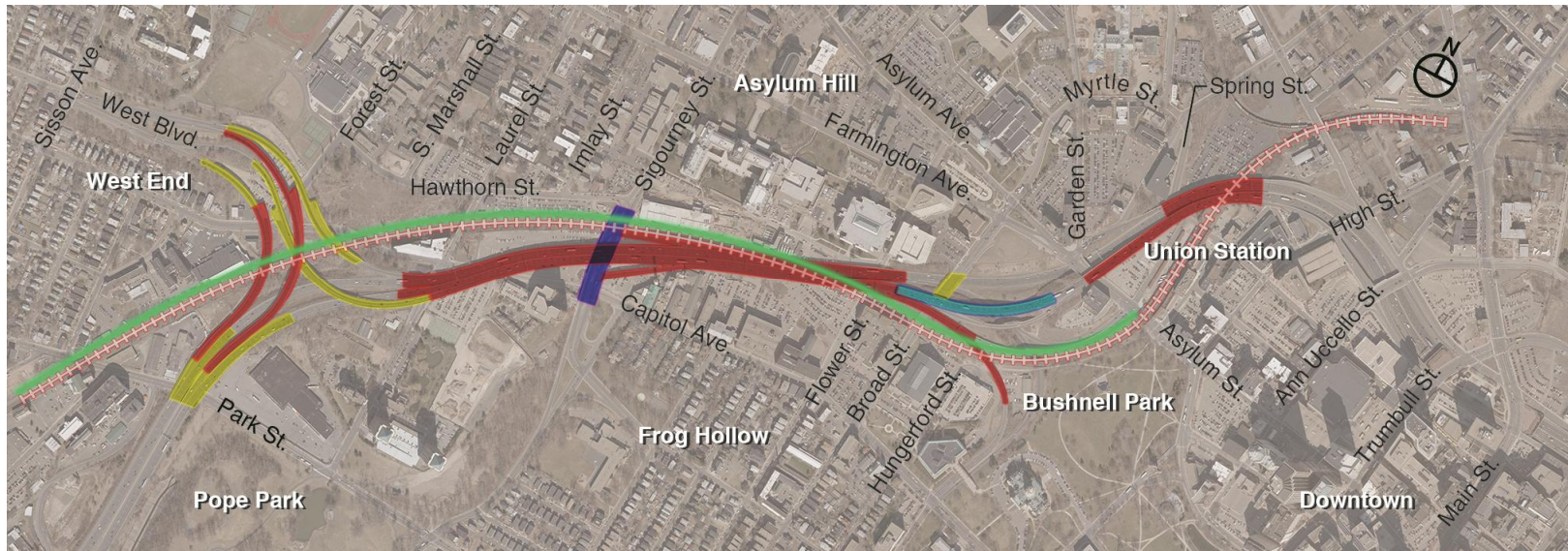
# Key Corridor Features



# Constrained Corridor



# Alternative 1: No-Build

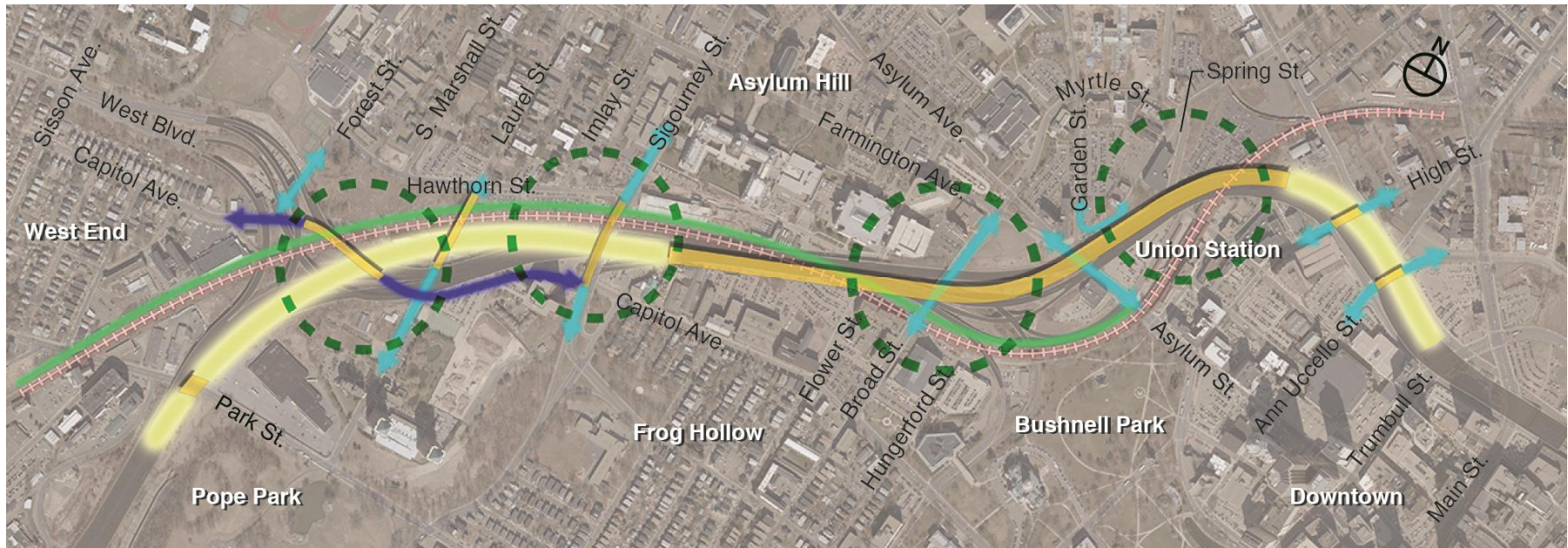


- Is not a “Do Nothing” scenario
- Major rehabilitation of bridges
- No changes in width, alignment, geometry, operational improvements or to local streets
- Baseline alternative, required by NEPA and CEPA

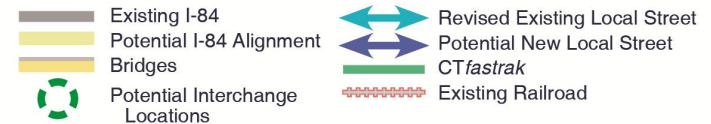
	Substantial Bridge Replacement
	Bridge Rehabilitation
	Bridge Deck Replacement
	Bridge Superstructure Replacement
	CTfastrak
	Existing Railroad



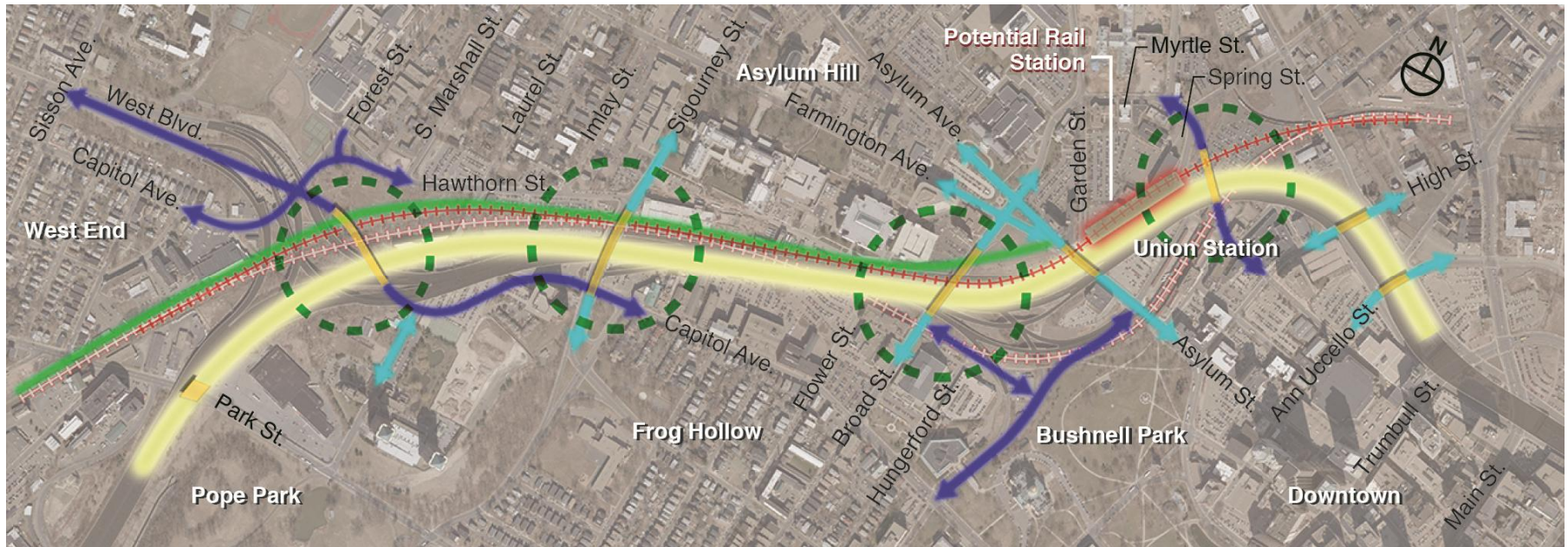
# Alternative 2: Elevated Highway



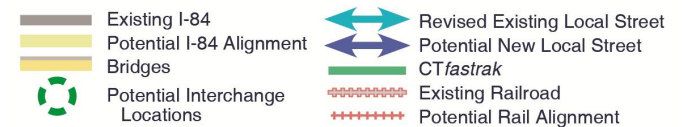
- Existing railroad alignment and busway
- I-84 elevated from Sigourney to High Street
- Wider shoulders
- Increased vertical clearance
- Fewer interchanges
- Reduced width of mainline



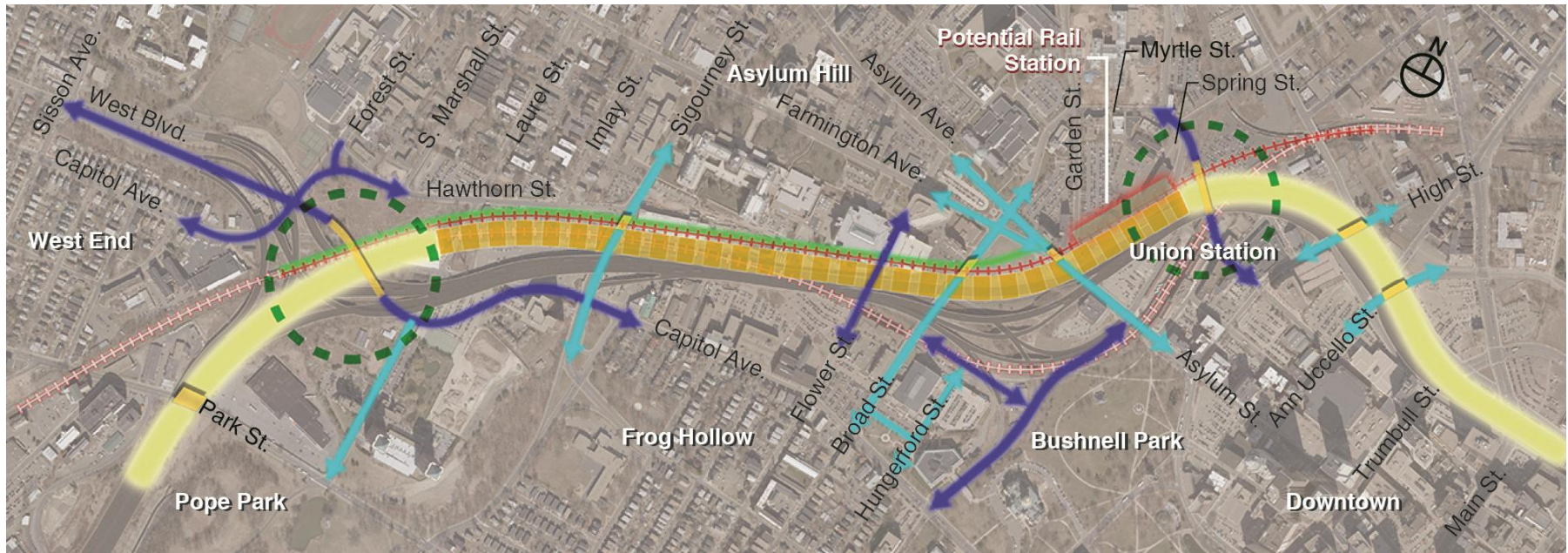
# Alternative 3: Lowered Highway



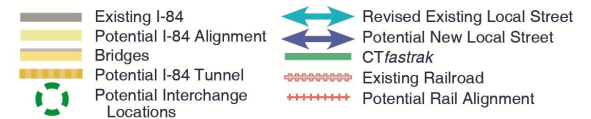
- Railroad and busway relocated
- I-84 at ground level or below grade from Park to Trumbull Street
- Wider shoulders
- Fewer interchanges
- Reduced width of mainline



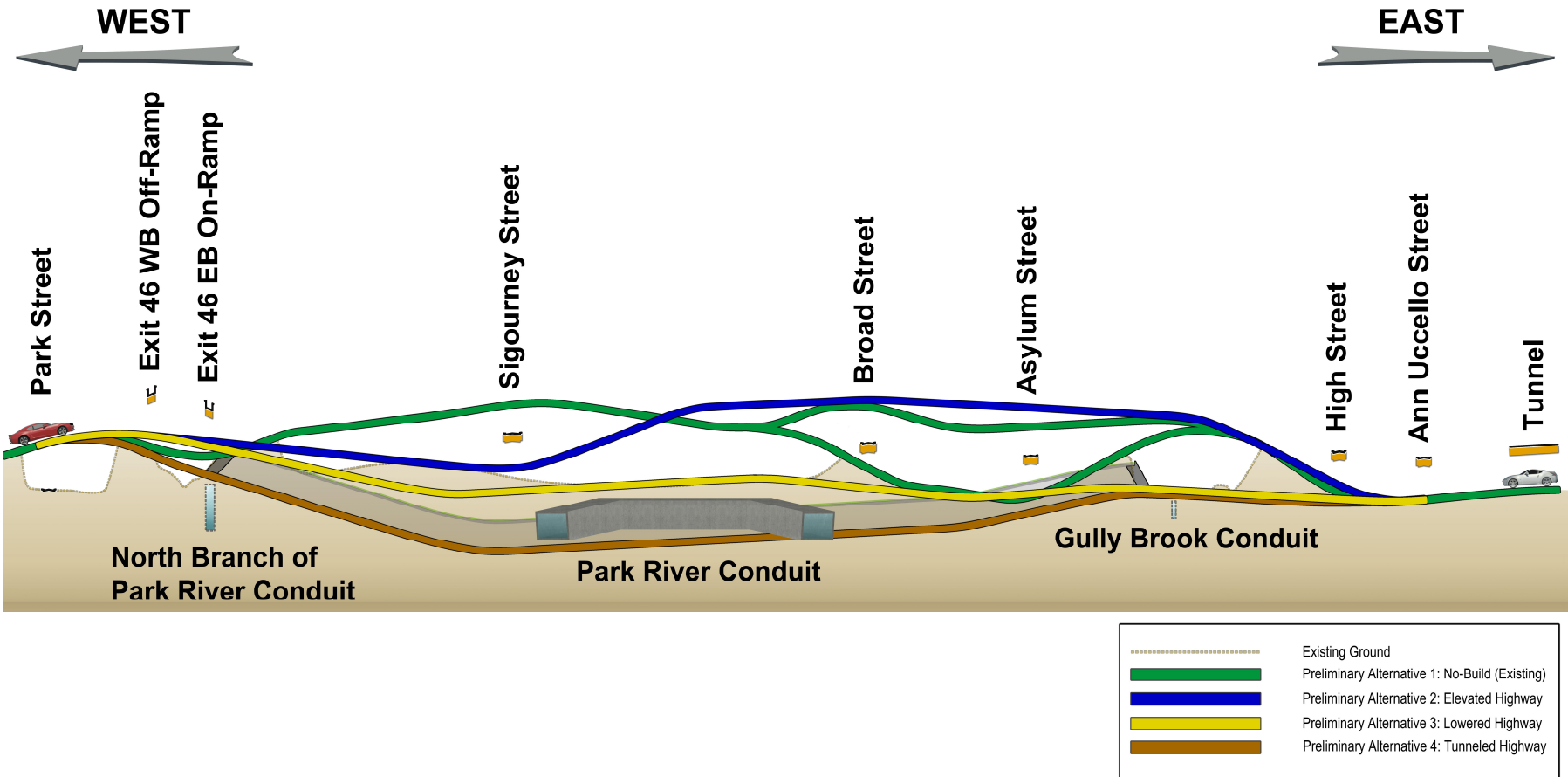
# Alternative 4: Tunneled Highway



- Relocated railroad and busway, north
- I-84 in tunnel from Myrtle to Laurel Street
- Bridges over railroad for all local street crossings
- Fewer interchanges
- Reduced width of mainline

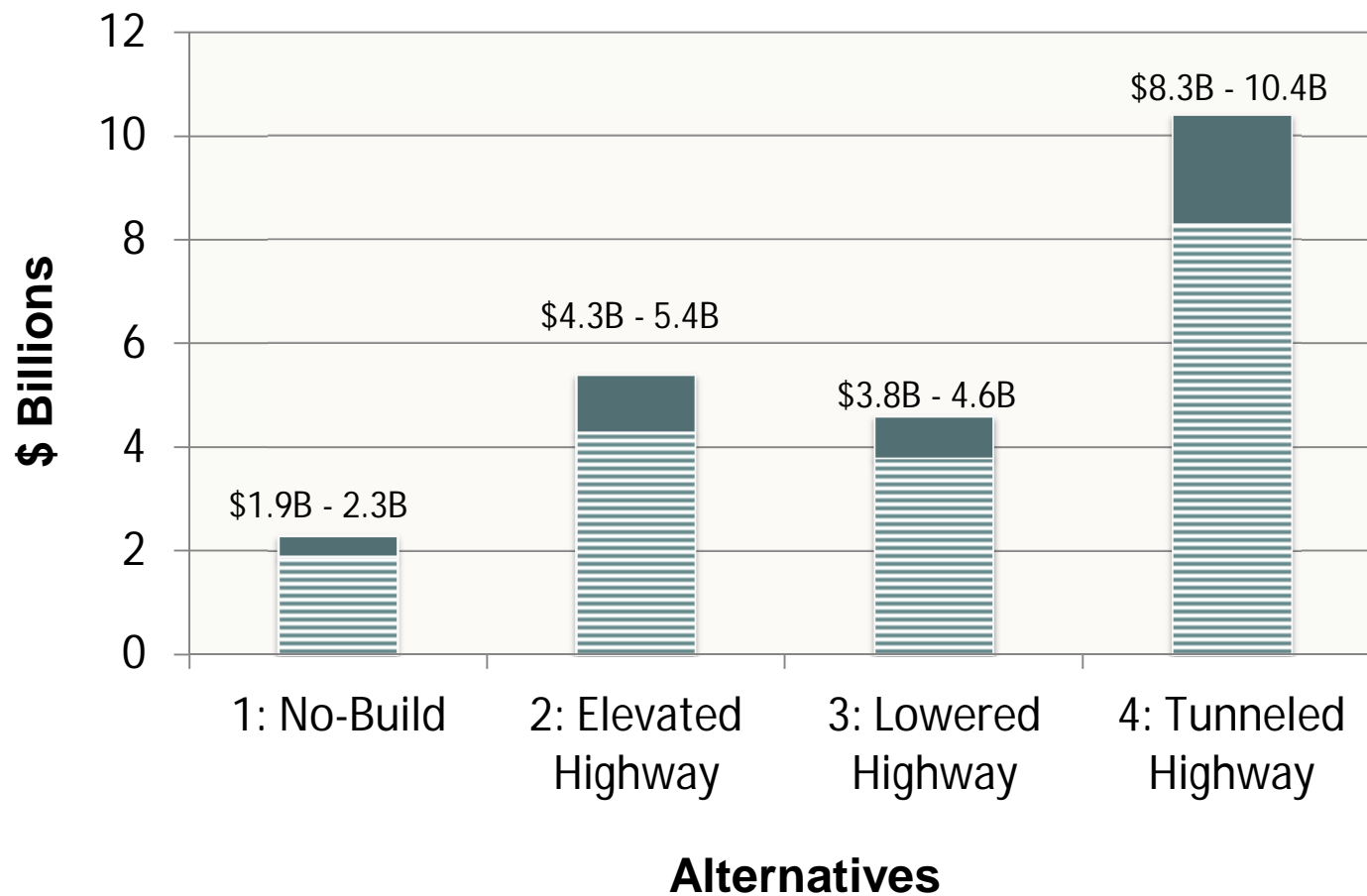


# Summary of Current Range of Alternatives



# Cost Range

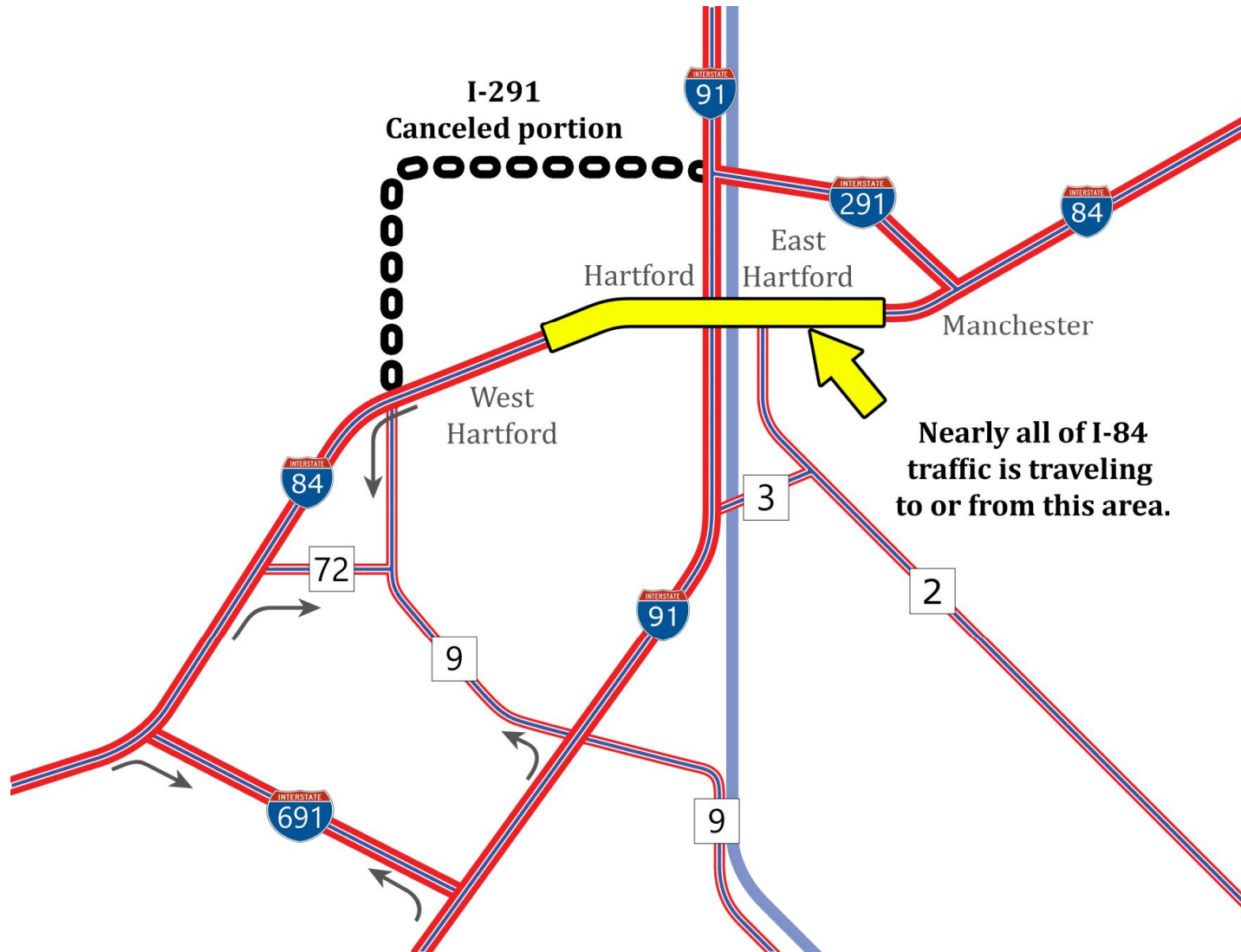
Current estimates for the alternatives vary by billions of dollars.



# What About A Bypass?

- Our traffic analysis shows that the majority of peak hour trips begin or end in Hartford
- Through traffic makes up a small portion of the peak hour traffic volume
- A bypass was proposed for Hartford in the 1970's
  - The bypass was cancelled because of strong public opposition due to significant environmental impacts
  - If the bypass was completed, it would only draw 5-10% of I-84's traffic volume

# What About A Bypass?



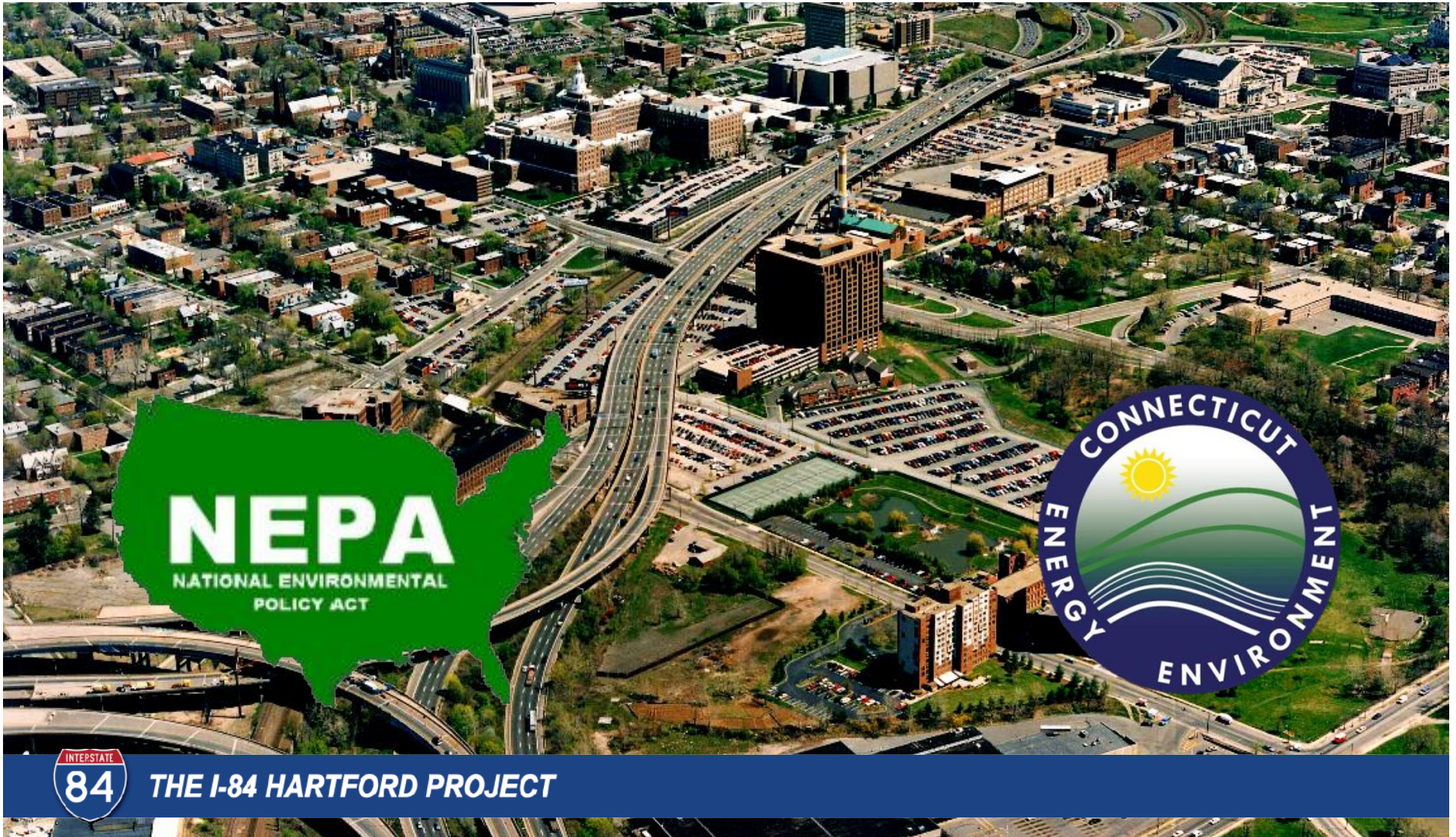
# We Need Your Input!

**Let us know your thoughts  
about the alternatives.**



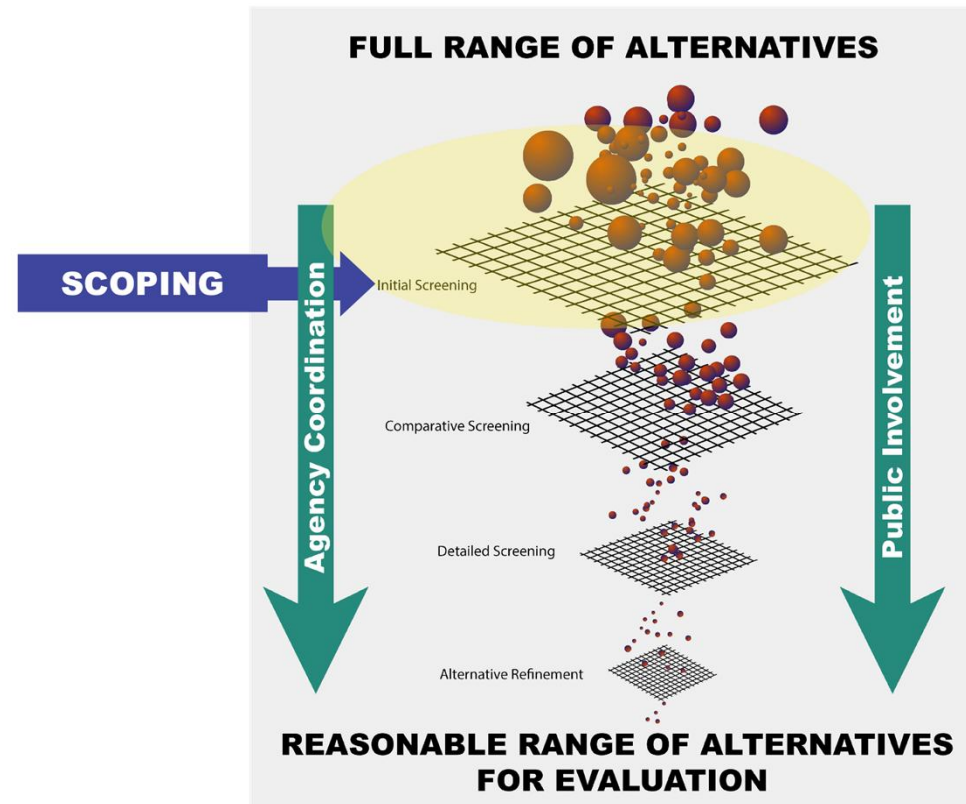


# Overview of the Environmental Process



# Where Do We Go From Here?

- Define initial set of alternatives
  - Test/evaluate
  - Get input
- Refine alternatives
  - Interchanges
  - Lanes/shoulders
  - Local streets
- Evaluate impacts
  - Traffic
  - Environmental
- Agency and public input throughout



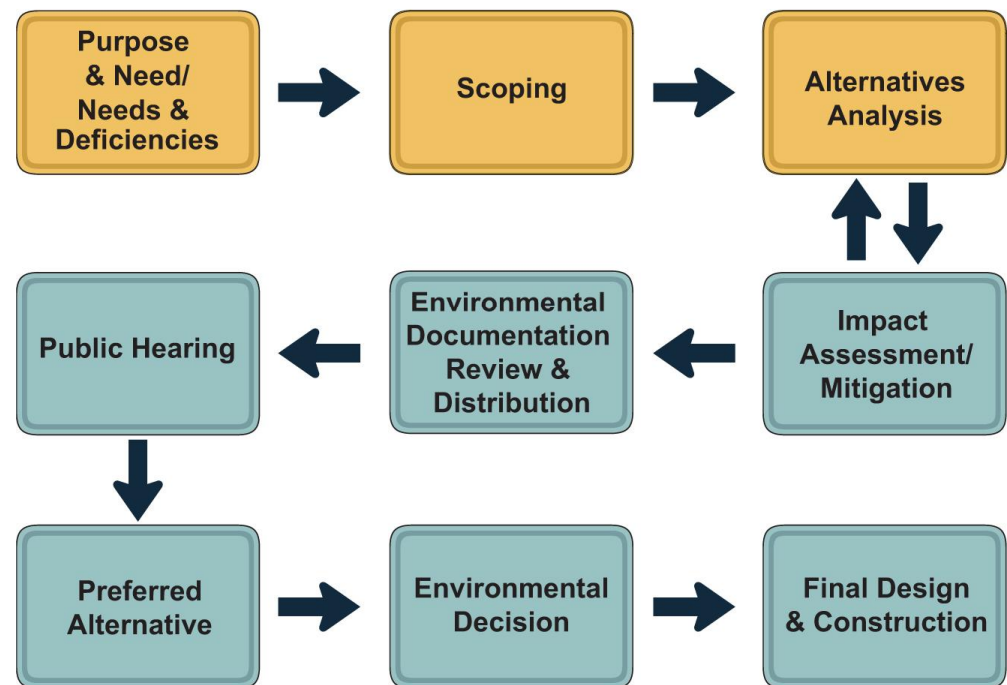
# What is the Environmental Process?

## National Environmental Policy Act (NEPA - 1969)

- A decision-making process for the selection of a transportation improvement

## Connecticut Environmental Policy Act (CEPA - 1971)

- A state process that closely follows the intent of NEPA and has similar requirements.

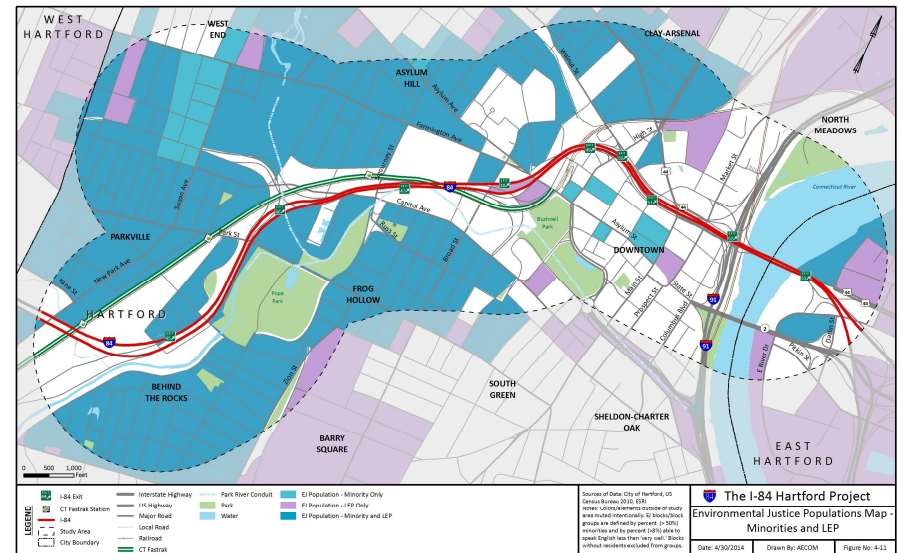


# What are Environmental Resources?

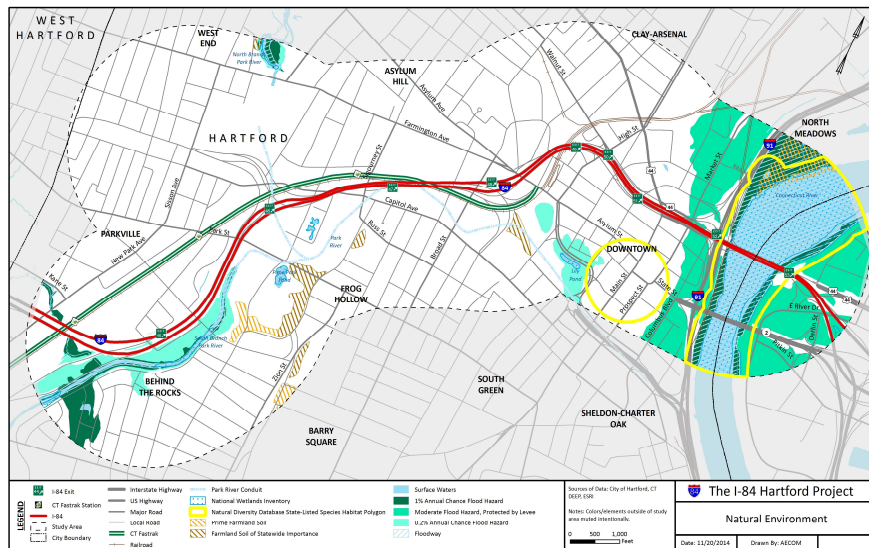
## Built Environment

- Transportation
- Land Use
- Communities and Socioeconomic Conditions
- Environmental Justice
- Air Quality
- Noise and Vibration
- Cultural and Historic Resources
- Secondary and Cumulative Effects
- Construction Impacts
- Contamination and Hazardous Materials

*All of the above parameters will be evaluated in detail in NEPA/CEPA documentation.*



# What are Environmental Resources?

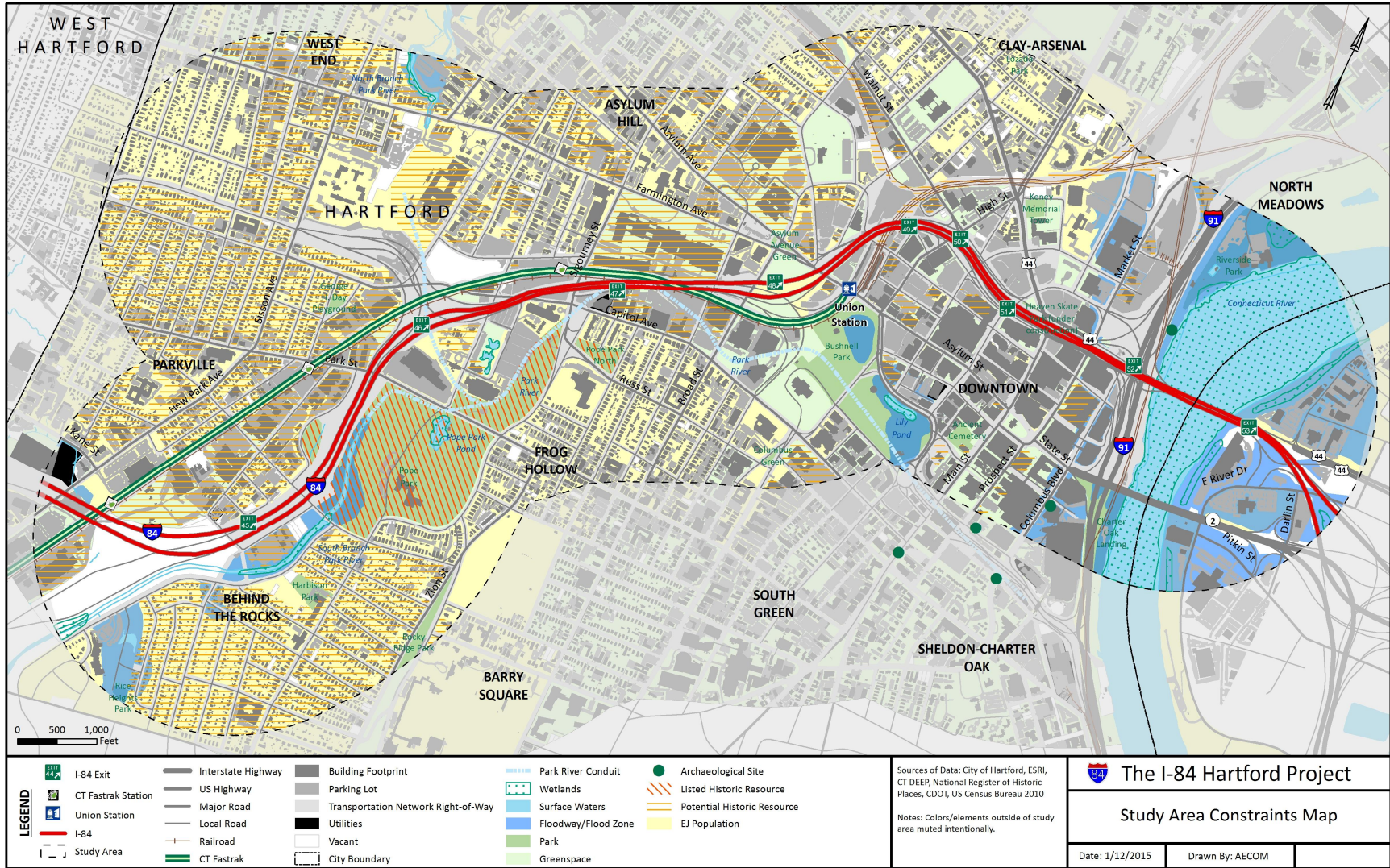


## Natural Environment

- Parks and Recreational Areas
- Wildlife and Waterfowl Refuges
- Hydrologic/Water Resources
- Biological Resources
- Endangered Species
- Visual and Aesthetic Characteristics

*All of the above parameters will be evaluated in detail in NEPA/CEPA documentation.*

# Key Constraints



# Next Steps

- Get Your Input!
- Continue to Refine Alternatives
- Screen Out Alternatives that are not “Reasonable, Prudent or Practicable”
- Evaluate Impacts
- Select Preferred Alternative
- Obtain Environmental Approvals
- Final Design and Construction



Continued  
Public &  
Agency  
Input

# We Need Your Input!

**Let us know your comments on the  
environmental issues.**





# Your Role



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# Many Ways to Comment

- Sign up to speak
  - Publicly at the microphone or
  - One-on-one with stenographer
- Fill out comment forms and drop in box or send by mail
- Submit written comments via the project website, [www.i84hartford.com](http://www.i84hartford.com), or USPS

*Comments must be submitted and/or postmarked by February 20, 2015 in order to be considered in the Scoping Summary Report.*

*A stenographer is recording the entire meeting and a transcript will be available on the project website.*

*Translator and ASL services available.*

# Format for Public Comments

- Please say your name slowly before providing comments
- Comments given tonight should be kept to three (3) minutes
- **We are here to take your comments**
- If you have specific questions, the Project Team is available to answer questions after public speaking portion of tonight's meeting.

*All comments will be compiled and considered equally during the preparation of the Scoping Summary Report.*



## *THE I-84 HARTFORD PROJECT*

# Thank You!

We deeply appreciate your time and your commitment to helping us reach the best possible solution for the State, the region, and the City.

- Your I-84 Hartford Project Team

[www.i84hartford.com](http://www.i84hartford.com)



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