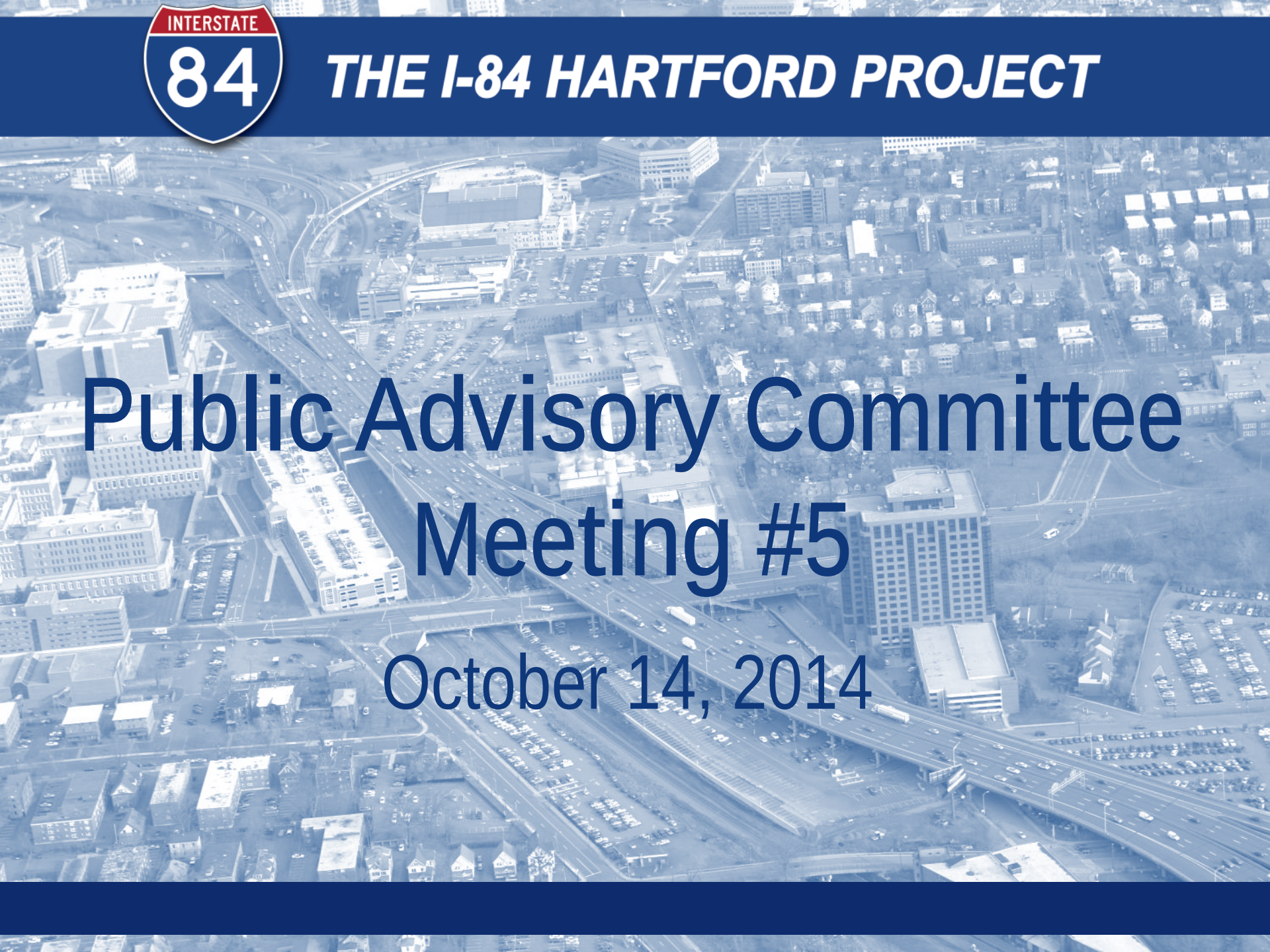


Public Advisory Committee Meeting #5

October 14, 2014

THE I-84 HARTFORD PROJECT

Welcome!

Connecticut Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

City of Hartford, Connecticut

CRCOG Capitol Region Council of Governments
Working together for a better region.

Agenda

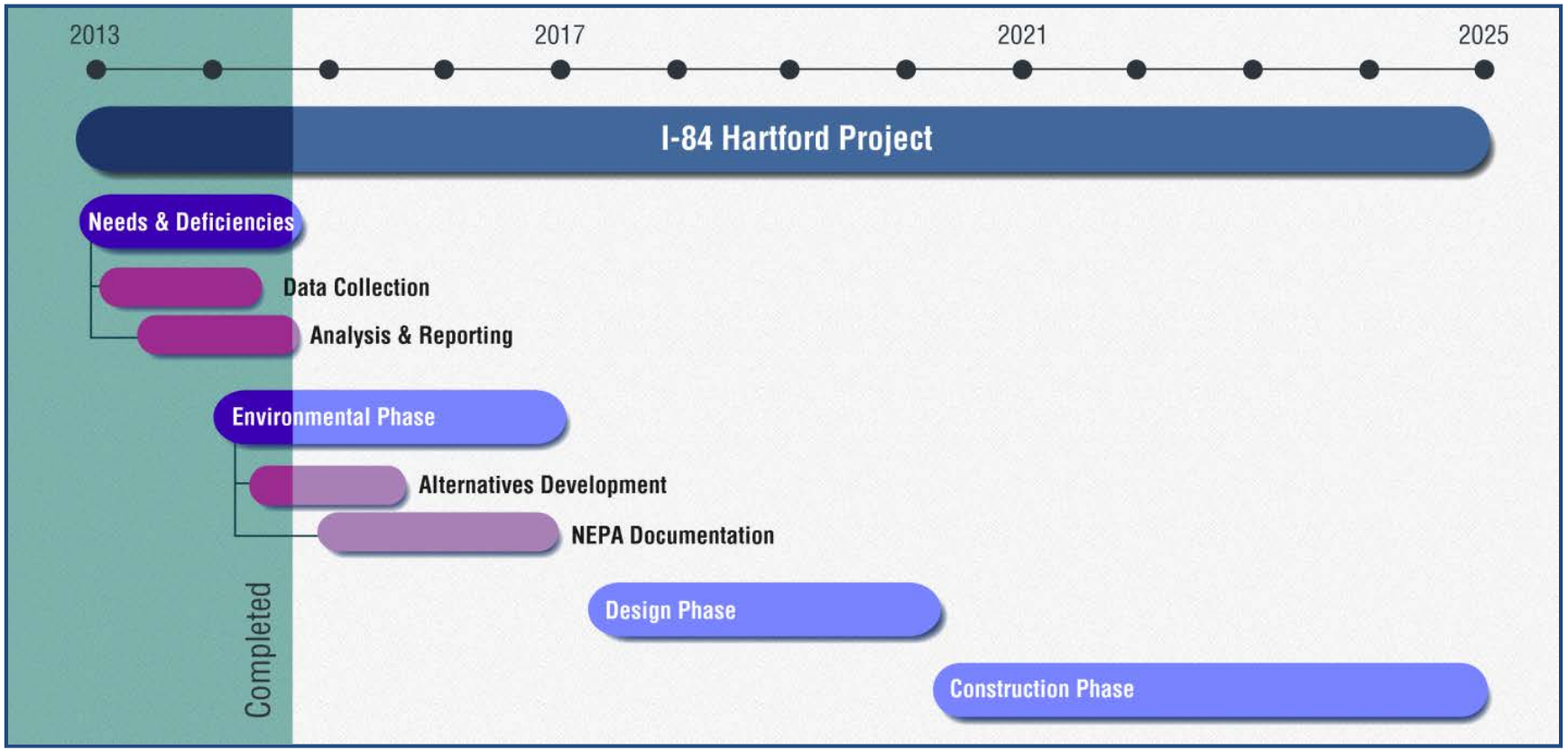
1. Welcome & meeting purpose (**10 minutes**)
   a) Project status and schedule
   b) Today's meeting purpose

2. Overview of the public scoping meeting (**30 minutes**)
   a) Scoping package
   b) Presentation
   c) Boards

3. Preliminary alternatives (**40 minutes**)
   a) No build
   b) Highway above grade option (enhanced viaduct)
   c) Highway at grade option
   d) Tunnel option(s)
   e) Coordination with rail alternatives
   f) Why no bypass alternative?
   g) Cost-risk assessment

4. Next steps (**10 minutes**)
   a) Public scoping meeting
   b) Working Groups

Where we are today



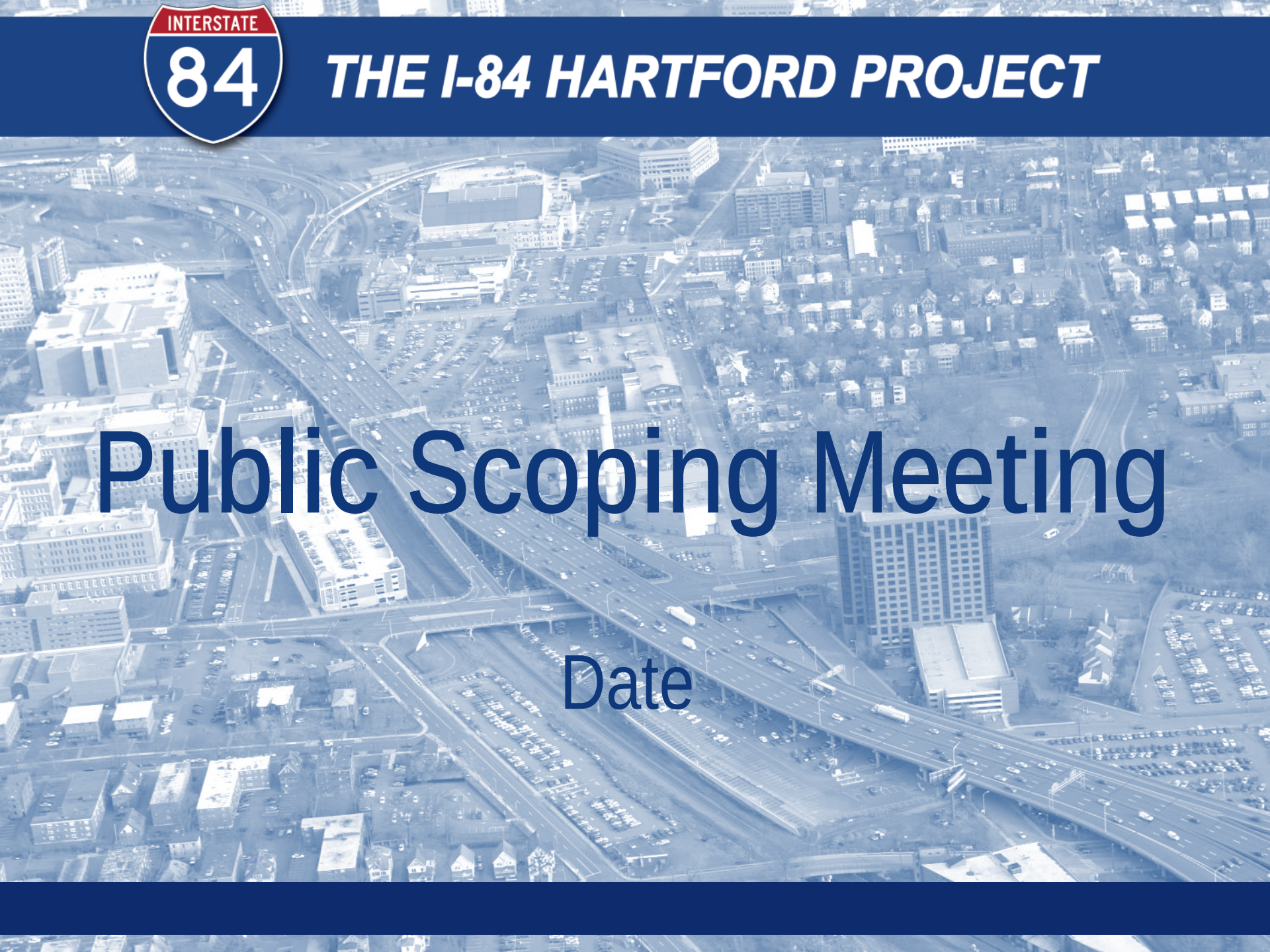
Purpose of today's meeting

1. To introduce "**scoping**" and the upcoming public scoping meeting as the kickoff of NEPA/CEPA processes
2. To get your input on the early **definition** and **presentation** of alternatives
3. To discuss status of additional **Working Groups**

Overview of the Scoping Process

Scoping

- Scoping is the first “official” step in the environmental process
- Purpose of scoping
  - To convey what the project is all about (purpose and need)
  - To seek input on alternatives
  - To seek input on environmental concerns
- Agency scoping
- Public Scoping Meeting


INTERSTATE
84
THE I-84 HARTFORD PROJECT
Public Scoping Meeting
Date

THE I-84 HARTFORD PROJECT

Welcome!

Connecticut Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

City of Hartford, Connecticut

CRCOG Capitol Region Council of Governments
Working together for a better region.

Agenda

- History of I-84
- What is the I-84 Hartford Project?
- What are NEPA/CEPA?
- What is Scoping?
- What is Purpose and Need?
- What is the Current Range of Alternatives?
- What is the Alternatives Analysis Process?
- What are the Environmental Resources?
- What are the Public Involvement Opportunities?
- What are the Next Steps?

History


DENTIST
E. H. FRICKE
ENGRAVER ON WOOD
CORANE
GARDE
RESTAURANT
NATIONAL BLOOM
HOTEL EMPIRE

First, a little history…

- Rail line built in 1830s
- I-84 built in 1960s
  - Designed to avoid impacting rail
  - Resulting design is mostly elevated

A product of its time…

- I-84 was conceived prior to NEPA/federal regulations
- Soon after it was built, many realized that its effect on Hartford was not all positive

"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

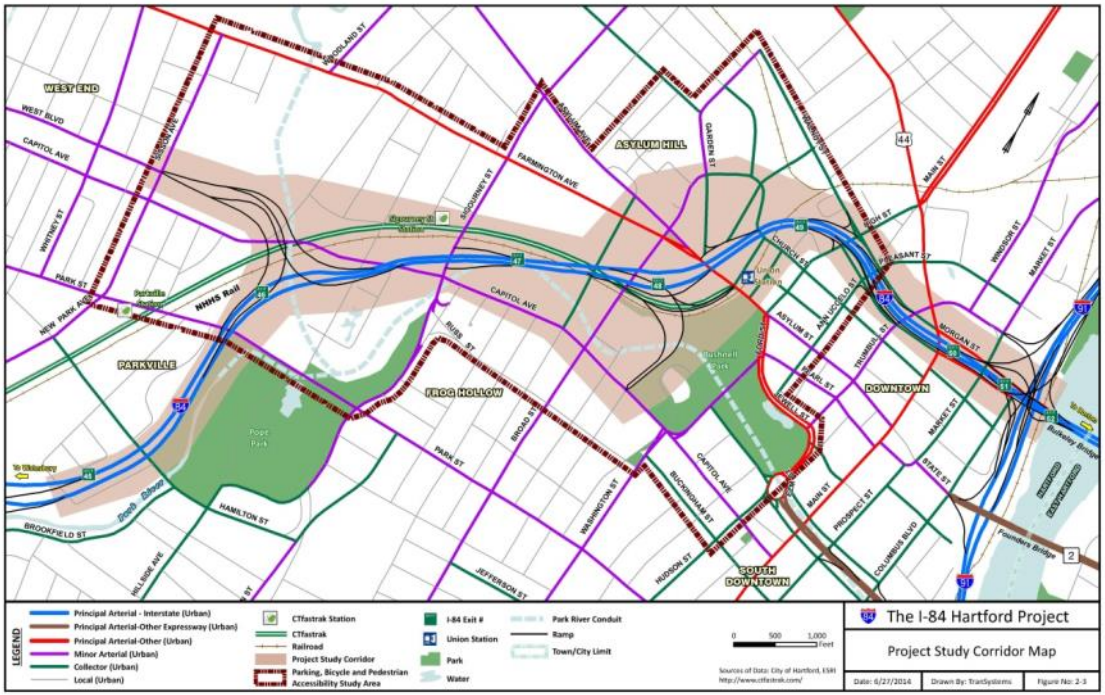
- The I-84 Hartford Project provides an opportunity to rethink the previous design

Prior Studies

- CTDOT previously evaluated a viaduct replacement
- 2010 “HUB study” looked at additional concepts
  - Significant public input gained
  - **Concepts only – no engineering**
- CTDOT committed to evaluate additional solutions that have the potential for win-win outcomes

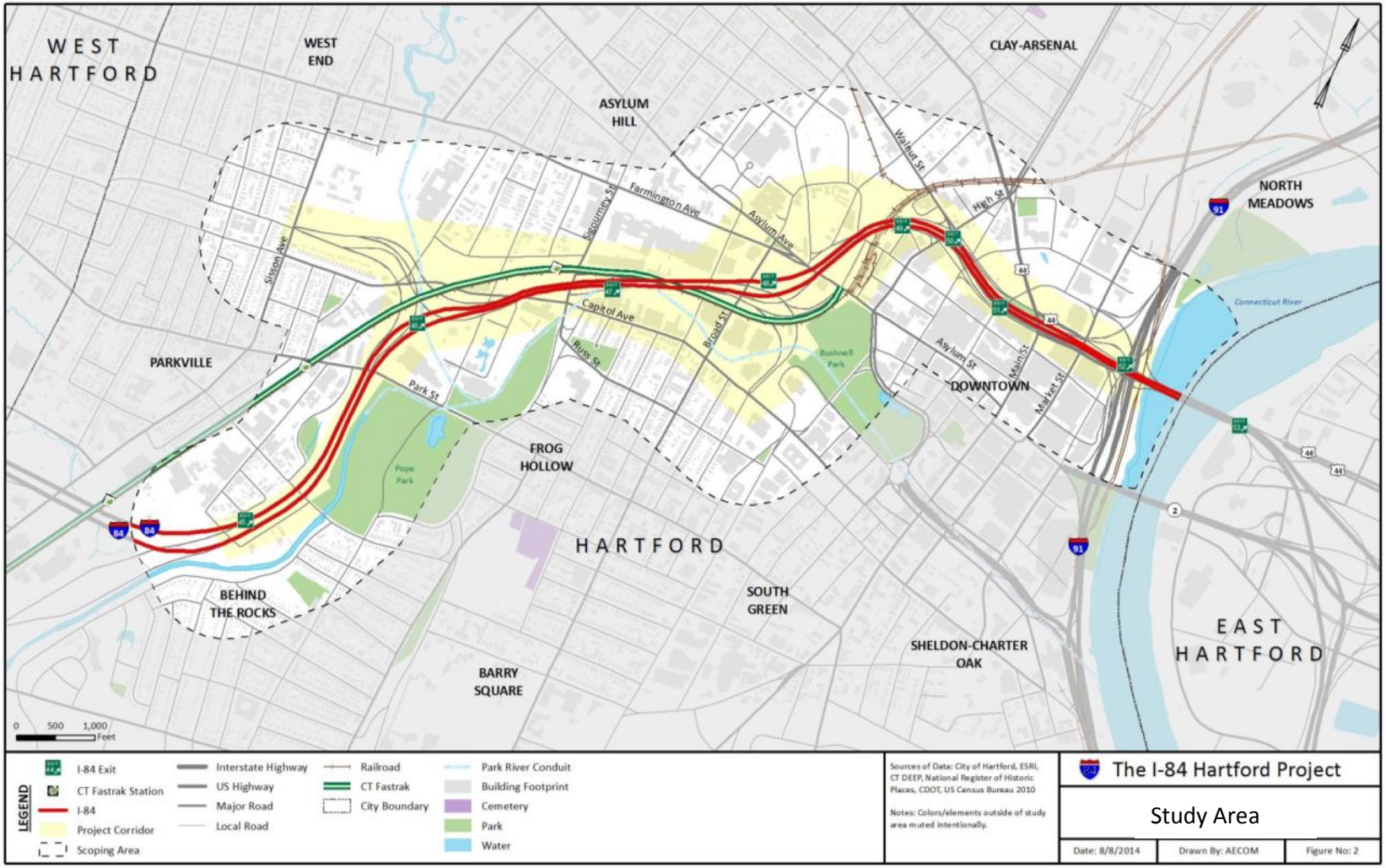
About the Project

About the I-84 Hartford Project



- 2-mile project corridor located between Flatbush Avenue and I-91
- Current traffic volumes are approximately 175,000 vehicles per day (more than 3 times the design volume)
- Existing design does not meet modern interstate standards for current or future traffic demand

Study Area


WEST HARTFORD
WEST END
ASYLUM HILL
CLAY-ARSENAL
NORTH MEADOWS
PARKVILLE
FROG HOLLOW
DOWNTOWN
HARTFORD
BEHIND THE ROCKS
SOUTH GREEN
SHELDON-CHARTER OAK
EAST HARTFORD
BARRY SQUARE
Farmington Ave
Asylum Ave
Capitol Ave
Park St
Broad St
Russ St
Walnut St
High St
Asylum St
Main St
Market St
Sisson Ave
Connecticut River
Bushnell Park
Pope Park
0 500 1,000 Feet
LEGEND
I-84 Exit
CT Fastrak Station
I-84
Project Corridor
Scoping Area
Interstate Highway
US Highway
Major Road
Local Road
Railroad
CT Fastrak
City Boundary
Park River Conduit
Building Footprint
Cemetery
Park
Water
Sources of Data: City of Hartford, ESRI, CT DEEP, National Register of Historic Places, CDOT, US Census Bureau 2010
Notes: Colors/elements outside of study area muted intentionally.
The I-84 Hartford Project
Study Area
Date: 8/8/2014
Drawn By: AECOM
Figure No: 2

Project Schedule

NEPA/CEPA


NEPA
NATIONAL ENVIRONMENTAL
POLICY ACT


CONNECTICUT
ENERGY
ENVIRONMENT

What are NEPA and CEPA?

National Environmental Policy Act (NEPA - 1969)

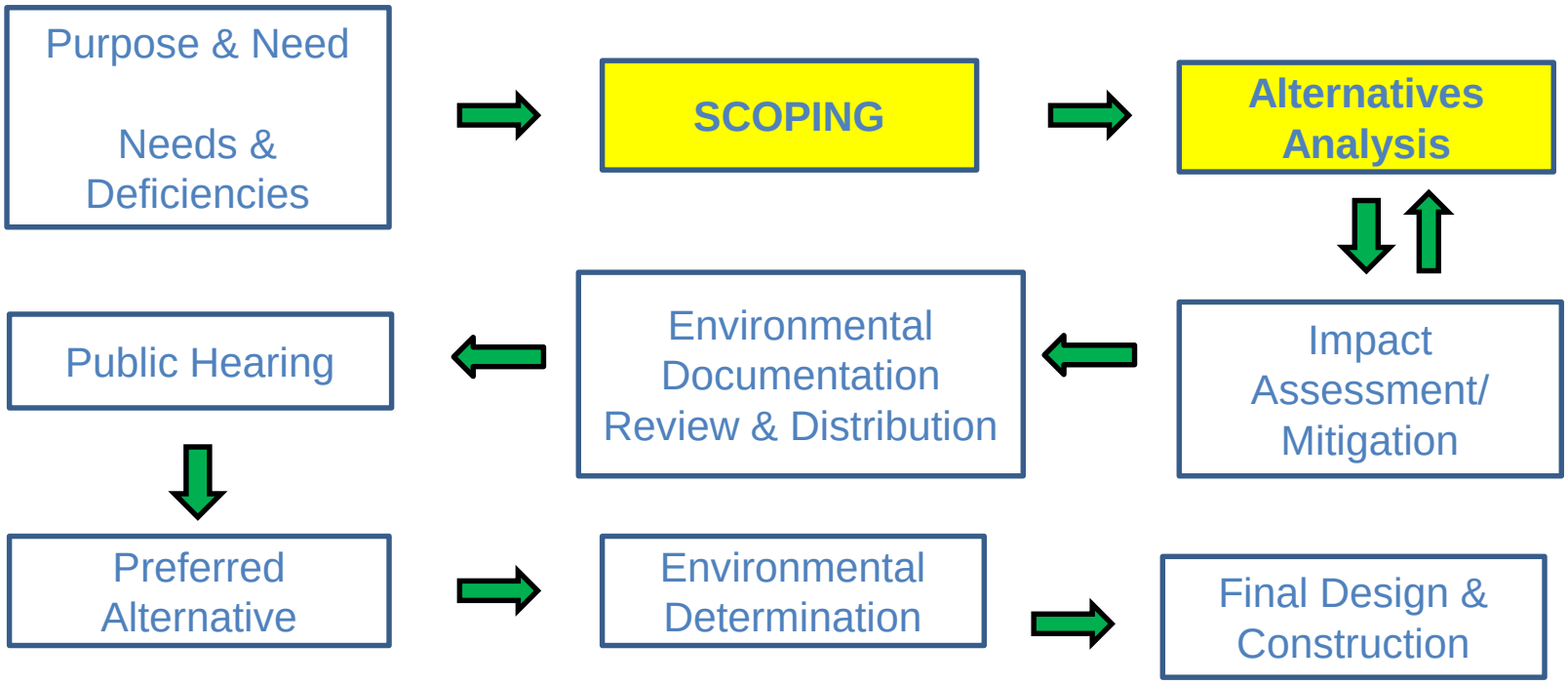
- NEPA is a decision-making process that allows for the selection of a transportation improvement alternative that will meet the Purpose and Need of the project while minimizing and/or mitigating adverse impacts.

Connecticut Environmental Policy Act (CEPA - 1971)

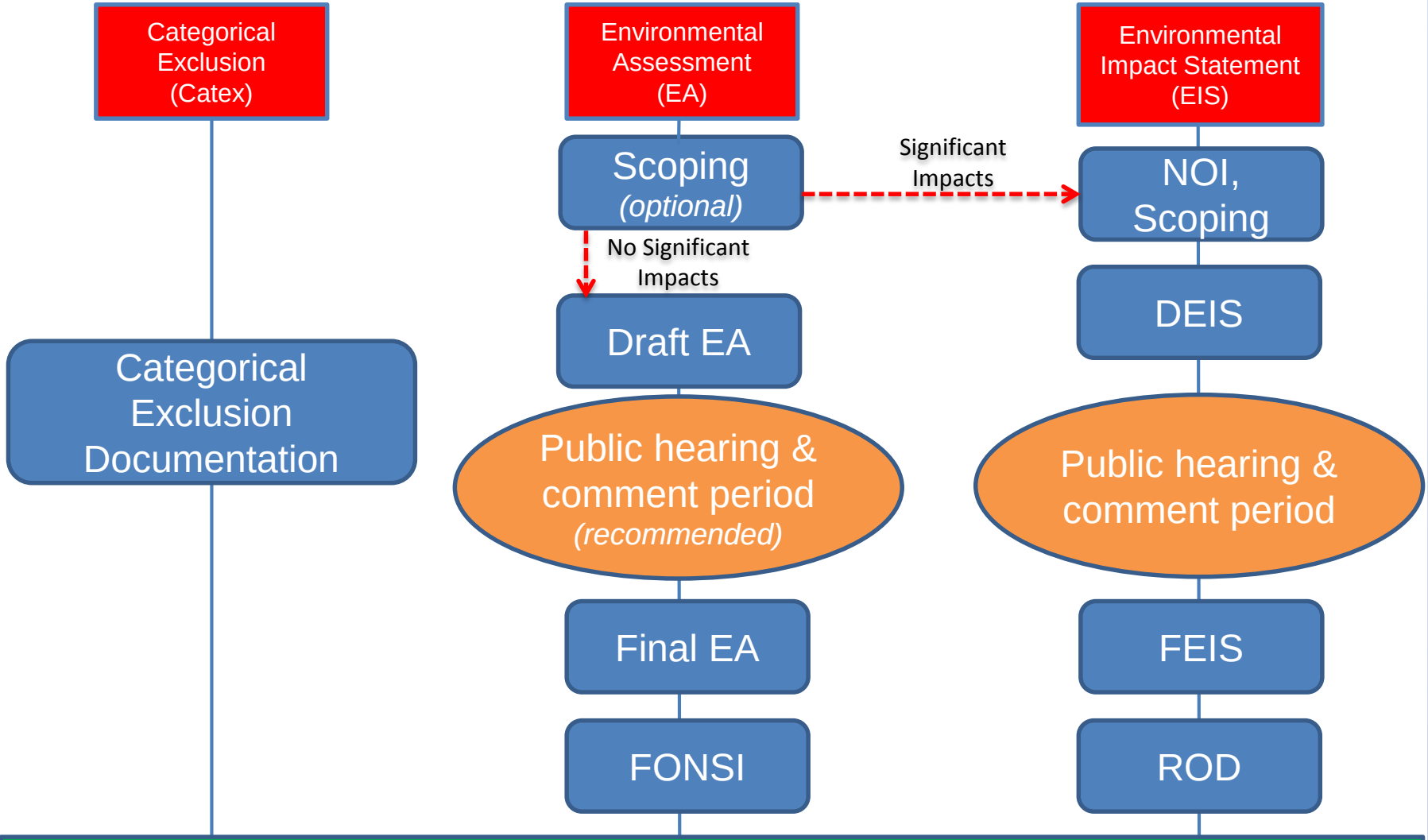
- CEPA is the state process that closely follows the intent of NEPA and has similar requirements.

Environmental Process in NEPA/CEPA

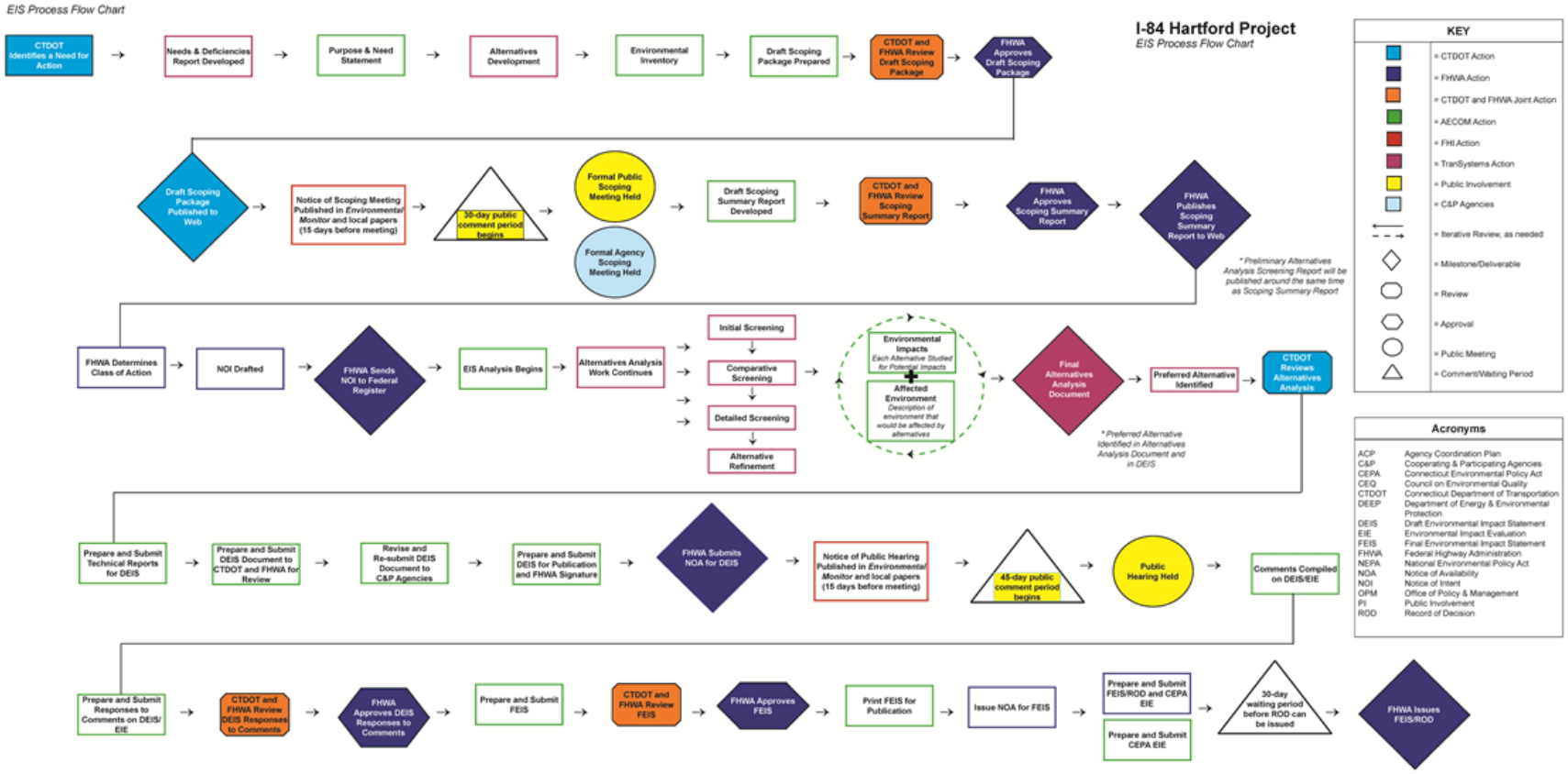
The following outlines the key steps associated with the NEPA and CEPA process. All environmental documentation and processes will be prepared and conducted in accordance with both NEPA and CEPA regulations.



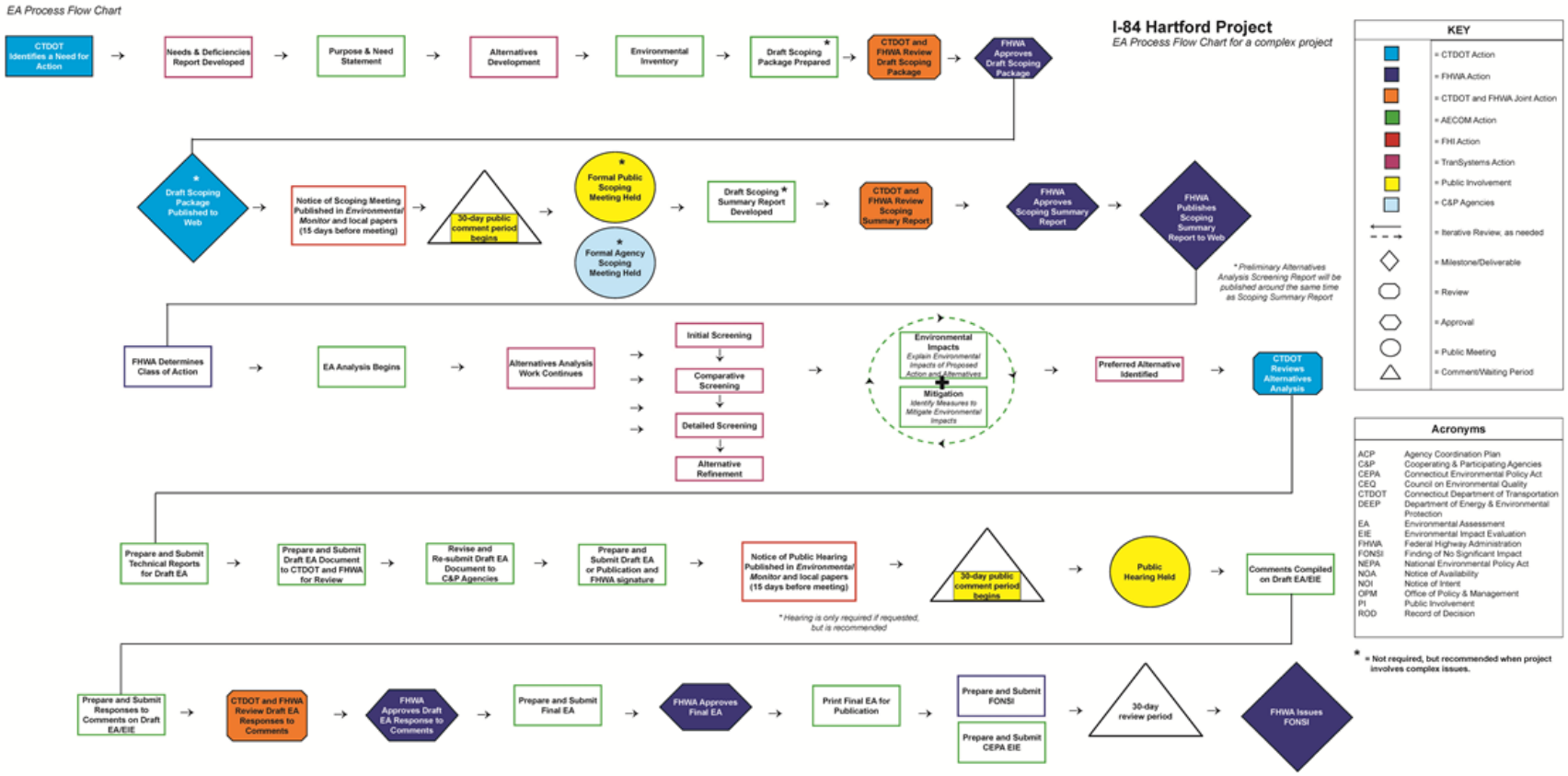
Type of NEPA Document



The NEPA Process for an EIS



The NEPA Process for an EA



CEPA Process

- Scoping Required
- Environmental Impact Evaluation (EIE)
- Alternatives Analysis Process/Preferred Alternative
- Agency and Public Outreach Process
- Public Hearing and Comment Period
- Avoid, Minimize and Mitigate Impacts

ONE dually compliant Environmental Document

Scoping

What is Scoping?

Scoping, an open process involving the public, federal, state and local agencies, is an early action in the NEPA/CEPA process to identify major and important issues to consider during the study.

- NEPA requirement for EIS, recommended for EA
- CEPA requirement for EIE

Scoping is a critical milestone in the environmental review process.

Scoping Process

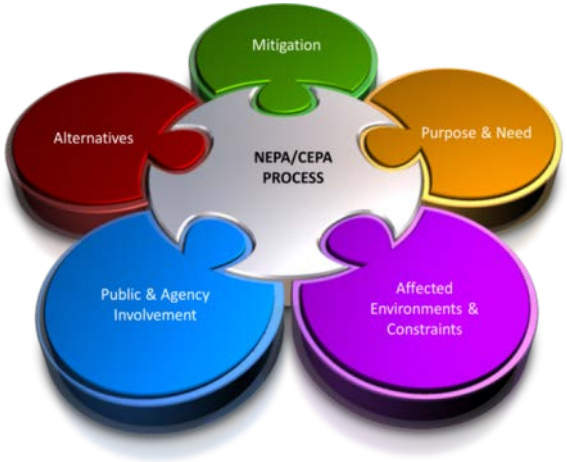
- Scoping Notice
- Scoping Package
- Public Scoping Meeting (date)
- Agency Scoping Meeting (date)
- Scoping Comment Period (date to date)
- Scoping Summary Report

Preliminary Alternatives Analysis Screening Report will be released around the time of the Scoping Summary Report.

Purpose of Scoping

To get **YOUR** input and further define:

- Project Purpose and Need
- Goals and Objectives
- Study Area
- Range of Alternatives
- Types of Environmental and Socioeconomic Impacts to be Considered



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

Public Scoping Meeting Format

- "Open House"
- Presentation
- Public Comment Session
- Taking your comments:
  - Sign up and speak
  - Write comments on comment forms and put in comment box
  - Entire meeting to be recorded by stenographer in addition to one-on-ones
  - Submit comments via email or in writing by (date)
  - Comment via project website and social media

Purpose and 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
- Is clear, well-justified, specific and comprehensive
- **P&N is the <u>foundation</u> for the selection of a course of action**

A Public Advisory Committee Working Group has been established to develop a comprehensive and effective P&N Statement for the I-84 Hartford Project.

Elements of Purpose & Need

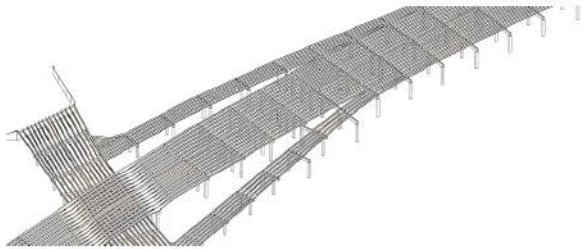
What are the Problems we are Trying to Solve?

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

What are the Goals and Objectives?

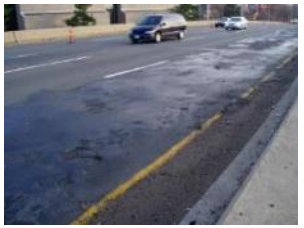
- Ensure long-term serviceability of corridor
- Maximize public investment in corridor
- Ensure better integration of the interstate with the urban environment

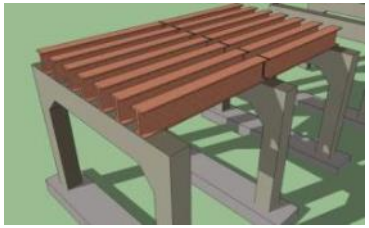
Bridge Structural Deficiencies

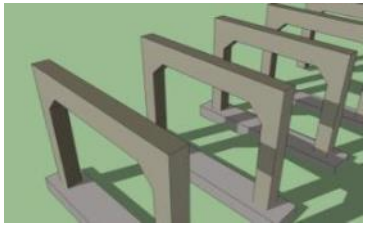


- Many of these bridges are reaching the end of their intended lifespan
- CTDOT spent over $60M on repairs since 2004
- Bridges are safe to drive over but deterioration will continue

Rating of Bridge Elements



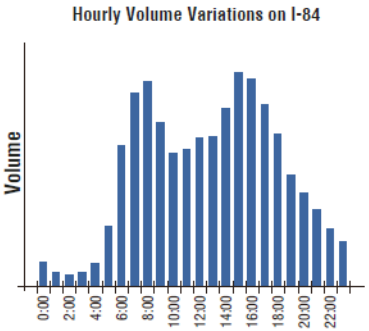


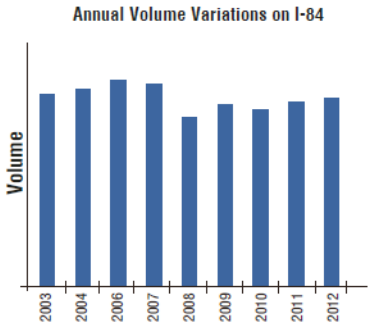


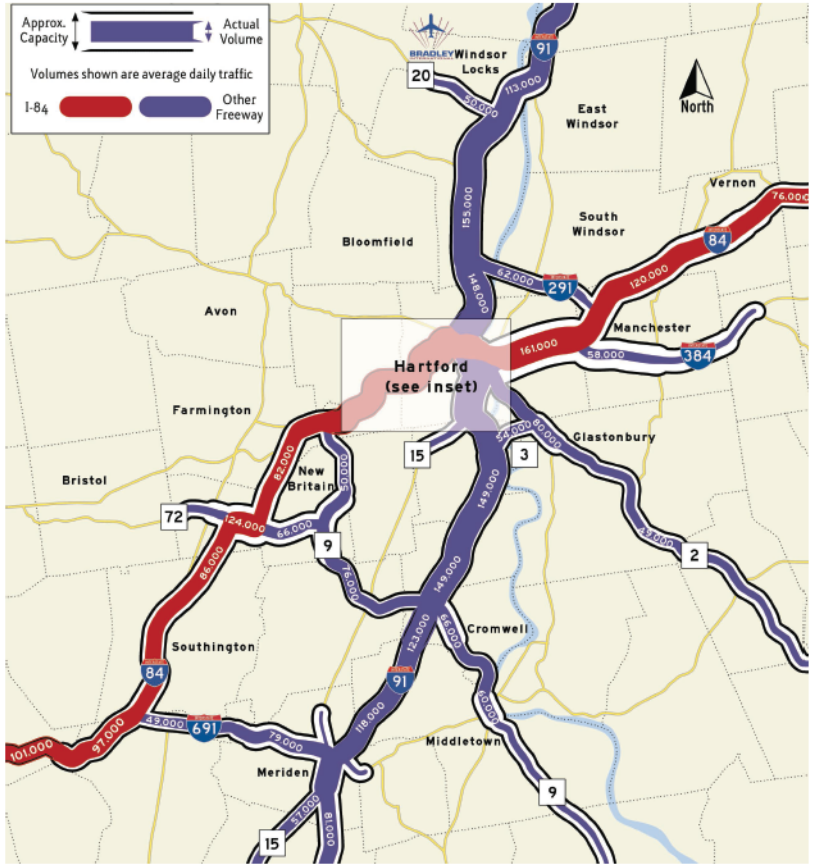
National Bridge Inventory Rating

Very Good (8)	Fair (5)
Good (7)	Poor (4)
Satisfactory (6)	Serious (3)

Traffic Flow

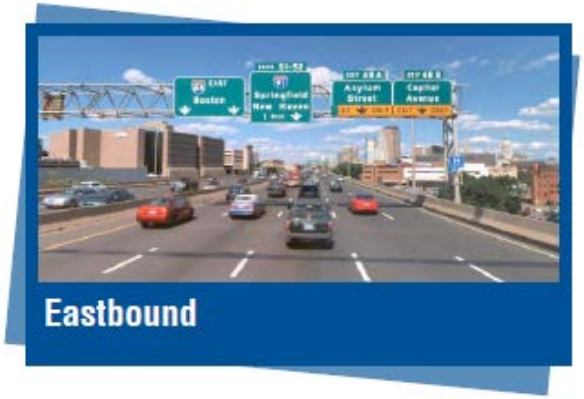




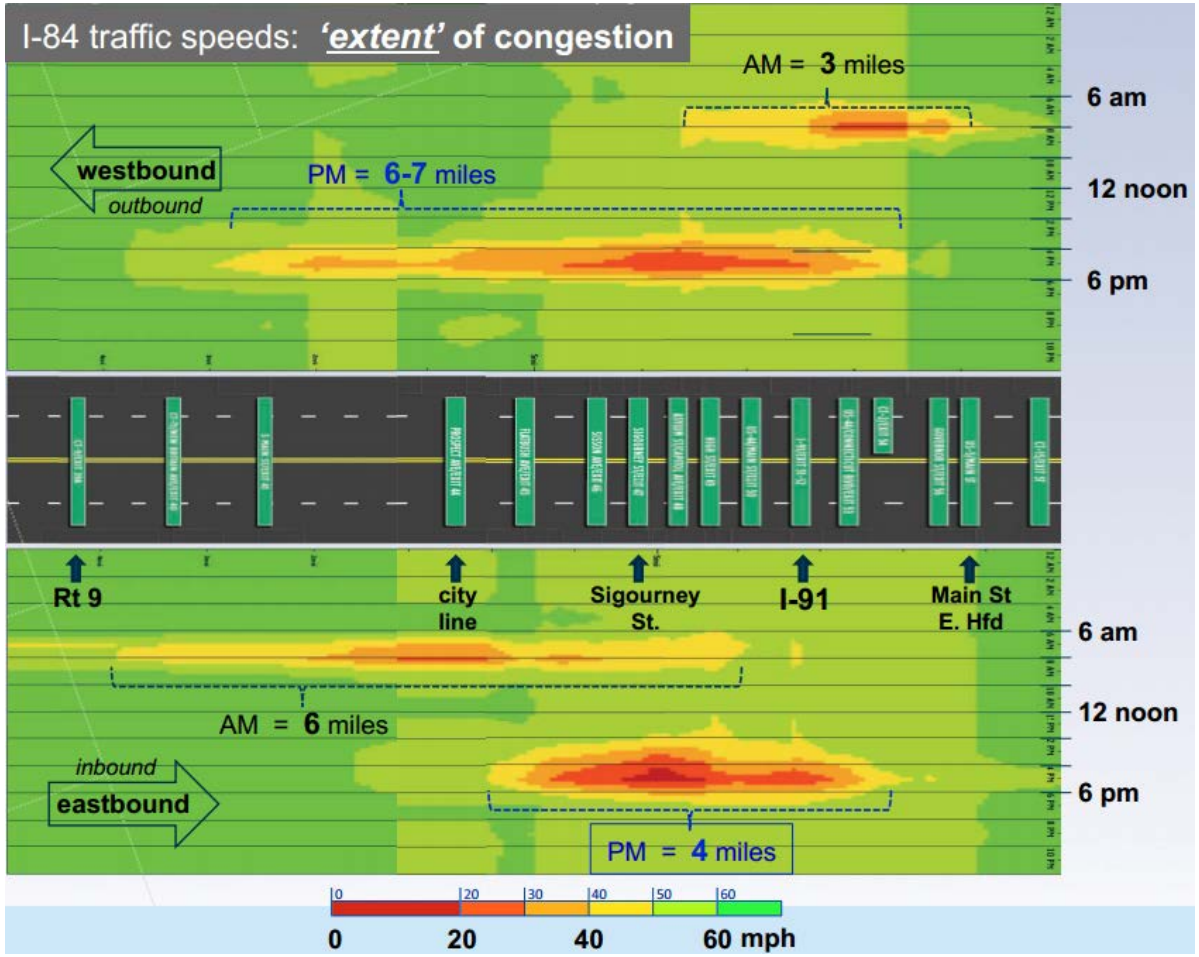


Operational Deficiencies

- Left-hand on- and off-ramps
- Multiple lane drops (“exit only”)
- Weave sections
- 8 full or partial interchanges in less than 3 miles



Traffic Congestion



Safety Deficiencies

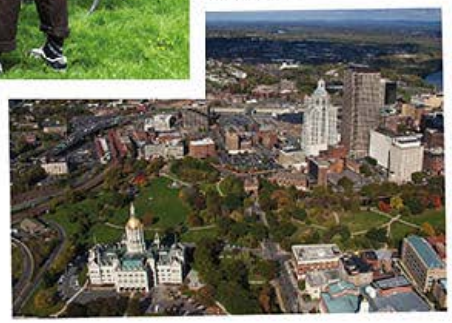
- Accident rate four times the state average
  - Narrow shoulder widths
  - Nearly two accidents per day
  - Significant traffic delays
  - Poor pedestrian and bike accessibility on local streets

Community Challenges

Image courtesy of Archives and Special Collections, UConn Library

Image at left and top left courtesy of Heather Brandon

Image courtesy of Barbara Steele



Alternatives and the Alternatives Analysis Process

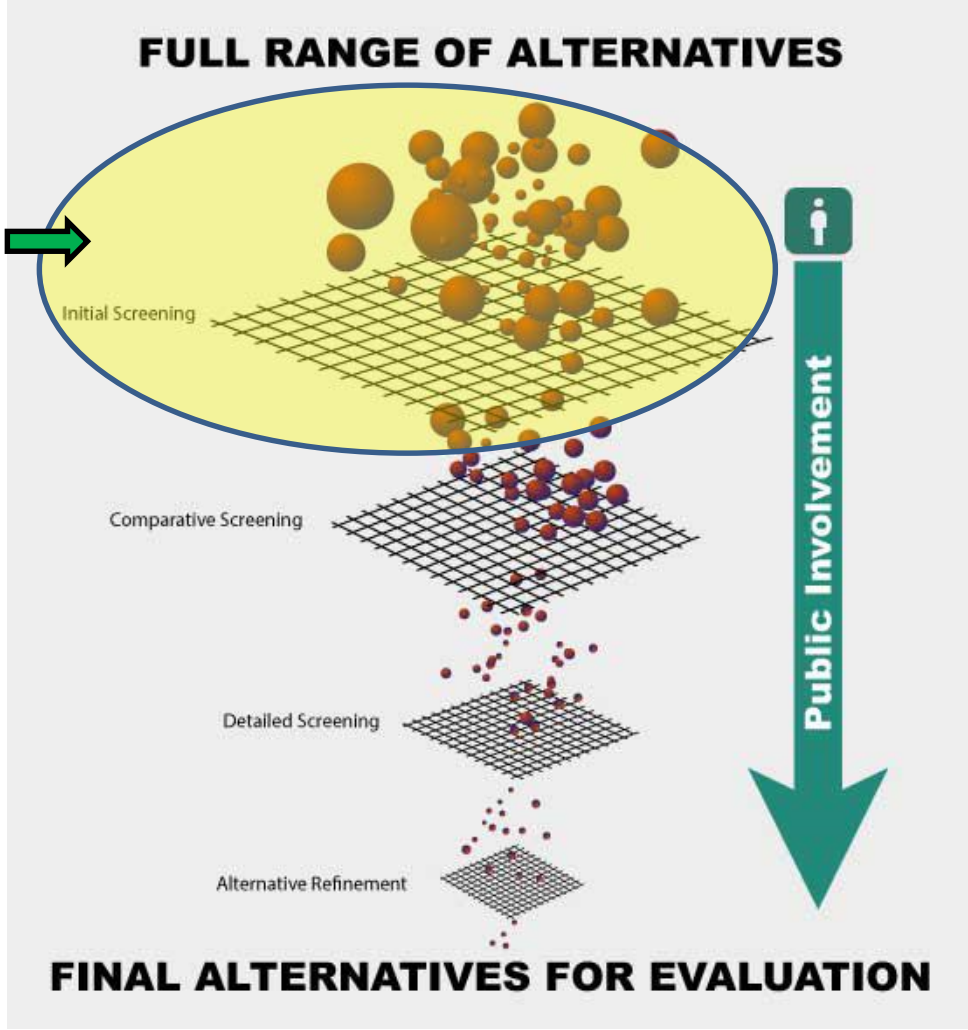
What are the Current Range of Alternatives?

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

PA = Preliminary Alternatives

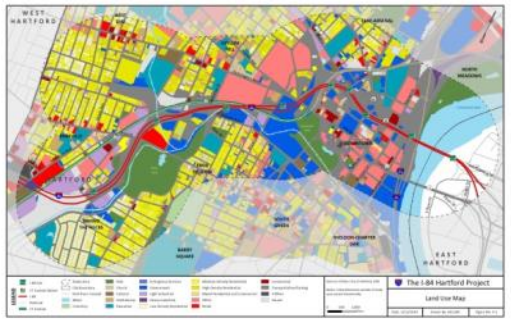
Alternatives Screening

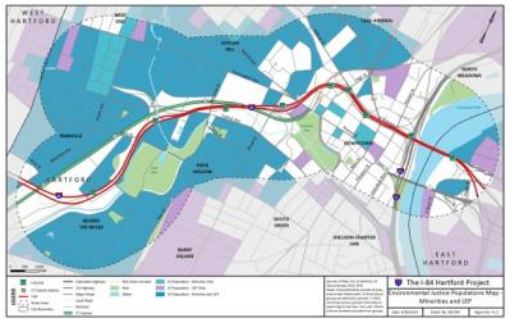
SCOPING



Environmental Resources to be Evaluated

- Transportation
- Air Quality
- Noise and Vibration
- Energy
- Land Use
- Communities and Socioeconomic Conditions
- Environmental Justice
- Federally Owned Land, Open Space, Parklands, and Conservation Easements
- Visual and Aesthetic Characteristics
- Contamination and Hazardous Materials
- Hydrologic/Water Resources
- Biological Resources
- Endangered Species
- Secondary and Cumulative Effects
- Construction Impacts
- Cultural Resources





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

Alternatives Evaluation Criteria

Evaluation Criteria	No-Build	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5
Transportation Goals						
Address Bridge Structural Deficiencies						
Improve Operations and Safety of Corridor						
Improve Mobility of Corridor						
Improve Intermodal Connectivity Within Corridor						
Impacts to Built Environment						
Air Quality Impacts						
Noise and Vibration Impacts						
Energy Impacts						
Land Use Impacts						
Community and Socioeconomic Impacts						
Environmental Justice Impacts						
Cultural Resource Impacts						
Section 4(f) Impacts						
Section 6(f) Impacts						
Visual and Aesthetic Impacts						
Contamination and Hazardous Materials Impacts						
Right-of-Way Impacts						
Utility Relocation Impacts						
Construction Impacts						
Impacts to Natural Environment						
Surface Water Impacts						
Wetland Impacts						
Endangered and Threatened Species Impacts						
Economic Impacts						
Construction Cost						
Financial Plan						
Economic Development Opportunities						
Public and Stakeholder Support						

Goals & Objectives

Goals and Objectives	No-Build	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5
Ensure the long-term serviceability of the corridor by:						
Creating opportunities for connections to existing and future modes of transportation						
Coordinating with the City and CRCOG towards a workable solution that is compatible with City and regional initiatives						
Maximize the public investment in the corridor by:						
Utilizing cost-effective solutions that maximize capital investment over lifespan of project						
Reducing maintenance requirements and operations costs						
Sequencing staged construction to minimize the impact on the traveling public and local community						
Reconfiguring the interstate in a manner that increases opportunities for economic development						
Implementing recycling strategies to reuse existing materials on site						
Ensure better integration of the interstate with the urban environment by:						
Reducing the physical impact of the interstate by reducing the footprint of I-84 and its ramps						
Repairing the visual and physical connectedness of the areas that the interstate corridor divides						
Using architectural features and details on the proposed structures and other design treatments that would improve the highway's aesthetic qualities as viewed from neighboring areas						
Creating aesthetically pleasing spaces for those highway areas that are shared with or adjacent to local streets and properties						
Supporting the City's urban design goals						

Placeholder

- PLACEHOLDER FOR ALL OF TRANSYSTEMS ALTERNATIVE SLIDES

Public Involvement

Public Involvement Opportunities

- NEPA/CEPA Scoping Meetings
- NEPA/CEPA Public Hearing
- NEPA/CEPA Environmental Document Review
- Various NEPA/CEPA Public Comment Opportunities
- Public Information Meetings
- Website
- Email blasts and comments received through the website
- Public Advisory Committee meetings
- Working Group Meetings

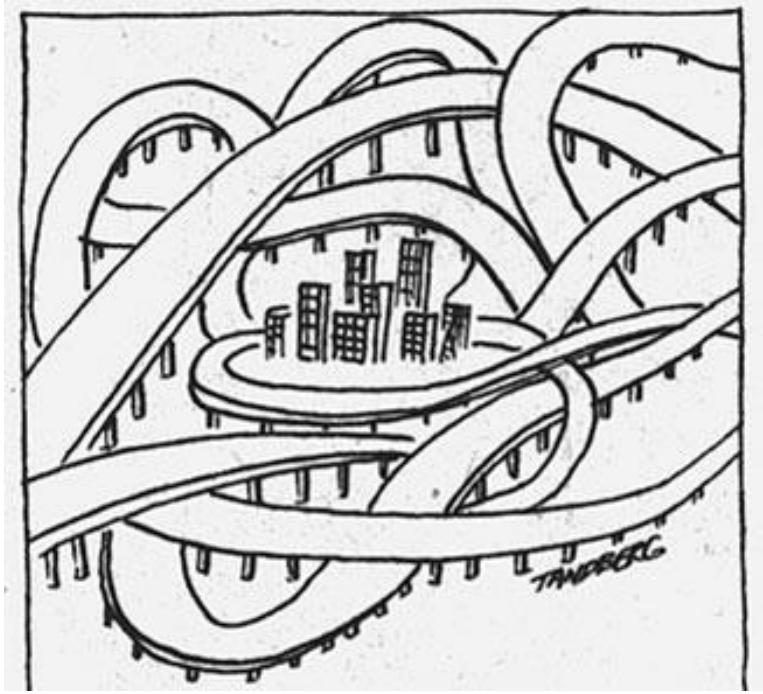
Next Steps

Next Steps

- Further refine range of alternatives
- Screen out alternatives that are not “reasonable, prudent and practicable.”
- Prepare responses to Scoping comments
- Prepare and issue Scoping Summary Report
- Prepare Preliminary Alternatives Analysis Screening Report
- Clarify appropriate level of environmental documentation (EA or EIS)

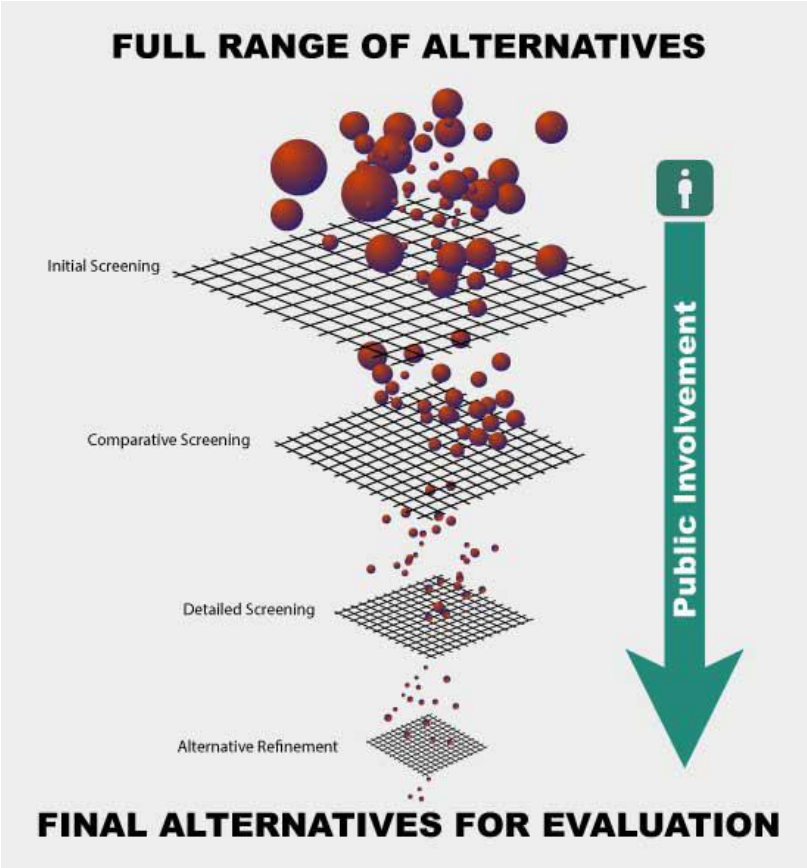
Your Comments

Preliminary Alternatives



Alternatives development is iterative

- Define initial set of alternatives
  - Test/evaluate
  - Get input
- Refine alternatives
  - Test/evaluate
  - Get input
- Refine alternatives
- …..and so on……



Preliminary Alternatives (PA)

1. PA 1: No Build Alternative
2. PA 2: Elevated Highway
3. PA 3: Lowered Highway
4. PA 4: Tunneled Highway

Please keep in mind……

- Each alternative is preliminary
- Each will be further defined
  - Test
  - Evaluate results
  - Refine
- Each alternative will likely have many options [e.g., Alternative 2-b1; 2-b2, etc.]

Alternatives Development

- Looking at several variations of the Preliminary Alternatives
- Testing for constructability, traffic, Goals and Objectives (P&N)
- Preliminary I-84 alignments are based on maintaining traffic during construction
- Reduction in number of interchanges to improve mainline traffic flow
- Modifications to local road network to improve pedestrian, bike and traffic flow within project limits

Preliminary Alternative 1 – No-Build

Existing Railroad Alignment

Key Features

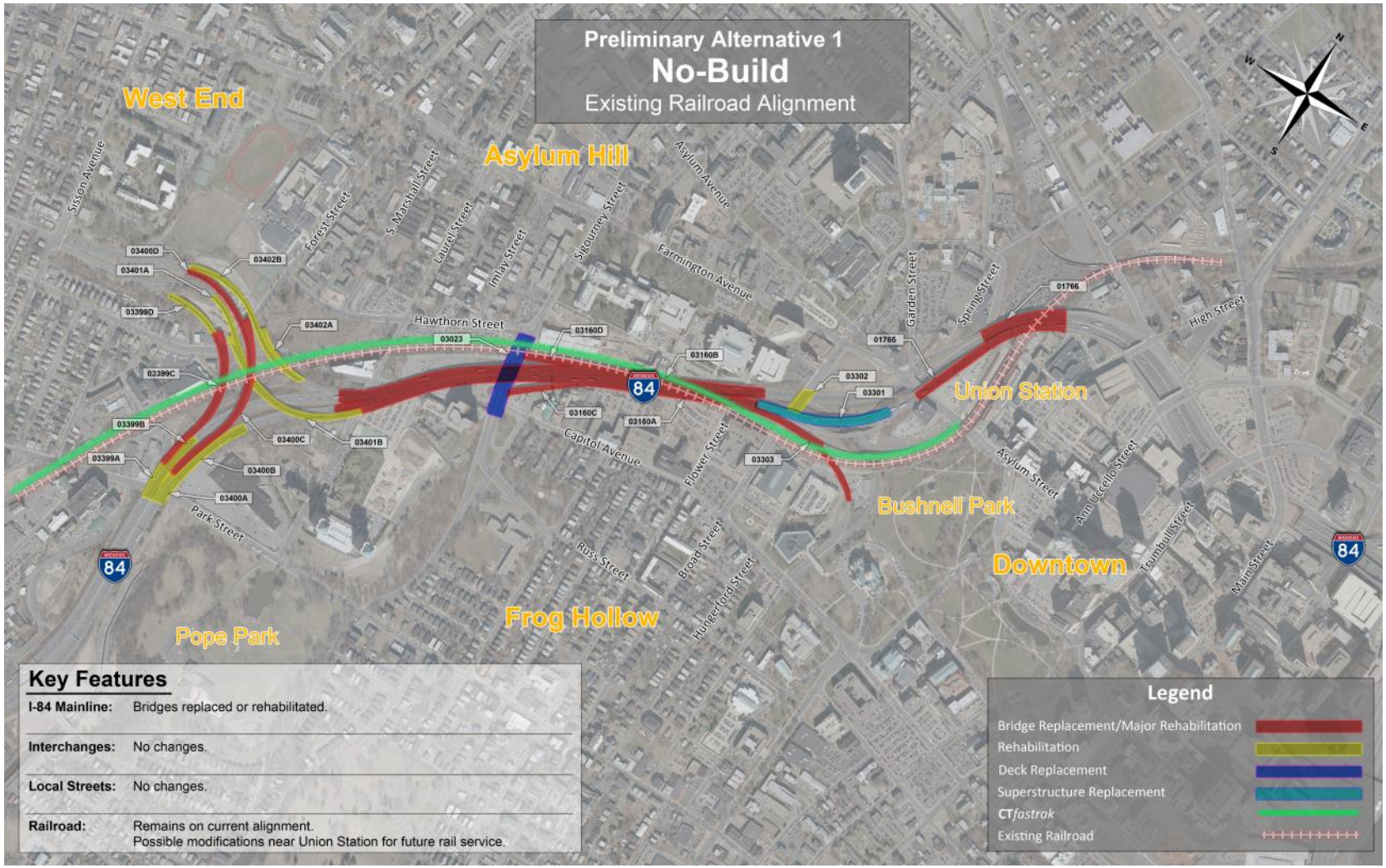
I-84 Mainline: Bridges replaced or rehabilitated

Interchanges: No changes

Local Streets: No Changes

Railroad: Remains on current alignment. Possible modifications near Union Station for future rail service.

Preliminary Alternative 1



Preliminary Alternative 2 – Elevated Highway
Existing Railroad Alignment

Key Features

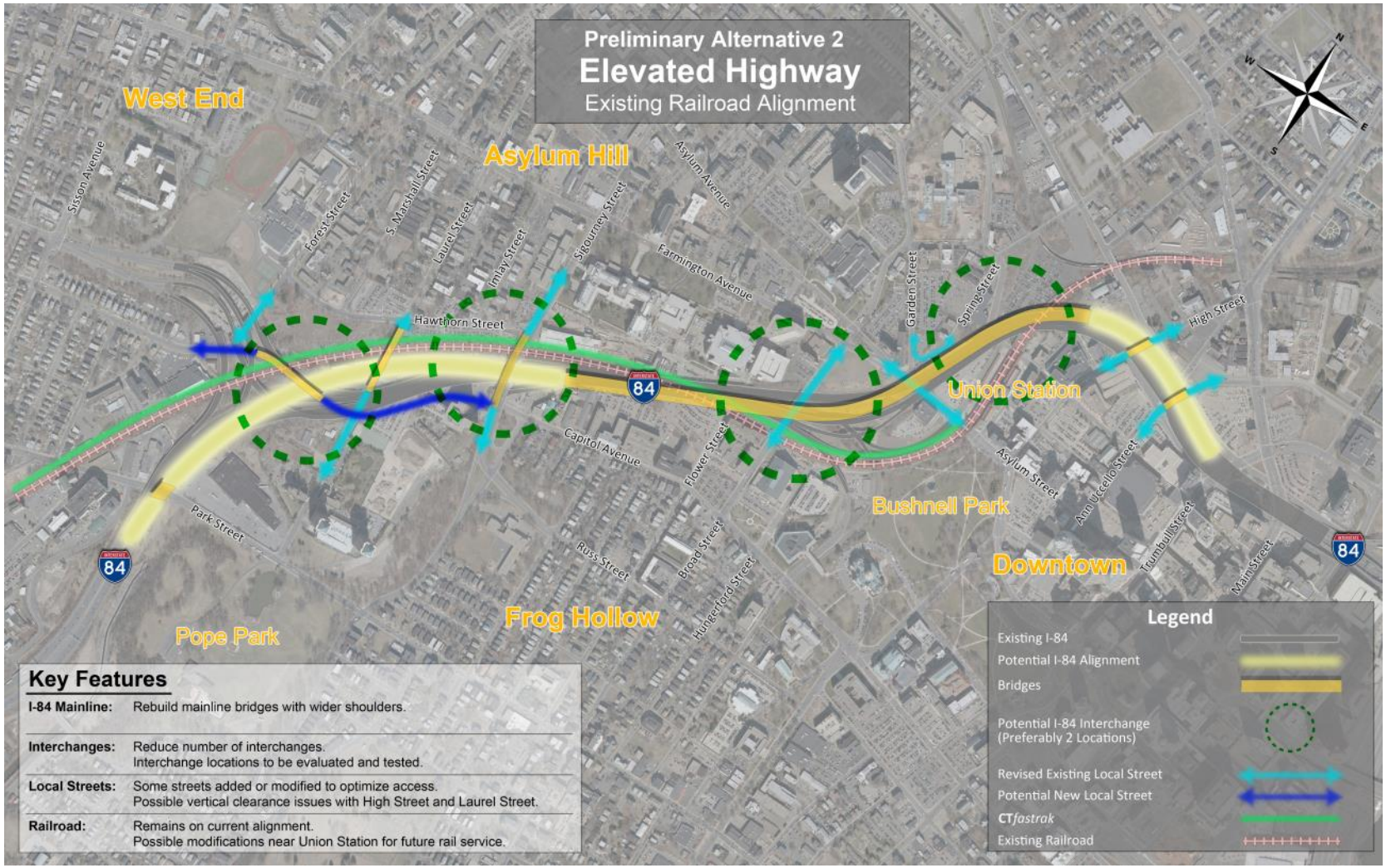
I-84 Mainline: Rebuild mainline bridges with wider shoulders

Interchanges: Reduce number of interchanges
Interchange locations to be evaluated and tested

Local Streets: Some streets added or modified to optimize access
Possible vertical clearance issues at High St. and Laurel St.

Railroad: Remains on current alignment. Possible modifications near Union Station for future rail service.

Preliminary Alternative 2



Preliminary Alternative 3 – Lowered Highway

Relocated Railroad Alignment

Key Features

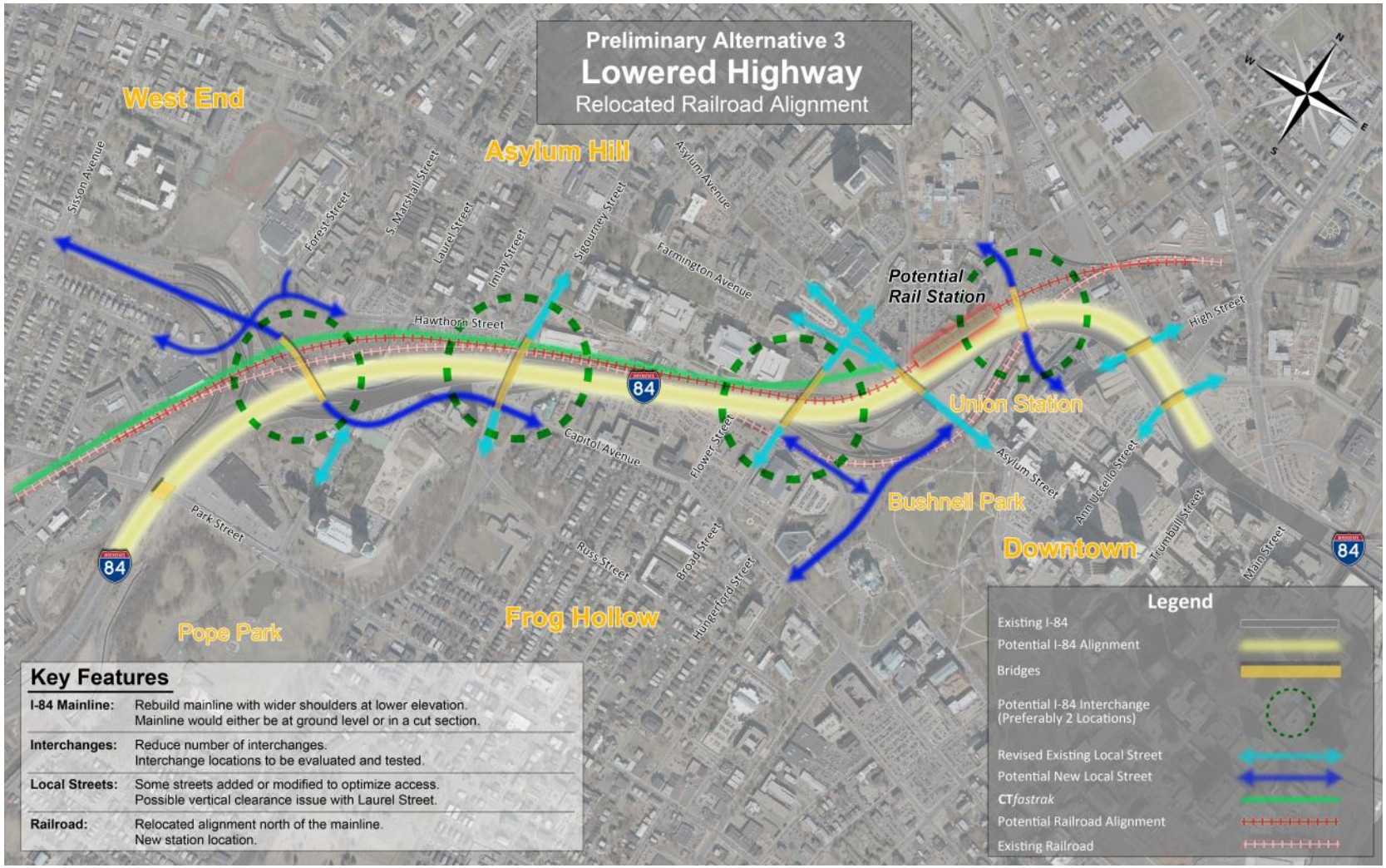
I-84 Mainline: Rebuild mainline with wider shoulders at lower elevation
Mainline would either be at ground level or in a cut section

Interchanges: Reduce number of interchanges
Interchange locations to be evaluated and tested

Local Streets: Some streets added or modified to optimize access
Possible vertical clearance issue with Laurel Street

Railroad: Relocated alignment north of mainline
New station location

Preliminary Alternative 3



Preliminary Alternative 4 – Tunneled Highway

Relocated Railroad Alignment

Key Features

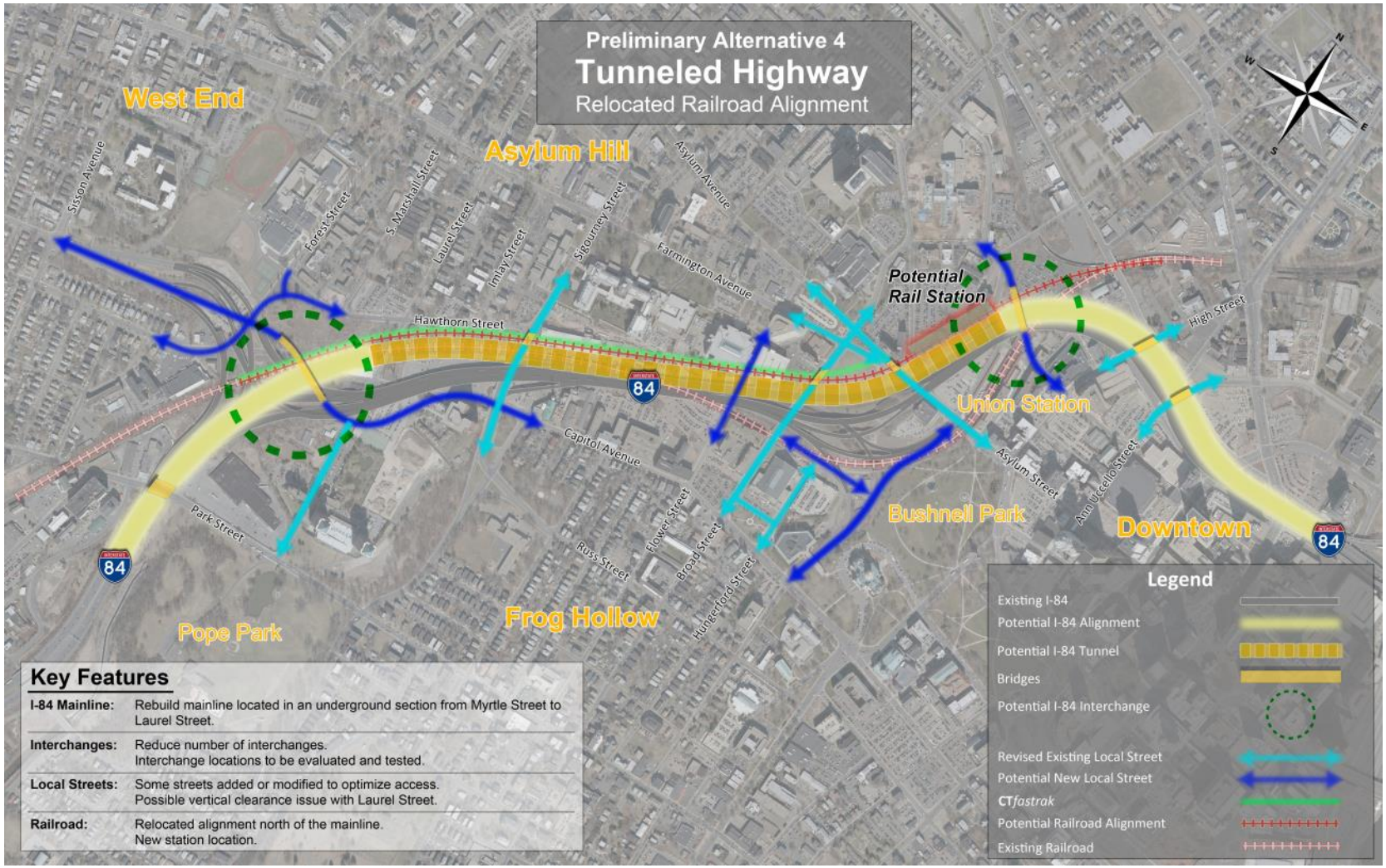
I-84 Mainline: Rebuild mainline in an underground section from Myrtle Street to Laurel Street

Interchanges: Reduce number of interchanges
Interchange locations to be evaluated and tested

Local Streets: Some streets added or modified to optimize access
Possible vertical clearance issue with Laurel Street

Railroad: Relocated alignment north of mainline
New station location

Preliminary Alternative 4



Rail Alternatives Coordination

Next Steps in Alternatives Analysis

1. Get more specific
    1. Interchange locations
    2. Lanes/shoulders
    3. Local streets
2. Evaluation of alternatives
    1. Traffic?
    2. Impacts?
    3. Public input?
3. All reasonable alternatives will advance through the NEPA/CEPA process

No Bypass Alternative

- We continue to get questions about a bypass
- We consistently respond with the following message:
  - The main reason for this project is the deteriorating condition of the I-84 bridges. This is our top priority.
  - Traffic analysis shows that the majority of peak hour I-84 trips begin or end in Hartford.
  - Strong opposition to a new road in 1970s. Unlikely to be less opposition today.

Cost Range

Preliminary Alternative (PA)	Base	Low risk	High risk
	-------billions of dollars-------		
PA 1: No Build Alternative	$ 1.6	$ 1.9	$ 2.3
PA 2: Elevated Highway	$ 3.5	$ 4.3	$ 5.4
PA 3: Lowered Highway	$ 3.0	$ 3.8	$ 4.6
PA 4: Tunneled Highway	$ 6.5	$ 8.3	$ 10.4

Working Groups

New Working Groups

- Two new working groups formed
  - Traffic and parking
  - Bicycle/pedestrian/transit
  - Urban design (coming soon!)
- Purpose/mission?
- When did they meet?
- What happened?

Next Steps

Next Steps

- Get your input
- Refine alternatives
- Revise how we show/present alternatives

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