



# ***THE I-84 HARTFORD PROJECT***

## **Welcome!** **I-84 Hartford Project** **Public Scoping Meeting**

**January 21, 2015**



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



# What Is the Purpose of Today's Meeting?

To introduce the Scoping Process and get **YOUR** input and comments on the I-84 Hartford Project.

**Scoping** is an opportunity for agencies and the public to help shape the study and its **OUTCOMES**. *It is a critical milestone in the environmental review process.*



## How to Submit **YOUR** Comments

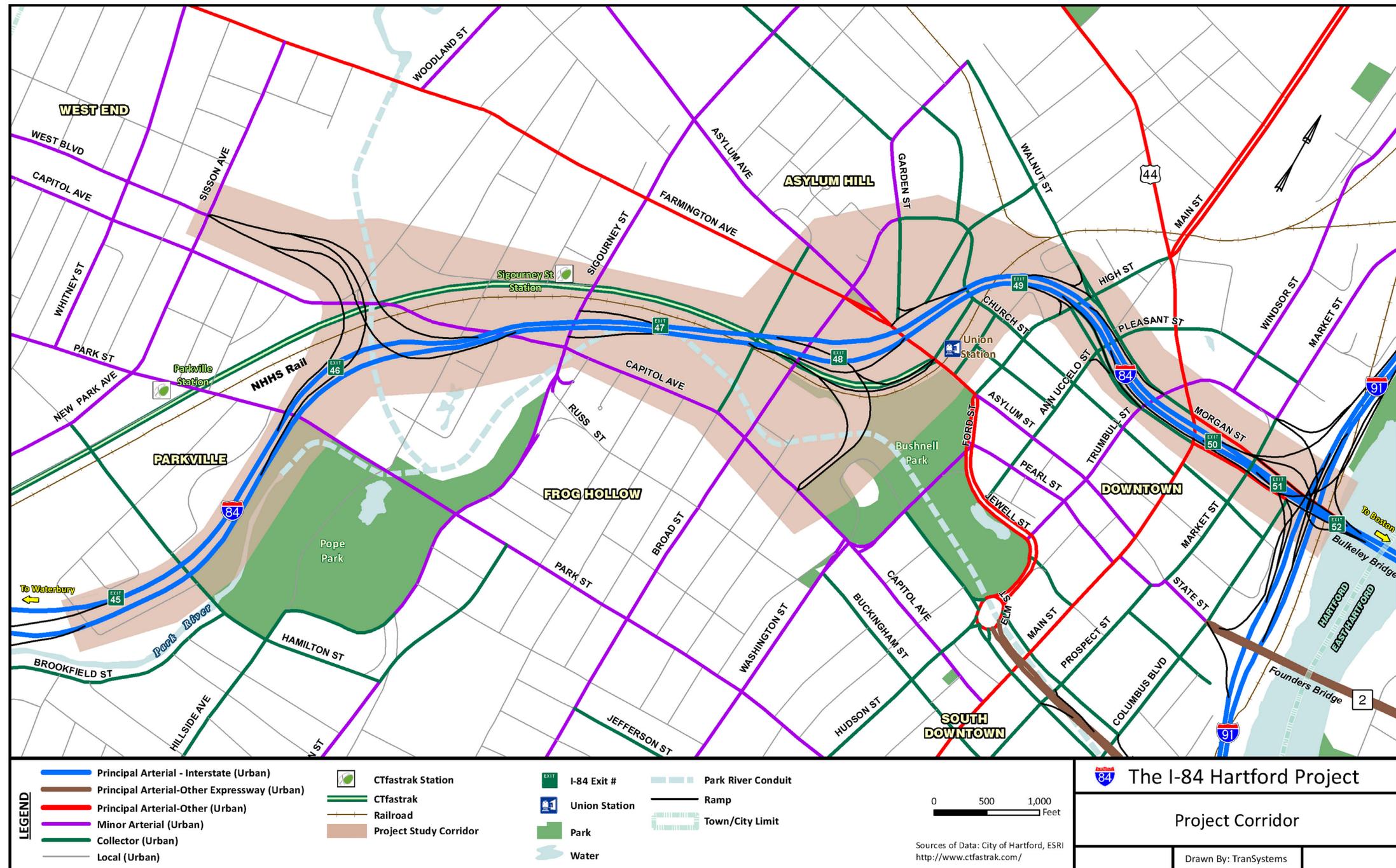
- Sign up to speak publicly or one-on-one with a stenographer
- Fill out comment forms and drop in box
- Submit comments through USPS
- Comment via project website
- Request Spanish and/or ASL Translator if needed

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.

Comments may be submitted through the project website at [www.i84hartford.com](http://www.i84hartford.com). In addition, written comments may be sent to Richard Armstrong, Principal Engineer, Connecticut Department of Transportation, P.O. Box 317546, Newington, CT 06131-7546.



# About the I-84 Hartford Project



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



**THE I-84 HARTFORD PROJECT**

# 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 the Goals and Objectives?

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

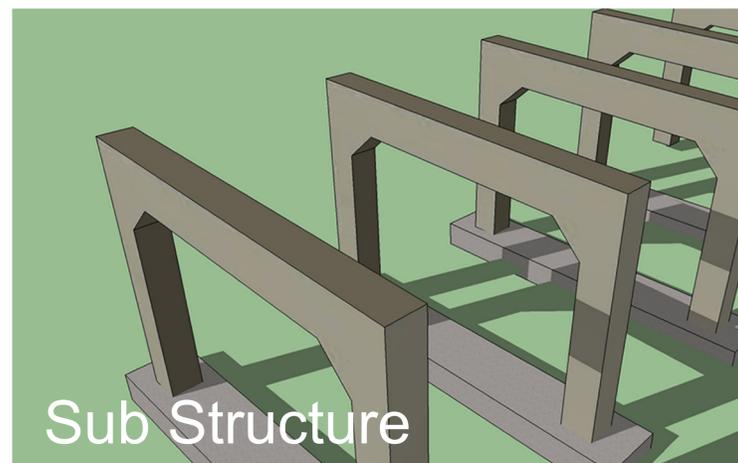
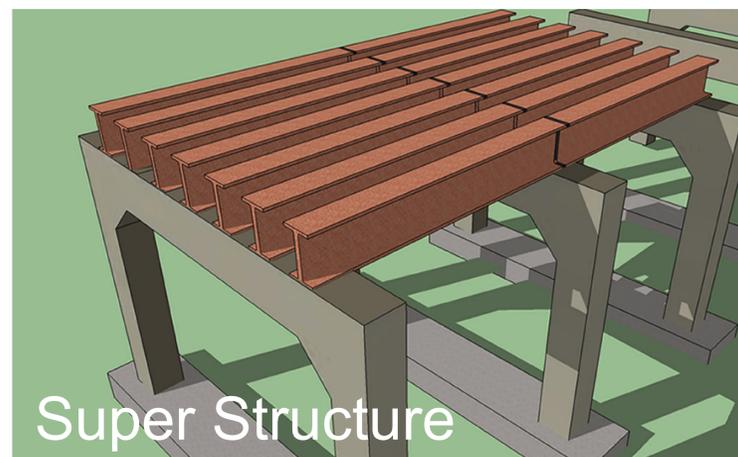
*A Public Advisory Working Group has assisted in the development of a comprehensive and effective Purpose & Need Statement for the I-84 Hartford Project.*



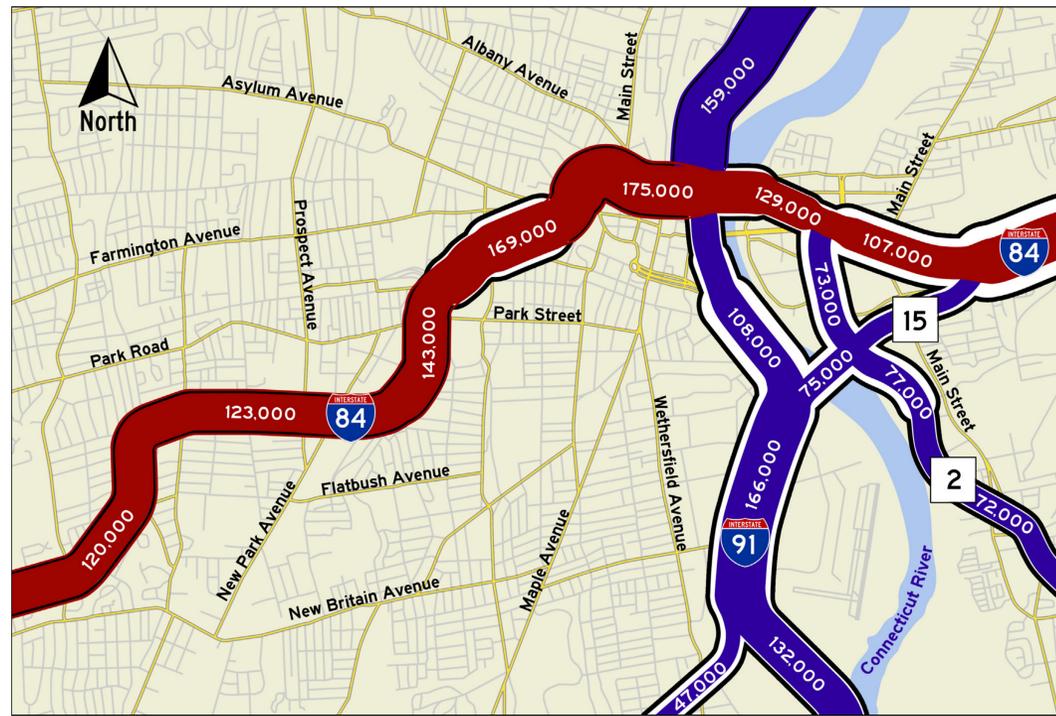
# Bridge Structural Deficiencies

## Bridge Conditions: Fair to Poor

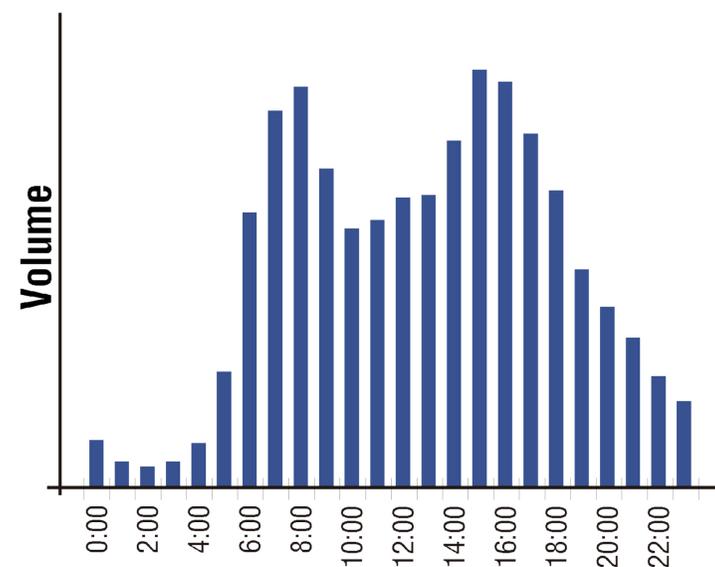
- Many bridges reaching end of intended lifespan
- CTDOT spent over \$60M on repairs since 2004
- Bridges are safe, but deterioration will continue



# Traffic and Safety Deficiencies



Hourly Volume Variations on I-84

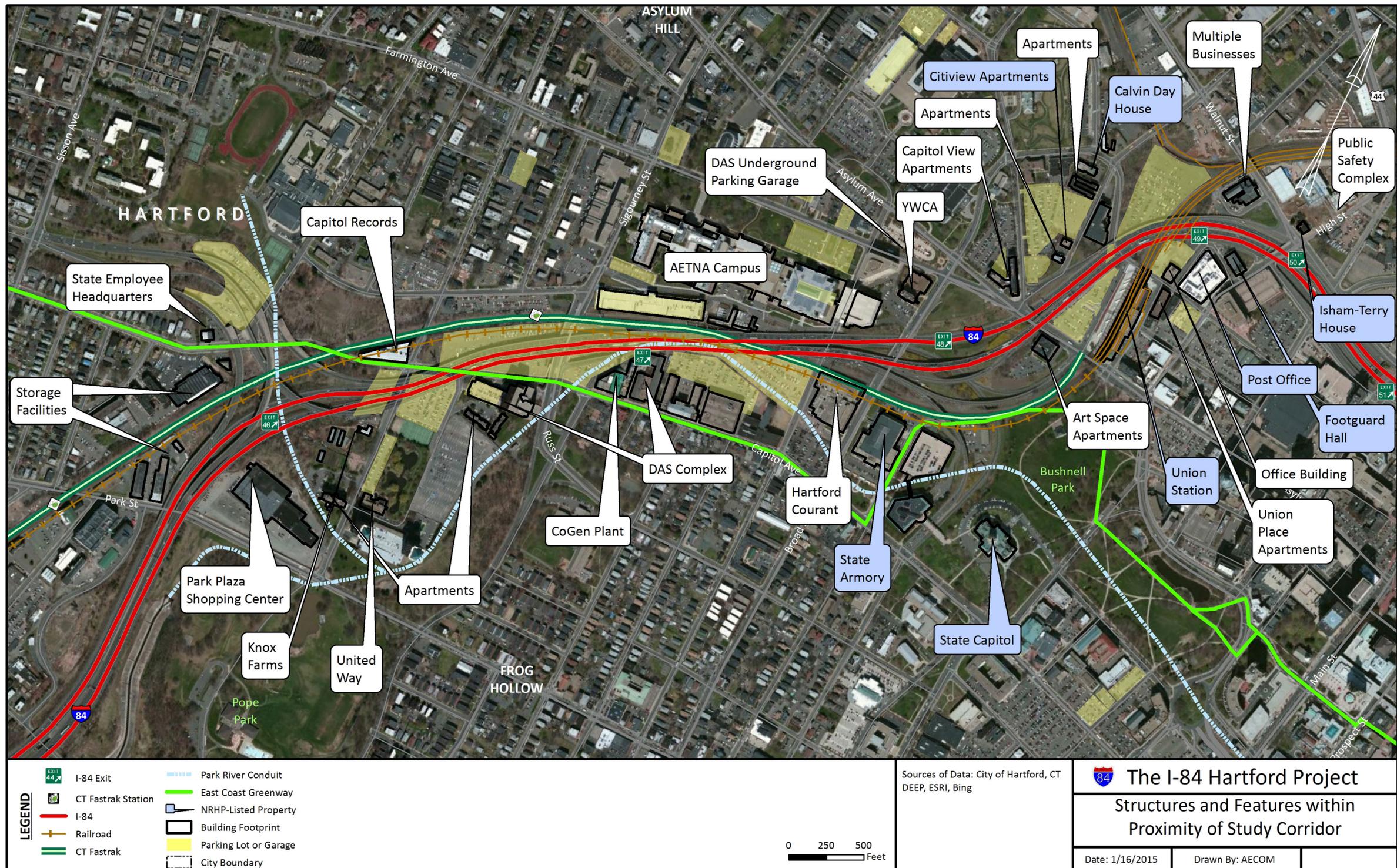


— Accident rate four times the state average

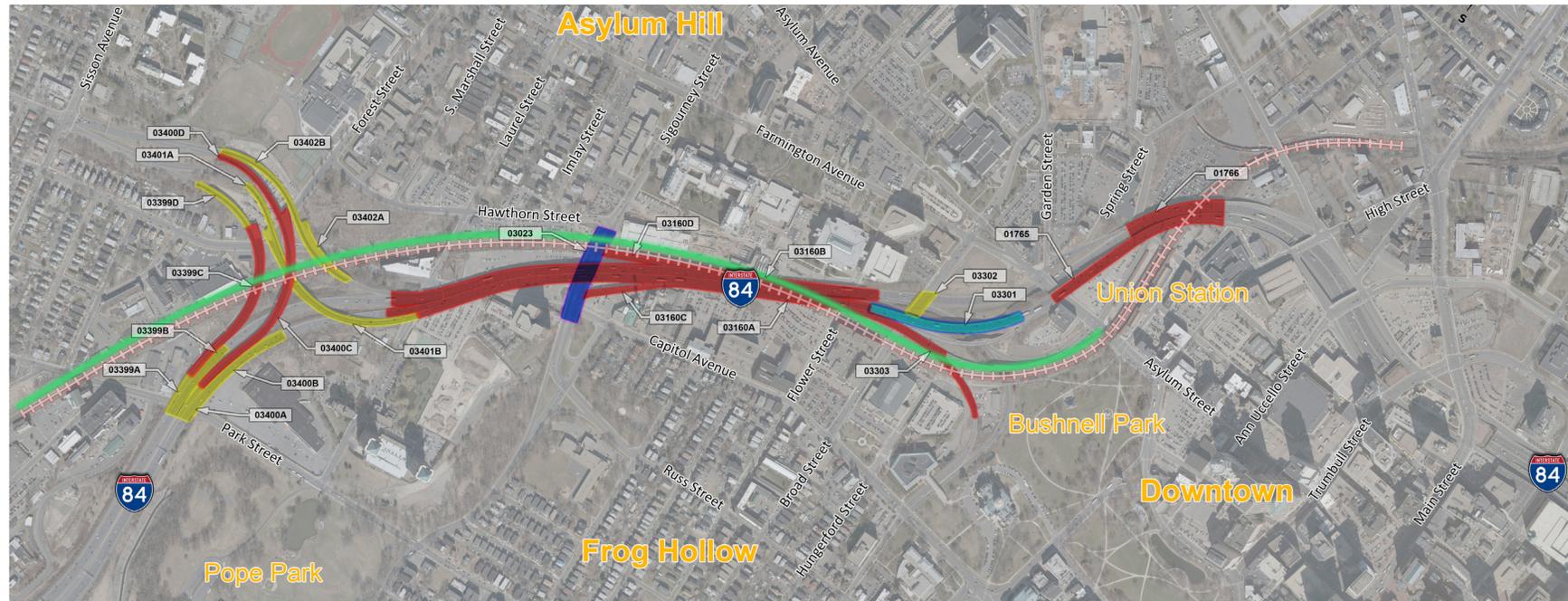
- Narrow shoulder widths
- Nearly two accidents per day
- Significant traffic delays
- Poor pedestrian and bike accessibility on local streets



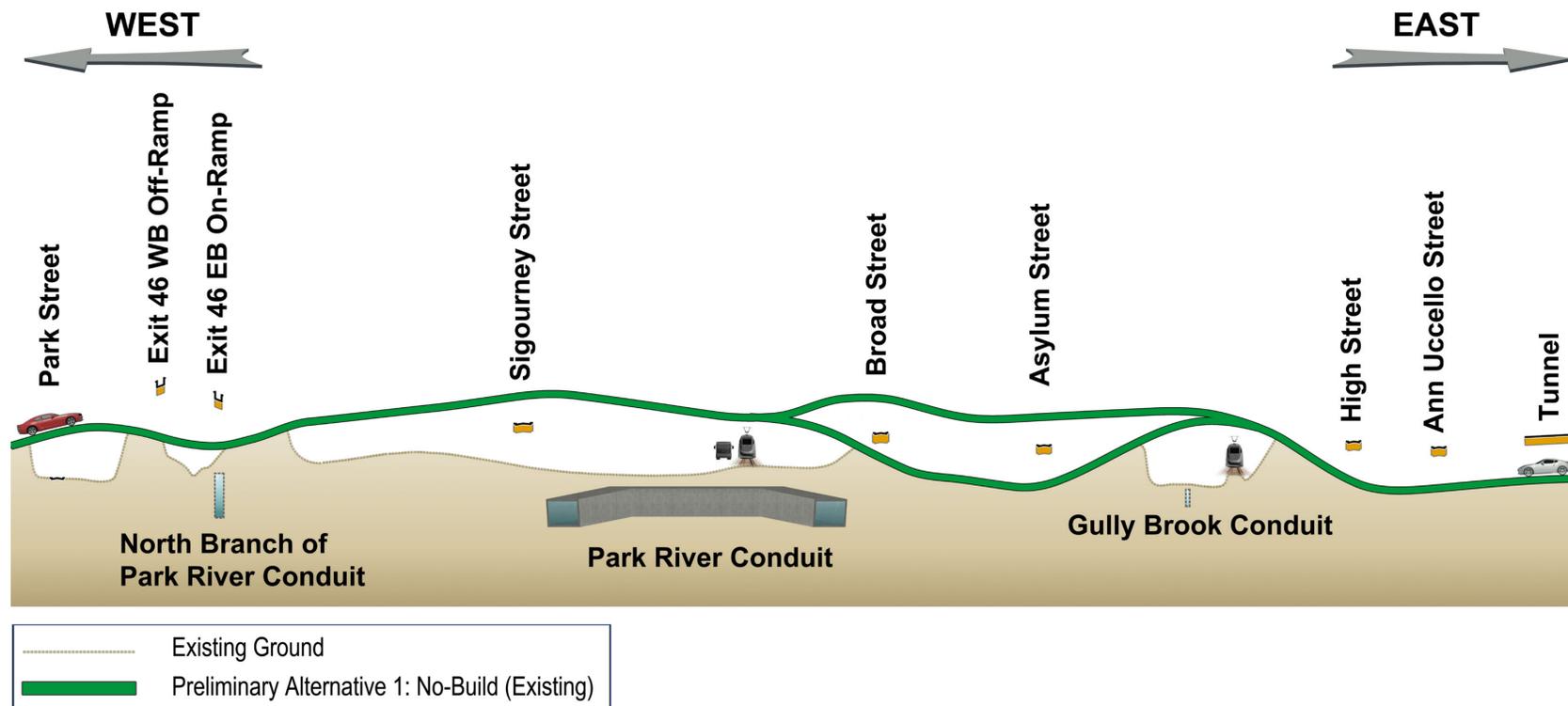
# Key Corridor Features



# Alternative 1: No-Build



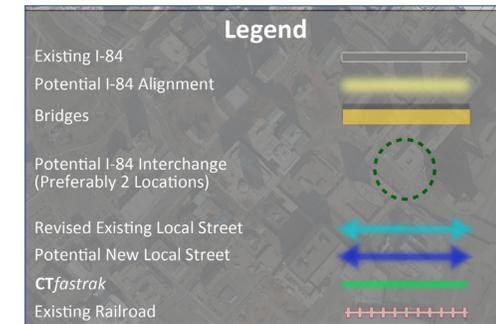
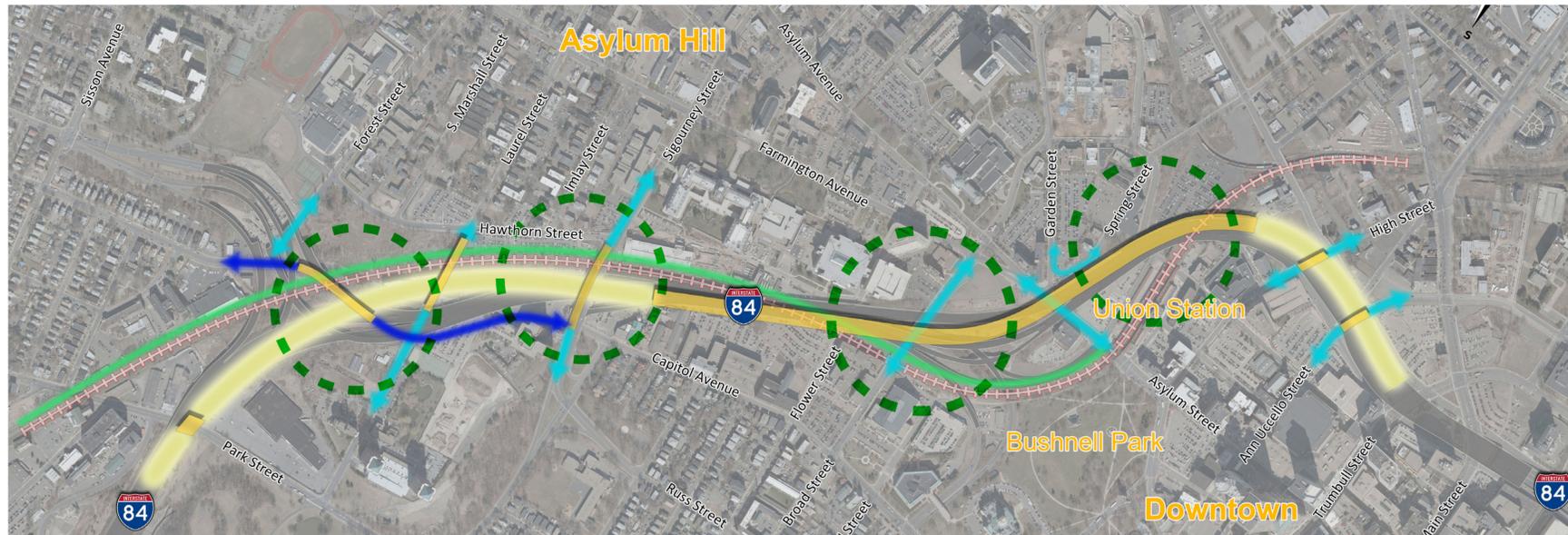
Key Features	
<b>I-84 Mainline:</b>	Bridges replaced or rehabilitated.
<b>Interchanges:</b>	No changes.
<b>Local Streets:</b>	No changes.
<b>Railroad:</b>	Remains on current alignment. Possible modifications near Union Station for future rail service.



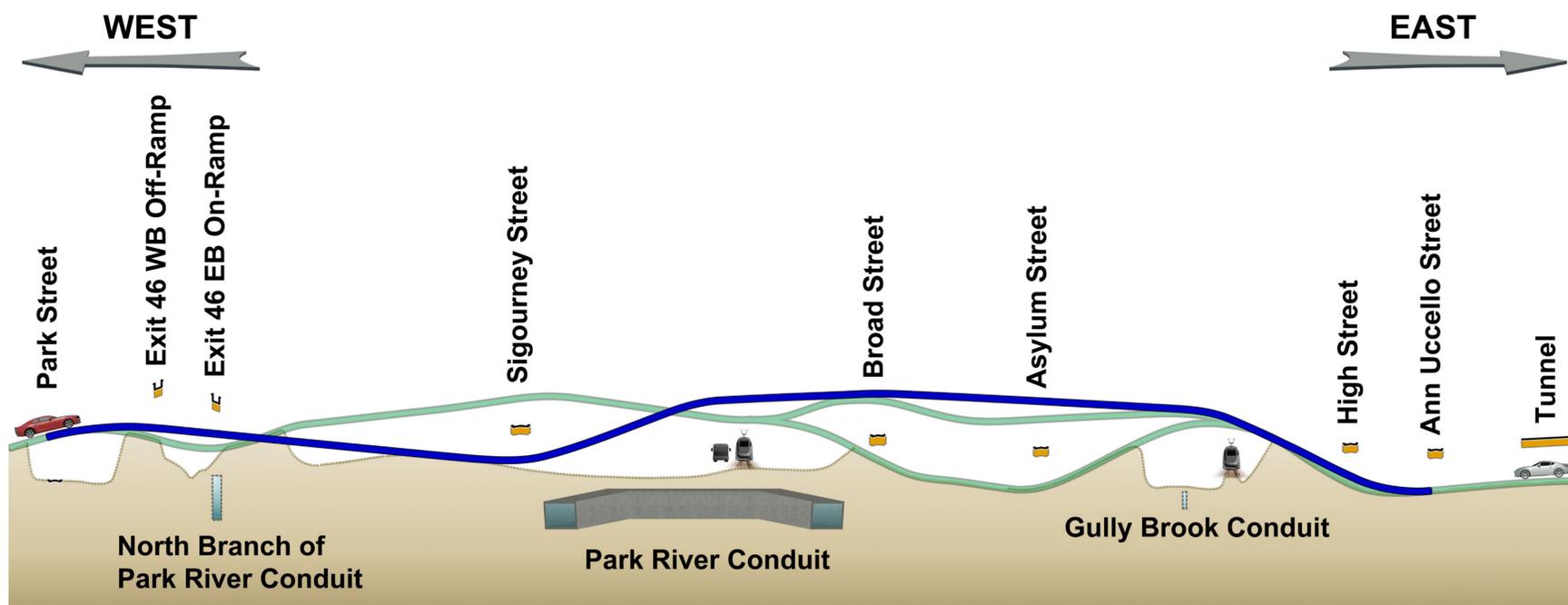
- Is not a “Do Nothing” scenario
- Major rehabilitation of bridges
- No changes in width, alignment, geometry, operational improvements or to local streets
- Baseline alternative, required by NEPA and CEPA



# Alternative 2: Elevated Highway



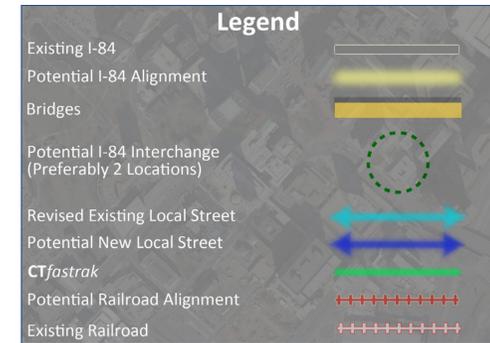
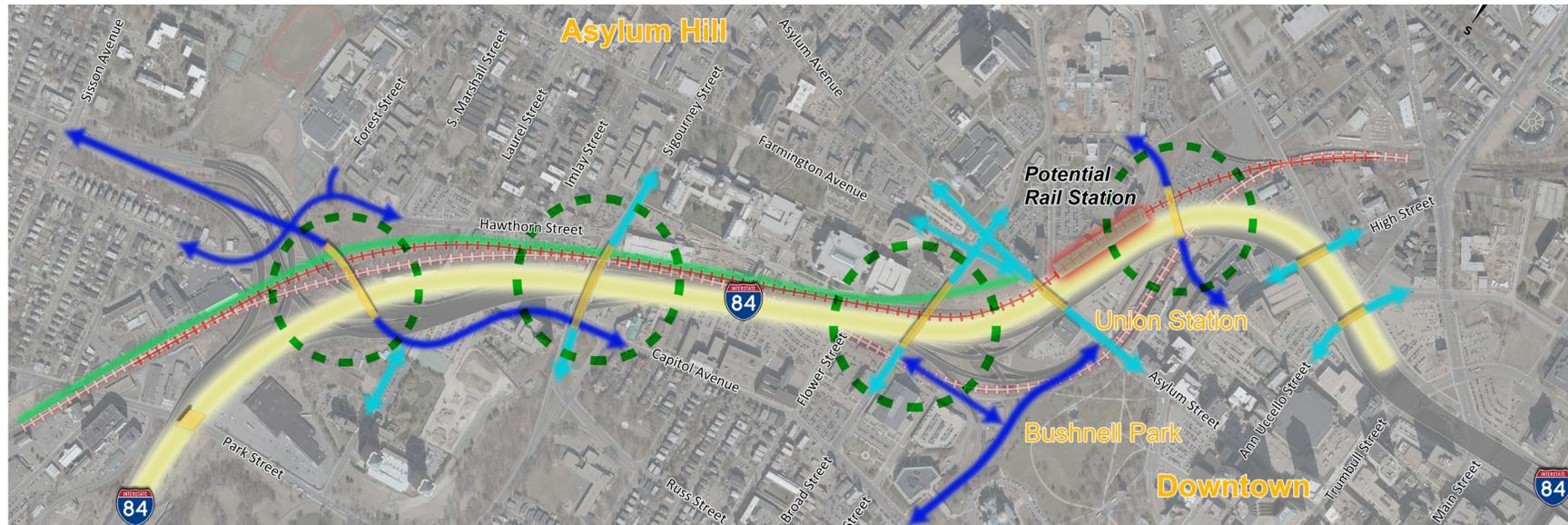
Key Features	
<b>I-84 Mainline:</b>	Rebuild mainline bridges with wider shoulders.
<b>Interchanges:</b>	Reduce number of interchanges. Interchange locations to be evaluated and tested.
<b>Local Streets:</b>	Some streets added or modified to optimize access. Possible vertical clearance issues with High Street and Laurel Street.
<b>Railroad:</b>	Remains on current alignment. Possible modifications near Union Station for future rail service.



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

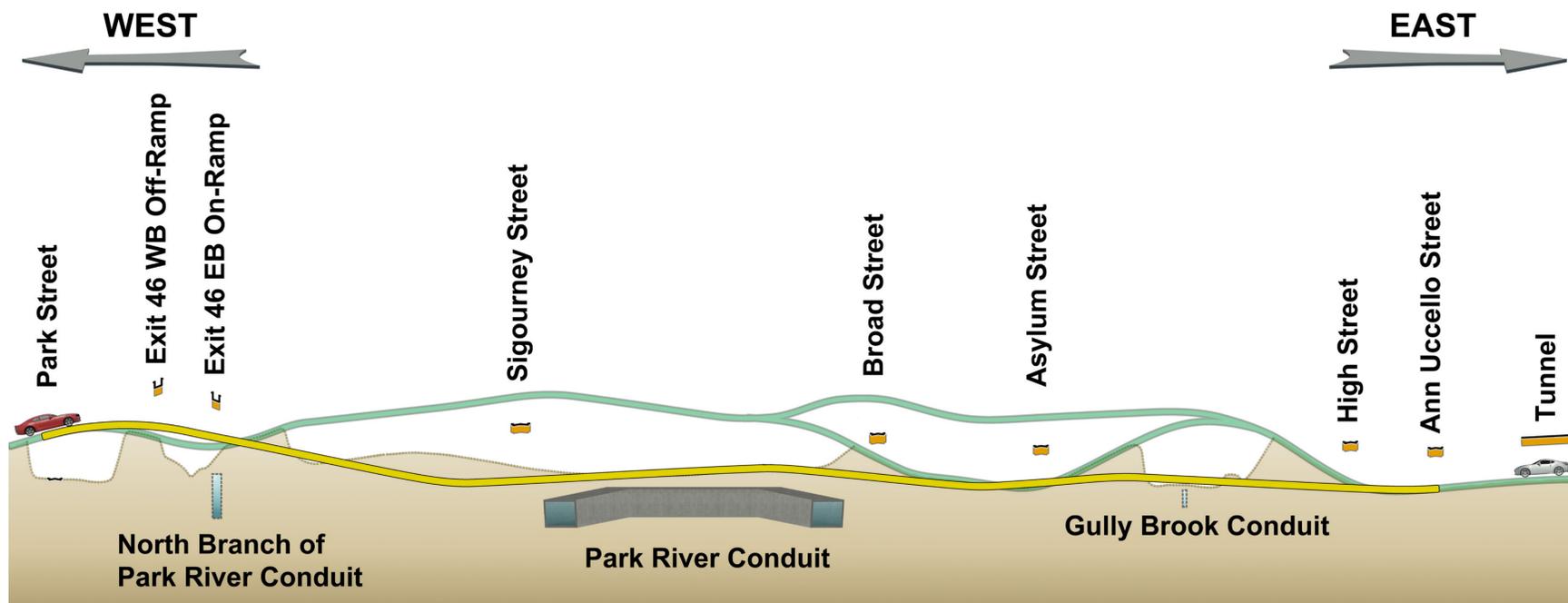


# Alternative 3: Lowered Highway



### Key Features

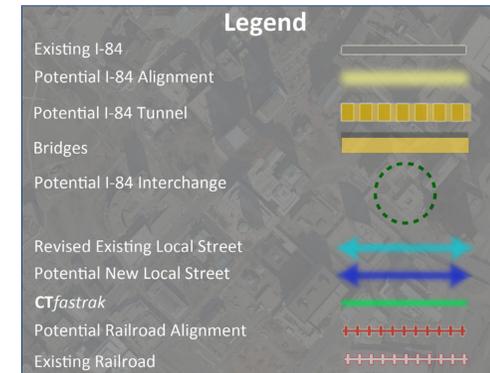
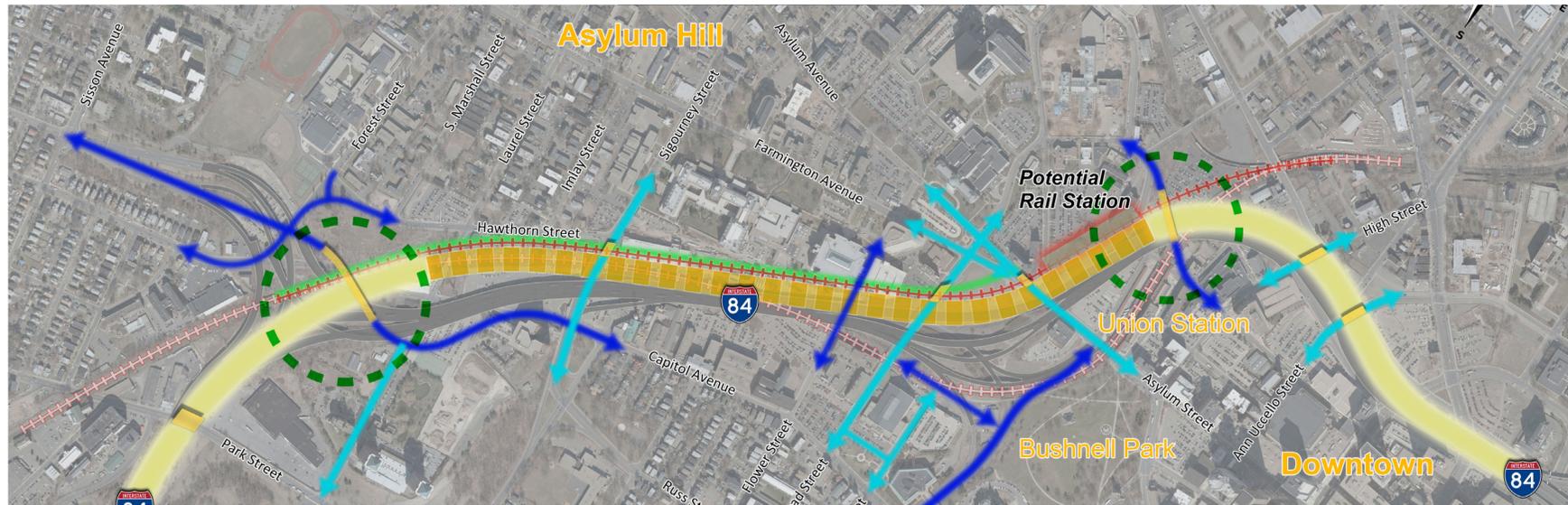
<b>I-84 Mainline:</b>	Rebuild mainline with wider shoulders at lower elevation. Mainline would either be at ground level or in a cut section.
<b>Interchanges:</b>	Reduce number of interchanges. Interchange locations to be evaluated and tested.
<b>Local Streets:</b>	Some streets added or modified to optimize access. Possible vertical clearance issue with Laurel Street.
<b>Railroad:</b>	Relocated alignment north of the mainline. New station location.



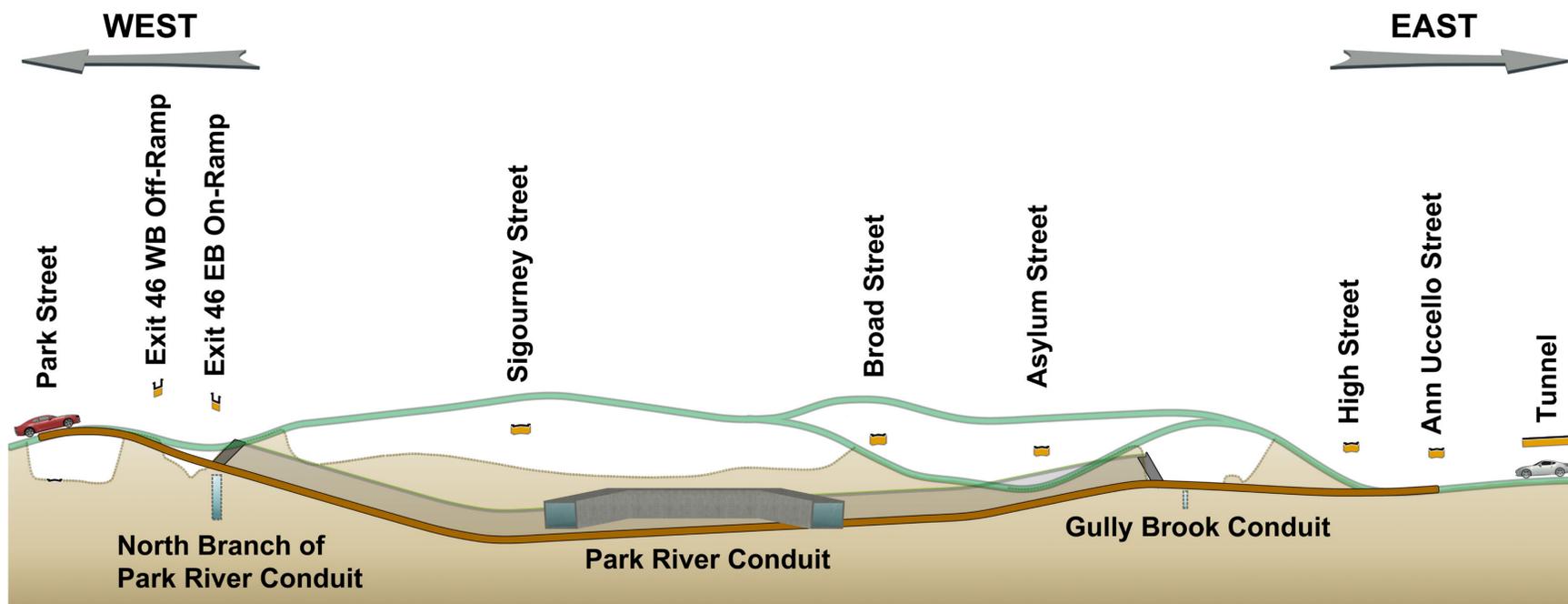
- Railroad and busway relocated
- I-84 at ground level or below grade from Park to Trumbull Street
- Wider shoulders
- Fewer interchanges
- Reduced width of mainline



# Alternative 4: Tunneler Highway



Key Features	
<b>I-84 Mainline:</b>	Rebuild mainline located in an underground section from Myrtle Street to Laurel Street.
<b>Interchanges:</b>	Reduce number of interchanges. Interchange locations to be evaluated and tested.
<b>Local Streets:</b>	Some streets added or modified to optimize access. Possible vertical clearance issue with Laurel Street.
<b>Railroad:</b>	Relocated alignment north of the mainline. New station location.

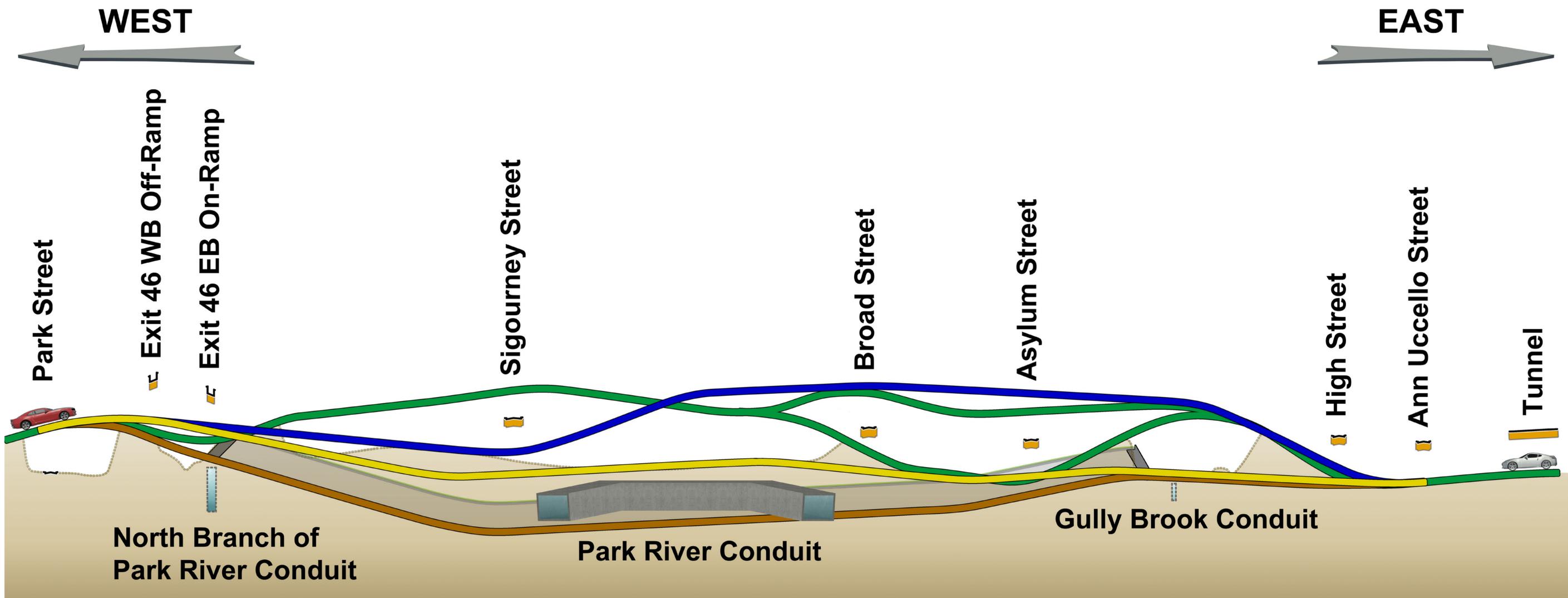


	Existing Ground
	Existing Highway
	Preliminary Alternative 4: Tunneler Highway

- 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



# Preliminary Alternatives Profiles

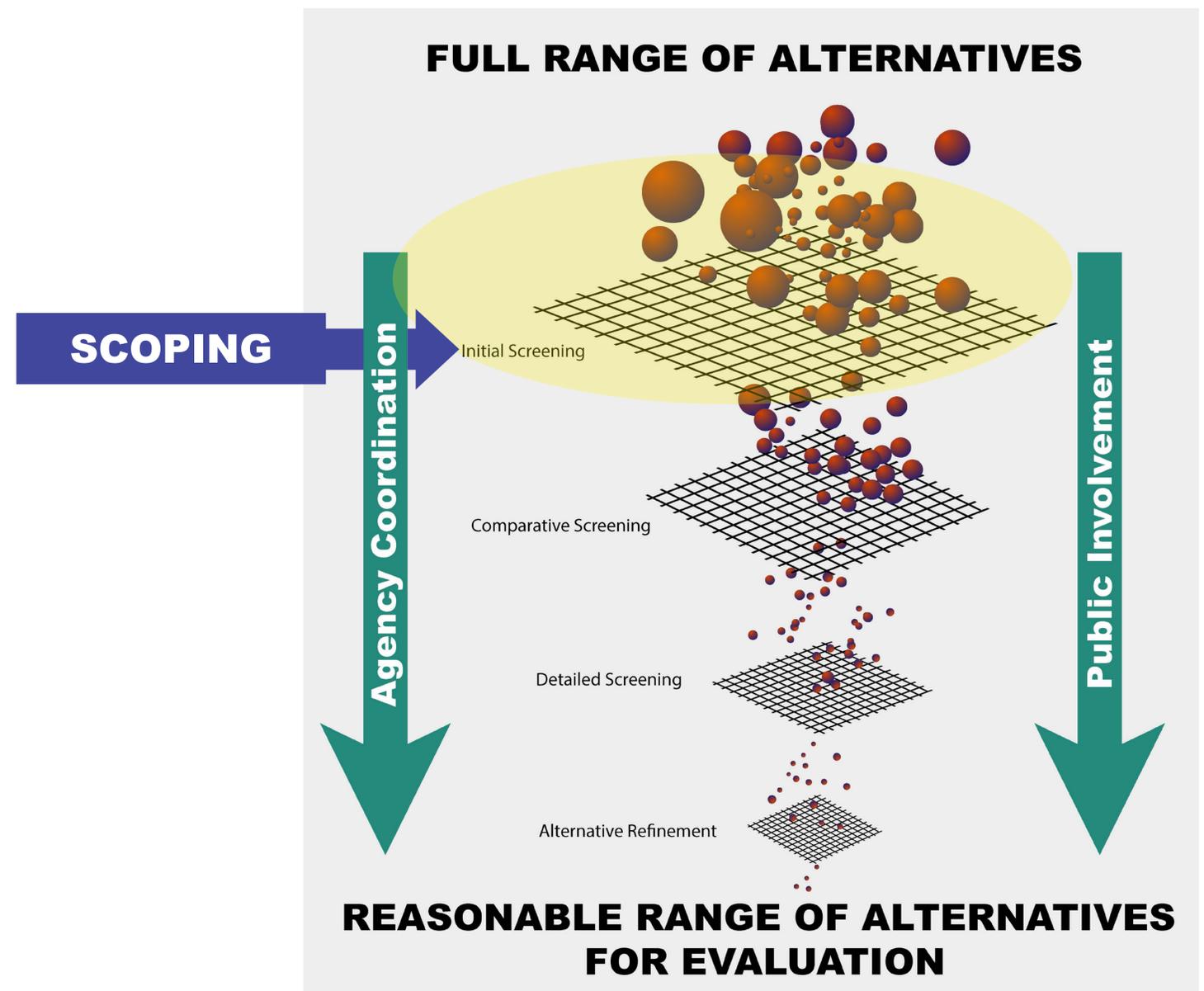


	Existing Ground
	Preliminary Alternative 1: No-Build (Existing)
	Preliminary Alternative 2: Elevated Highway
	Preliminary Alternative 3: Lowered Highway
	Preliminary Alternative 4: Tunneled Highway



# 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



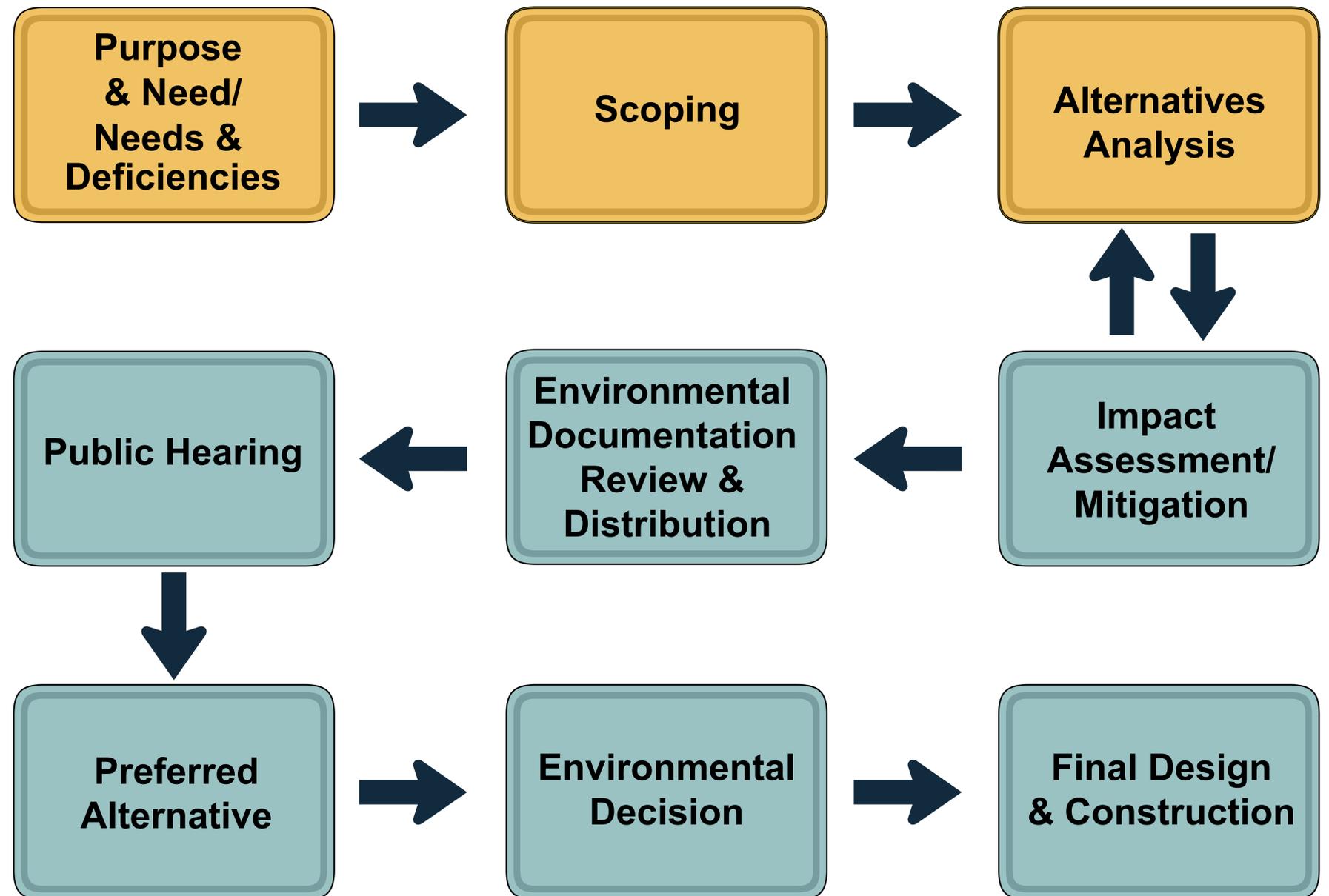
# What Is the Environmental Process?

## 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?

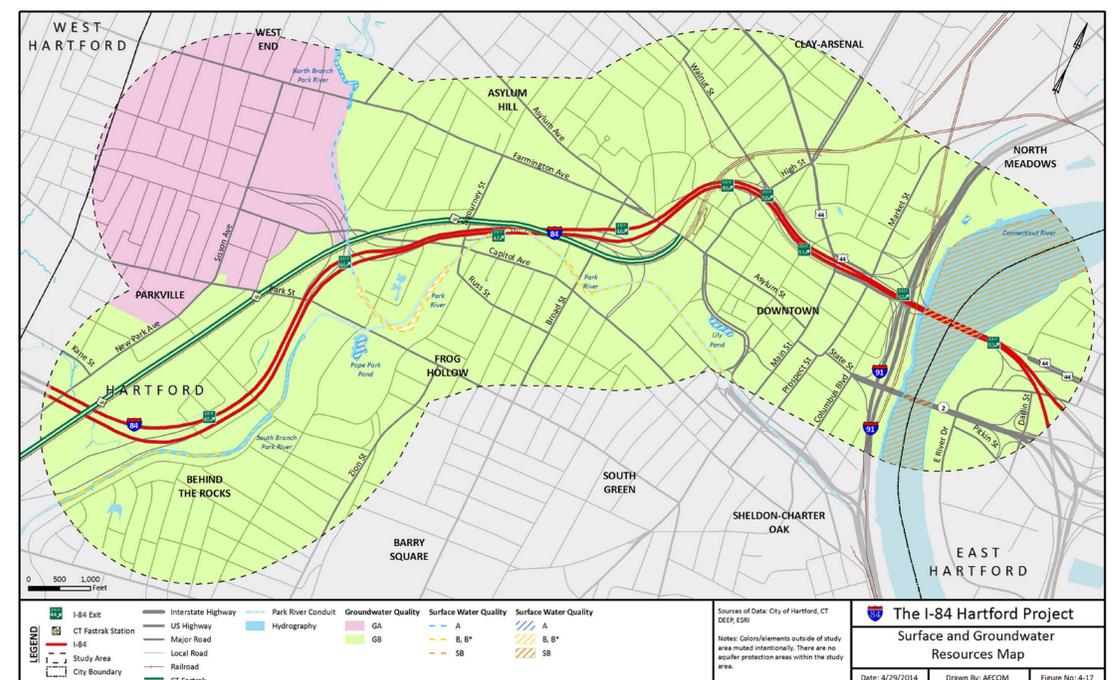
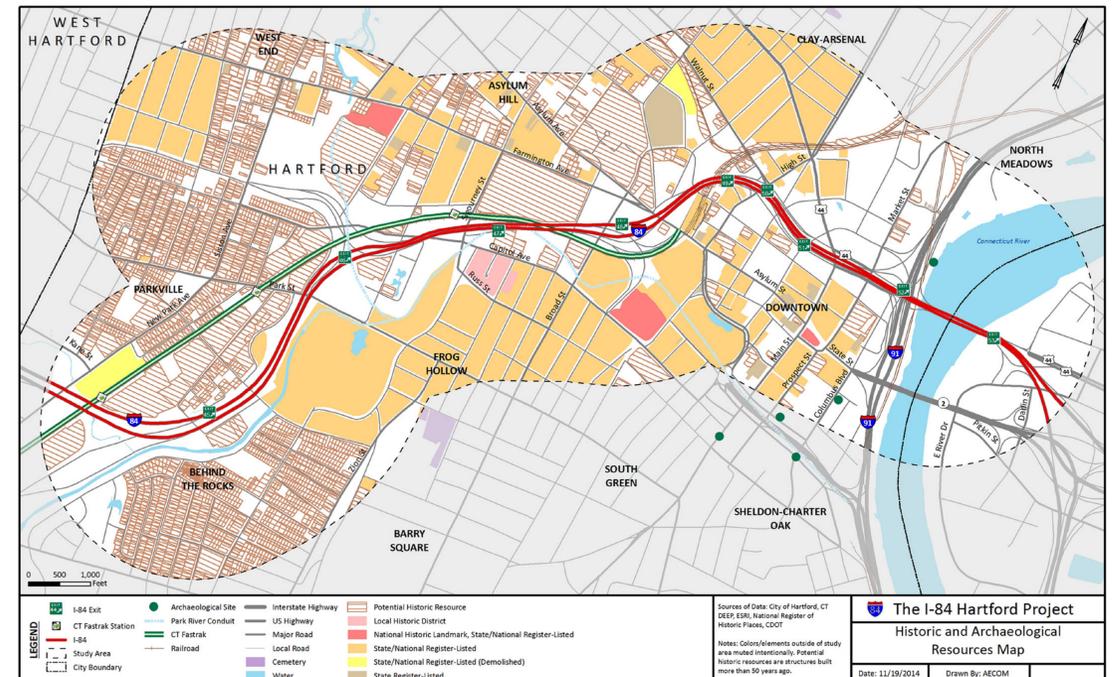
## Built Environment

- 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

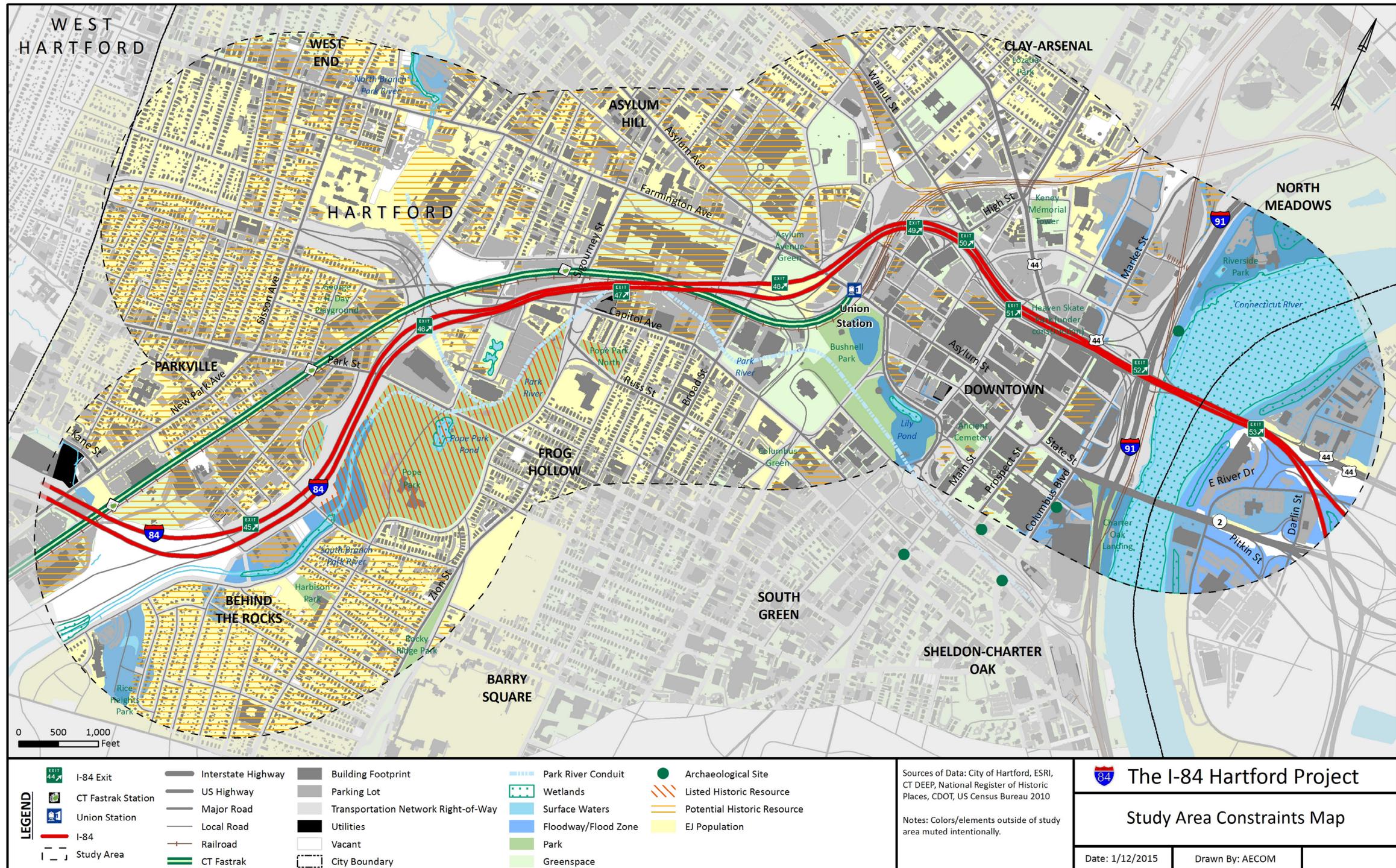
## Natural Environment

- 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.



# Environmental Constraints



# Scoping – NEPA's First Step

We hope to get **YOUR** input and further define:

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

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



# Many Ways to Comment

- Sign up and speak
  - Limit comments to no more than 3 minutes
- Fill out comment forms and drop in box
- One-on-ones with stenographer
- Submit comments via project website or by mail

*Entire meeting recorded by stenographer*

*Translator available*

*All comments received during the scoping phase will be addressed*



Comments may be submitted through the project website at [www.i84hartford.com](http://www.i84hartford.com). In addition, written comments may be sent to Richard Armstrong, Principal Engineer, Connecticut Department of Transportation, P.O. Box 317546, Newington, CT 06131-7546.

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I-84 Project Website



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