



I-84 HARTFORD PROJECT

Public Advisory Committee Meeting # 7

June 16, 2015



Meeting Agenda

1. Open Planning Studio recap
2. Open Planning Studio design takeaways
3. Alternatives screening process
 - Traffic analysis on select alternatives
4. Update on tunnel alternative
5. Maintaining traffic during construction
6. Other items / next steps
 - Interactive Alternative Analysis web page
 - Community outreach
 - Next PAC meeting – September 22, 2015



Open Planning Studio Recap

Who We Reached





Monday



- 100 attendees
- PAC
- Student session
- Behind the Rocks, Frog Hollow



- 60 attendees
- Traffic and Parking
- BID Group
- Public Meeting

Tuesday



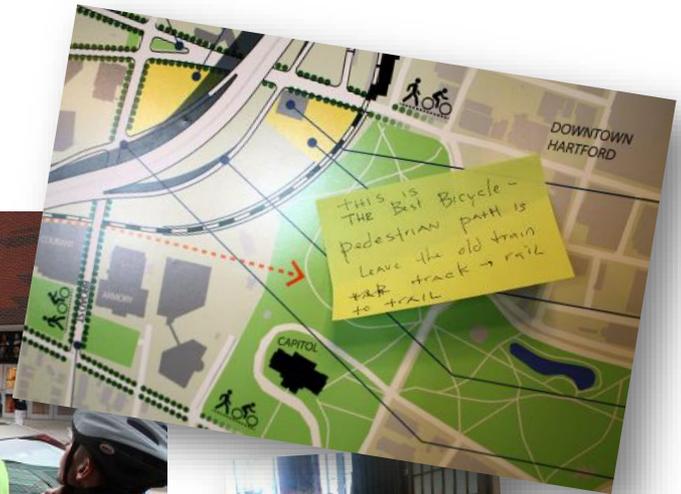


Wednesday

- 75 attendees
- Urban Design
- Bike, Pedestrian, Transit
- Downtown, Clay Arsenal, Asylum Hill



Thursday

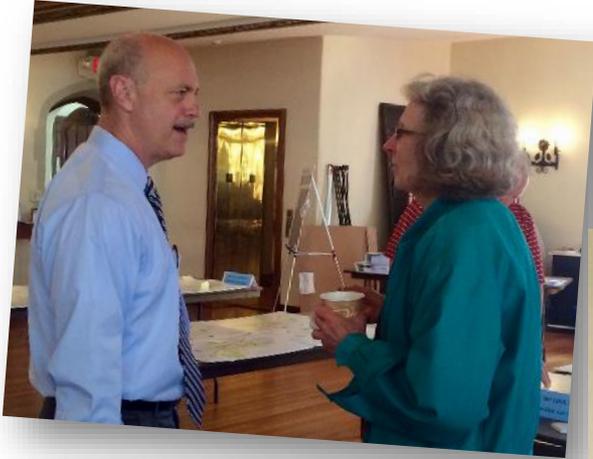


- 100 attendees
- Leadership of Greater Hartford
- Historic / Cultural Resources
- Parkville, West End, Asylum Hill
- Bike Tour



Friday

- 70 attendees
- Air Quality, Noise, Vibration
- Student session





Saturday

- Final Public Meeting
- 30 attendees
- New ideas presented





VIDEO



Open Planning Studio Design Takeaways

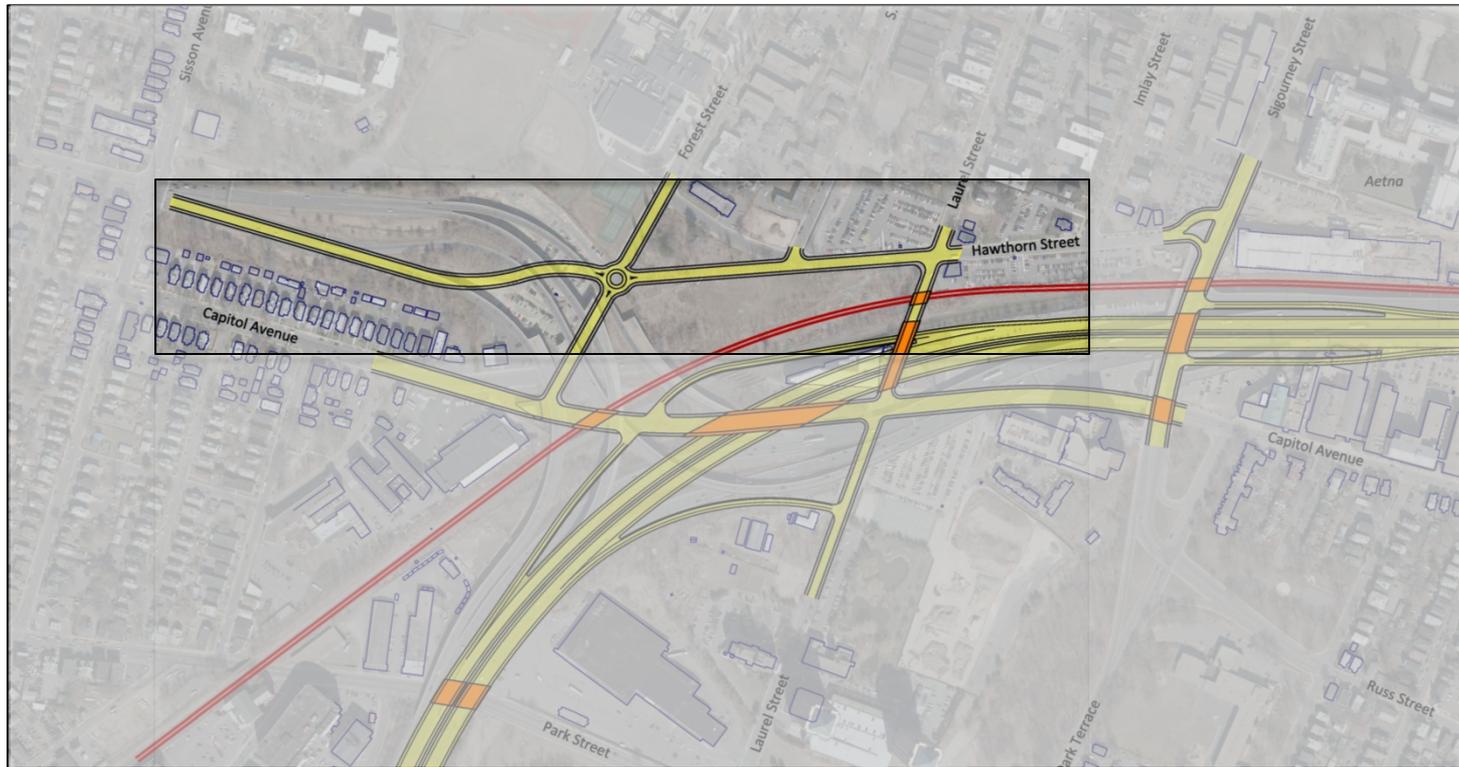
OPS Design Takeaways

- Create east-west boulevard from Sisson Avenue to Asylum Street
 - Interchange between Sigourney Street and Broad Street



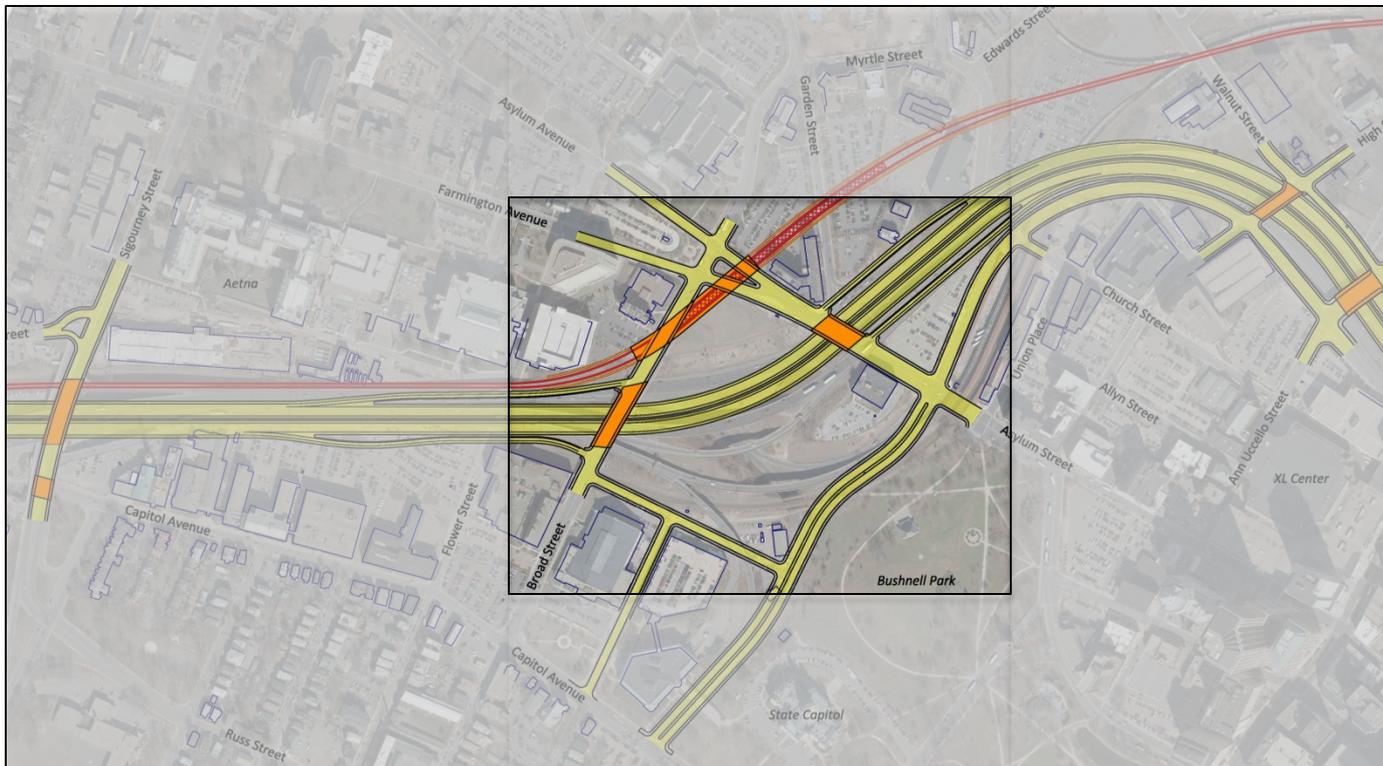
OPS Design Takeaways

- Create new boulevard to connect Sisson Avenue to Hawthorn Street



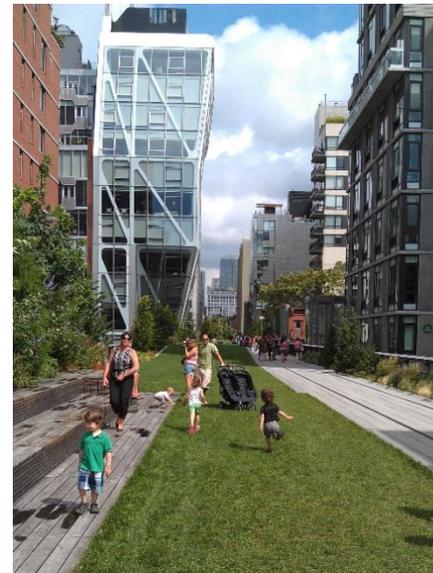
OPS Design Takeaways

- Split diamond between Broad Street and Asylum Street



OPS Design Takeaways

- Create highline on existing Sisson Avenue ramp bridge
- Explore additional possibilities





OPS Design Takeaways

- Preserve existing stone wall at Bushnell Park





OPS Design Takeaways

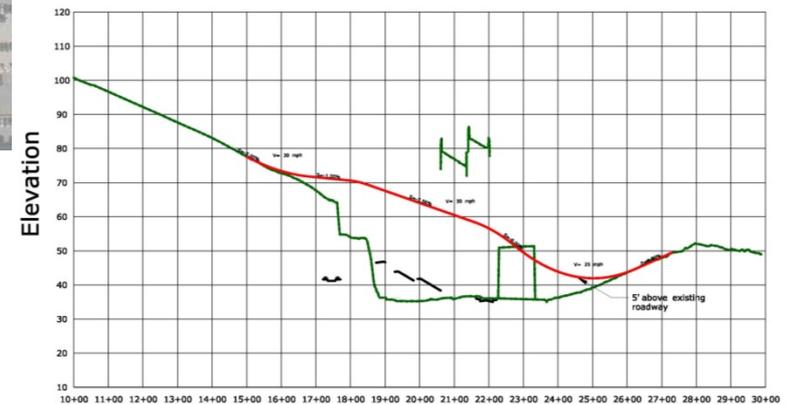
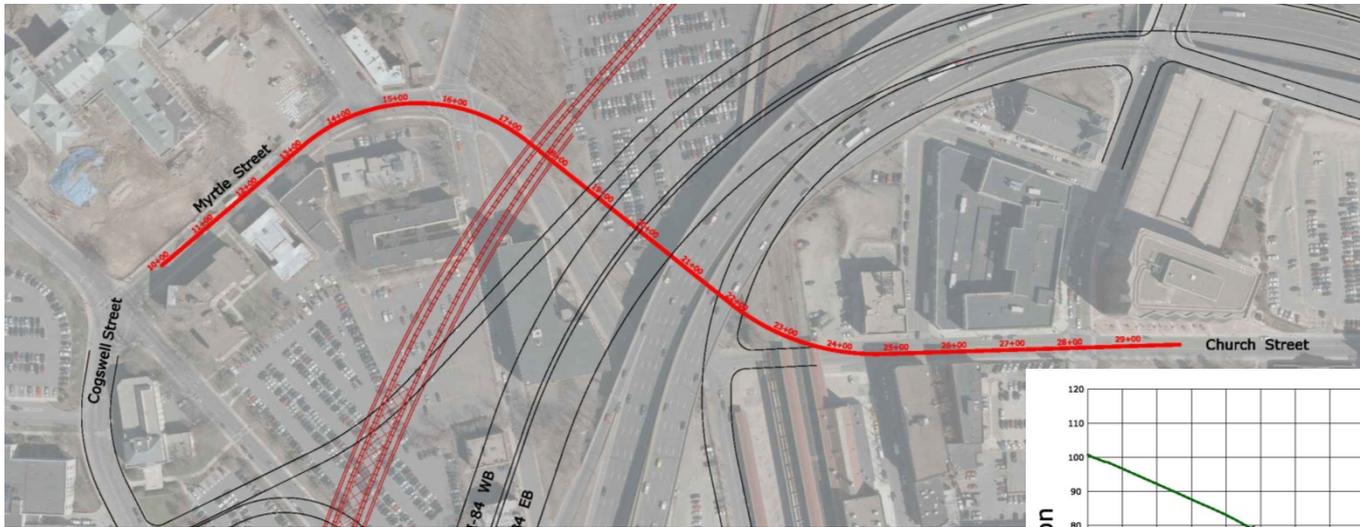
- Turn I-84 into a tree-lined boulevard





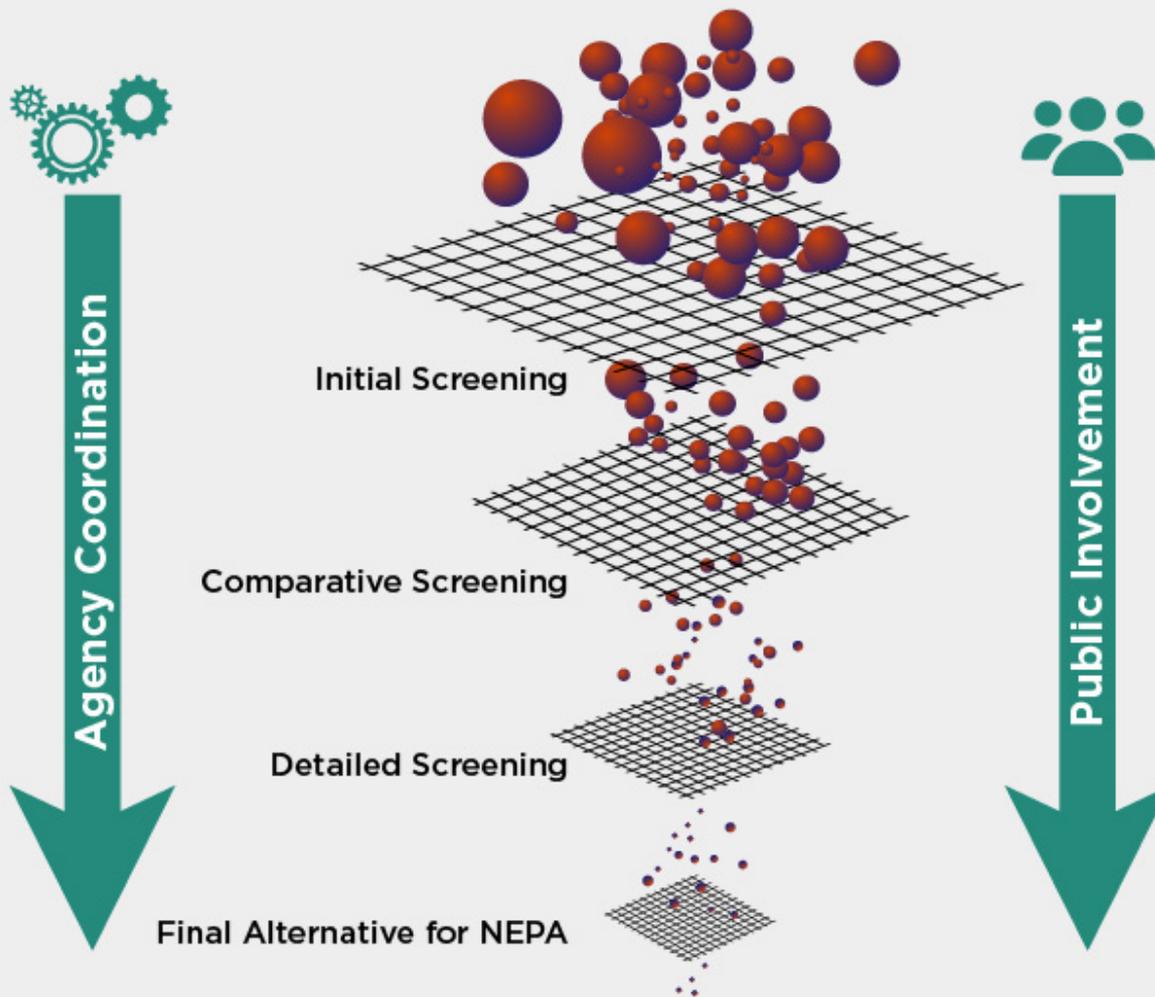
OPS Design Takeaways

- Maintain Myrtle Street connection





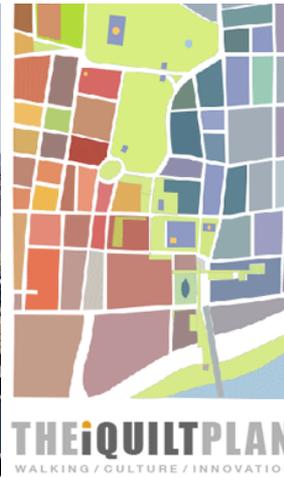
Alternatives Screening Process

FULL RANGE OF ALTERNATIVES**FINAL ALTERNATIVES FOR EVALUATION**



Overview

- 75 alternative combinations presented
- Must satisfy *Purpose & Need Statement*
 - Bridge deficiencies
 - Safety and operations
 - Mobility





Screening Process Mobility: Moving People and Goods

- Vehicular operations
- Integrating transit options
- Pedestrian and bicyclists
- Parking



Mobility: Complete Streets

- Streets designed and operated to enable safe and comfortable access for all users
 - Pedestrians and cyclists
 - Motorists and transit riders
 - Accommodate all ages and abilities



Screening Process: Mainline Alignments Being Further Evaluated

- 2A (elevated)
- 3A (lowered)
- 3B (lowered)
- 3C (lowered)
- 4C (tunnel)



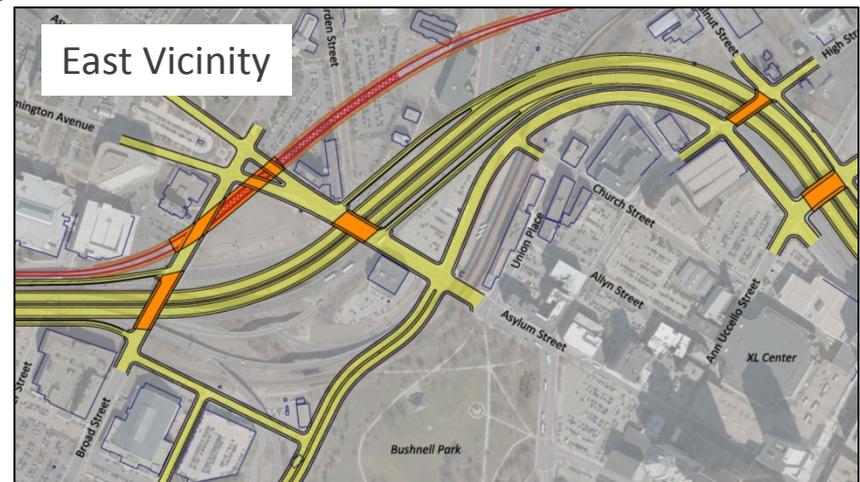
5



Interchange Combinations

Alternative	Interchange	
	West	East
2A (elevated)	6	2
3A, 3B, 3C (lowered)	6	5
4C (tunnel)	1	1

43 combinations being further evaluated





Traffic Analysis

- Performed I-84 mainline analysis
- Analyzing each interchange option
 - I-84 mainlines and local road network
- Traffic operations/efficiencies



Intersection Analysis

- Evaluate numerous options
 - Interchange ramps
 - Local road network
 - Accommodating pedestrians / bicyclists



Alt 3B-E4 (S) (updated February 06, 2003)





Zoning

Consistency with State Plan

Institutions

Bridge Deficiencies

Environmental Justice

Wetlands

Title VI

Prime Farmland Soils

Water Resources

Section 6(f)

Archeological Resources

Noise

Air Quality

Range

Employment Trends

Populations

of

Major Employers

Demographics

Alternatives

Enhance Mobility

Historic Resources

Community Resources

Business Activity

Visual Resources

Safety & Operations

Right of Way Impacts

Section 4(f)

Endangered Species

Property Impacts

Land Use

Aesthetic Resources

Hazardous Material Risk Sites

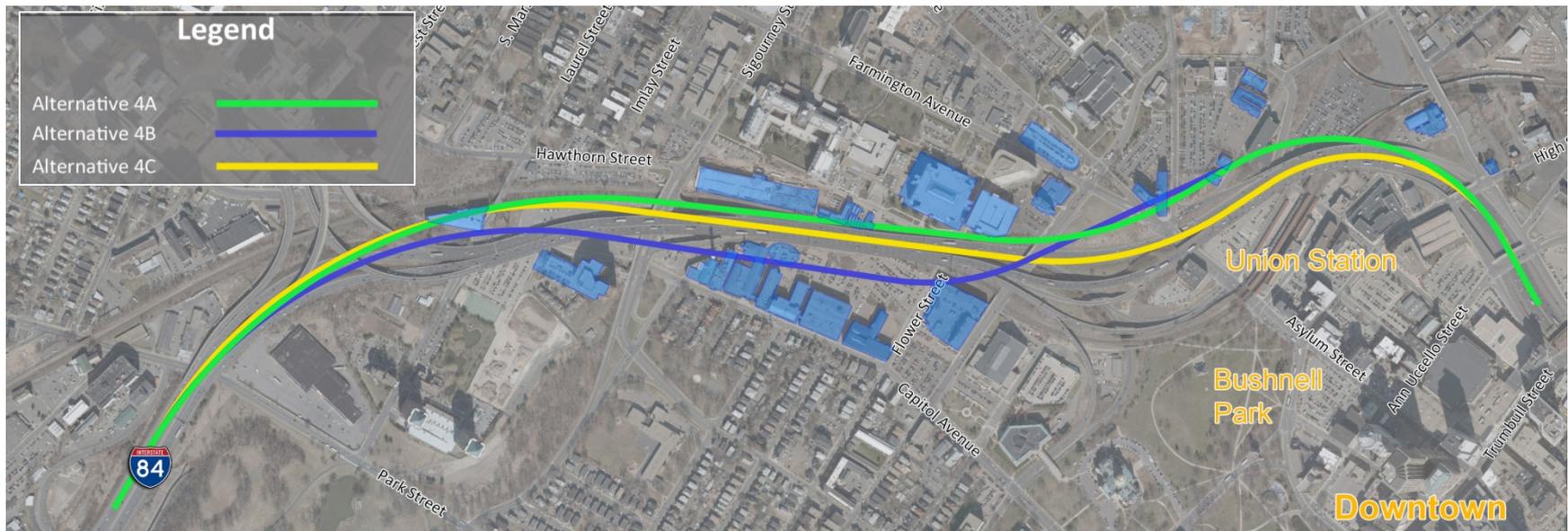
Floodplains



Tunnel Alternative Update

3 Alignments Considered

- 4A and 4B alignments will have significant property impacts
- 4C alignment will build on existing footprint
 - Will advance



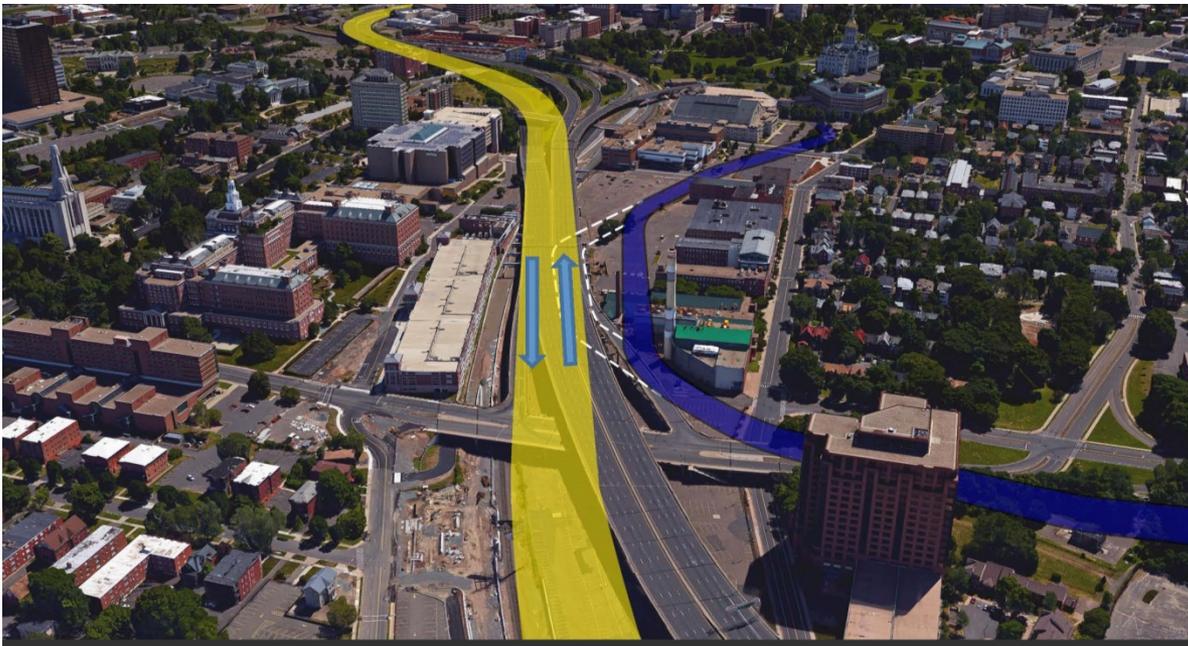
Interchange Options

- Eliminate Sigourney Street interchange
 - Results in local road congestion
 - Explore east-west roadway to alleviate congestion



Construction Costs

- Initially developed based on early assumptions
- Refined design and construction methods
- Costs have been updated and trending upward



Underpinning Requirements

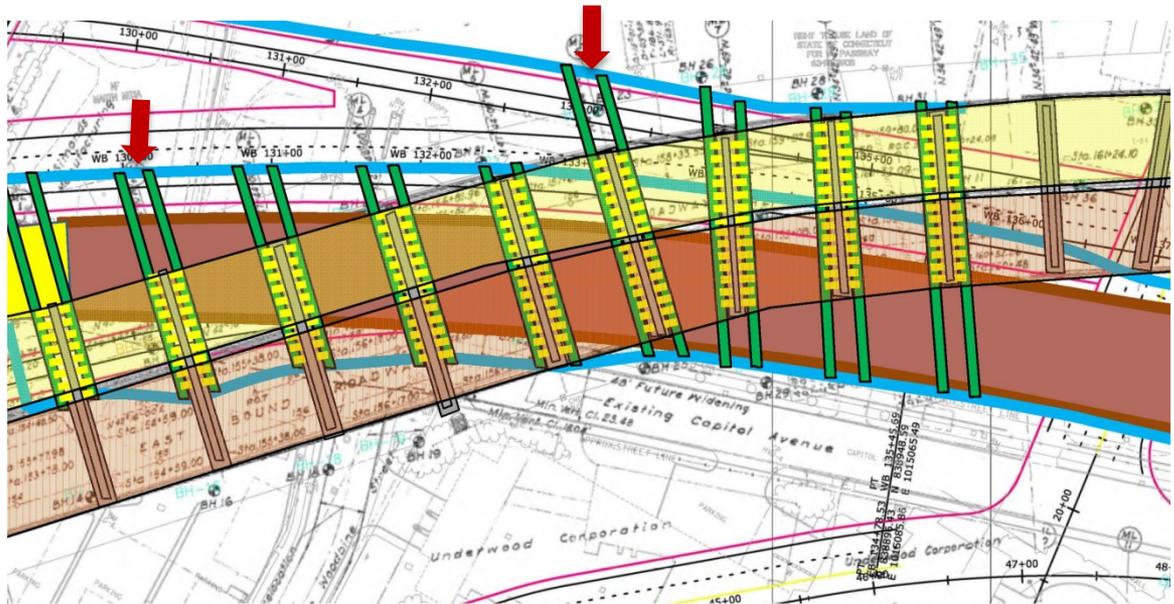
- Temporarily supports existing bridges
- Allows construction underneath
- Maintains traffic during construction



Ctfastak



Temporary underpinning



Preliminary engineering for I-84 tunnel underpinning



Maintaining Traffic During Construction

Maintaining Traffic

- Maintaining traffic influences alternatives
 - On alignment vs. off alignment
 - Construction methods

Alignment 3B



Alignment 3C

Conventional Construction

- Typically longer construction durations
- Bridge elements constructed on site
- Temporary construction increases cost





Accelerated Construction Technologies

- Shorter construction duration
- Construct elements offsite (prefabrication)
- FHWA – Every Day Counts

Example of ACT: I-84 Southington, CT



Construction: Maintaining Traffic

- Section or lane closures of I-84
 - Expedites construction
 - Minimize / avoid property impacts
 - Save time and money



Promoting Transit Options

- Conduct transit ridership surveys
 - Transit infrastructure capacity (bus and rail)
 - Percentage who will take transit
- Increase transit use
- Free/reduced fares



Case Study: SmartFix40

- I-40 Knoxville, Tennessee – 2.5 miles
- 103,000 vehicles per day
- Left-hand on-ramps/short weaves



Case Study: SmartFix40

What did they build?

- One cut-and-cover tunnel
- 25 bridges
- 48 retaining walls
- 7,500 linear feet of noise walls



Case Study: SmartFix40

- I-40 closed for 14 months
 - Conventional construction time = 3 years
 - Extensive public outreach
 - Improved local road network





“The ... one reason for closing the interstate...is time, ... we’re also proving safer conditions for motorists and workers. This project will be the benchmark for future urban projects.”

- Gerald Nicely

TDOT Commissioner



Other Items / Next Steps



Interactive Alternative Analysis Webpage

Filter the alternatives using the categories below

Highway Elevation

- Elevated
- At-grade
- Tunnel

Highway Alignment

- Avoid property impact
- Minimize property impact
- Maximize safety and traffic operations

Other Considerations

- Maintain ramps at Sigoumey Street
- Minimize ramps on important bicycle/pedestrian streets
- Maximize new potential developable land

Clear Filters

Alternative 2-3 W1

Explore



Alternative 2-3 W2

Explore



Alternative 2-3 W3-1

Explore





Interactive Alternative Analysis Webpage

Map Satellite

Toggle map layers

- Potential I-84 Alignment
- New Rail Alignment
- Existing Park River Conduit
- Impacted Buildings
- Potential Developable Land

Provide Feedback

Map Data Terms of Use Report a map error



Interactive Alternative Analysis Webpage

About

The CTDOT invites the public to provide feedback on the various Alternatives and Options that have been developed to date. What do these terms mean? An alternative refers to a mainline (I-84 travel lanes) alignment and an option refers to an interchange and its related local street configuration.

The preliminary alternatives identified during the scoping period include:

- Preliminary Alternative 1: No-build
- Preliminary Alternative 2: Elevated Highway
- Preliminary Alternative 3: Lowered Highway
- Preliminary Alternative 4: Tunnel

Each of the preliminary build alternatives (Alternatives 2, 3, and 4) has a different mainline elevation, or vertical profile. [Click here](#) to view graphics of the preliminary alternatives.

In addition, the project corridor has been split at Sigourney Street into eastern and western sections to more easily examine interchange/local street options for Alternatives 2A, 3A, 3B, and 3C. The options for interchanges/local streets west of Sigourney Street are the same for Alternative 2 and 3 and can be matched with any of the eastern interchange/local streets options for Alternatives 2 and 3. Alternative 4 has its own interchange/local street options.

These alternatives and options are preliminary and do not reflect detailed design. The Project Team will evaluate these and other possibilities with continued public involvement; however, your input is critical to helping screen the many alternatives and options down to a reasonable number that can be developed to a much greater level of engineering detail.

Please tell us about yourself

Please consider providing the information below to help us understand a little more about who is interested in this project. The Project Team is committed to making sure diversity is reflected in the planning process. *All information is anonymous.*

What zip code do you **LIVE** in?

What zip code do you **WORK** in?

Gender:

Race:

Primary Language Spoken:

Age Group:

Income Level:

Submit



One Day Studios

- Recent project developments
- One day each in July, August, and September
- Different locations in project corridor
- Noon to 8 PM



Stakeholder Meetings

(January 2015 – present)

- Hartford 2000
- Coalition to Strengthen the Sheldon/Charter Oak Neighborhood (CSS/CON)
- West End Civic Association
- Bloomfield Rotary
- CTrides
- Southside Institutions Neighborhood Alliance (SINA)
- CT Coalition for Environmental Justice (CCEJ) (2)
- Urban League of Greater Hartford
- JobsFunnel / Capital Workforce Partners
- Capital View Apartments
- Community Renewal Team
- Metropolitan District Commission (MDC)
- Keller Historic District
- iQuilt



Upcoming Stakeholder Meetings

- MDC
- Potentially impacted properties (e.g. parking, building)



Summer Pop Up Events

- Hartford Head Start Spring Fling (6/4)
- Puerto Rican Festival and Parade (6/7)
- Rose Sunday in Elizabeth Park (6/21)
- Hartford Kids Fest (6/25)
- Old State House Farmers' Market (July 2015)
- West End Farmers' Market (July 14, 21, 28)
- West Indian Festival and Parade (8/8)
- Keney Park Family Day (8/15-16)





Thank You!

Thank you for your time. We deeply appreciate your time and your commitment to helping us reach the best possible solution for the State of Connecticut, the Capitol Region, and the City of Hartford.

Your I-84 Hartford Project Team