



I-84 HARTFORD PROJECT

I-84 Hartford Project Public Advisory Committee Meeting #18

September 6, 2018





New PAC Members

- Mary Falvey, Executive Director, Hartford Preservation Alliance (replacing Frank Hagaman)
- Kurt Salmoiraghi, Federal Highway Administration (replacing Chris Hansen)
- Rob Aloise, Capitol Region Council of Governments (replacing Jennifer Carrier)



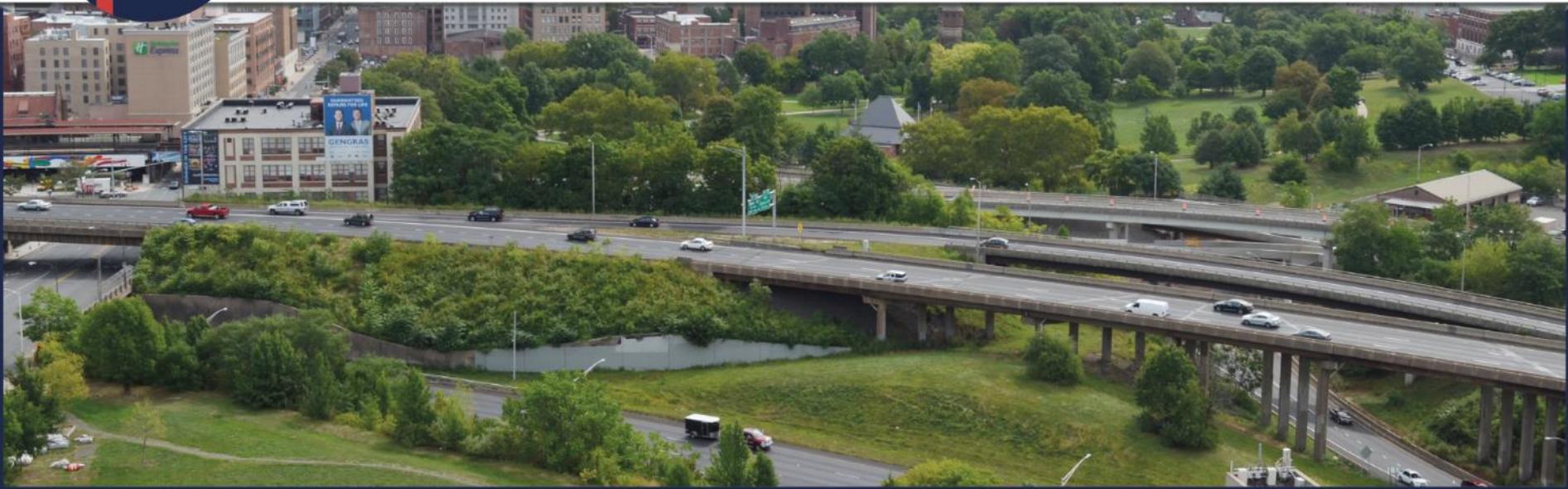
Meeting Agenda

1. Since We Last Met (15 minutes)
 1. 7/16 Local Streets Working Group Follow Up Meeting
 2. Multimodal Station Planning
 3. CT **fastrak** Alignment
2. I-84 / I-91 Interchange Study (40 minutes)
3. Next steps (5 minutes)



84

Since We Last Met





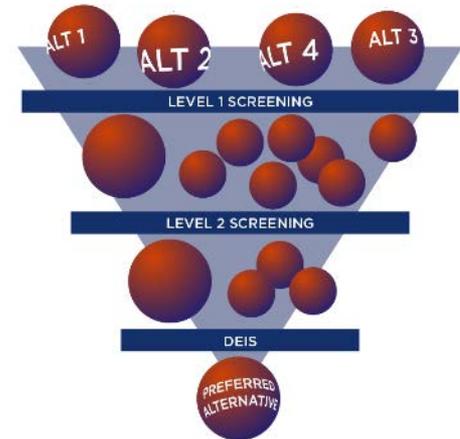
March 2018 PAC Meeting

- Most discussion was on station planning effort
- Other updates on local roads, CT *fastrak* alignment, and environmental documentation



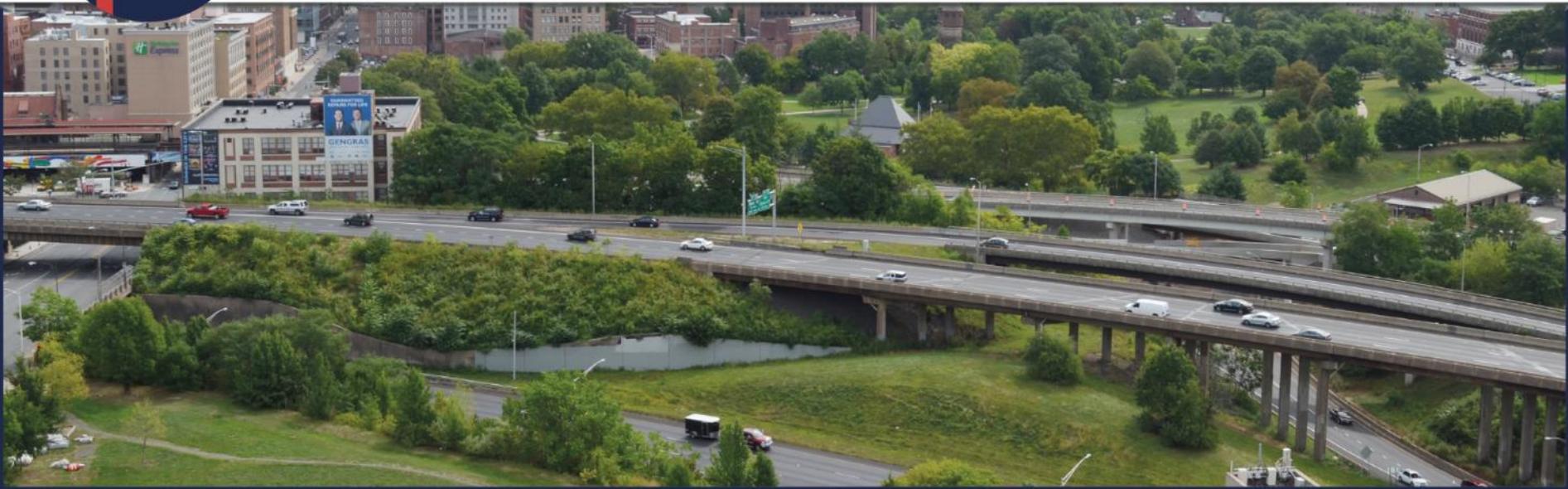
Screening Process

- **Level 1 - 2016**
 - Eliminated Elevated and Tunnel Alternatives
- **Level 2 - 2017**
 - Reduced number of lowered interchange options
- **Level 3 - 2018**
 - **Finalized Lowered interchange configuration**
 - **CT *fastrak*, station, Trident area**





Local Streets Follow Up Meeting





July 16th Meeting Purpose

- Follow up on PAC and public concerns about I-84 and local road / neighborhood connectivity





Meeting Discussion

- Attendees sought to understand:
 - Traffic model assumptions (e.g. mode share, growth projections)
 - Traffic on local roads from ramp reconfigurations
 - Effect of potential bicycle enhancements
- Support continued Broad St connection



***Discontinuous
Broad St***



Item of Discussion *Changes to the Ramp Network*



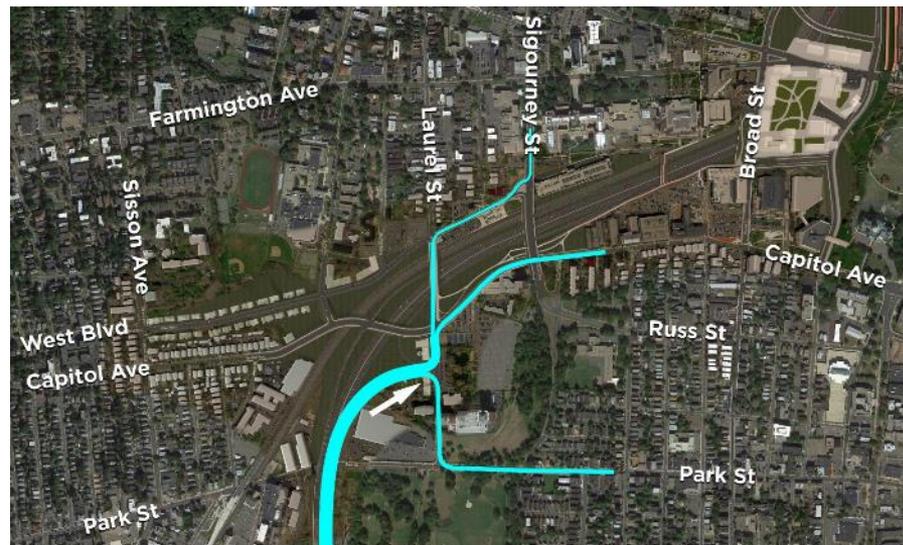


Item of Discussion

Traffic Dispersion To / From Ramps



Existing Sisson Ave Interchange Off Patterns (AM)

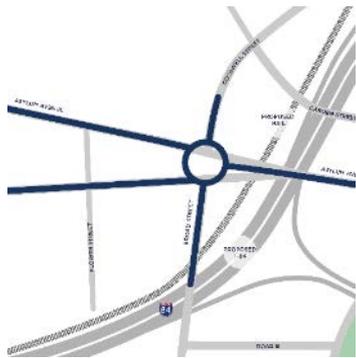


Proposed Laurel St Interchange Off Patterns (AM)



Item of Discussion

Trident Options



Roundabout



Western Shift



**Farmington Ave
Extension**



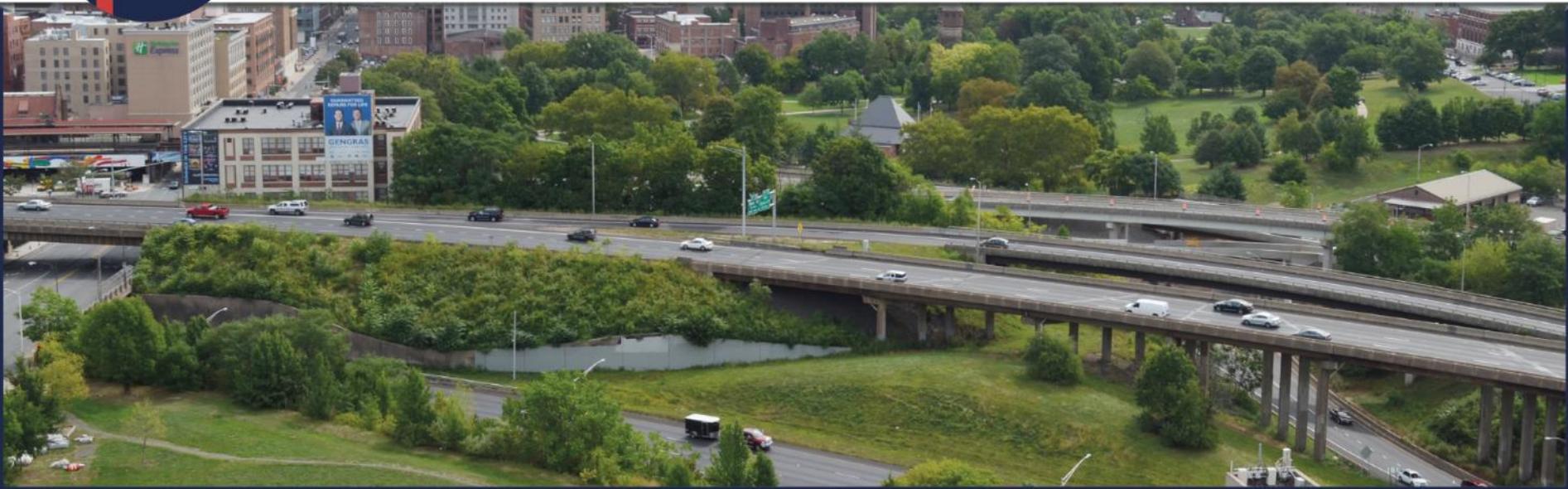
**Discontinuous
Broad St**



**Improved
Trident**



Multimodal Station Planning





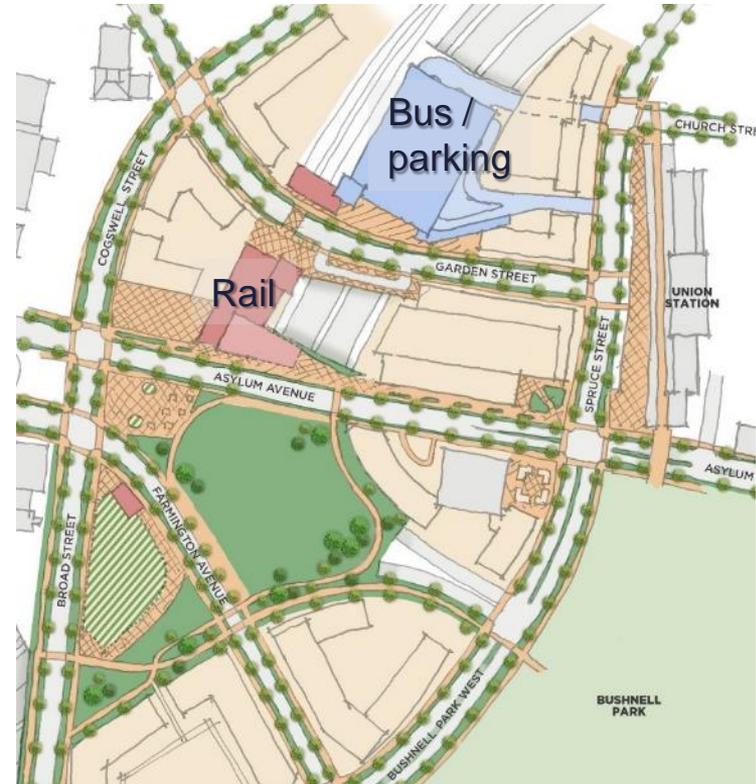
Where We Left Off (March 2018 PAC Meeting)

- Advantages of northern concepts
 - Staging, traffic / access, potential development / open space
 - Balance cost / multimodal functionality

- E1 and E3 both supported

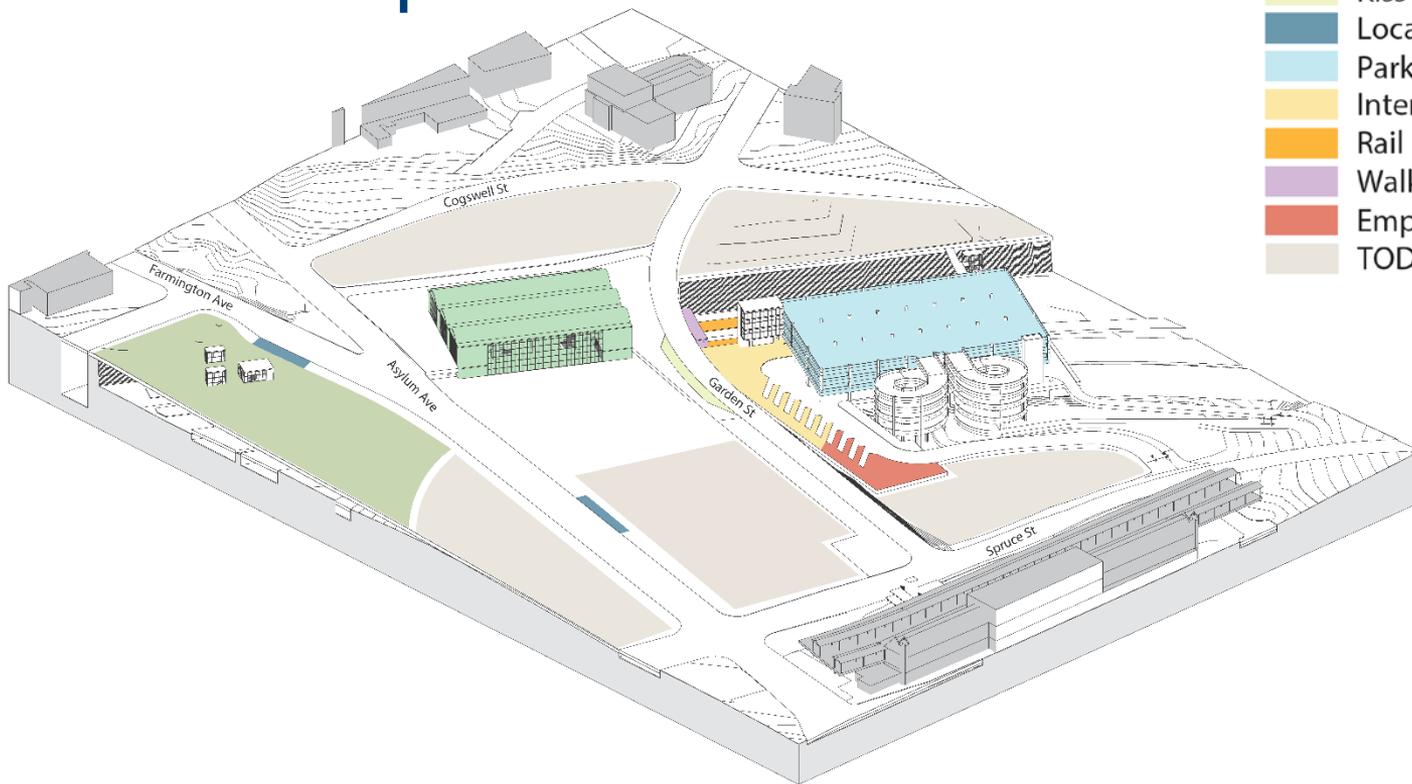
Station Concept E1

- Rail station anchors Asylum Ave edge
- Strong rail / bus connection
- New “Station Green” open space
- Significant capping / cost





Station Concept E1



- Station
- Kiss & Ride
- Local Buses
- Parking
- Intercity Bus
- Rail Platform
- Walkway
- Employer Shuttle
- TOD Opportunities

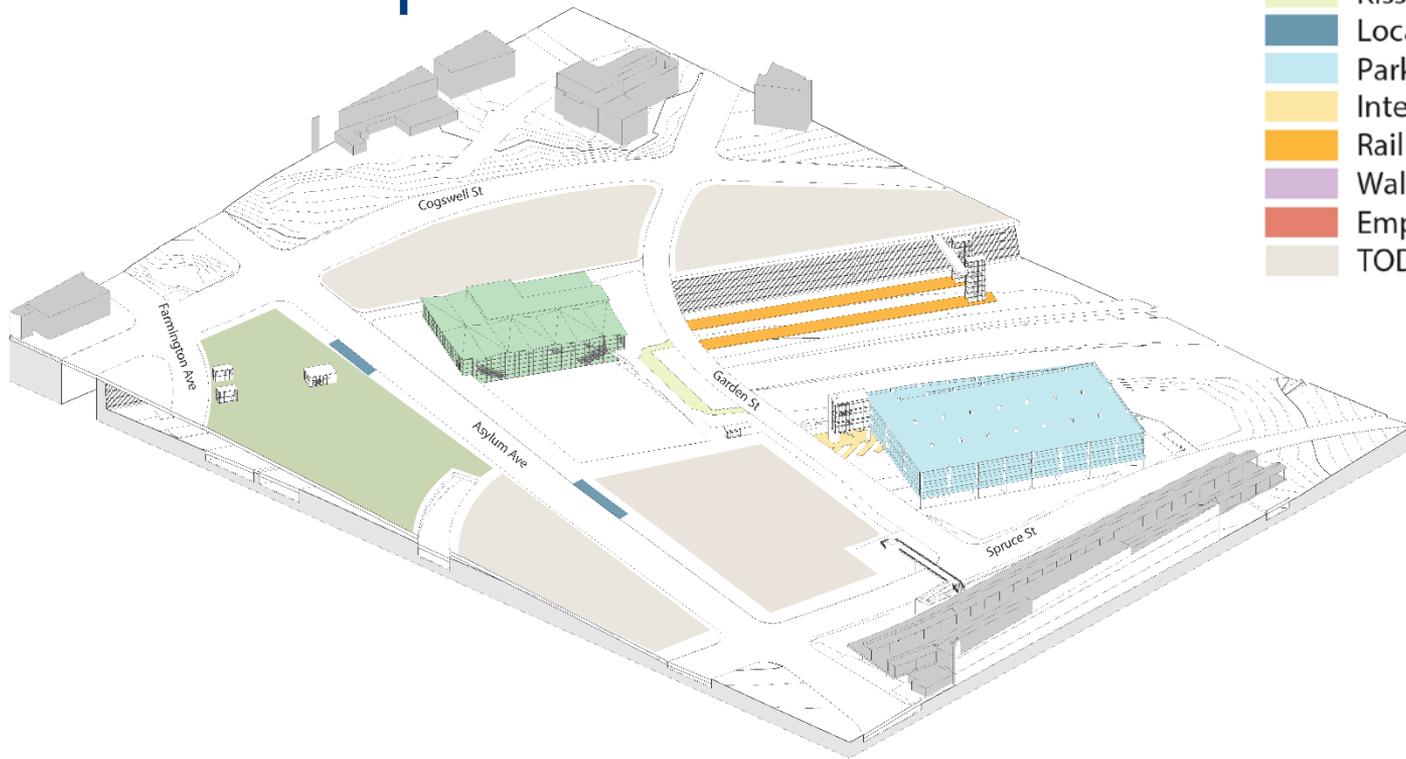
Station Concept E3

- Rail station anchors Asylum Ave edge
- New “Station Green” open space
- Compromise on multimodal functionality / capping





Station Concept E3



- Station
- Kiss & Ride
- Local Buses
- Parking
- Intercity Bus
- Rail Platform
- Walkway
- Employer Shuttle
- TOD Opportunities



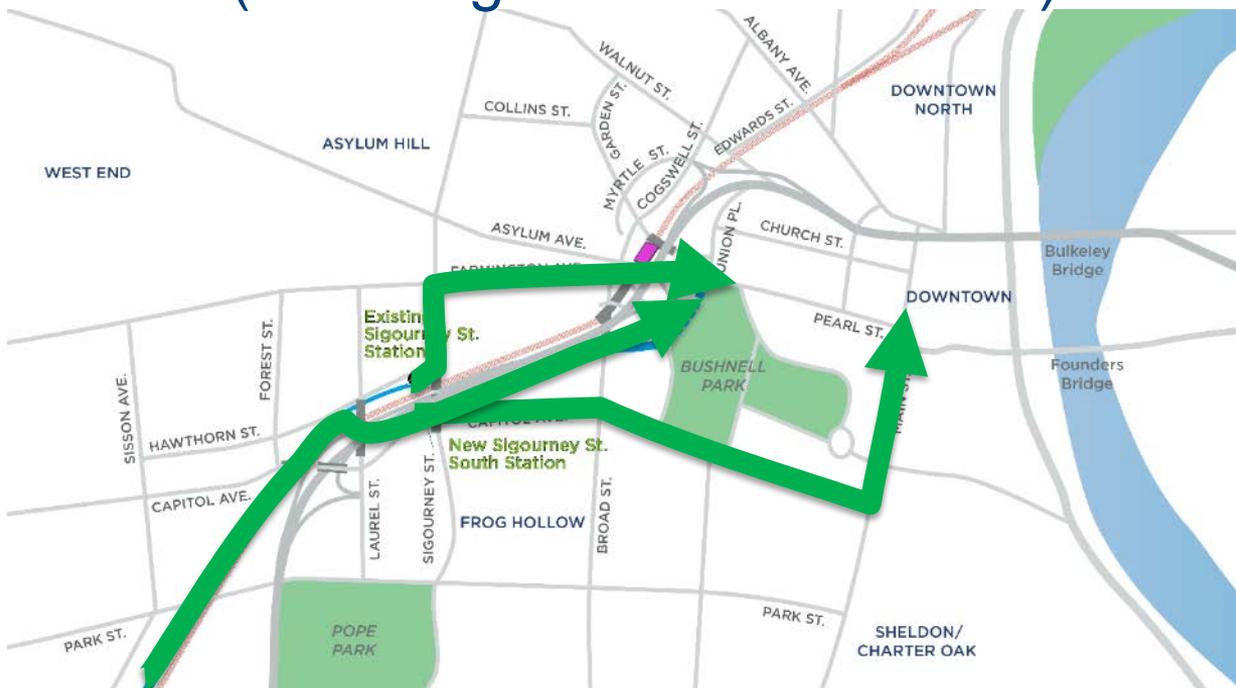
CT *fastrak* Alignment





Where We Left Off (March 2018 PAC Meeting)

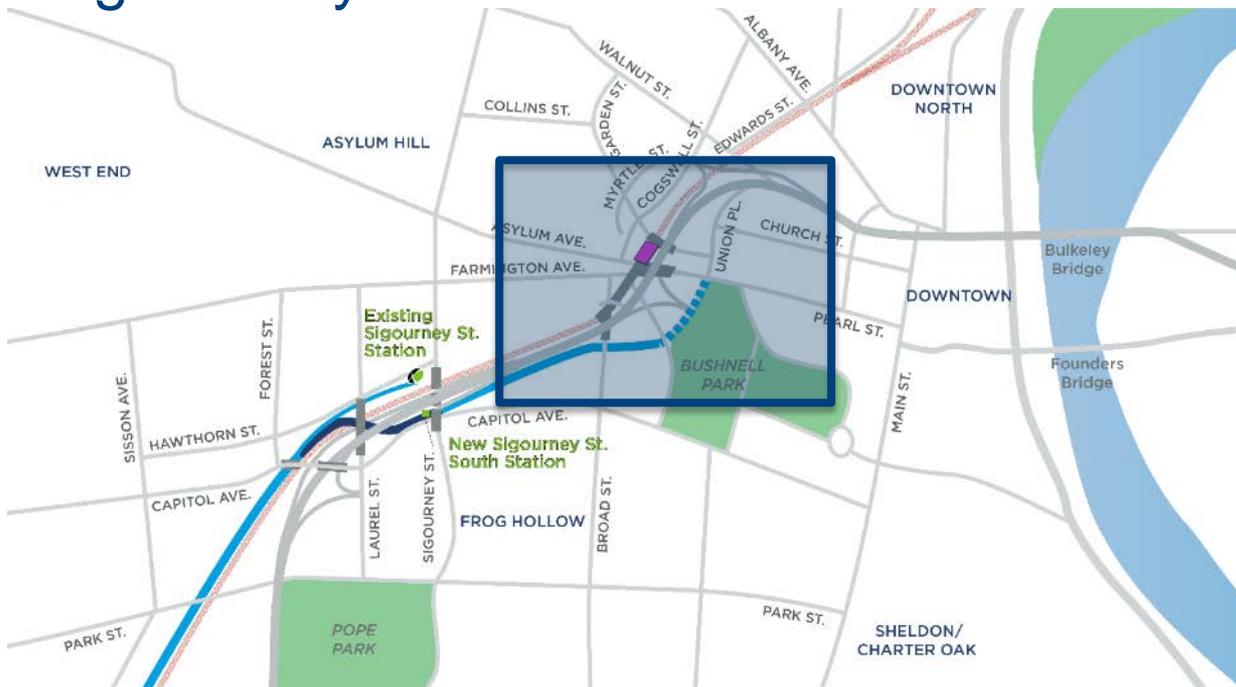
- Alternative 8 (Crossing near Laurel Street)





Where We Left Off (March 2018 PAC Meeting)

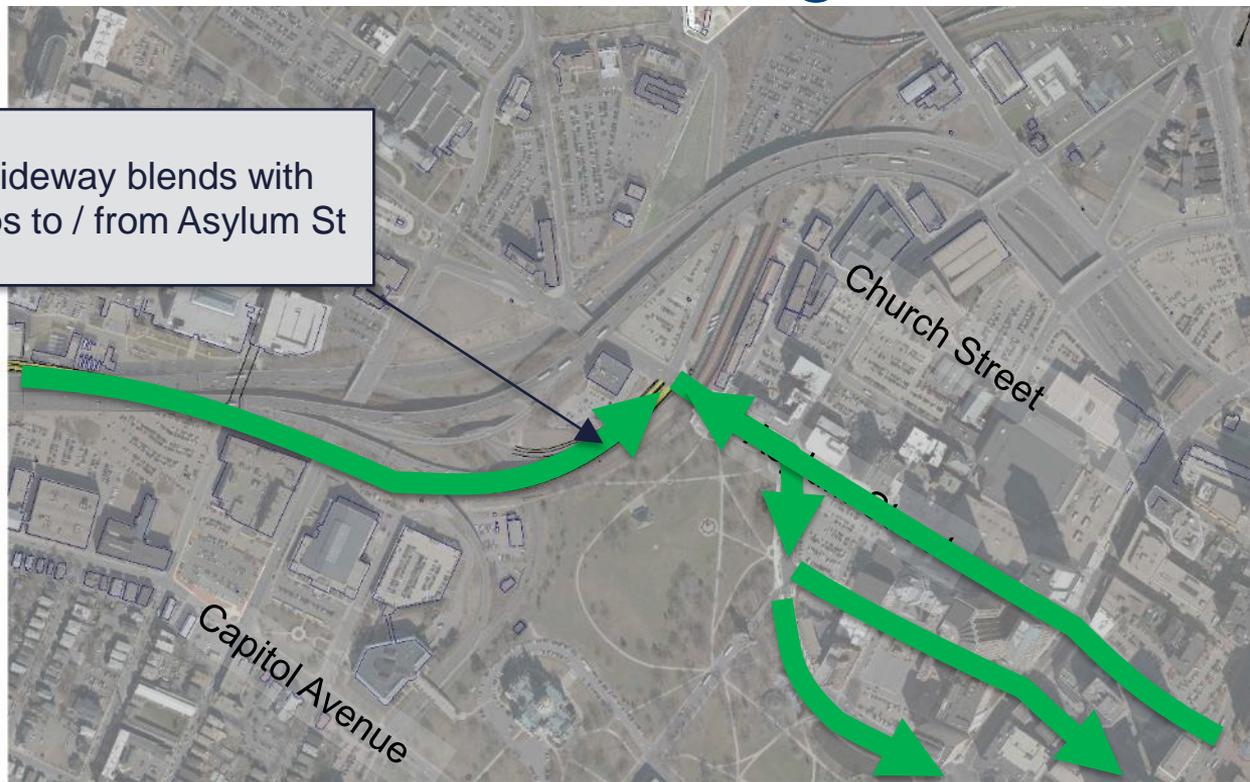
- Eastern guideway terminus





Eastern Terminus – Existing

Guideway blends with
ramps to / from Asylum St



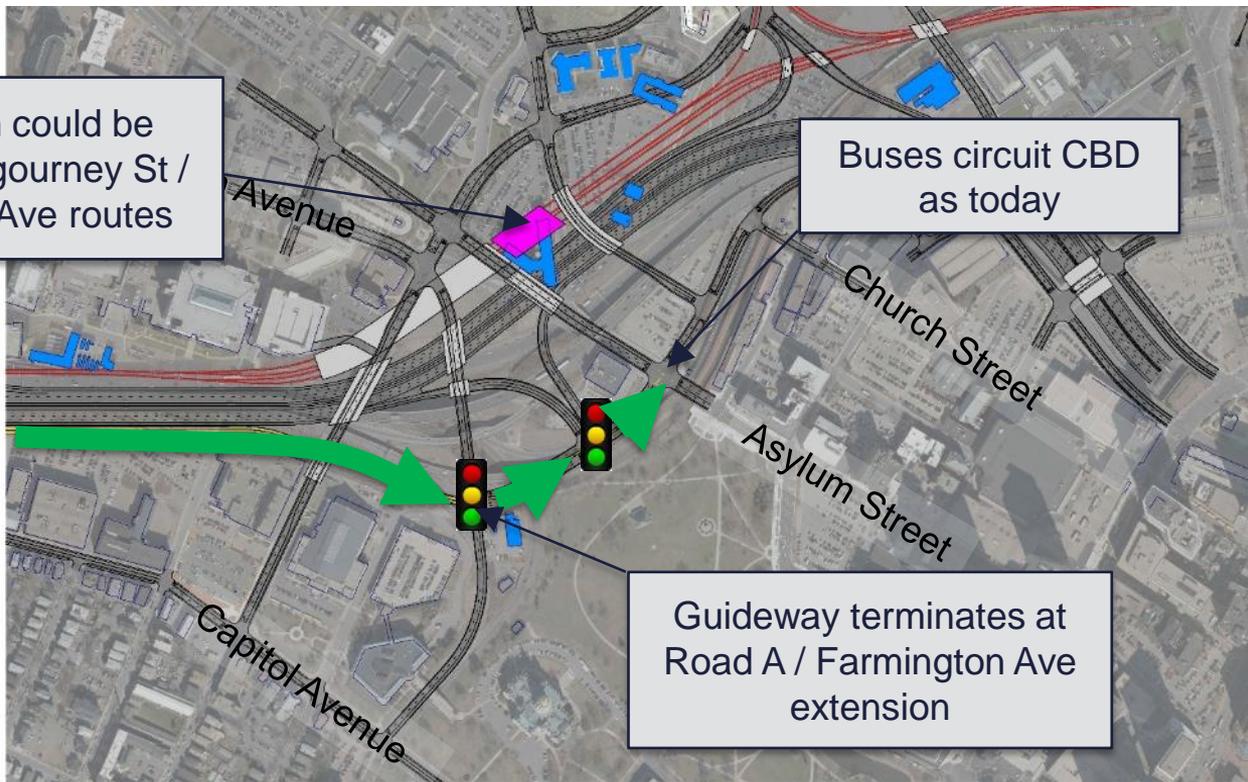


Eastern Terminus – Option 1 (Under Broad St)

Rail station could be served by Sigourney St / Farmington Ave routes

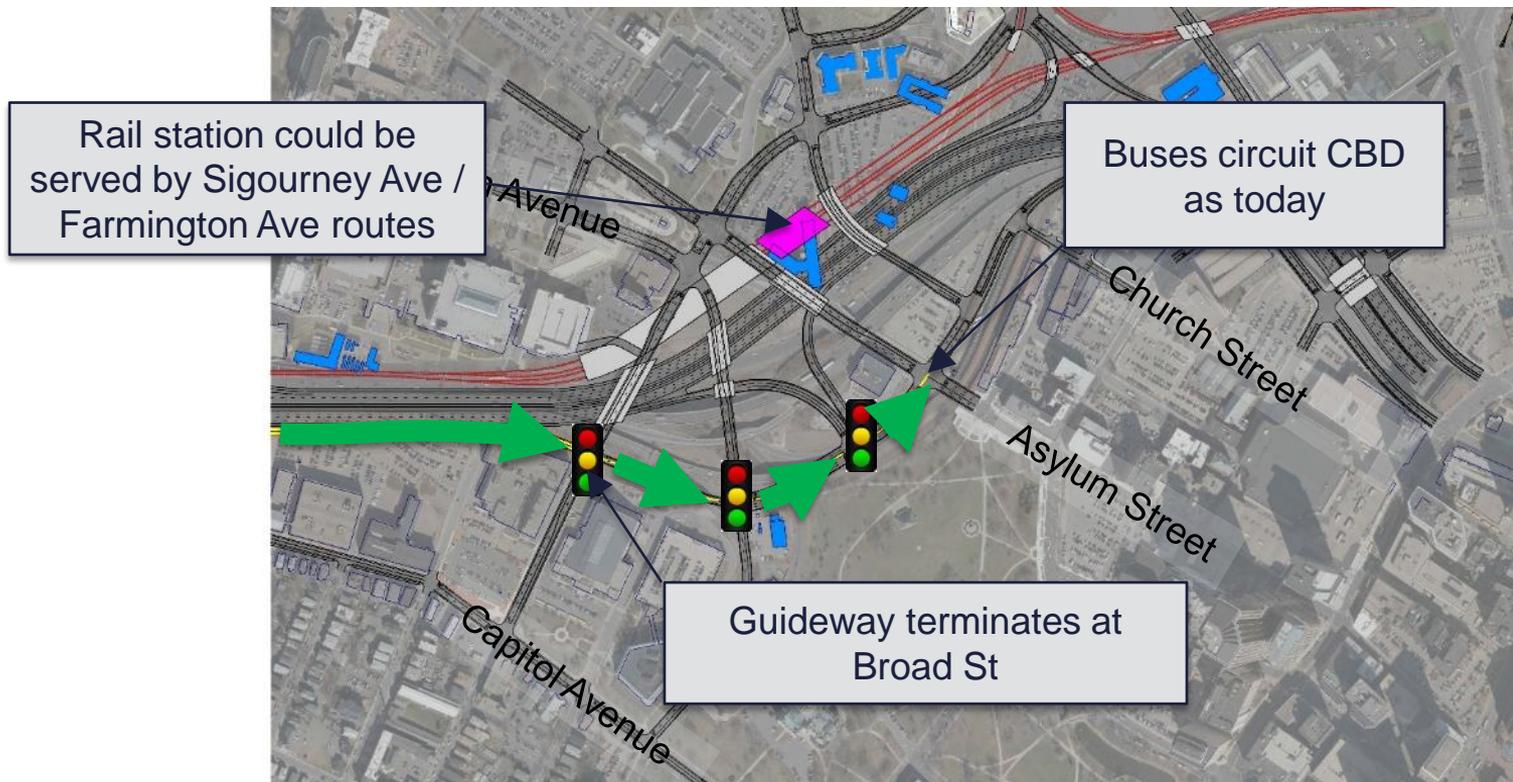
Buses circuit CBD as today

Guideway terminates at Road A / Farmington Ave extension



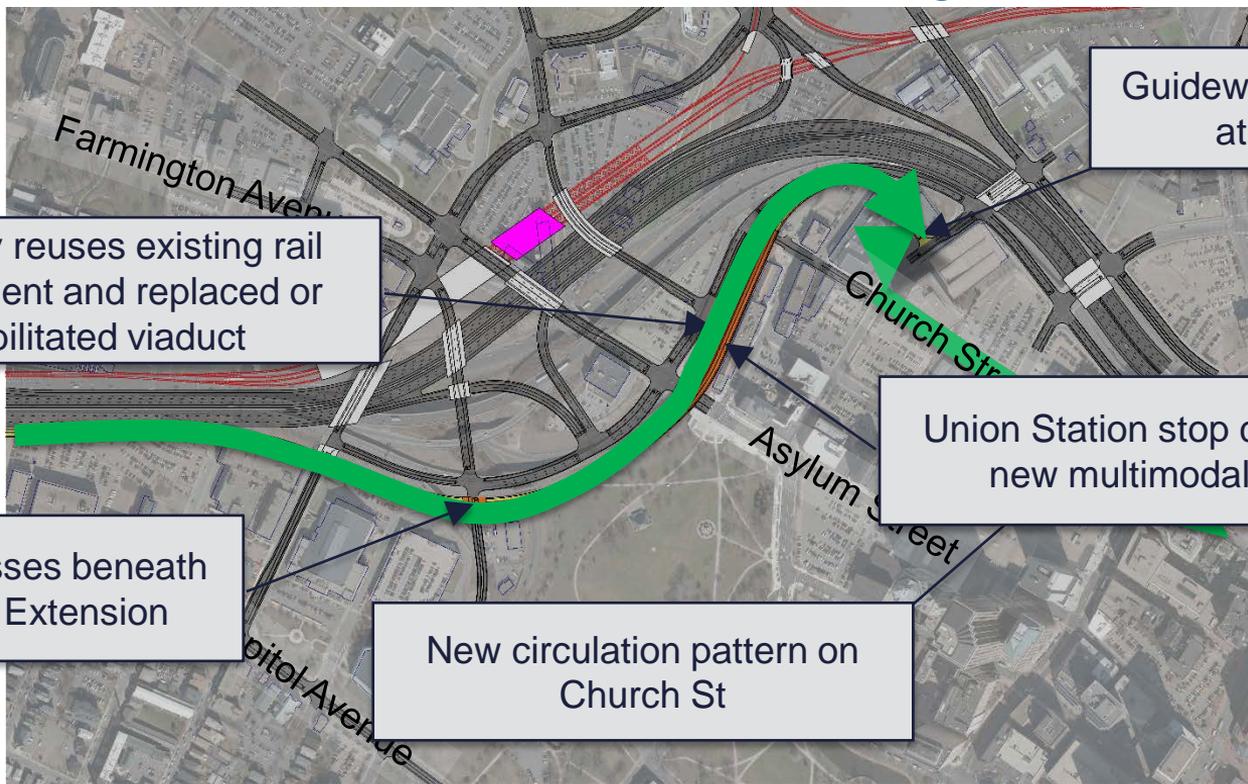


Eastern Terminus – Option 2 (To Broad St)





Eastern Terminus – Option 3 (High St)



Guideway terminates at High St

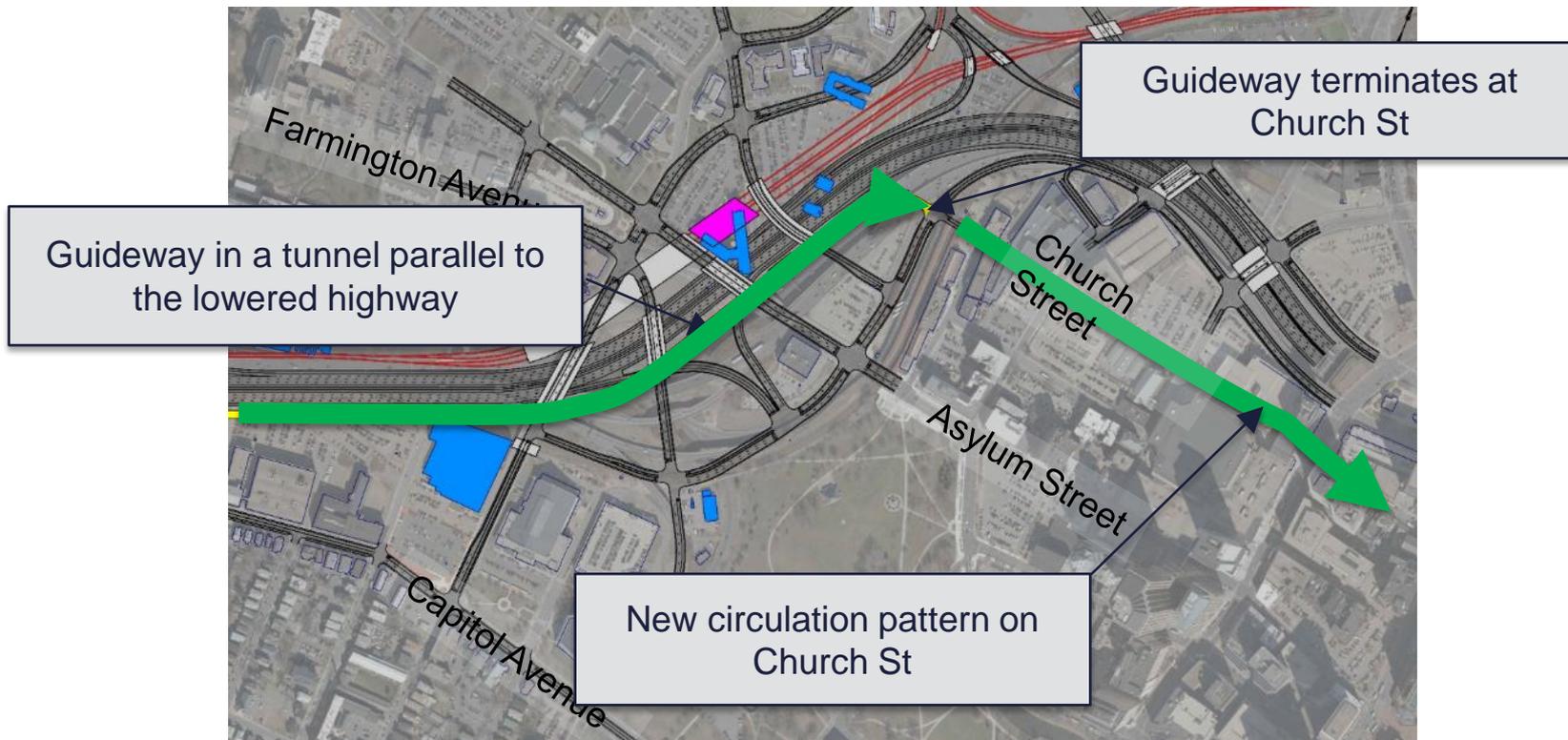
Guideway reuses existing rail embankment and replaced or rehabilitated viaduct

Union Station stop could link to new multimodal station

Guideway passes beneath Farmington Extension

New circulation pattern on Church St

Eastern Terminus – Option 4 (Tunnel)





Considerations

- Operations – permanent and temporary
- Accessibility to central business district and multimodal connections
- NEPA, Section 106, Section 4f (Environmental law compliance)
- Building / property impacts
- Cost
- Goals & Objectives

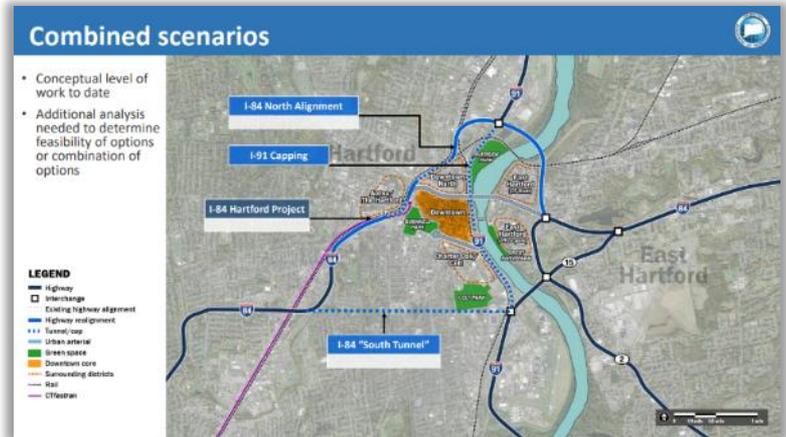


I-84 / I-91 Interchange Study



Where We Left Off

- Discussed ongoing interchange study at PAC Meetings #14, #15, #16
- Discussed existing deficiencies and opportunities
- Introduced two conceptual corridors



Why study the interchange?

I-84
Hartford
Project

I-84 / I-91
Interchange



What is the study?

- Feasibility study of the interchange
- Planning funds from FHWA
- NEPA phase has not been initiated



What does each project address?



I-84 Hartford Project

Structural deficiencies

Interchange Study

Congestion

Traffic operations and safety

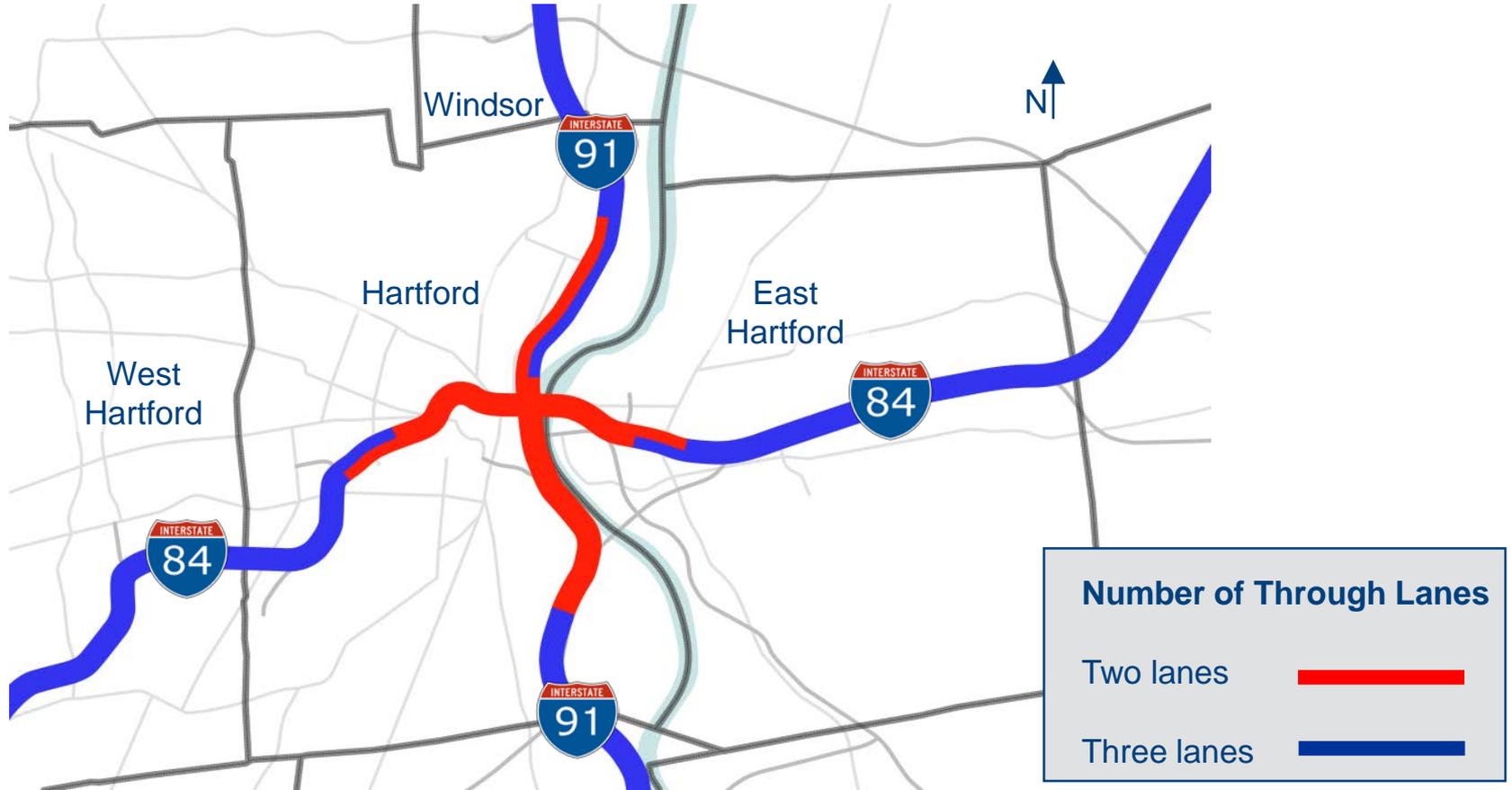
Mobility

Interchange Facts

- Connecticut's busiest interchange with 275,000 vehicles per day
- Outdated / substandard design
- Location constricted by river and downtown



Through Capacity Limitations

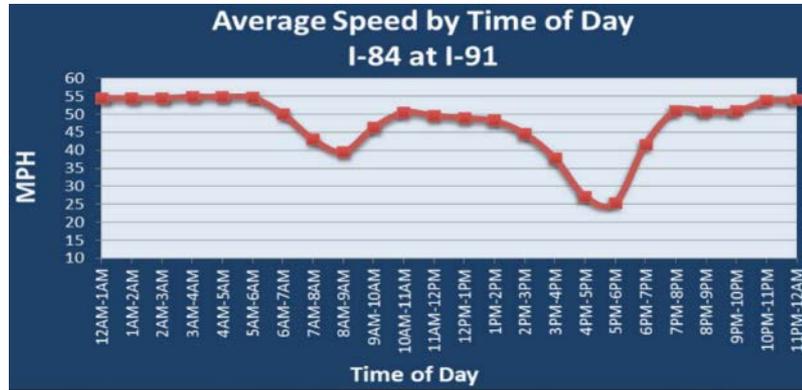


Interchange as Regional Bottleneck

#1 bottleneck in CT

#2 bottleneck in New England

#24 bottleneck in the US



American Transportation
Research Institute

Interstate Congestion

Existing Speeds (PM Peak)

< 30 mph



30 – 60 mph



> 60 mph



Does the viaduct project address congestion?

Future Speeds (PM Peak)

< 30 mph



30 – 60 mph

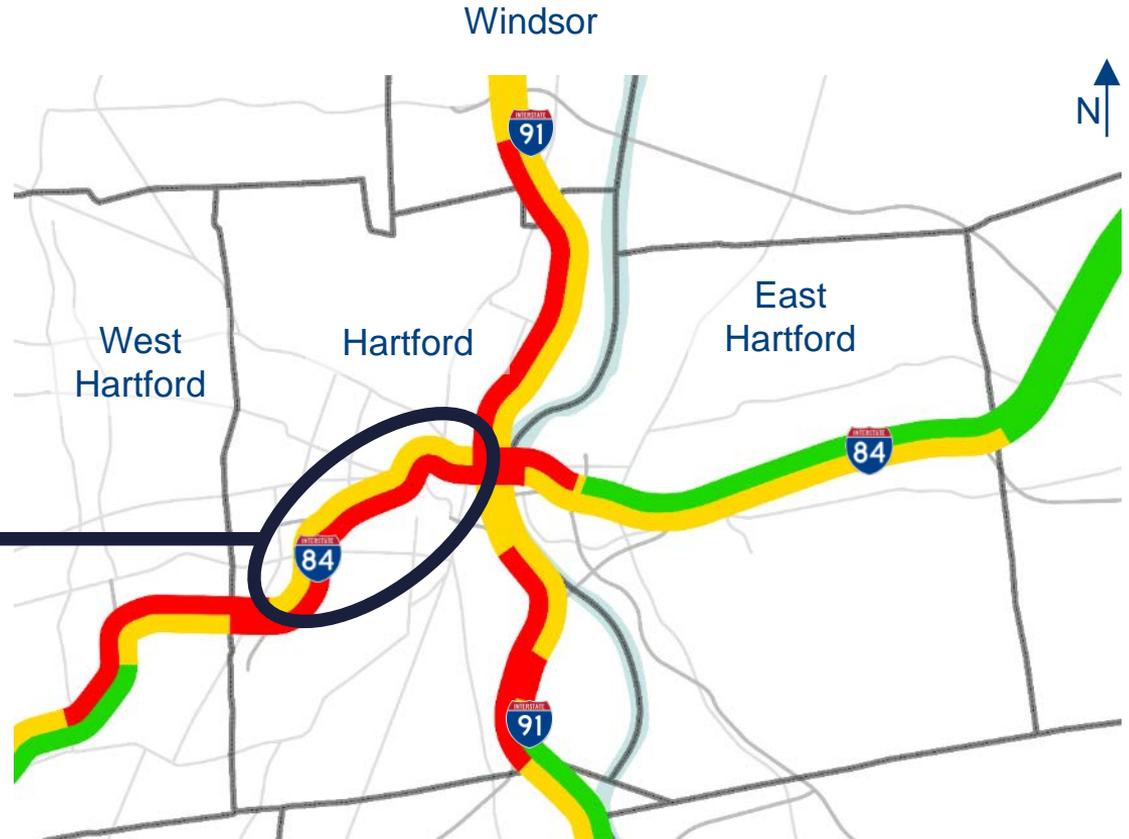


> 60 mph

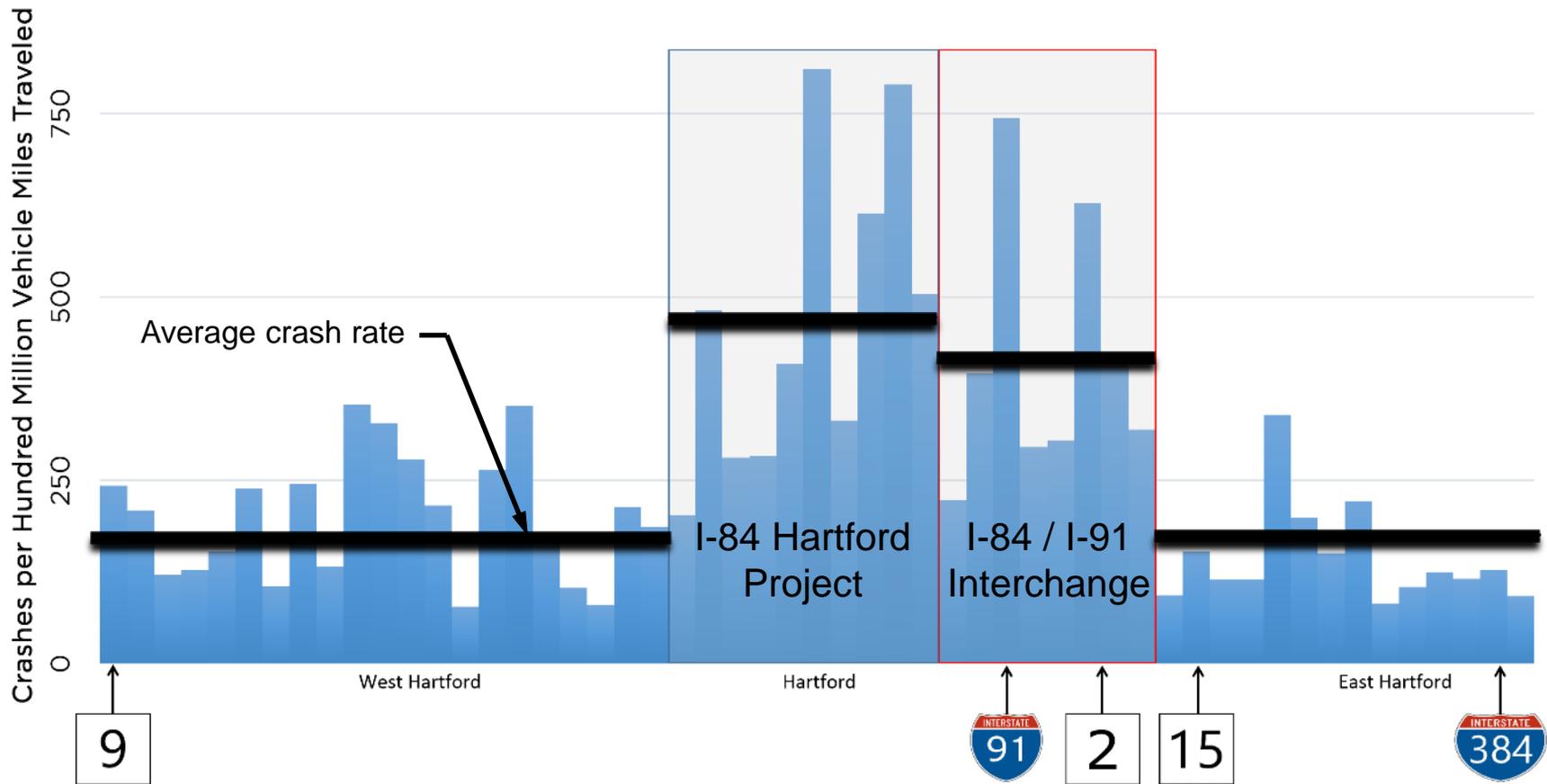


I-84 Hartford Project

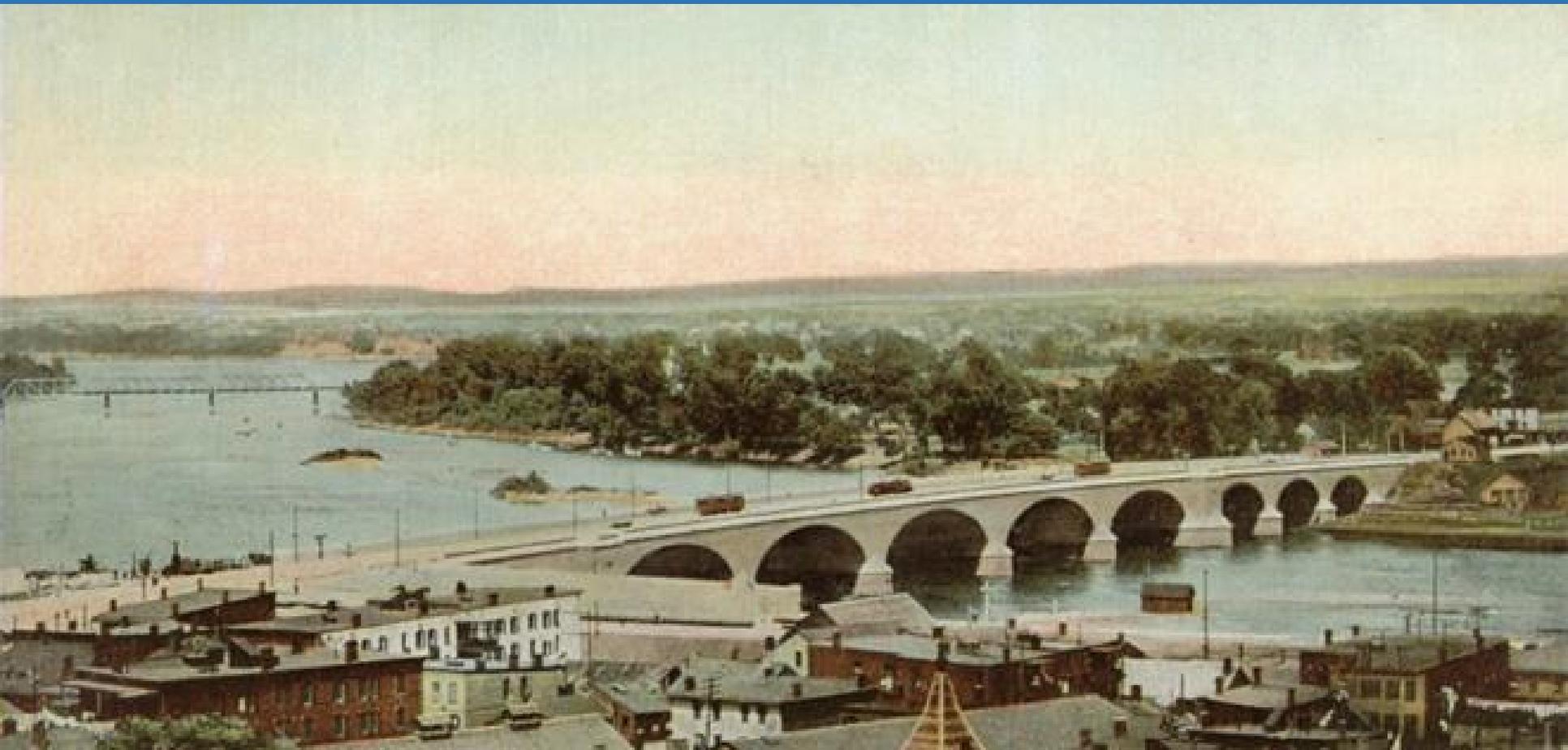
- Operational improvements
- No changes in capacity



High Crash Rate



Historic Multimodal Link



Limited Mobility Across River

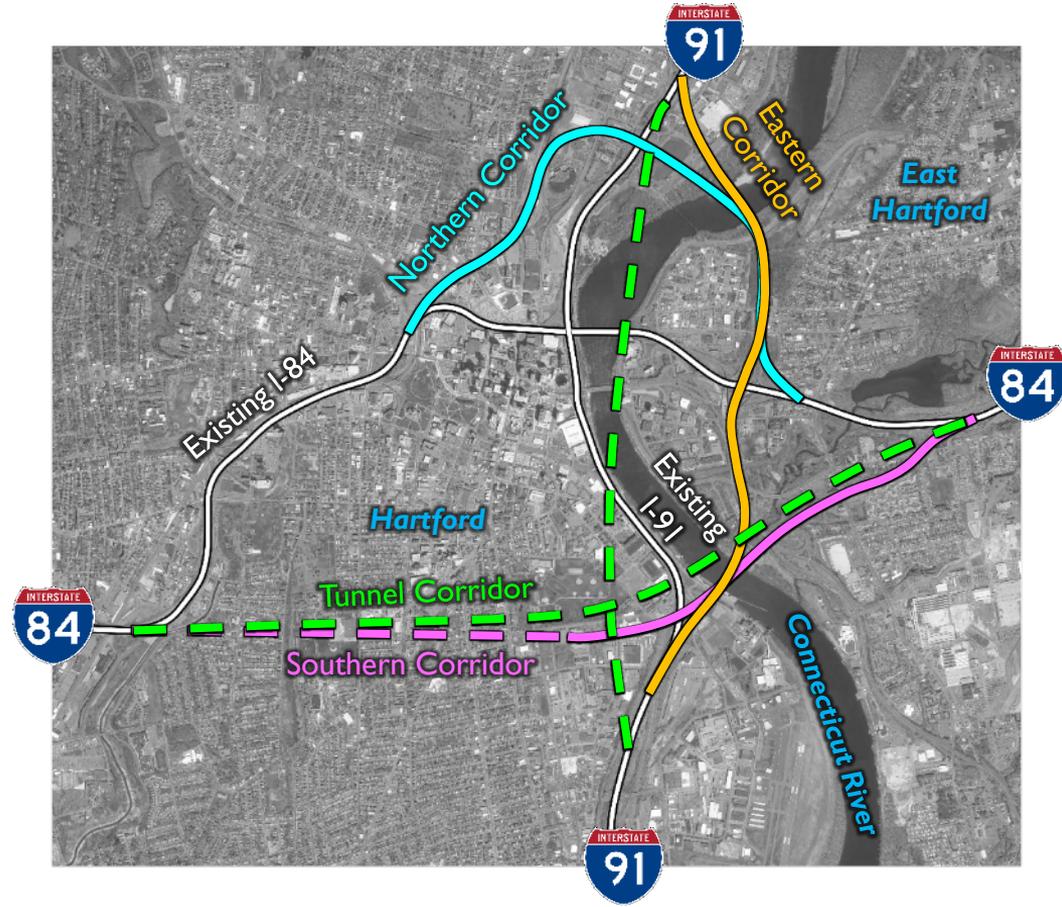


Limited Mobility to River



Overview of Concepts

1. No-Build
2. Existing Corridor
3. Southern Corridor
4. Northern Corridor
5. Eastern Corridor
6. Tunnel Corridor



Concept 1: No-Build

- Does not address deficiencies
- Maintain in a state of good repair



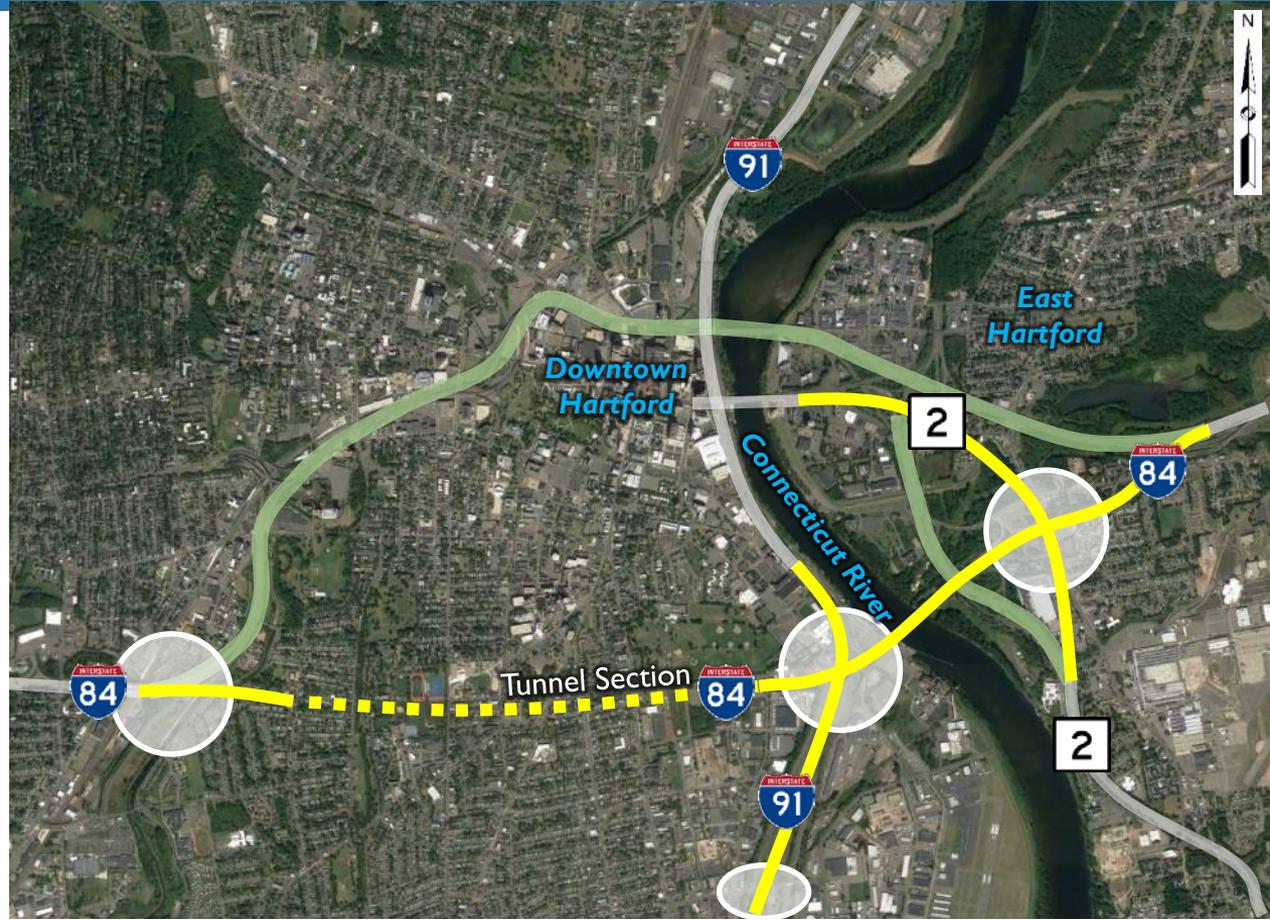
Concept 2: Existing Corridor

- Does not address deficiencies
- Difficult to design to modern standards
- Impacts to historic Bulkeley Bridge
- Space constraints of Hartford CBD and CT River



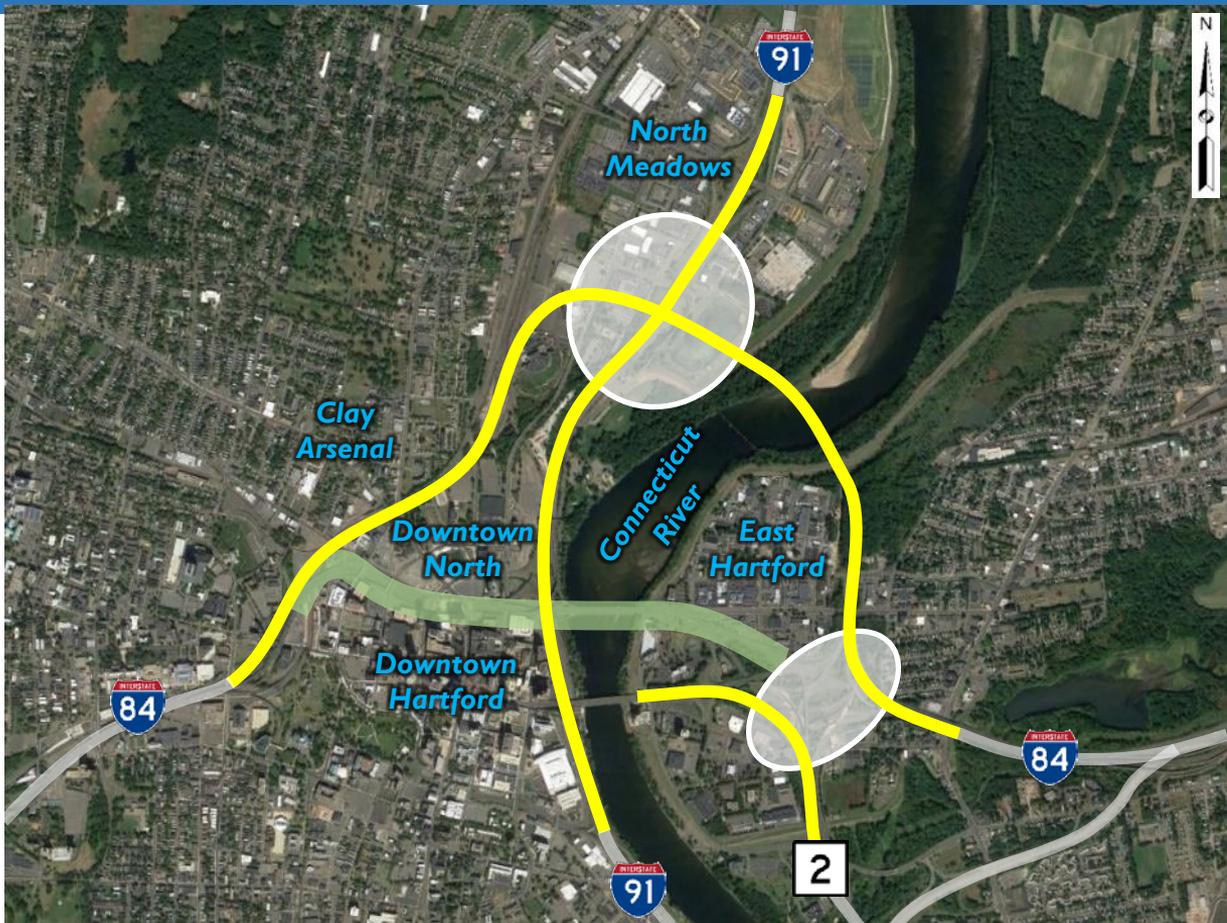
Concept 3: Southern Corridor

- Does not address deficiencies
- Property impacts at portals and CT 2 relocation
- Concern with tunnel safety, capacity, and expense



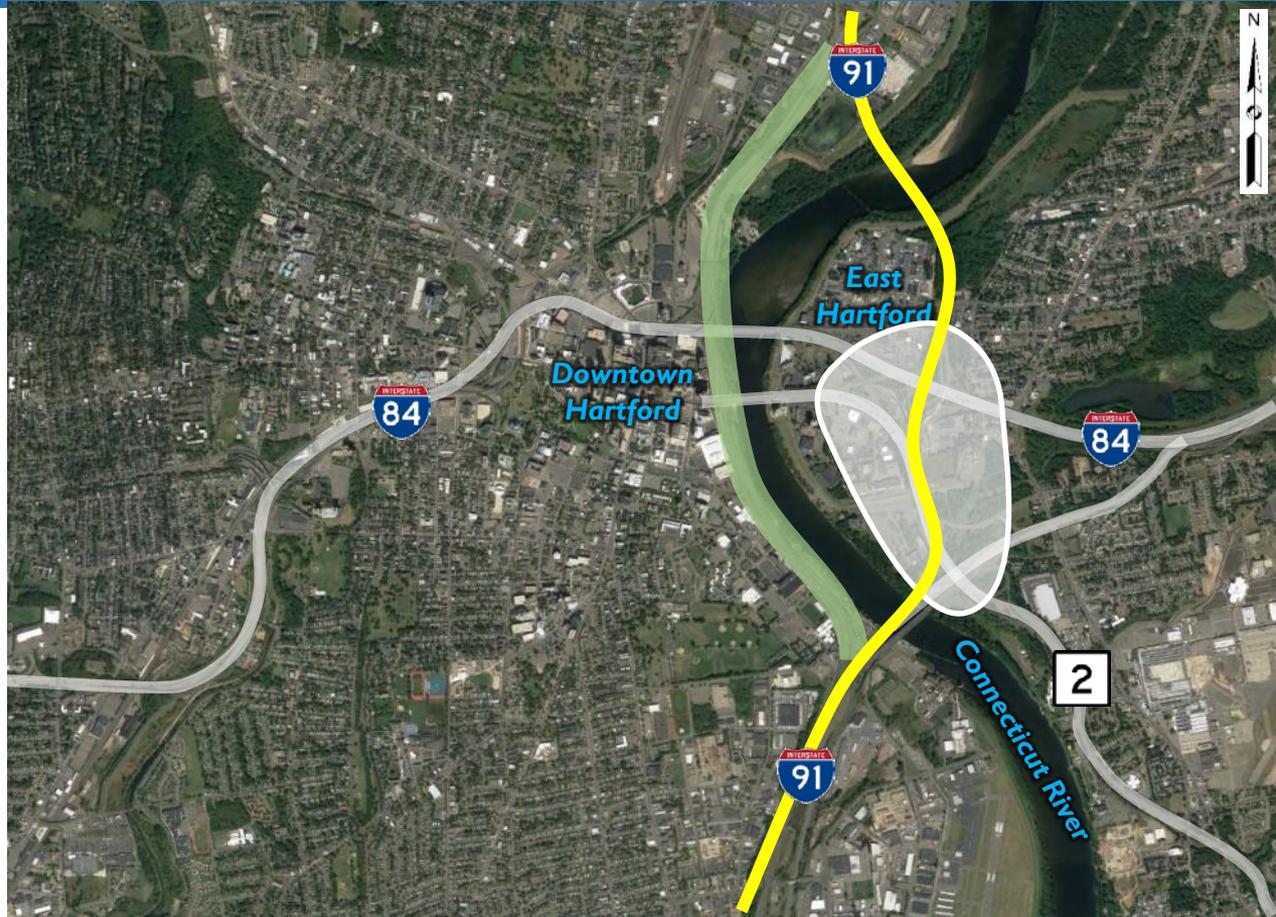
Concept 4: Northern Corridor

- Addresses all deficiencies
- New river crossing provides additional capacity
- Frees existing alignment for local traffic
- Capping provided for neighborhood and river connectivity



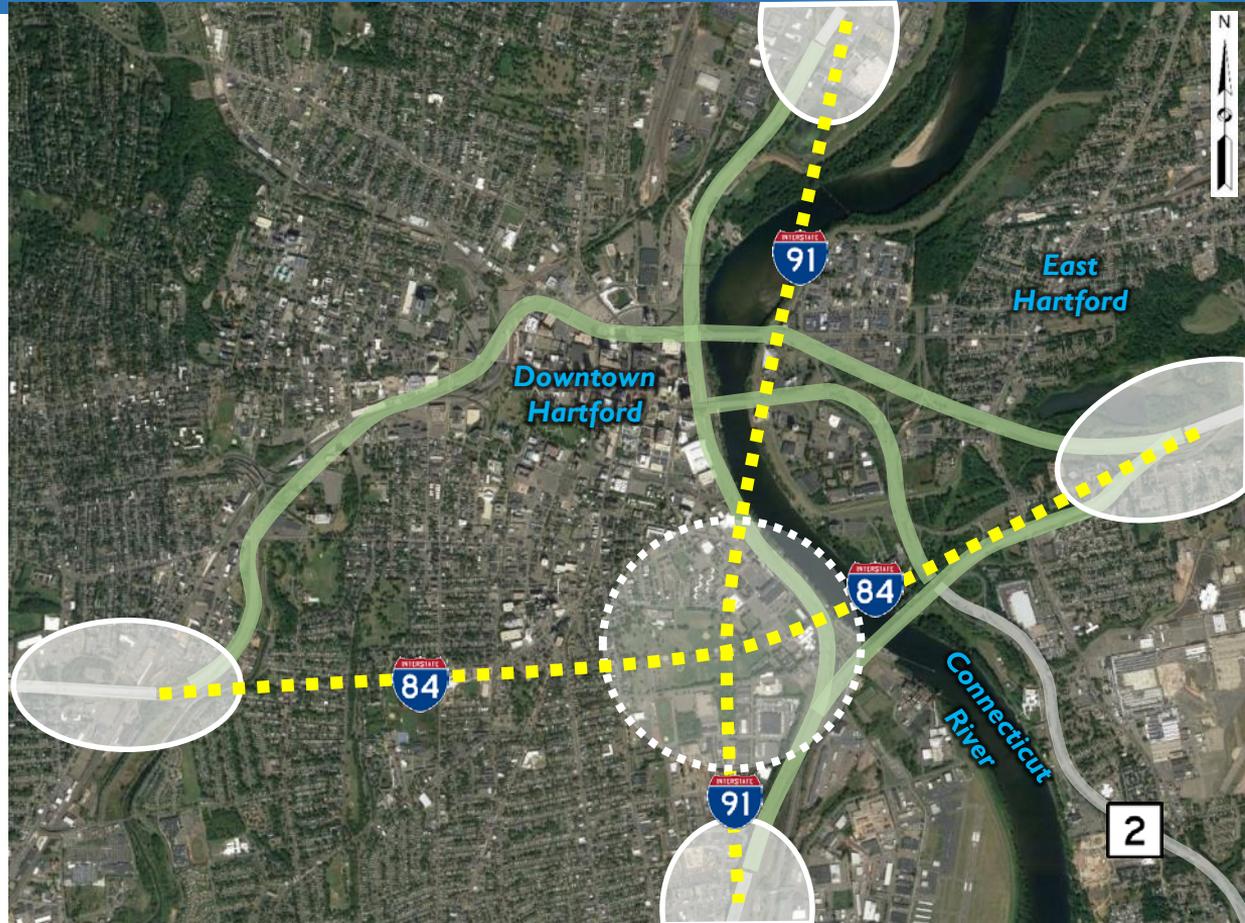
Concept 5: Eastern Corridor

- Does not address deficiencies
- Possible local mobility benefits in Hartford
- Impacts large area of East Hartford



Concept 6: Tunnel Corridor

- Does not address deficiencies
- Concern with tunnel safety, capacity, and expense
- Tunnel does not serve local traffic
- Highway network remains to serve local access
- Large property impacts at portals



Deficiencies and Cost Comparison

	Concept 1: No-Build	Concept 2: Existing Corridor	Concept 3: Southern Corridor	Concept 4: Northern Corridor	Concept 5: Eastern Corridor	Concept 6: Tunnel Corridor
Congestion Relief	Does not address deficiency	Partially addresses deficiency	Partially addresses deficiency	Fully addresses deficiency	Does not address deficiency	Does not address deficiency
Operations and Safety	Does not address deficiency	Partially addresses deficiency	Does not address deficiency	Fully addresses deficiency	Partially addresses deficiency	Does not address deficiency
Mobility	Does not address deficiency	Does not address deficiency	Fully addresses deficiency	Fully addresses deficiency	Fully addresses deficiency	Does not address deficiency

	Does not address deficiency
	Partially addresses deficiency
	Fully addresses deficiency

Cost	\$	\$\$	\$\$\$	\$\$	\$\$	\$\$\$\$\$
------	----	------	--------	------	------	------------

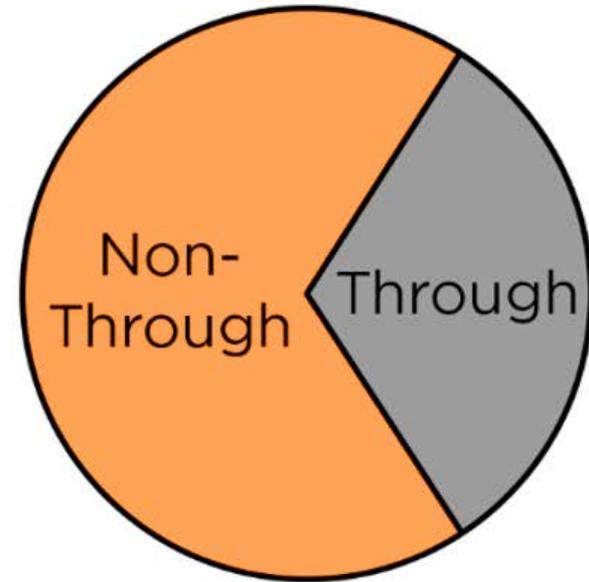


Analysis of Tunnel Corridor

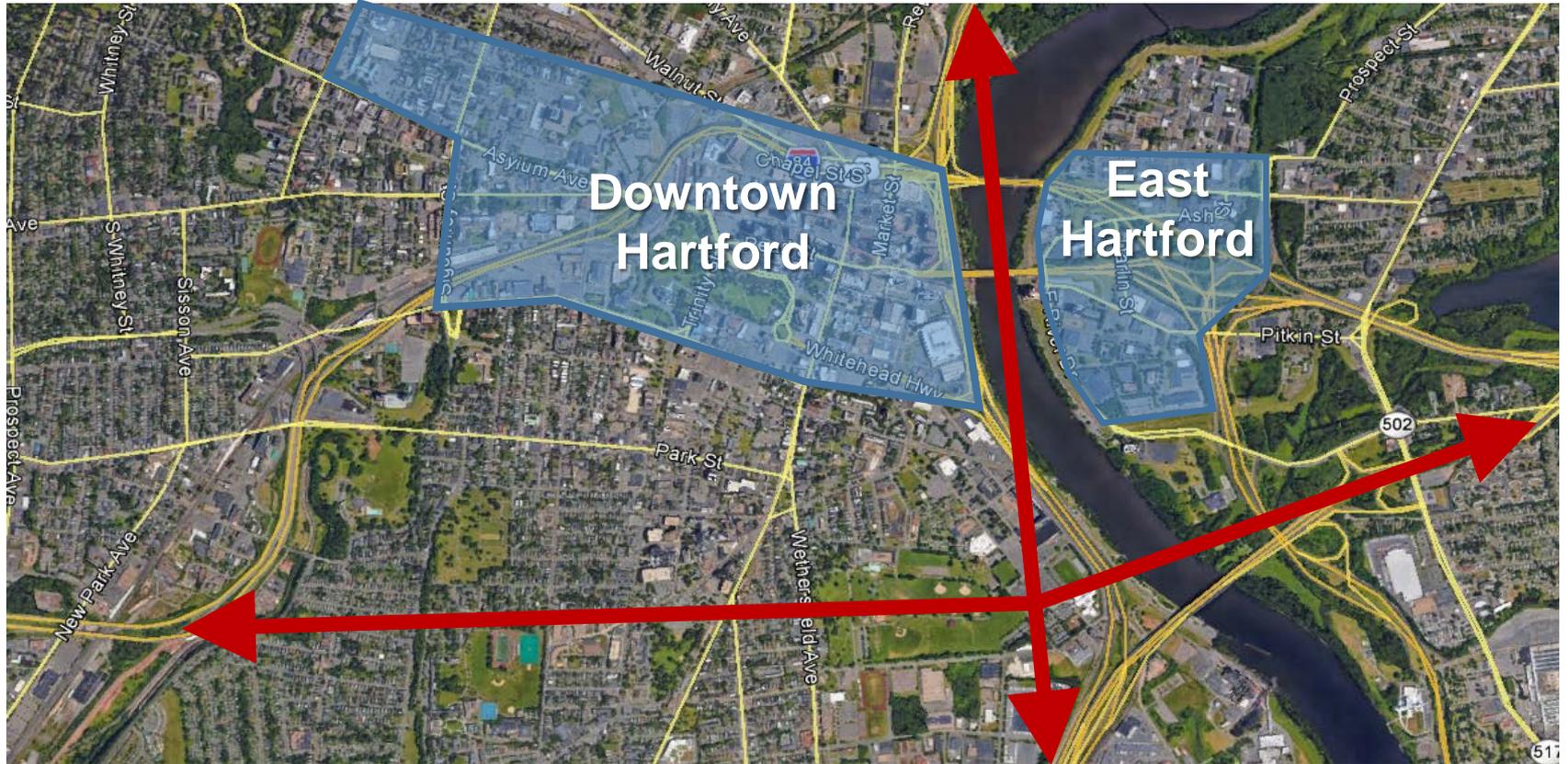


Where does freeway traffic want to go?

Over **two-thirds** of peak-hour freeway traffic wants **local** access to Hartford/East Hartford
Remaining **one-third** is **through** traffic with origins and destinations outside of these towns



Tunnel alignment does not serve local traffic demand



Portal Interchange



Portal Interchange



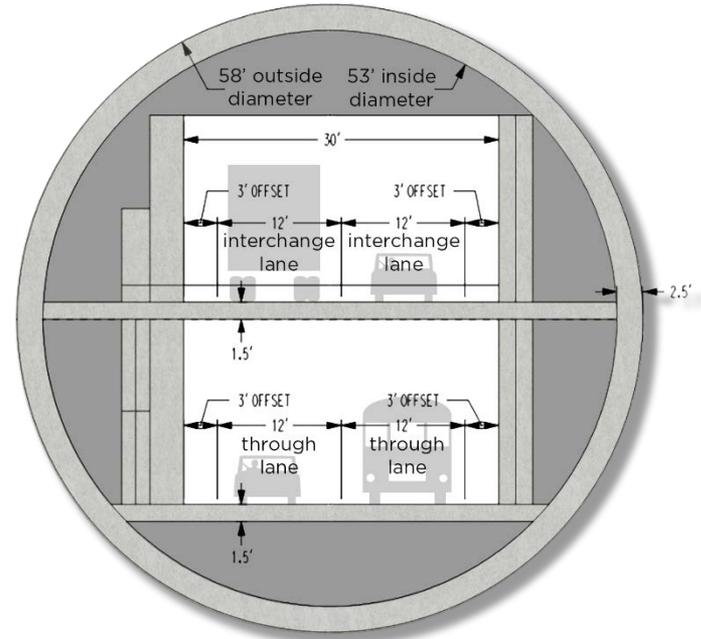
Portal Interchange

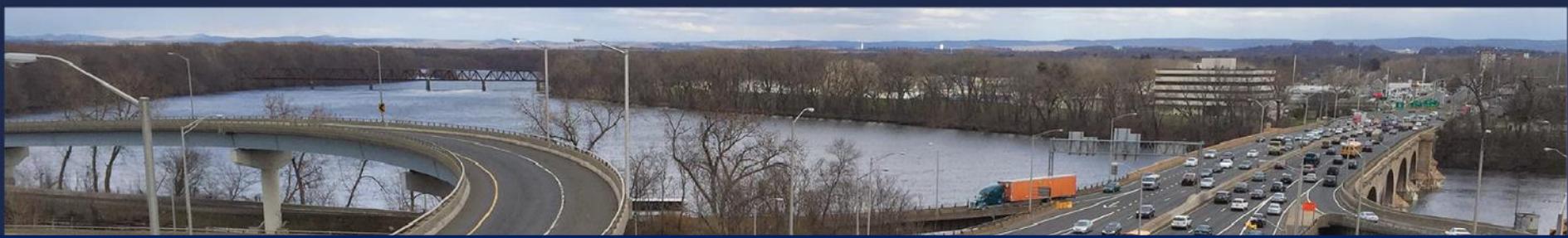


Railroad Tracks Remain a Barrier



Tunnel Safety





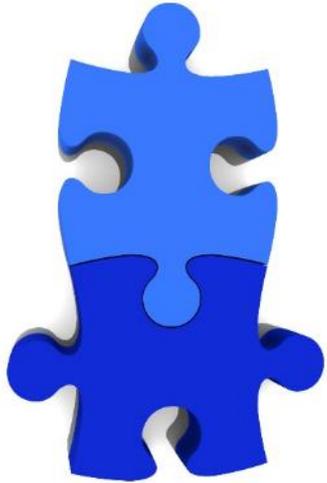
I-84 / I-91 Interchange Next Steps



I-84 / I-91 Interchange Next Steps

- Complete interchange feasibility study
- Add to CRCOG Long Range Transportation Plan
- Secure funding
- Initiate project NEPA phase

How might an interchange project fit in with the I-84 Hartford Project?



I-84 Hartford Project continues as before:

- Record of Decision (Summer 2020)
- Construction sequence:
 - First phase railroad and CT **fastrak** relocation (Late 2020's)
 - Viaduct removed and replaced

Interchange:

- Initiate I-84 / I-91 interchange project, begin NEPA now
- Construction of two projects may be concurrent
- Final interchange work after I-84 is replaced



I-84 Hartford Project Next Steps





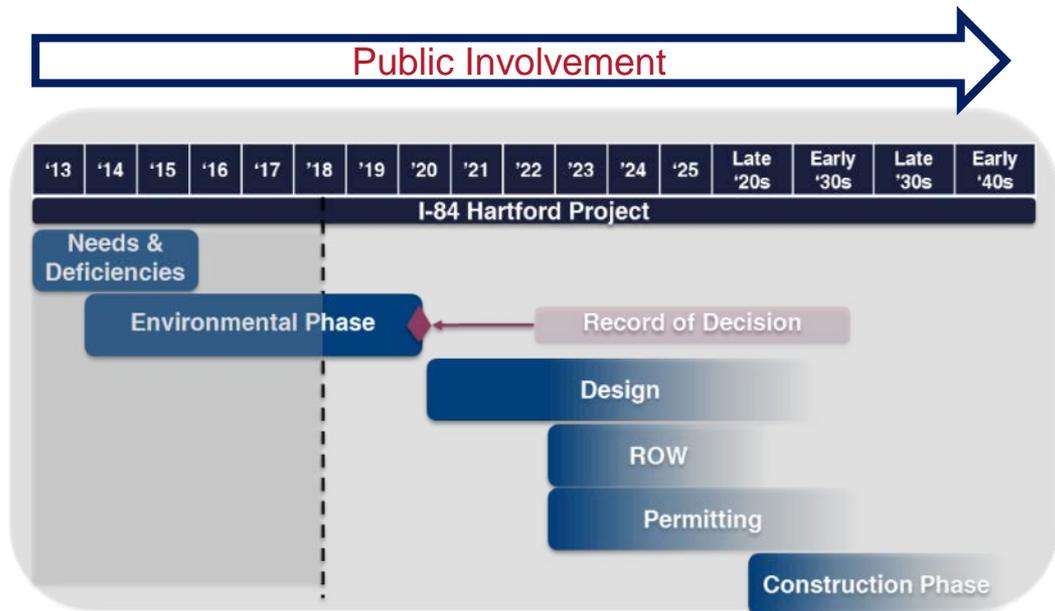
Next Steps

- Complete traffic model update, expected mid-2019
- Advance multimodal station to 15% design
- Complete Capital Gateway Master Plan (City of Hartford)
- Continue NEPA on I-84 Hartford Project



Key NEPA Dates

- Draft EIS (early 2019)
- Public Hearing (summer 2019)
- Final EIS / Record of Decision (summer 2020)





Thank You!

Thank you for your time. We appreciate 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