



I-84 HARTFORD PROJECT

Spring 2017 Newsletter • Issue 15

Curious about the construction on I-84?



Left: The Sigourney St on-ramp is one that will be closed for repairs for approximately two weeks at some point over the next 19 months. The dates are yet to be determined. **Right:** Illustration of detour routing for the planned closure. See the 'On-going Rehabilitation' page on the I-84 website at i84hartford.com/construction.html to learn more.

While planning is progressing on the I-84 Hartford Project, the existing bridges carrying I-84 and its ramps in the study area still need to be maintained. Since 2004, the Connecticut Department of Transportation (CTDOT) has spent approximately \$60 million for bridge repairs and expects to spend another \$70 million over the next few years to ensure that these bridges remain in a state of good repair.

Streets, with different types of repair work needed on the different bridges.

Some ramps will be closed during the rehabilitation work. Ramps will typically be closed during off-peak overnight hours and will be open to traffic each morning and throughout the day. Ramps included in the rehabilitation work are shown below:

“This work is not part of the I-84 Hartford Project, but it is necessary to keep the bridges in a safe operating condition until a permanent solution is constructed through the I-84 Project.”

Rehabilitation work began in early April 2017 to make repairs to sections of I-84 and many of its eastbound and westbound ramps. Most repairs are between Exits 46 and 49, from approximately Laurel to High

Eastbound

- I-84 EB On-Ramp from Sisson Avenue
- I-84 EB On-Ramp from Sigourney Street
- I-84 EB On-Ramp from Broad Street and Sigourney Street
- I-84 EB On-Ramp from Broad Street
- I-84 EB Exit 49 Off-Ramp to High Street
- I-84 EB Exit 48 Off-Ramp to Capitol Avenue and Asylum Street

Westbound

- I-84 WB On-Ramp from Capitol Avenue and Asylum Street
- I-84 WB On-Ramp from High Street
- I-84 WB On-Ramp from Walnut Street
- I-84 WB Exit 48 Off-Ramp to Asylum Street
- I-84 WB Exit 47 Off-Ramp to Sigourney Street

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The work will continue through two construction seasons (April through November) in 2017 and 2018. See the 'On-going Rehabilitation' page on the I-84 Website at i84hartford.com/construction.html to learn about each ramp closure schedule and detour route.

¿Habla usted español? Una versión de este boletín está disponible en español a i84hartford.com.

Faces & Places of the Corridor

Welcome to Faces & Places of the Corridor, profiles of people who live, work, run businesses or lead groups, as well as notable places, within the I-84 study area. Know someone or some place that should be featured? Share your ideas!

Hartford Streets: Collaborating on Transportation Solutions in the Capital City



Hartford Streets' Logo

Hartford Streets, an informal cadre of interested individuals of diverse backgrounds and urban experiences, works to “make Hartford’s streets safe for all road users: pedestrians, cyclists, transit riders, and motorists.” The problem solvers host a monthly happy hour at different locations around downtown Hartford.

In these relaxed settings, special guest speakers are invited to lead discussion topics ranging from pedestrian and cyclist safety to complete streets planning and design. The group often pulls out maps, plans, and other graphics as they work together to consider potential opportunities for Hartford.

A recent topic the group explored was tactical urbanism, also known alternatively as DIY Urbanism, Planning-by-Doing, Urban Acupuncture, or Urban Prototyping. According to The Tactical Urbanists Guide, tactical urbanism “refers to a city, organizational, and/or citizen-led approach to neighborhood building using short-term, low-cost, and scalable interventions to catalyze long-term change.” Always on the lookout for potential fixes and improvements, Hartford Streets members use tactical urbanism to identify realistic and affordable improvements to city streets and the broader transportation system.

“Hartford Streets uses tactical urbanism to identify realistic improvements for city streets.”

One way that Hartford Streets works to involve residents and visitors in such efforts is the annual #HartfordSneckdown competition. A “sneckdown” describes intersections and roadways where uncollected snow takes up space on a street, causing the roadway to be narrower. Under certain circumstances, narrowing streets can improve safety for all users because the narrower travel lanes will calm (or slow) car traffic and reduce the length of the crossings for pedestrians at intersections. While sneckdowns demonstrate potential

opportunities to redesign portions of a street, technical analysis and review are required before such redesigns could move forward. It is important to ensure that the vehicles that need to travel through that area (e.g. fire trucks, box trucks) are able to.

This winter’s #HartfordSneckdown competition invited travelers of all means and modes to share photos of sneckdowns on social media. It culminated with a special “hack night” on March 16th, when all were invited to put their sneckdown submissions to use to redesign Hartford streets and intersections. The group hopes to realize these improvements at least in part through a grant from the Hartford Decide\$ participatory budgeting program.

In its first year, Hartford Streets has successfully made pedestrian, bicycle and transit a popular conversation topic in both formal and informal circles. The group focuses on cost-effective goals that efficiently utilize new technology and resources. The wealth that Hartford Streets has tapped into, however, is people power. Their followers are growing by the day.

Many regular attendees of Hartford Streets events sit on the I-84 Hartford Project Public Advisory Committee or serve on working groups. Others often attend project Open Planning Studios.

Hartford Streets meets in different locations in Downtown Hartford on the second Thursday of each month. Follow them on Facebook (/Hartford Streets), Twitter and Instagram (@HFDstreets) for more information and meeting locations.



Example of a sneckdown at the intersection of Charter Oak Avenue & S. Prospect Street/Charter Oak Place (Photo by Hartford’s Tim Courtney)

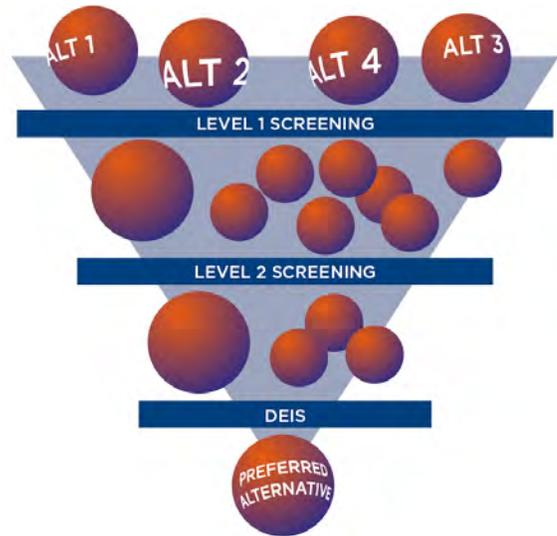
Identifying the Most Promising Solutions for Hartford

If you have attended any I-84 Hartford Project meetings recently, you have heard us talk about our recommendation to take Alternatives 2 and 4 (the Elevated and Tunnel Alternatives) off the table. The Federal Highway Administration has concurred with this recommendation, and the cooperating agencies (U.S. Environmental Protection Agency, State Historic Preservation Office, and others) are now reviewing the recommendation.

Making this recommendation wasn't easy. The Level 1 Screening involved an extensive mix of traffic and structural engineering, environmental analysis, costs, stakeholder meetings, and other public outreach. It was ultimately determined that the Elevated and Tunnel Alternatives do not adequately meet the project's Purpose and Need and/or have other fatal flaws.

Throughout this two year process, we've learned a lot more about the I-84 corridor as well as the needs, visions and aspirations of the people who live, work and play here. With that knowledge in hand, we're excited and confident to move into the Level 2 Screening process.

Up next, the Level 2 Screening process will allow us to focus more closely on Alternative 3, the Lowered Highway Alternative. It is a legal requirement of the National Environmental Policy Act to fully analyze the option of simply maintaining the highway in its current condition. Over the coming year we will evaluate ramp options and continue to look at the local street network. Additionally, we will study the multi-modal station design on Asylum Hill in greater



This diagram illustrates how a specific preferred alternative will be identified from various broad initial alternatives as a result of the screening process and the DEIS.

detail to assess how the facility further refines the design of the Lowered Highway Alternative. The continued analysis of this alternative will keep us moving forward towards a potential build solution for I-84.

Concentrating on the lowered highway will give us more time to carefully consider your specific suggestions, concerns, and vision for the corridor. As the design becomes more detailed, we can better evaluate potential changes, impacts and opportunities for local traffic and congestion relief, bicycle and pedestrian facilities, and economic development.

Public feedback has been critical in bringing us to this point, and we hope you will continue to stay involved as the project progresses.

Much of 2017 will also be devoted to studying construction scenarios. Building a project of this magnitude will not be easy, but by concentrating on the Lowered and No-Build Alternatives we can better assess the challenges and impacts of various construction methods.

The variations of the Lowered Highway Alternative resulting



The lowered alternative provides many opportunities to create a better corridor with accommodation for all travelers, not just those on the highway. This is just one illustration of the potential for a multi-use trail along a portion of the lowered I-84.

Identifying the Most Promising Solutions..., continued

(continued from [page 3](#))

from the Level 2 Screening process will be fully evaluated in the Draft Environmental Impact Statement (DEIS). It is anticipated to be available for public review and comment in the summer of 2018. This document will identify a preferred alternative and compare it to the No-Build Alternative. The Final Environmental Impact Statement, expected in the fall of 2019, will address all public and agency comments

and will be shortly followed by a Record of Decision (ROD), which is the final approval before final design and construction.

Whether traveling by car, bike, bus, rail, wheelchair or on foot, we are moving together toward a collaborative solution for I-84 Hartford.

As the Project Progresses, Cost Estimates Are Refined

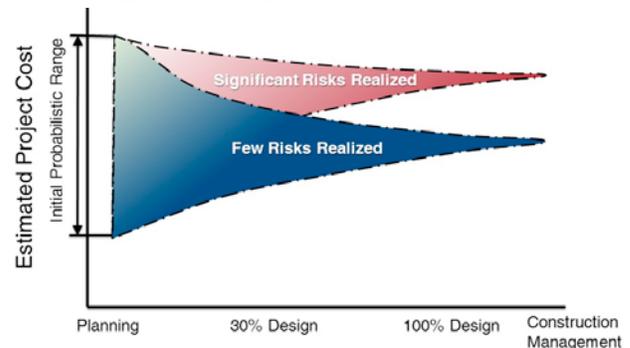
Whether it's a mega construction project or small-scale home improvement, it's important to plan ahead when it comes to project costs and schedules! Even with proper planning, most projects run into unforeseeable events, obstacles or site conditions, unanticipated delays, or unexpected price increases. The I-84 Hartford Project Team has been working hard to assess risks to ensure that the estimated costs for I-84 are on-target and overruns do not occur.

Getting a Handle on the Risks

The Project Team has held two internal workshops with experts in engineering design, environmental planning, scheduling, construction, risk assessment and funding. The goal of these workshops was to identify all potential unknowns and capture those risks in the project cost range. The first workshop was held early in the alternatives process and was based on very conceptual ideas. Once the alternatives were refined with more engineering and technical analyses, a second workshop was conducted in November 2016. The chart to the right shows the cost range remaining the same as a project moves forward

through planning and design. This narrowing occurs as more becomes known about the project and fewer risks remain that could affect cost or schedule. The range accounts for total project costs, including engineering, construction, and management.

Cost Range and Project Status



Program costs will be further refined within the range during the design phase.

We'll continue to monitor project cost through the construction phase to ensure that there are no unexpected overruns!

Keep your eyes peeled for the I-84 kiosk!

We're repurposing the popular CT**fastrak** kiosk to give you all the need-to-know information on the I-84 Hartford Project. A central spot for I-84 information, the kiosk will include a video about the project, brochures, an electronic survey, and much more!

This will be a great place to not only learn about the project, but provide some feedback and play YOUR part in planning the future of I-84 in Hartford.

We're looking for public places to display our kiosk in downtown Hartford. If you have any suggestions, please let us know! And we'll let you know where to look out for the kiosk later this year!



*This CT**fastrak** kiosk will soon be repurposed for the I-84 Hartford project. Stay tuned for more information. We'll keep you posted on where and when you can visit it.*