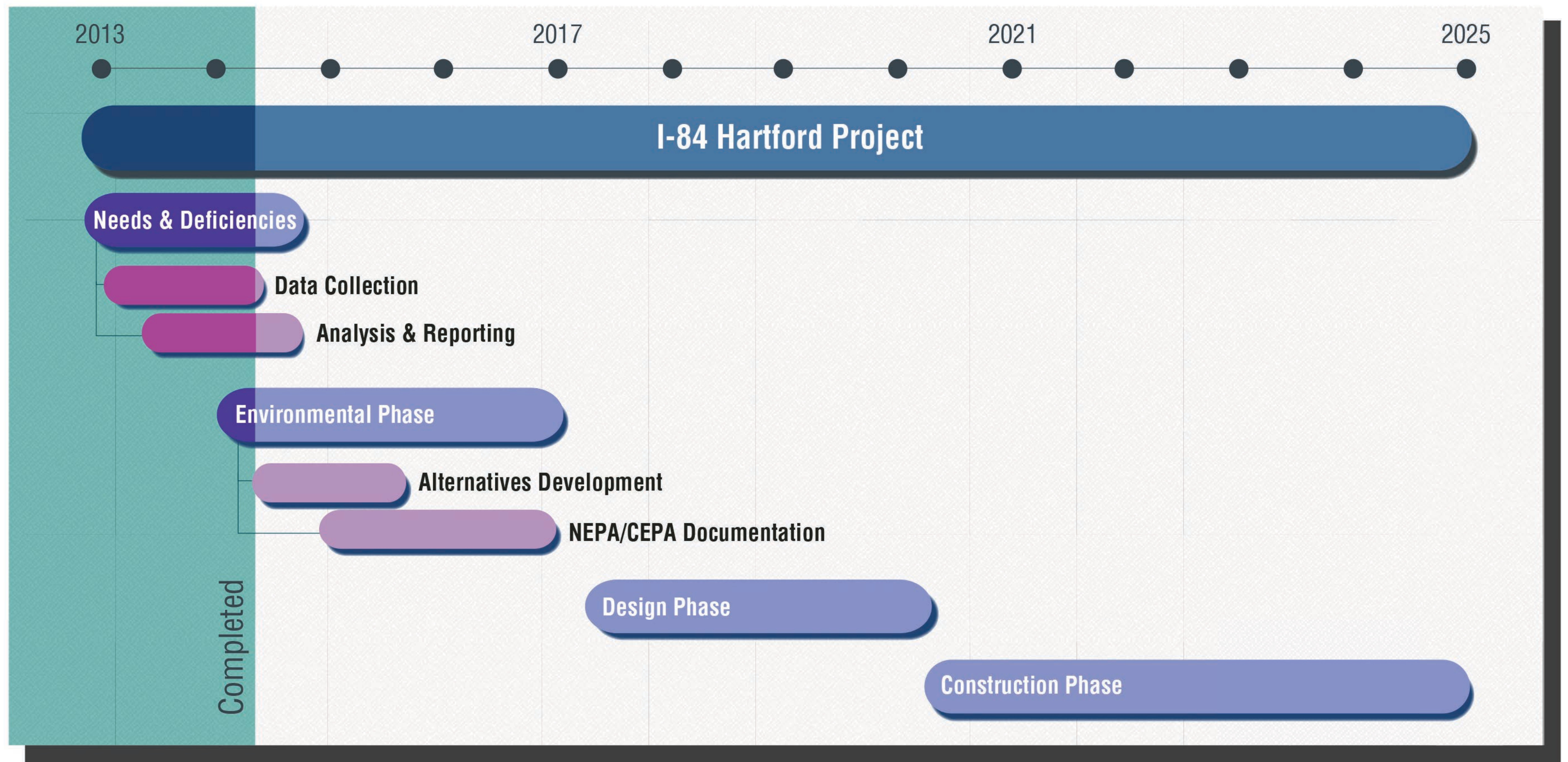


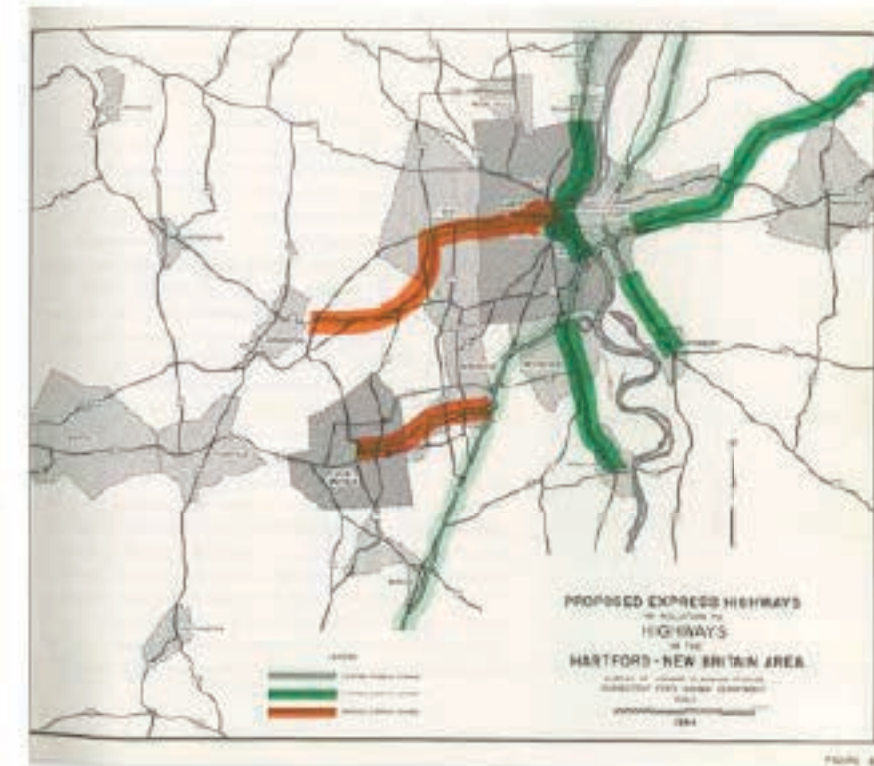


Project Schedule





THE I-84 HARTFORD PROJECT Evolution of I-84



1945
East-West highway conceptualized



Image courtesy of UConn MAGIC

1969
I-84 completed

1990
CTDOT first proposes I-84 viaduct replacement



Image courtesy of Heather Brandon

2006
Community forms committee to evaluate I-84

1839
Railroad constructed through Hartford



1970
NEPA signed into law, establishing full public disclosure of the environmental impacts of federal agency actions

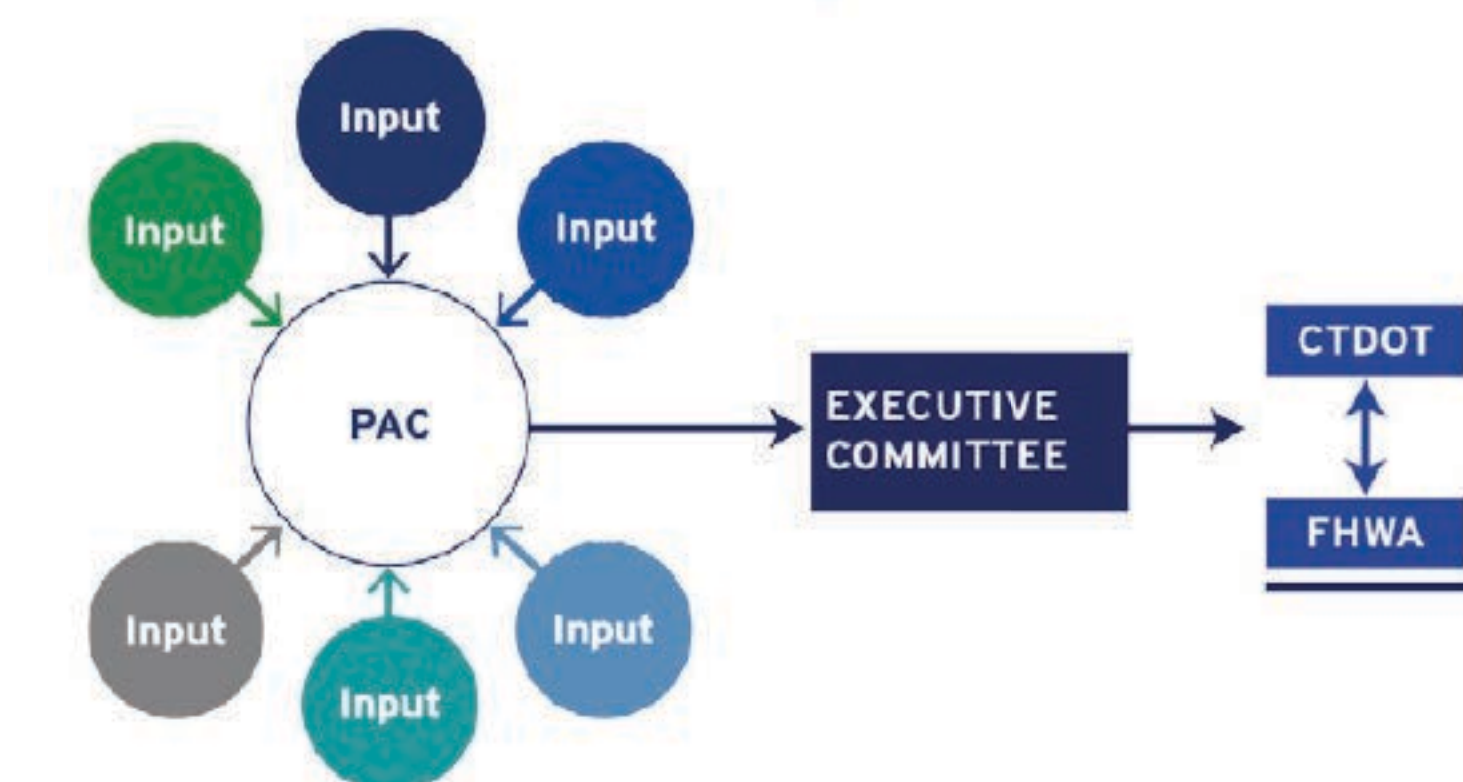


1956
Federal Aid Highway Act signed into law



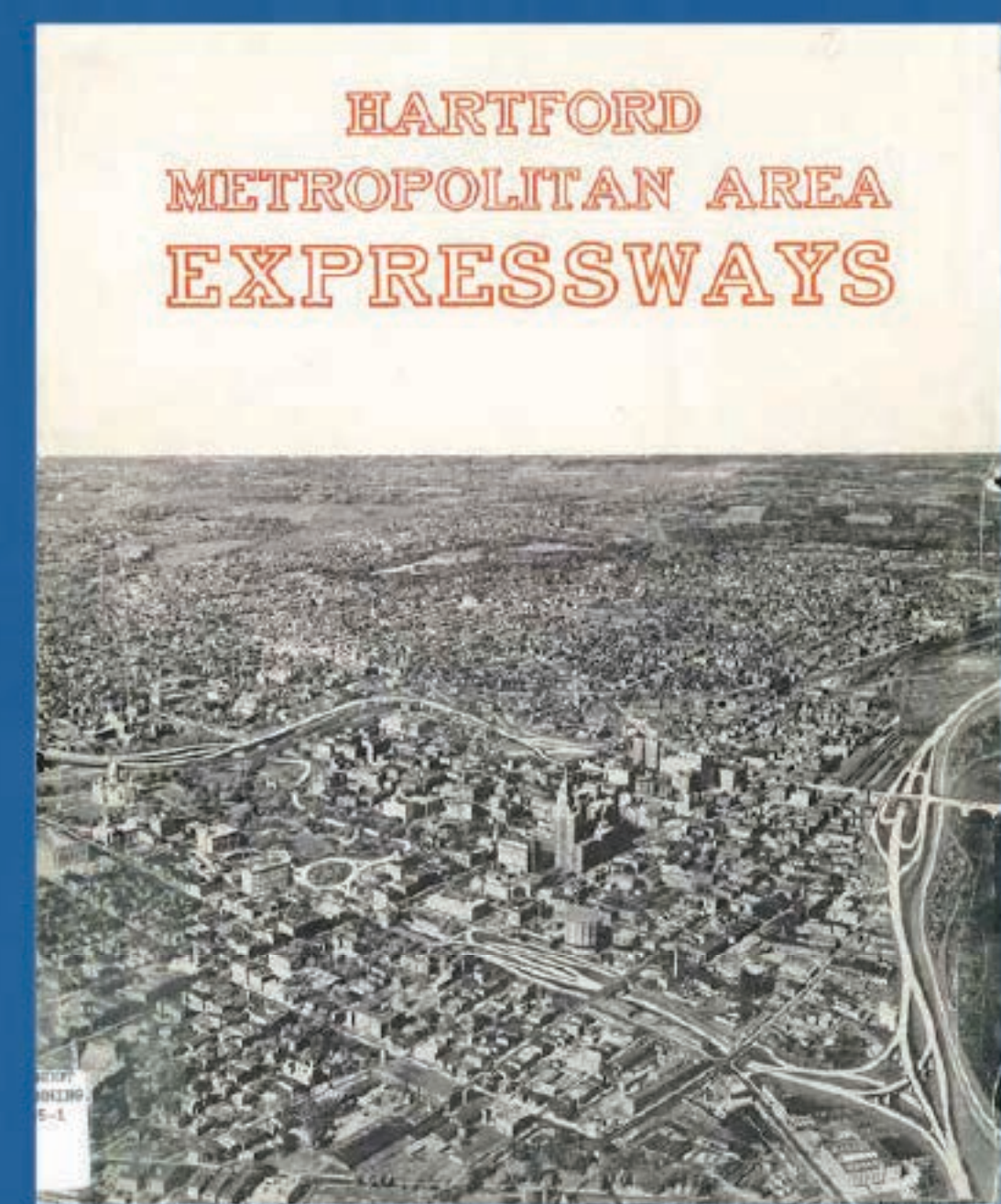
Image courtesy of FHWA.dot.gov

2013
CTDOT begins process to rethink I-84 replacement

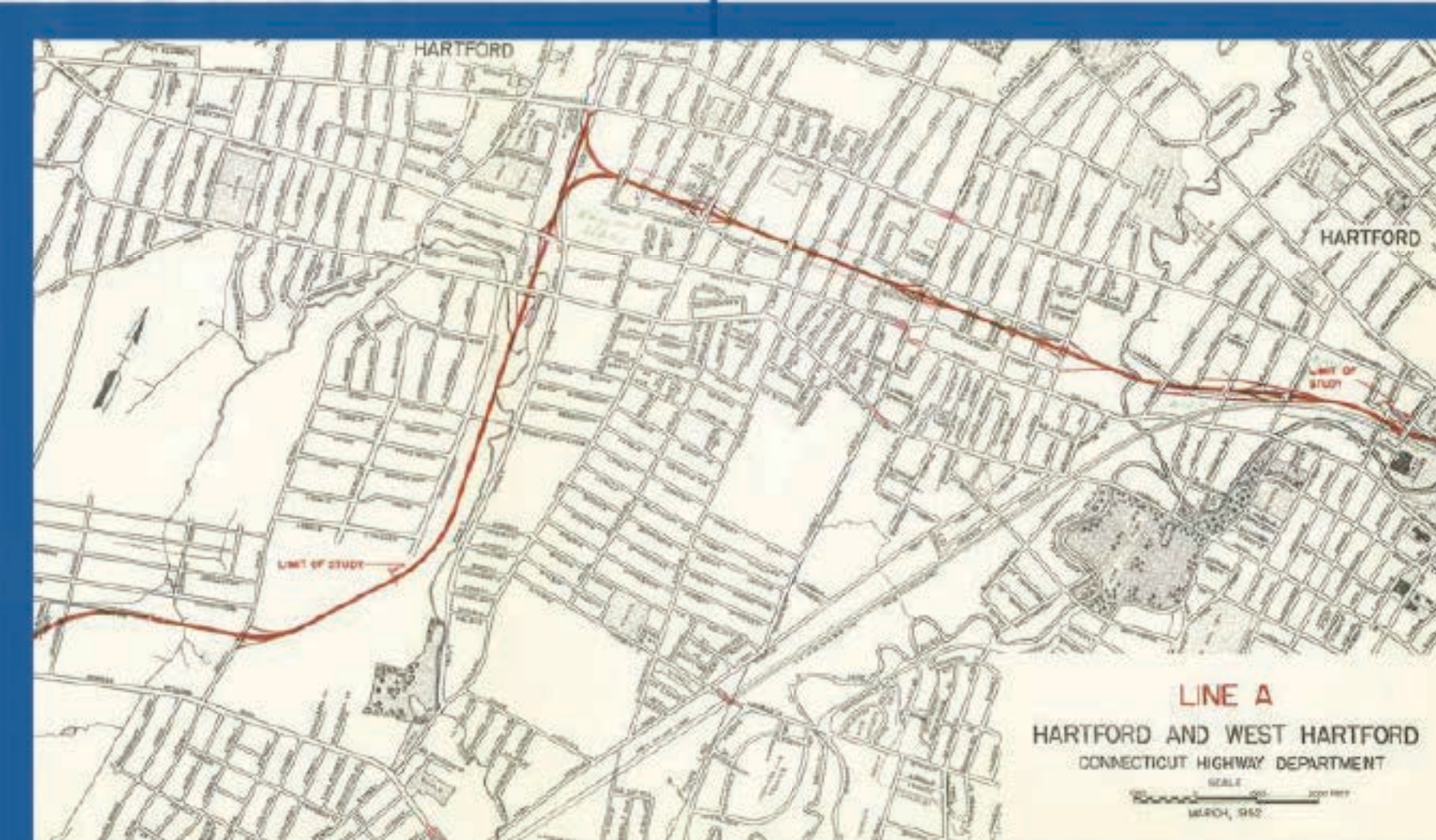




THE I-84 HARTFORD PROJECT Evolution of I-84



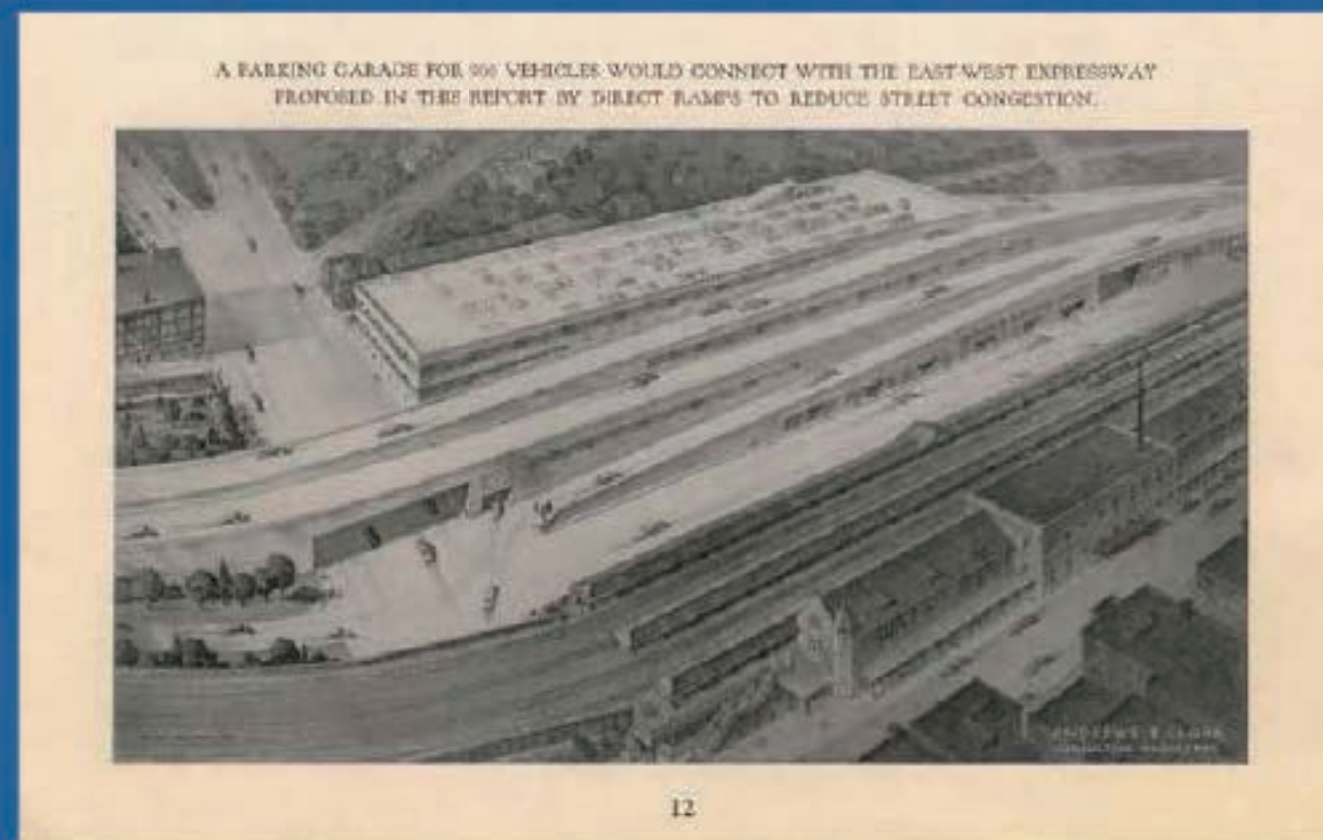
1945
CT Highway Department



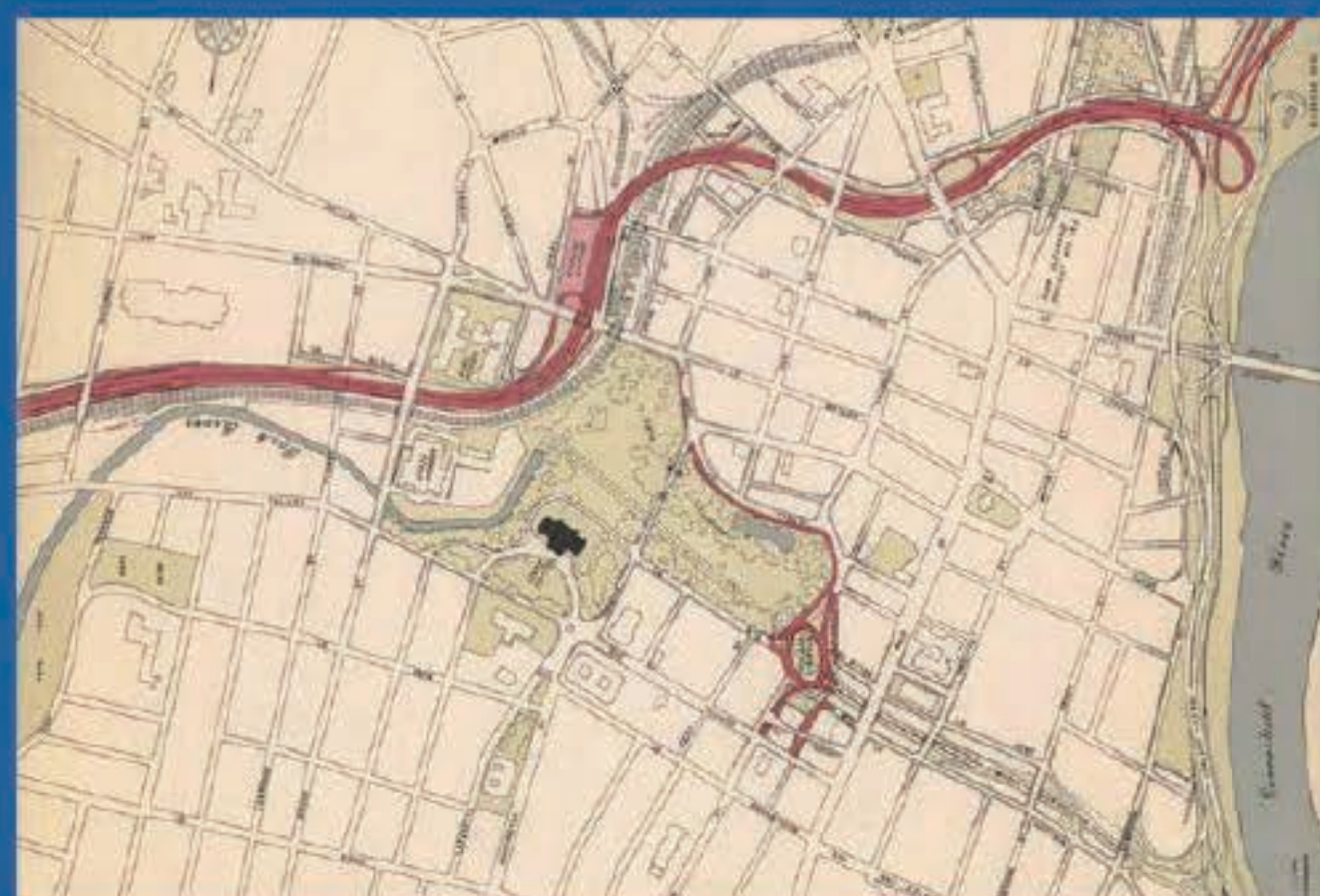
1954
U.S. Highway Department



1970
CTDOT and FHWA



1949
Andrews & Clark,
cover by Robert Moses



“The impact of the I-84 freeway upon the physical environments into which it was introduced has been both dramatic and overwhelming. Adjacent land users must adjust to the presence of the highway – they simply cannot ignore it for very long, for it dominated its neighbors.”

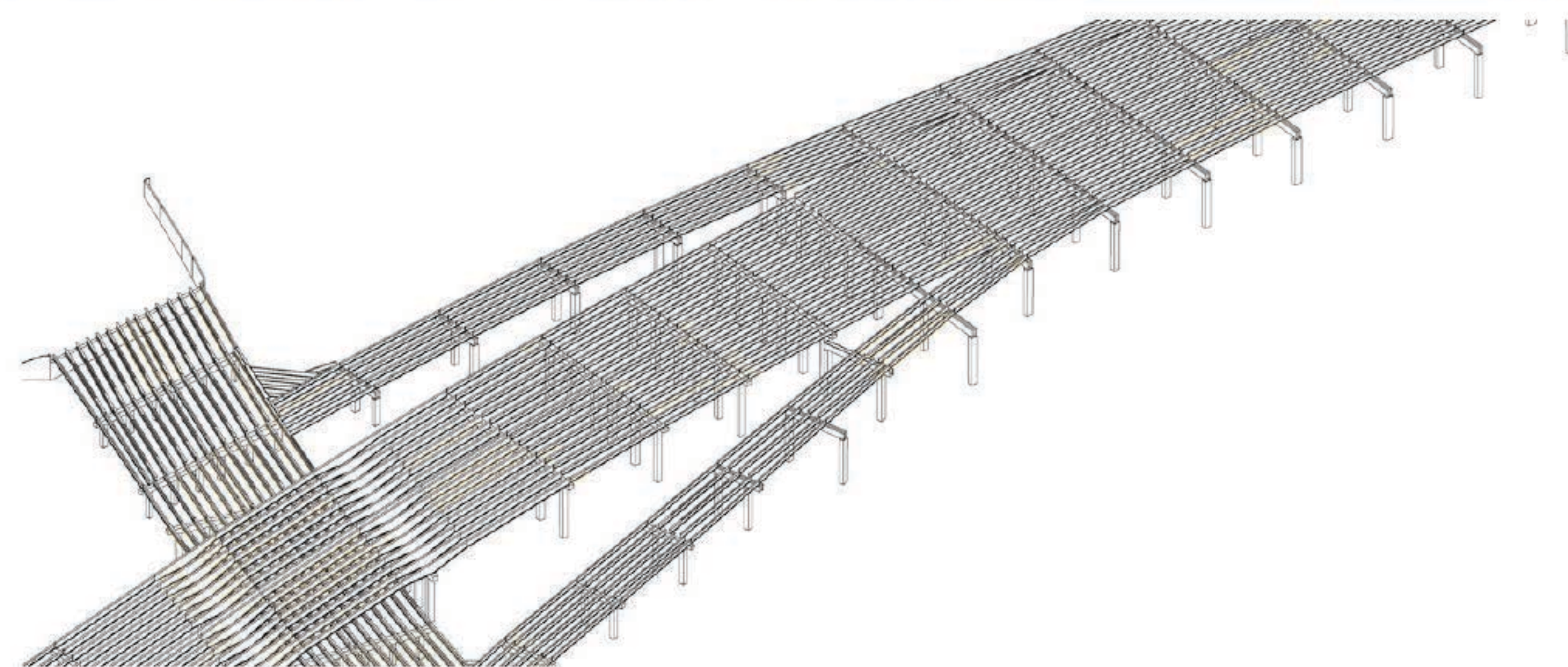
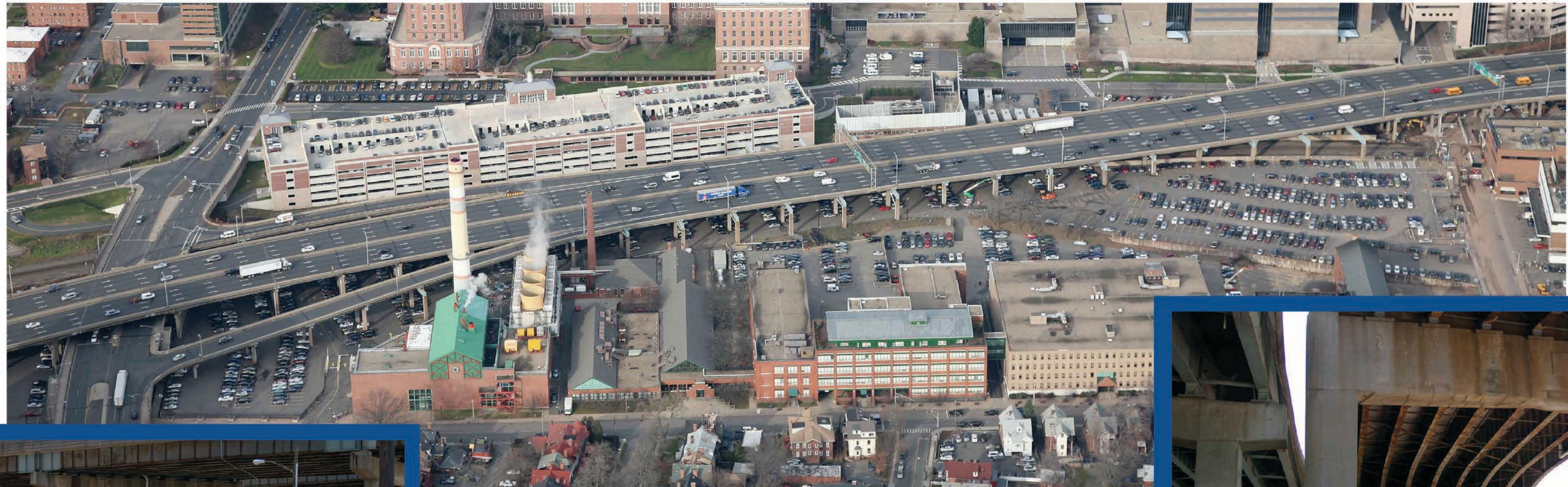
-1970 CTDOT and FHWA



THE I-84 HARTFORD PROJECT

Why is the I-84 Project needed?

Bridge Structural Deficiencies



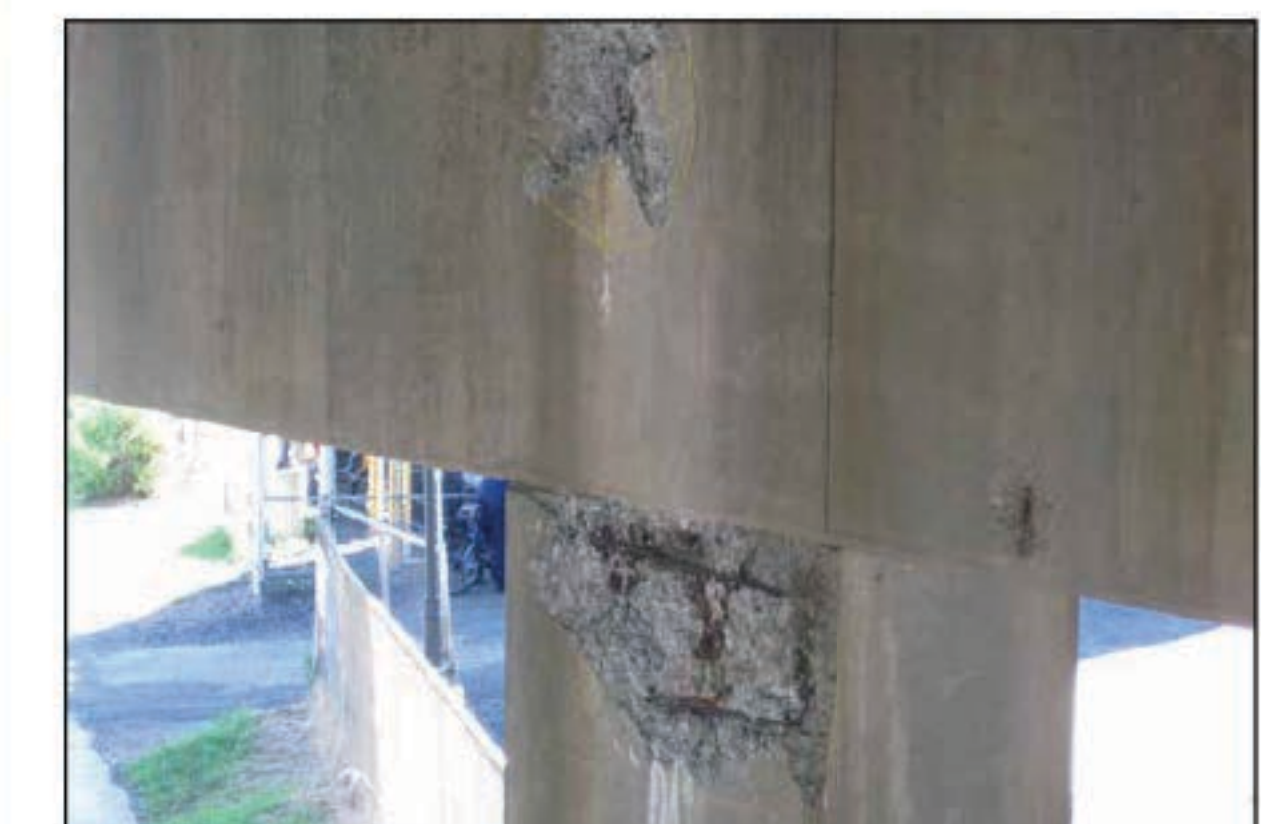
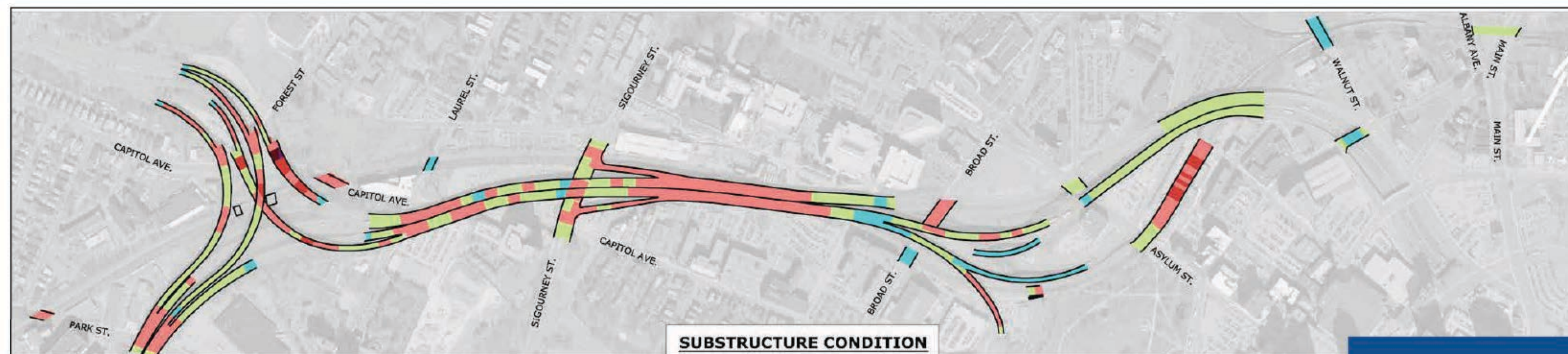
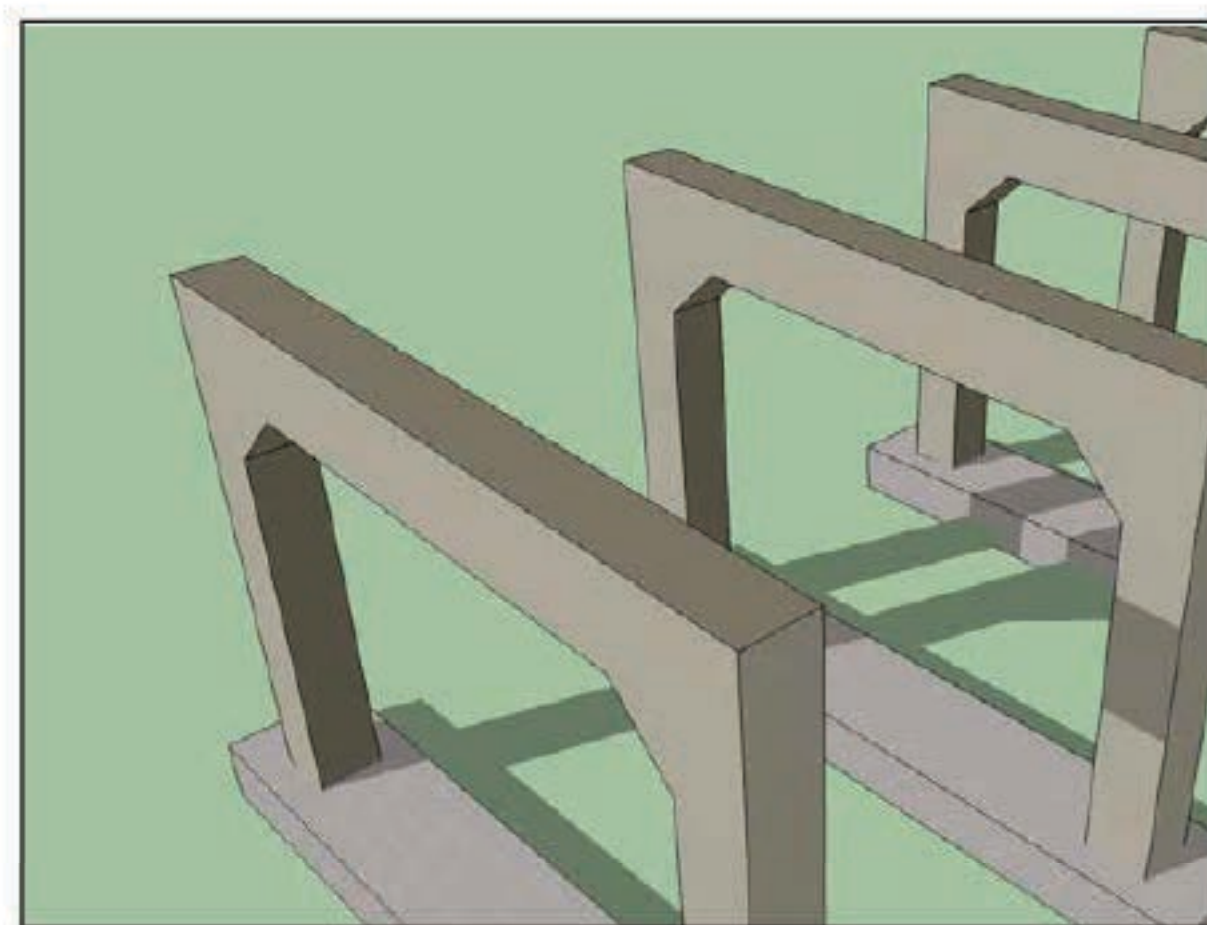
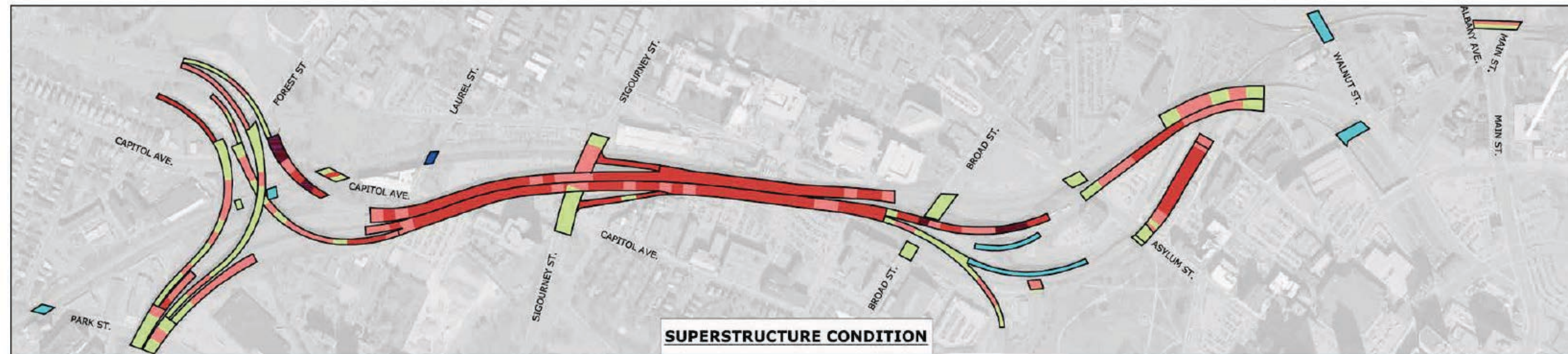
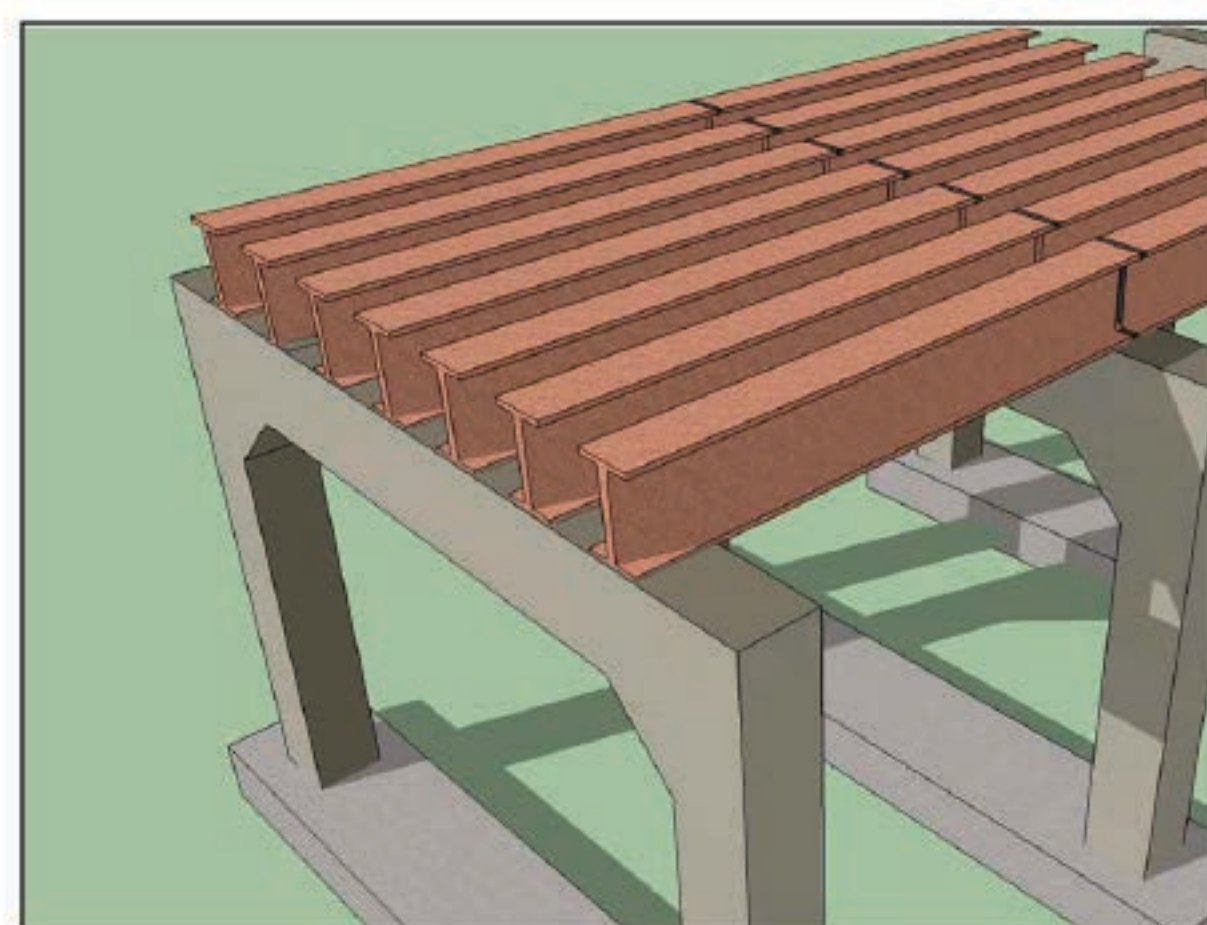
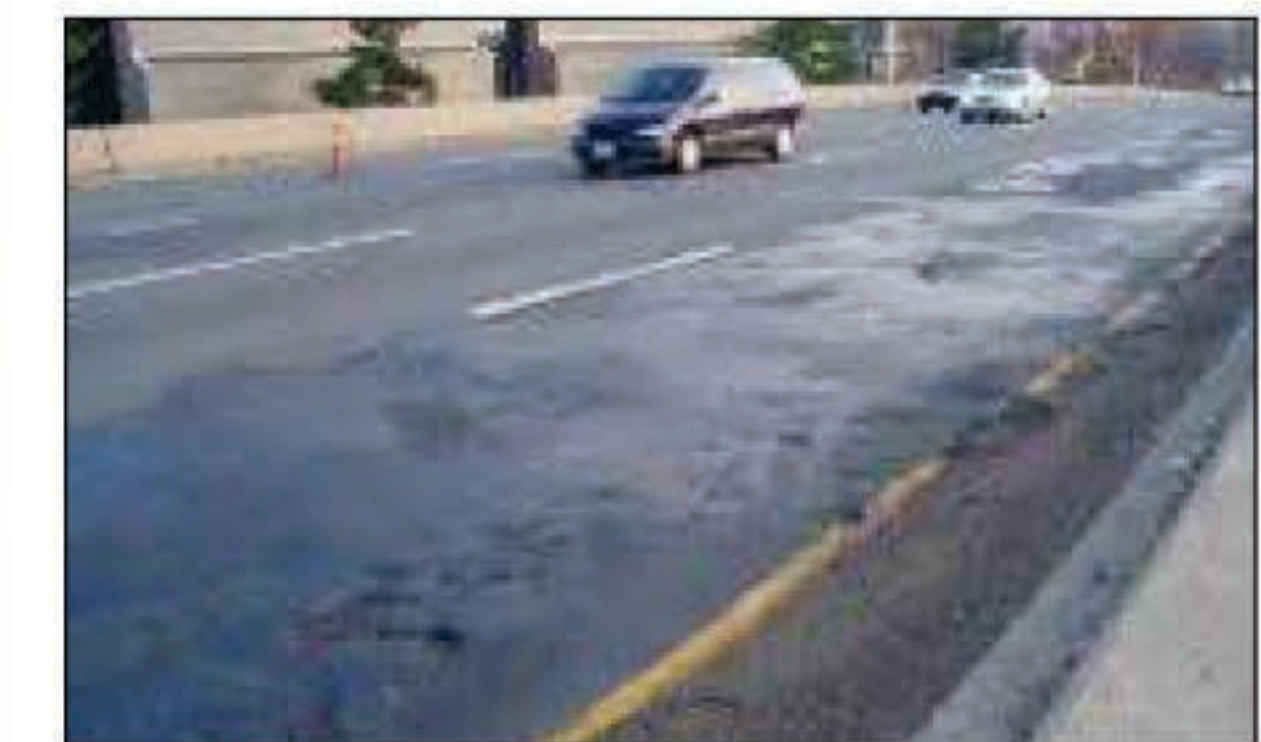
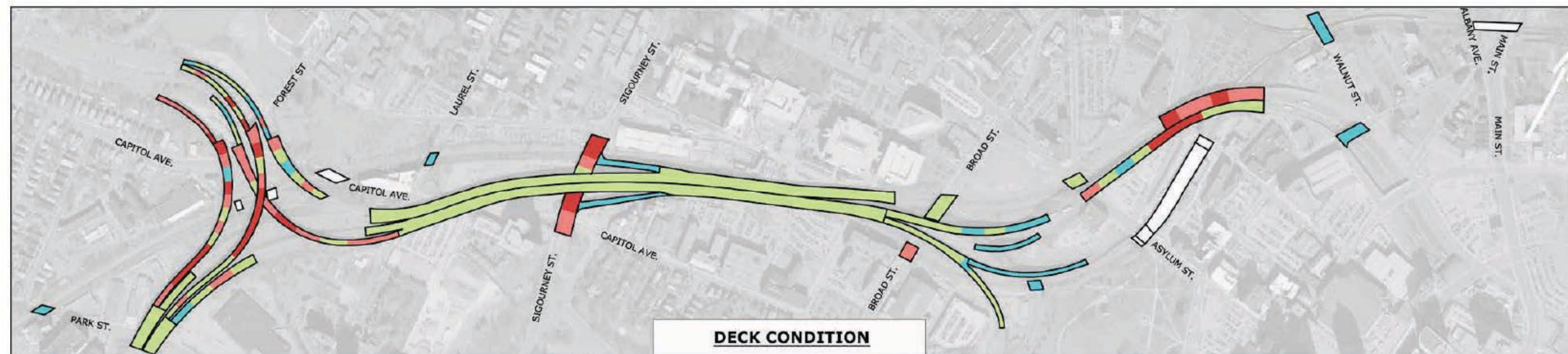
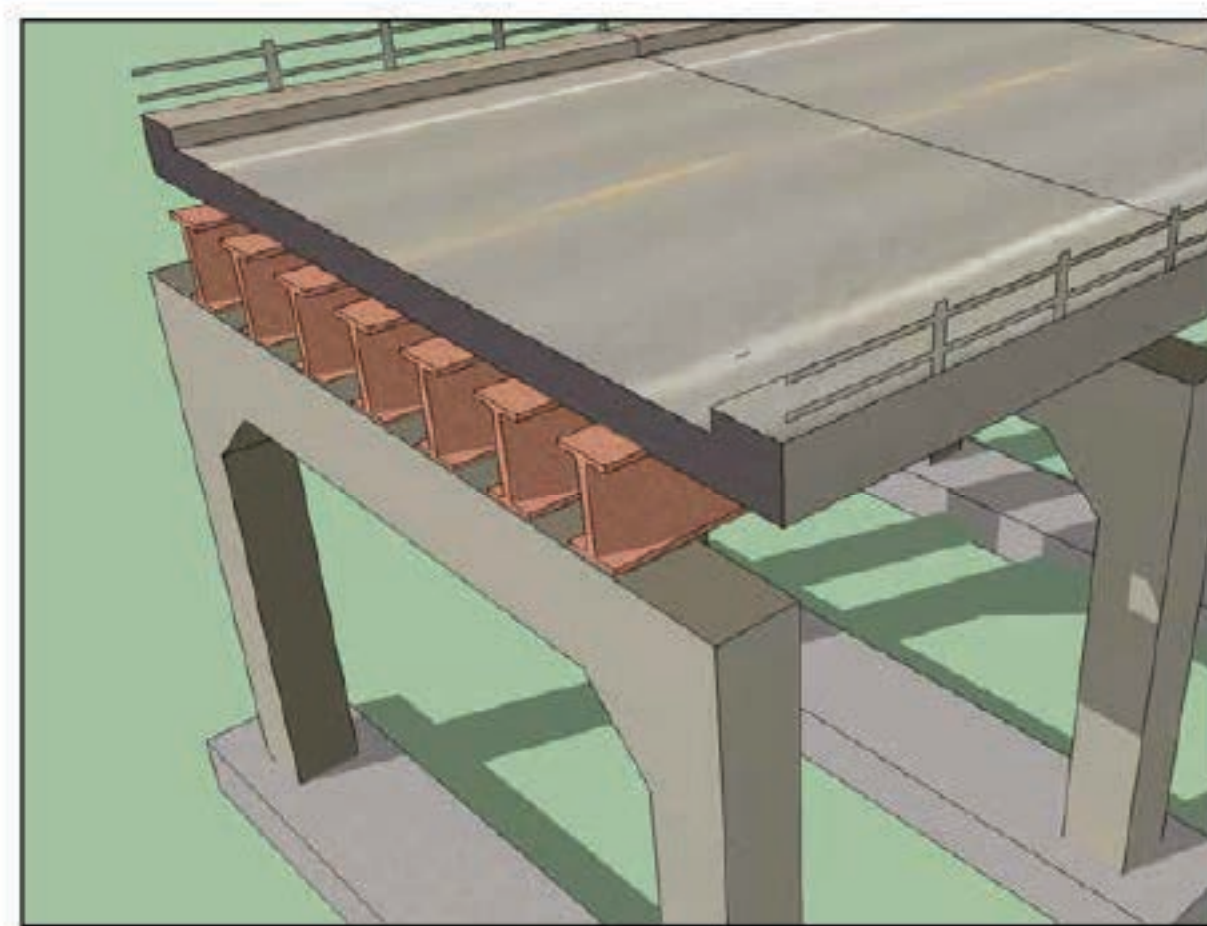
- Many of these bridges are reaching the end of their intended lifespan
- CTDOT spent over \$60M on repairs since 2004
- Bridges are safe to drive over but deterioration will continue



THE I-84 HARTFORD PROJECT

Why is the I-84 Project needed?

Bridge Structural Deficiencies



National Bridge Inventory Rating

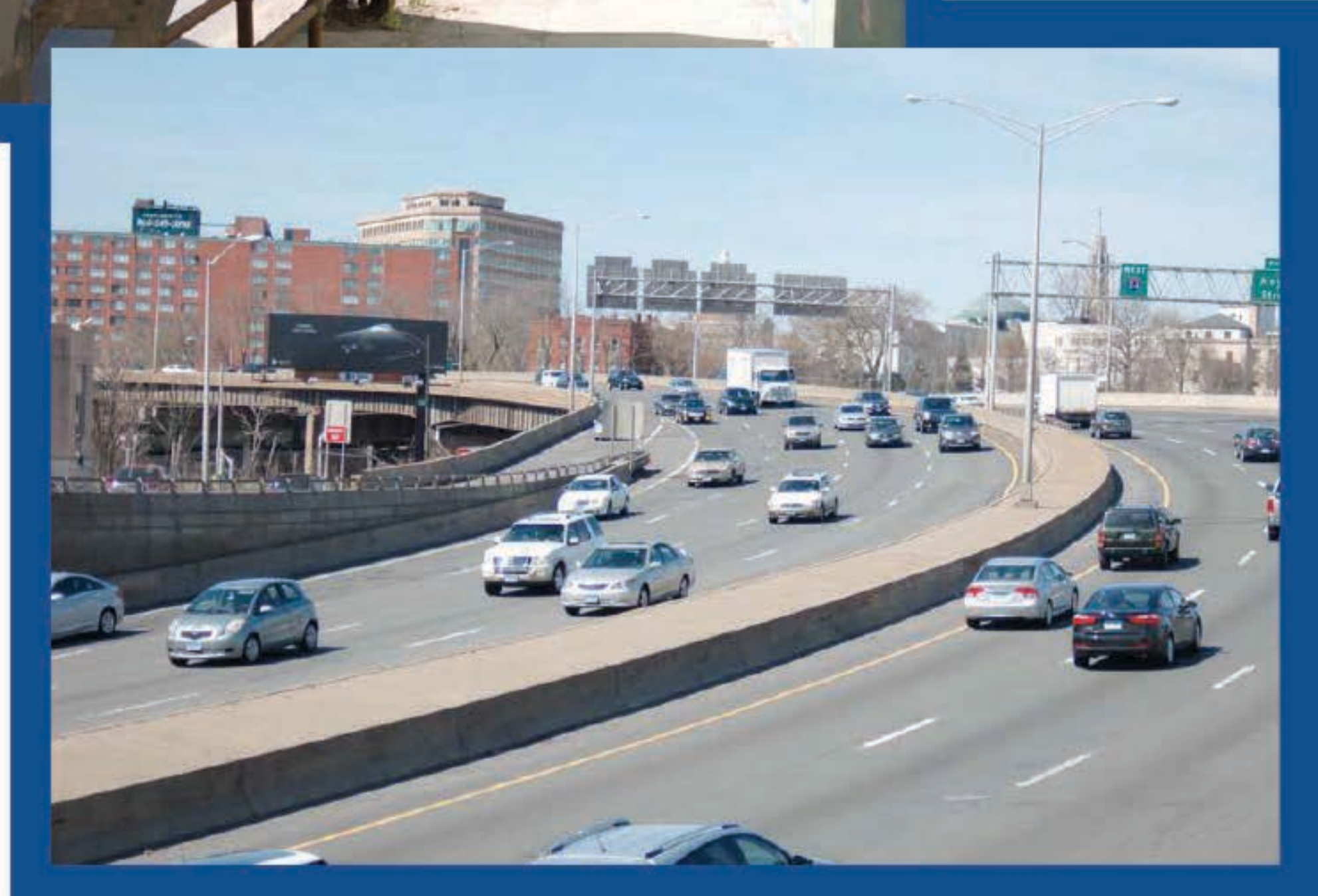
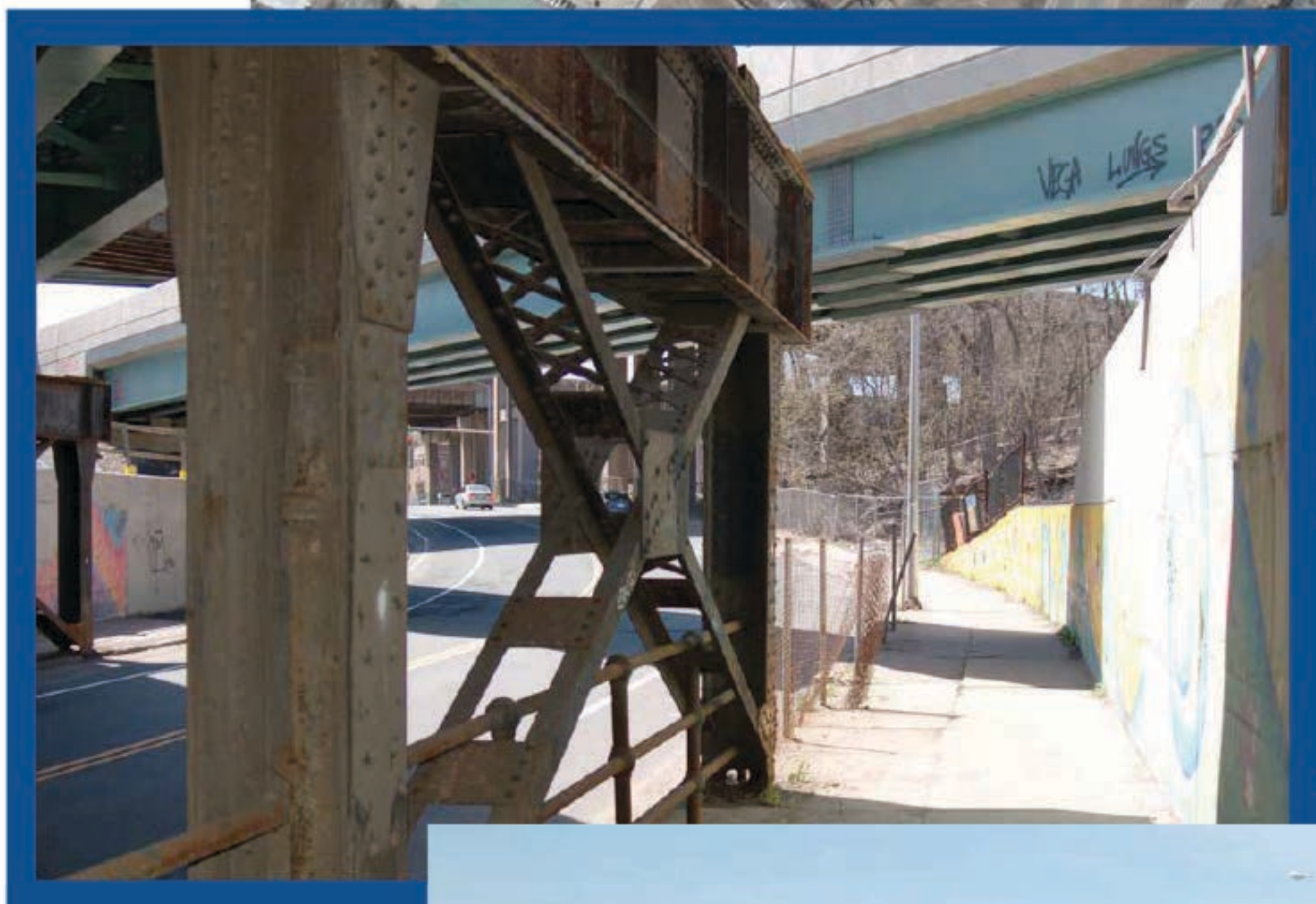
Very Good (8)		Fair (5)	
Good (7)		Poor (4)	
Satisfactory (6)		Serious (3)	



THE I-84 HARTFORD PROJECT

Why is the I-84 Project needed?

Safety and Mobility 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

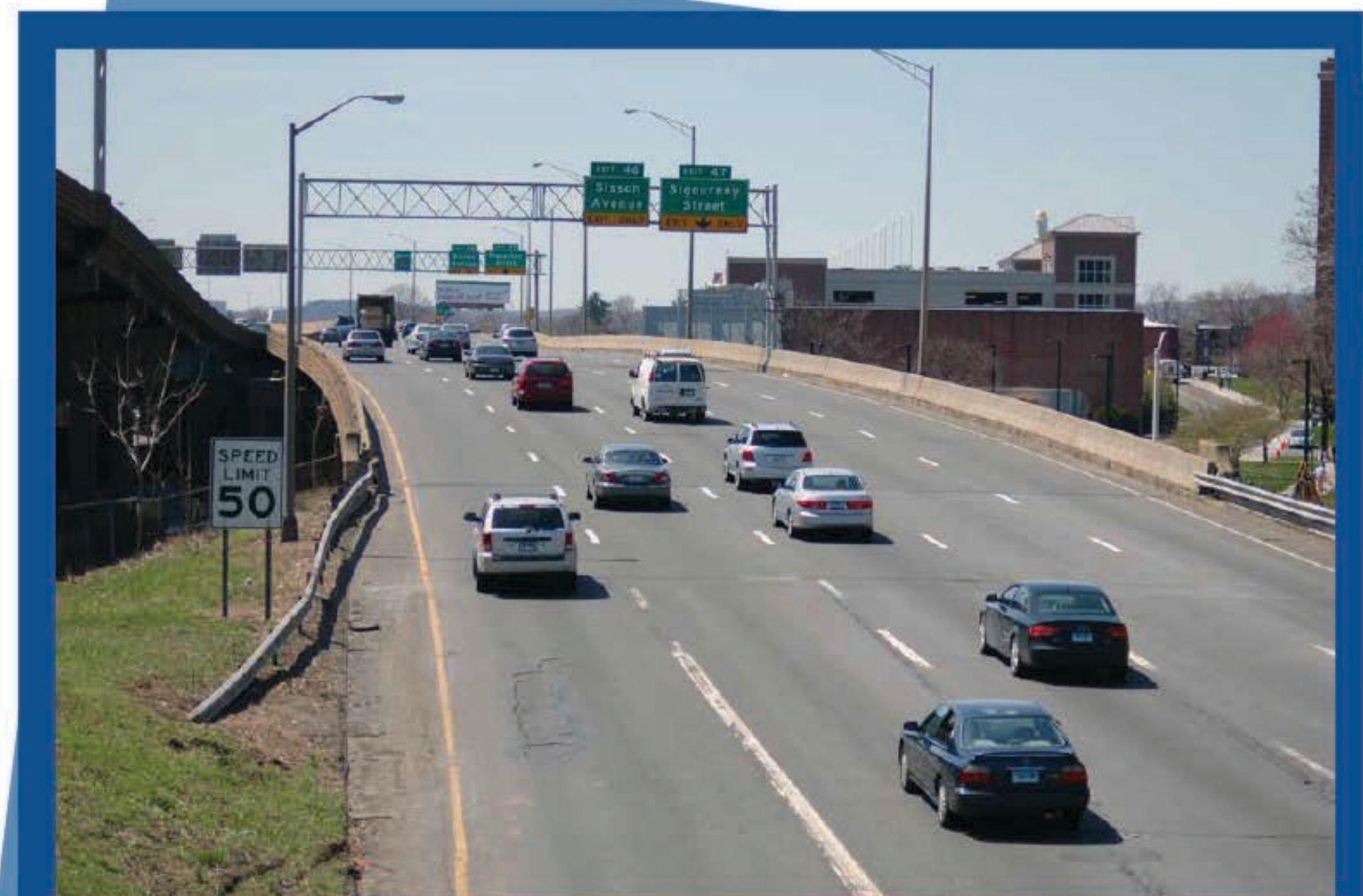
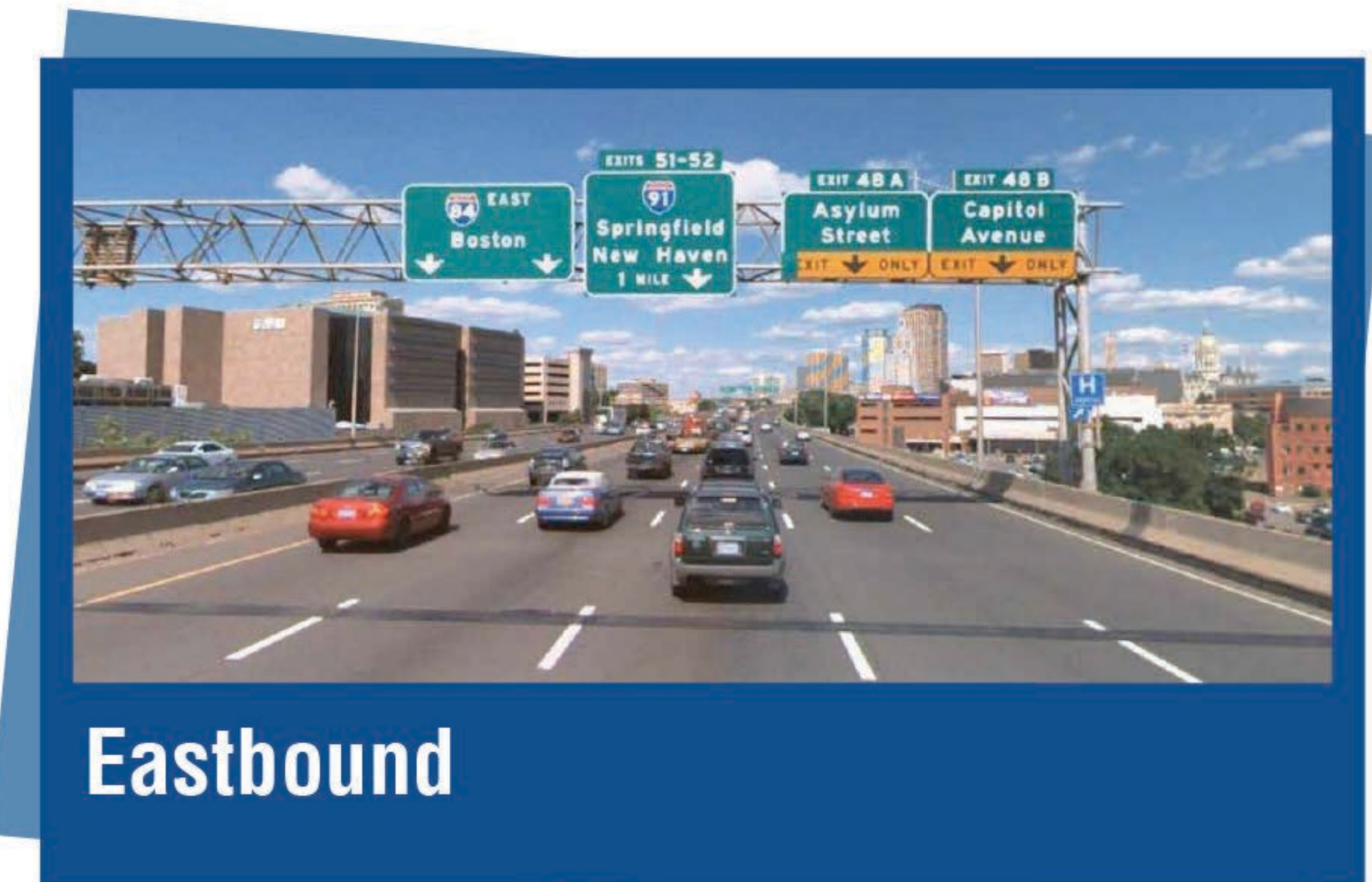


THE I-84 HARTFORD PROJECT

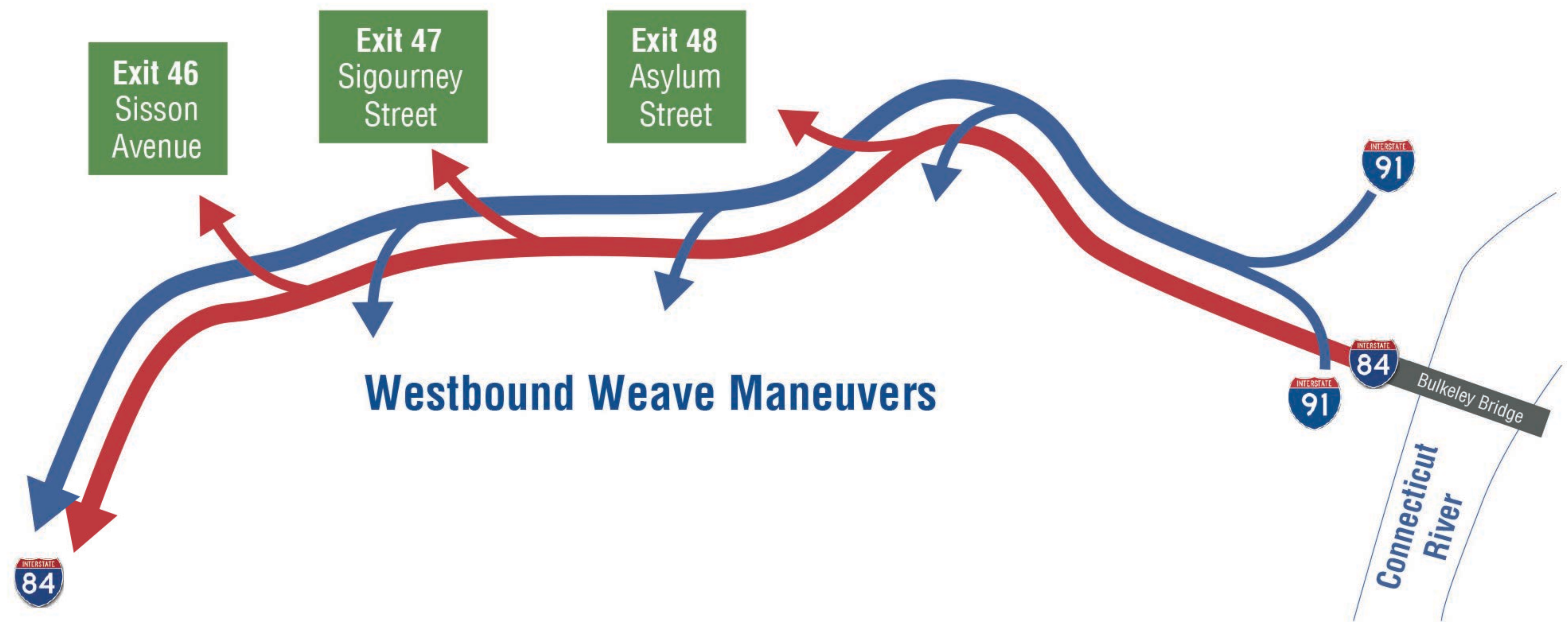
Why is the I-84 Project needed?

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



Westbound





THE I-84 HARTFORD PROJECT

What will I-84 look like?

Community Challenges and Opportunities

- Connectivity between places
- Social and economic impact
- Aesthetics and view sheds
- Historic preservation

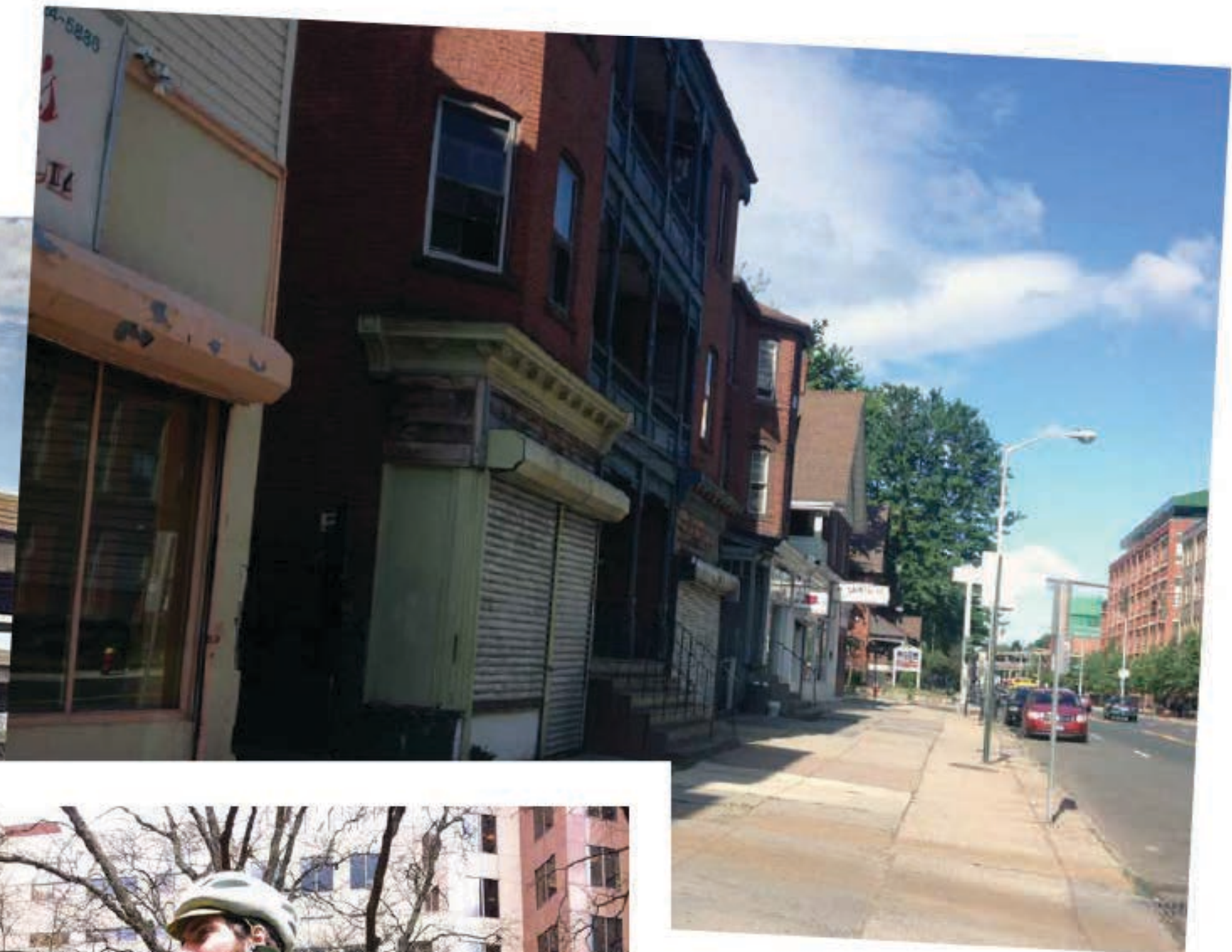


Image at left and top left courtesy of Heather Brandon



Image courtesy of Barbara Steele

Image courtesy of Archives and Special Collections, UConn Library





THE I-84 HARTFORD PROJECT

We want an I-84 that...

Your Vision

Place a dot on the elements of this project that matter most TO YOU!

Accommodates traffic demand more safely and efficiently

Promotes greater mobility (better connections with other modes)

Uses 'Complete Streets' practices to emphasize safety and accommodation of all users regardless of age or ability

Provides additional economic development opportunities

Facilitates goods movement into and through the corridor

Minimizes the impact of the communities through which it passes

Is implementable and embraced by many



THE I-84 HARTFORD PROJECT

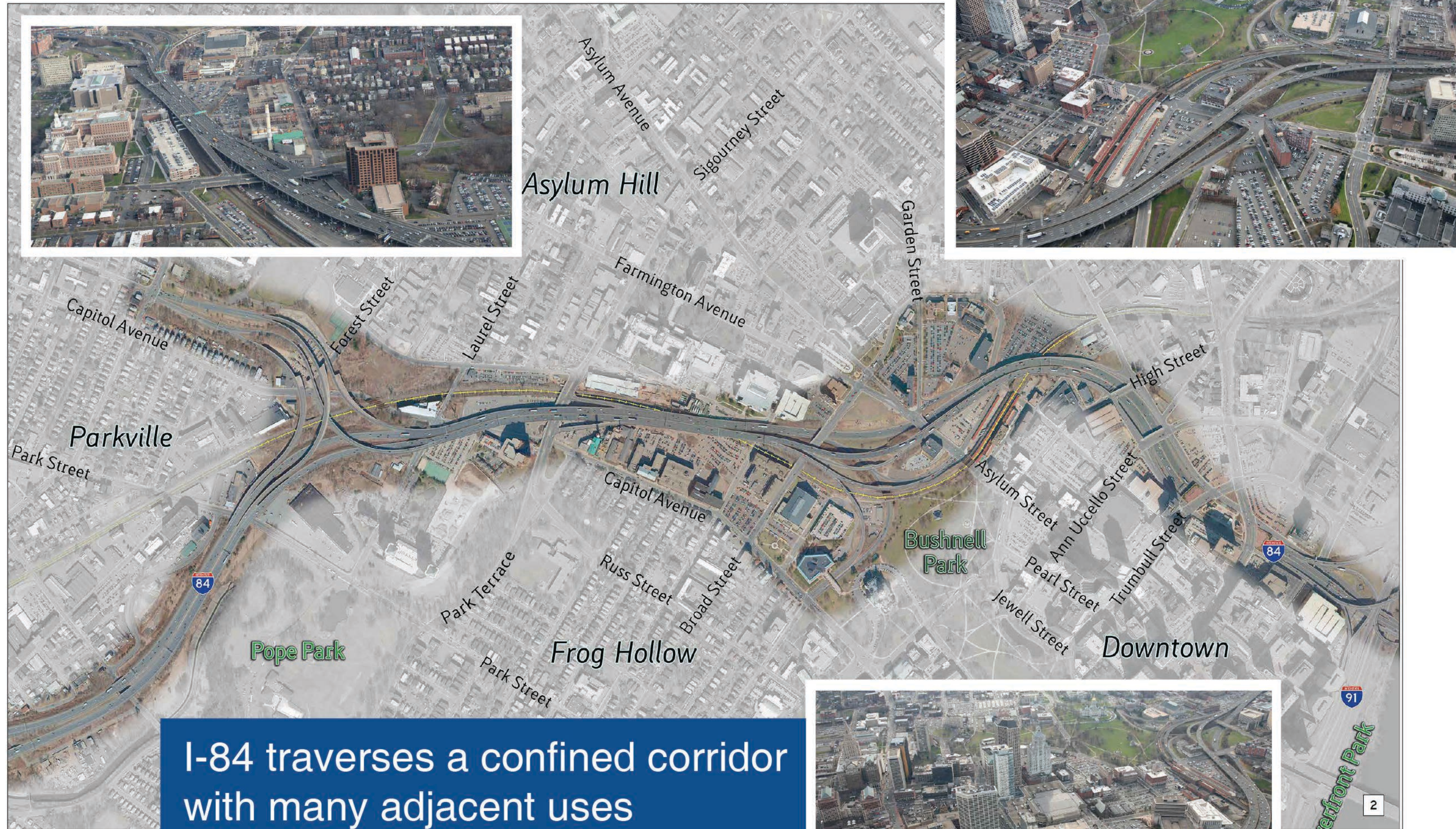


Place a **green dot** where you work.
Place a **red dot** where you live.





Confined Corridor

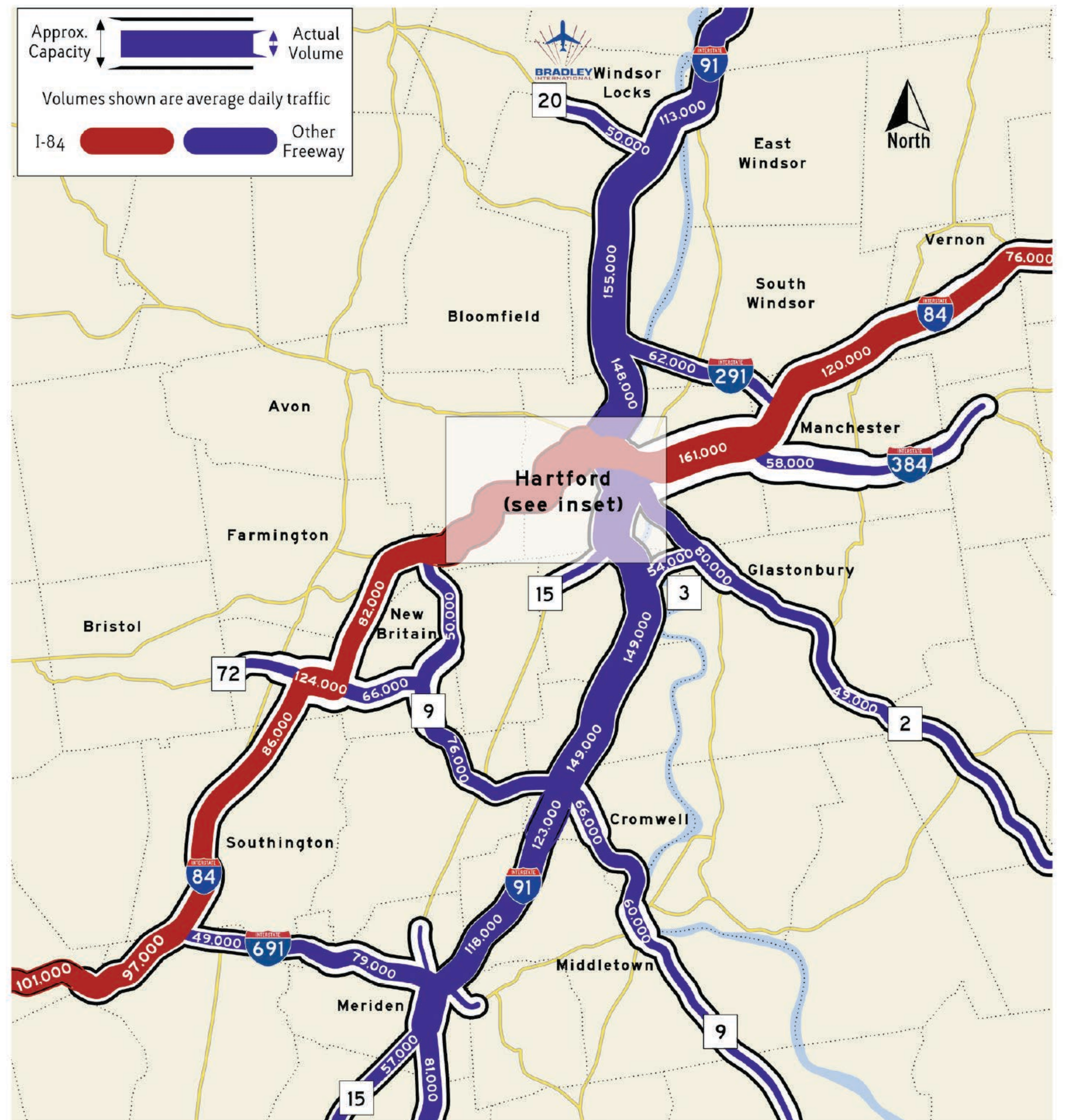
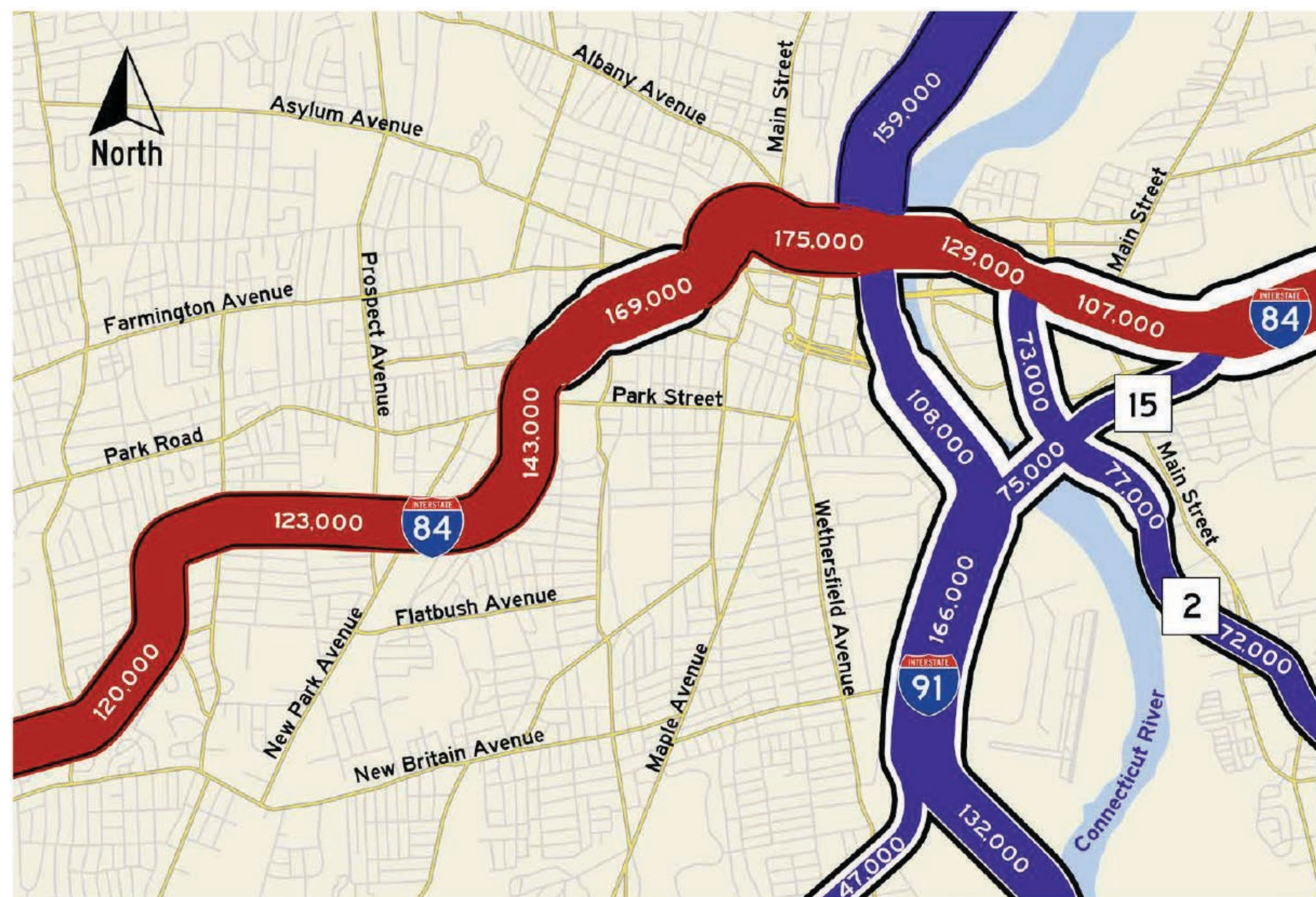


I-84 traverses a confined corridor with many adjacent uses

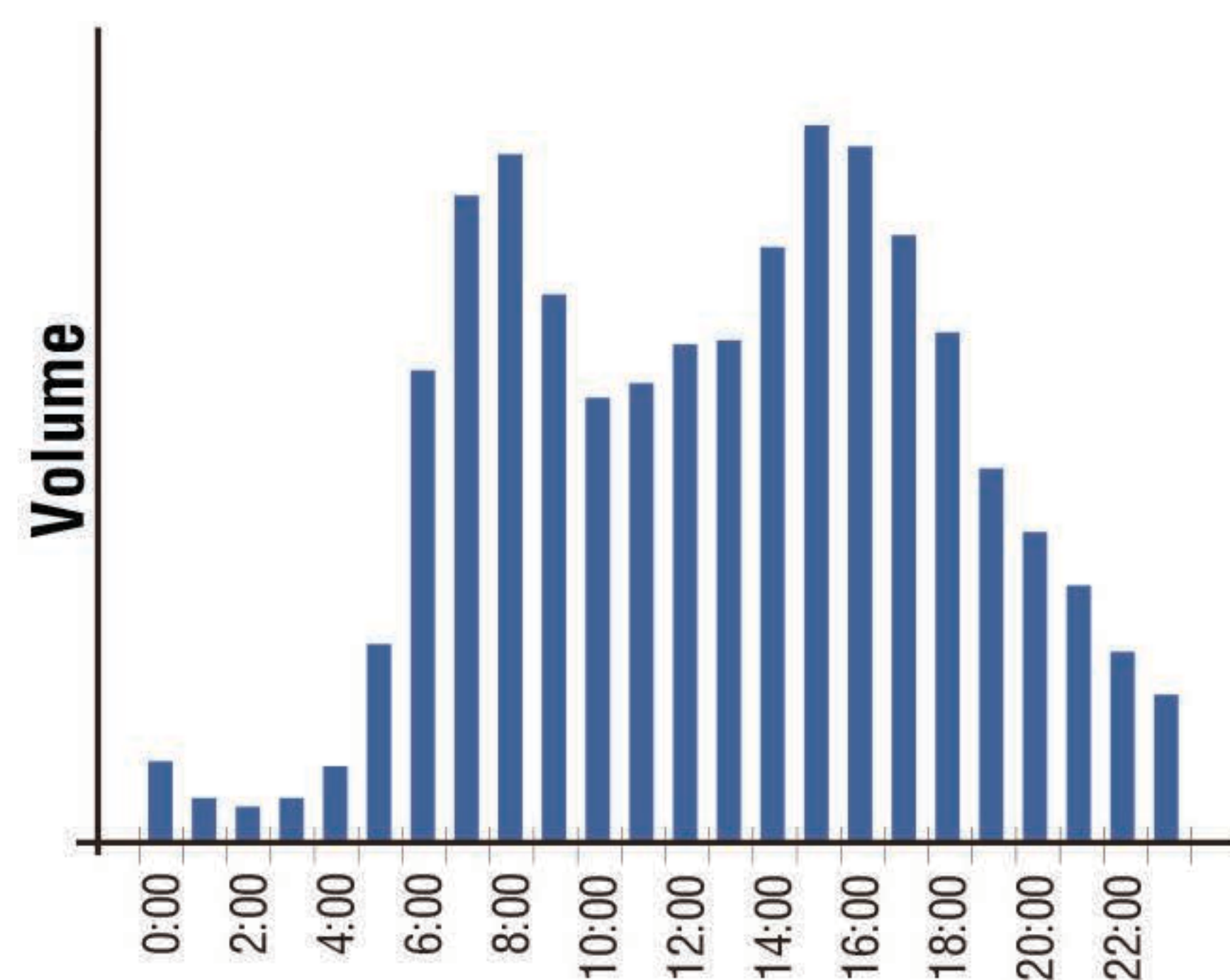


Heavy Traffic Flow

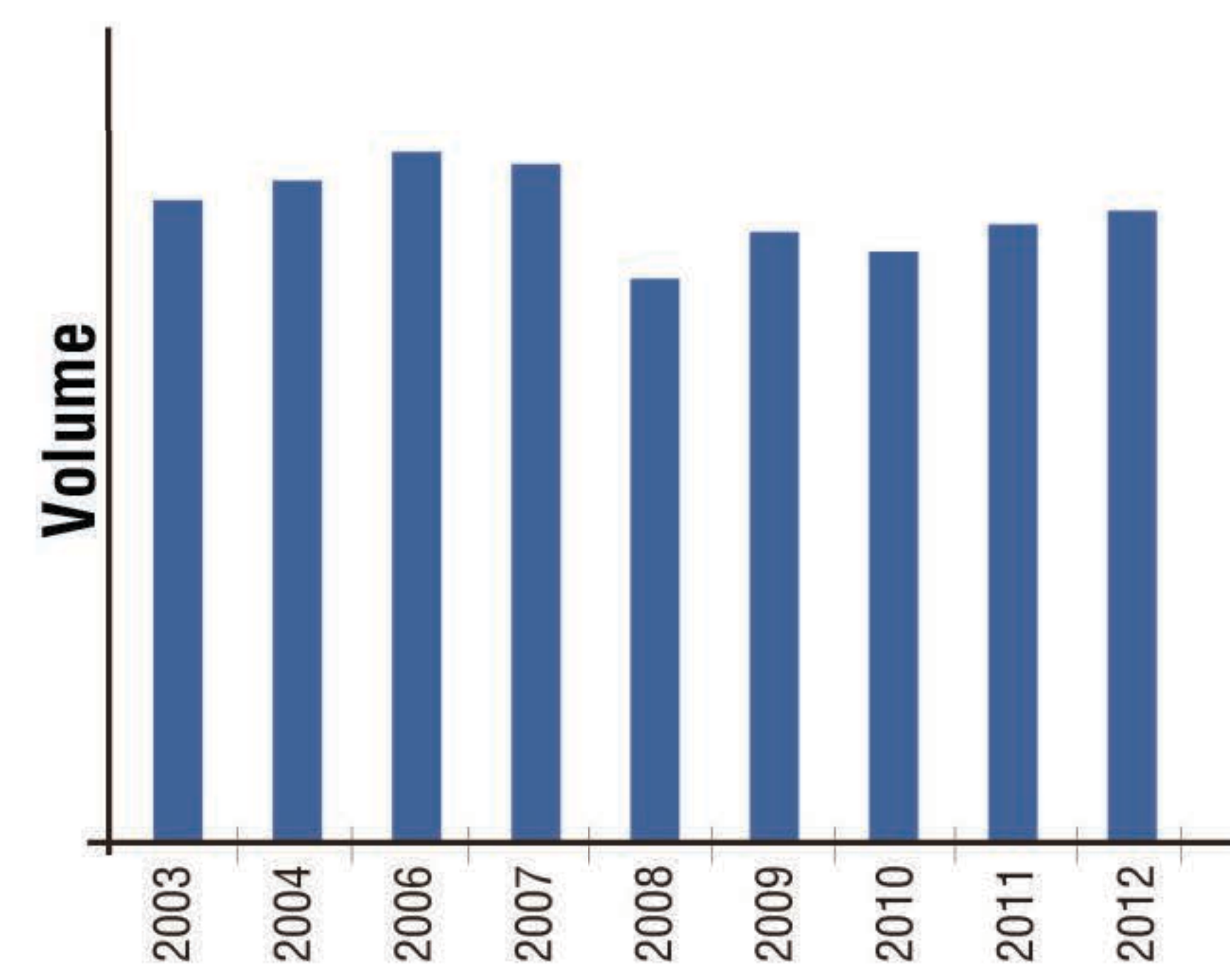
I-84 is a critical transportation link with limited bypass options.



Hourly Volume Variations on I-84



Annual Volume Variations on I-84





Other Projects

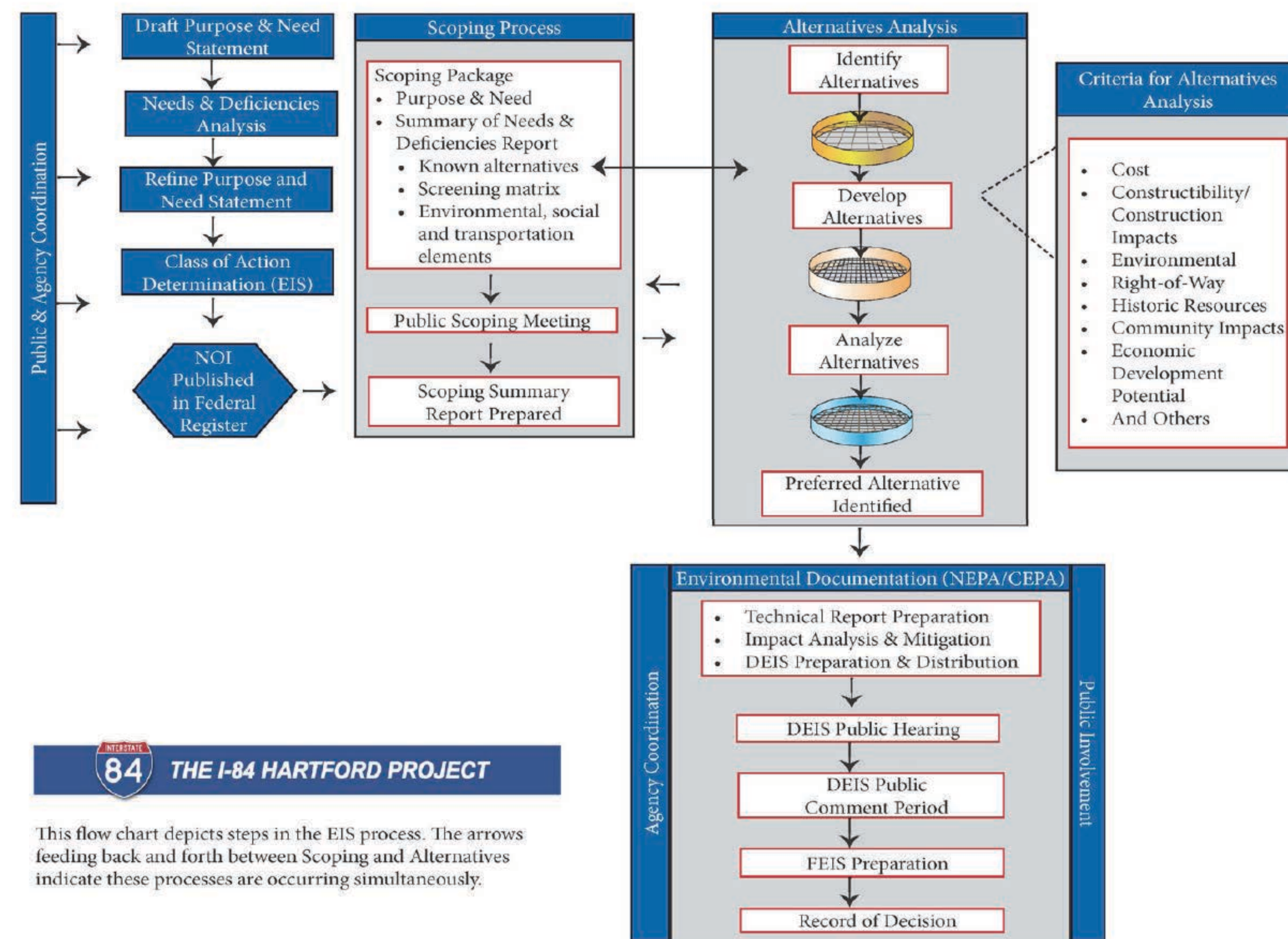
Many ongoing projects and initiatives within the study area require ongoing coordination.



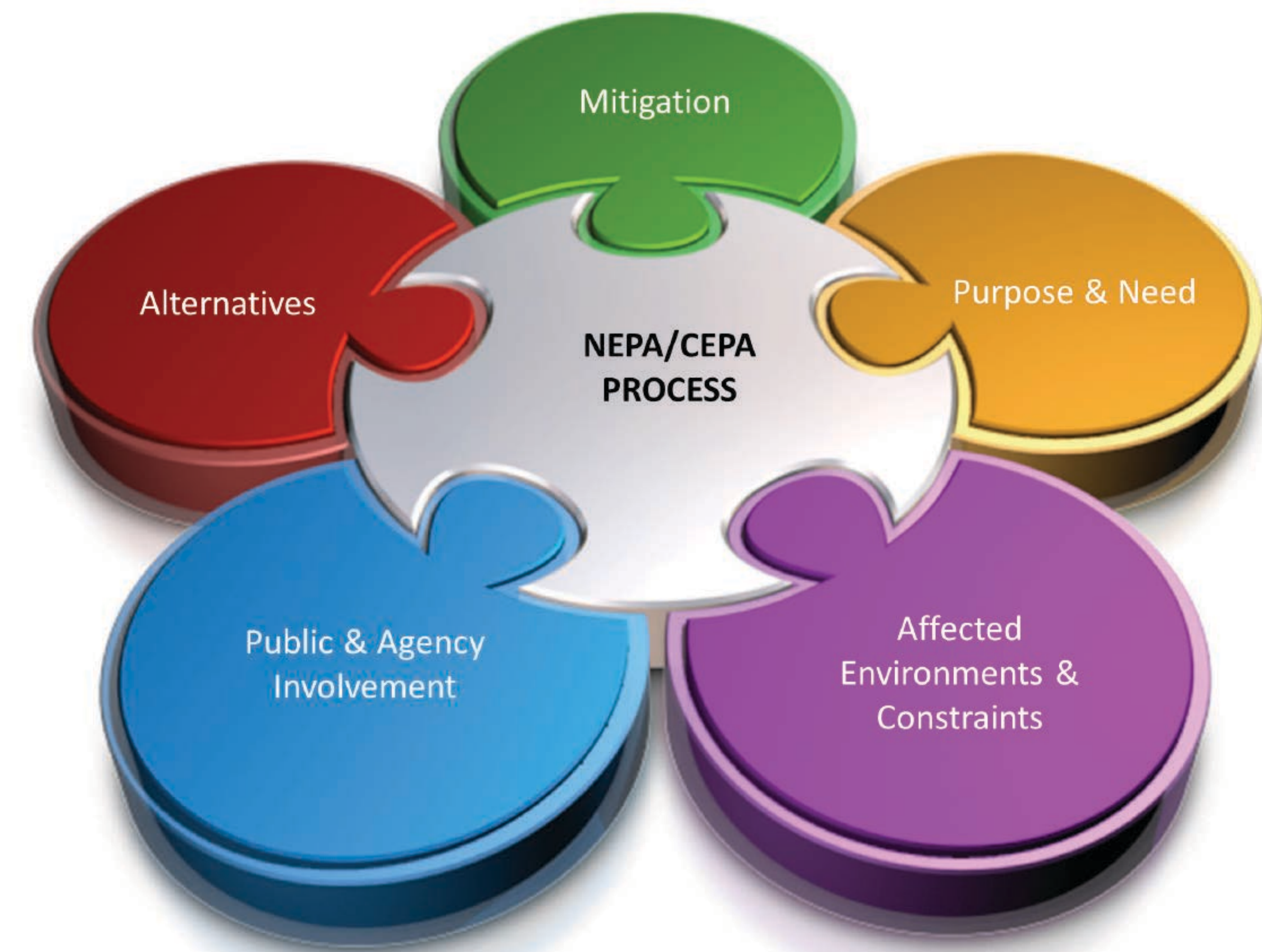


Environmental Decision Making

NEPA, the National Environmental Policy Act of 1969, is a federally required decision-making process, when funds are requested or Federal permits are required; the Connecticut Environmental Policy Act (CEPA) is a similar State process. These policy acts require alternatives to be studied, the best alternative chosen, impacts to be assessed, and if necessary, mitigated. These policy acts require the studying of alternatives, assessing of impacts, choosing the best alternatives, and implementing mitigation if necessary. In addition, the Public and Governmental Agencies need to be continuously involved in the decision-making process.



This flow chart depicts steps in the EIS process. The arrows feeding back and forth between Scoping and Alternatives indicate these processes are occurring simultaneously.





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 **foundation** for the selection of a course of action



Purpose & Need Statement

A. Purpose

The purpose of the I-84 Hartford Project is to address structural deficiencies, improve traffic operations and safety, and reduce congestion on I-84 mainline and its interchanges between Flatbush Avenue and I-91 in Hartford. Addressing these deficiencies would allow I-84 to continue to serve as a vital link in the interstate highway system in the Northeast and provide needed access to Hartford business districts and the State Capitol. These improvements would also enhance access, safety and mobility for vehicular traffic, bicycles and pedestrians within the project area. At the same time, the I-84 Hartford Project would strive to reduce the highway's footprint on the city; lessen the highway's visual and physical impact on adjoining neighborhoods; better integrate the highway into the urban environment; create linkages to existing and proposed future modes of transportation; and support Hartford's economic development goals.

B. Need

1. Bridge Structure Deficiencies
2. Traffic Operational and Safety Deficiencies
3. Mobility Deficiencies

The Purpose and Need includes other goals and objectives, which will help in determining the Preferred Alternative. For more information or to read the Purpose and Need Statement in its entirety, please go to www.i84Hartford.com.

A Public Advisory Committee Working Group has been established to help with the development of a solid and effective P&N Statement for the I-84 Hartford Project.



Environmental & Socioeconomic Parameters 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
- Property Acquisition
- Visual and Aesthetic Characteristics
- Contamination and Hazardous Materials
- Hydrologic/Water Resources
- Biological Resources
- Endangered Species
- Secondary and Cumulative Effects
- Construction Impacts
- Historic Resource Impacts
- Economic Impacts

