



Eddie A. Perez
Mayor



INTERSTATE 84 VIADUCT STUDY

PUBLIC WORKSHOP
March 25th - details on
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March Public Workshop to Consider Viaduct Alternatives

On March 25th, the second in a series of three workshops will be held to gather public feedback on a series of conceptual alternatives to the current I-84 Viaduct. The workshop will be held at the Hartford Public Library, 500 Main Street in Hartford. The open house portion starts at 4:00 pm and lasts until 5:30 pm, and will provide attendees an opportunity to speak one-on-one with HUB members and the project consultant team. The workshop begins at 5:30 pm and runs until 8:30 pm, and will feature a presentation followed by a group discussion.

Five replacement alternatives are currently under consideration:

- **Enhanced Viaduct – Baseline:** Replacement of the existing viaduct with a more attractive, better functioning viaduct structure.
- **Skyway Viaduct:** Replacement of the existing viaduct with a taller “skyway” structure that can better accommodate connections and activity underneath.
- **Boulevard:** Replacement of the existing viaduct with a lower speed urban boulevard.
- **Tunnel:** Replacement of the existing viaduct with a tunnel, enabling highway traffic to travel below grade.
- **Composite Viaduct/Tunnel:** A hybrid approach that replaces the existing viaduct with a tunnel near Asylum and Broad, and provides an enhanced viaduct structure along the rest of the current viaduct corridor.

Public input received during the open house and workshop will help shape further investigation of I-84 Viaduct replacement options. Study findings will be presented at a final public meeting in late spring/early summer.

Dozens Attend First Viaduct Public Workshop

On November 19, 2009, members of the Study Team held an open house workshop at the Lyceum Resource Center in Hartford. The workshop was open to the public in the afternoon and dozens of interested citizens and city officials dropped in to view maps of the study area and offer their ideas for improving I-84 through Hartford.

In the evening of that same day, a presentation was made to the public outlining the goals of the study and suggesting a range of solutions to address the future of the I-84 Viaduct from Sisson Avenue to Asylum Avenue. Meeting attendees were invited to join a series of ‘break-out’ group discussions focusing on aspects of the project, including: Urban Design, Transportation, and Economic Development.

After the group discussions, ideas were articulated to the entire group and the Study Team responded to questions from the public. A common theme

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Workshop Explores Challenges, Opportunities

About the I-84 Viaduct Study

The Connecticut Department of Transportation (CT DOT) recently completed an evaluation of the I-84 viaduct in Hartford. That study concluded that the ¾ mile long structure through the central area of Hartford, while in need of immediate repairs, will also need to be fully reconstructed or replaced within 10-15 years. A short-term repair project is currently underway, but these repairs are not considered a permanent fix. CT DOT recognizes there is a need to begin the planning and community involvement process for the longer-term reconstruction or replacement of the Viaduct.

The City of Hartford, working through a committee of stakeholders entitled the HUB of Hartford, and CRCOG have agreed to undertake the initial phase of this process.

CRCOG is managing this phase of the Viaduct planning process on behalf of the City. The goal of the study is to identify several preliminary, technically sound alternatives to reconstruct, replace or remove this structure and evaluate their ability to improve the quality of life in surrounding neighborhoods, support existing businesses and promote economic development. The results of this study will be used by CT DOT as a starting point for a more detailed technical and environmental analysis. The current study will conclude in early summer.



A few of the I-84 Viaduct Public Workshop #1 photos:



NOTE TO PERSONS WITH SPECIAL NEEDS:

We do not discriminate on the basis of disability. Individuals who need auxiliary aids for any meeting are invited to make their needs known by contacting us by mail, phone, fax or email as soon as possible.

Un traductor estará disponible para esta reunión si usted lo solicita al 860-522-2217, lo más pronto posible.

Ph: 860-522-2217

Fax: 860-724-1274

email: kstewartson@crcog.org

address: CRCOG, 241 Main Street, Hartford, CT 06106



Get involved!

Please attend
Public Workshop #2

Thursday, March 25th
Open House 4:00 to 5:30 pm
Workshop 5:30 to 8:30 pm
Hartford Public Library

500 Main Street
Hartford

Visit

www.crcog.org/viaduct.html

for more information!

I-84...Key to the Economy

For this study, an economic framework was created to help guide the development of alternatives that enhance the local economy while maintaining the critical regional and interstate transportation function of I-84. Three sets of criteria were identified as follows:

Market Access Criteria

- Maintains or enhances inter-regional east/west vehicular flow, particularly trucks
- Maintains or enhances intra-regional east/west vehicular flow to support commuters
- Provides convenient access to St. Francis Hospital, Aetna and The Hartford for employees and patrons
- Enhances the functionality and effectiveness of alternative transit systems like the busway, commuter rail and the downtown circulator

Real Estate Development Criteria

- Supports the evolution of Union Station as a regional multi-modal transportation center
- Increases and enhances the development opportunities within walking distance of Union Station in order to fully capitalize on transit-oriented development potential
- Creates development parcels suitable for residential and commercial development

Community Development Criteria

- Establishes vehicular, pedestrian and bicycle connections that create a quality environment, reduce vehicle dependency and foster economic activity
- Reduces I-84's impact as a barrier between nearby neighborhoods (Asylum Hill, Clay Arsenal, Frog Hollow) and Downtown and fosters community development in these neighborhoods

Viaduct Alternatives Around North America

The Study Team researched a number of similar viaduct replacement projects across the continent to understand the various techniques used to solve similar issues that are facing Hartford. Cities that have replaced their viaducts, or are considering improvements, include:

- Boston, "Big Dig"
- Seattle, Alaskan Way Viaduct
- Toronto, Gardiner Expressway
- San Francisco, Embarcadero
- Syracuse, I-81

How Does I-84 Compare?

Transportation Network	Average Daily Traffic
NJ Turnpike, Newark	315,000
George Washington Bridge, NY/NJ	300,000
I-95 Virginia/Washington DC	280,000
I-93/Big Dig, Boston	190,000
I-84 Viaduct	175,000
I-195 Providence	160,000
I-91, Wethersfield	125,000
Gardiner Expressway, Toronto	120,000
Alaskan Way Viaduct, Seattle	100,000
I-90 Mass Turnpike, Boston	100,000
I-291, Springfield	80,000
I-81, Syracuse	90,000
I-95, Concord NH	70,000
Embarcadero Freeway, San Francisco	60,000
Farmington Avenue, Hartford	15,000

Note: Daily traffic; all numbers are approximate; recorded years vary

A Complex Environment

A complex system of transportation facilities and public works exist beneath the existing I-84 Viaduct. In fact, the reason I-84 is elevated is for clearance over the Amtrak railroad that provides intercity passenger service between New Haven and Springfield, MA. In addition to the railroad, a new busway under design by the CT DOT will run parallel to the railroad and offer improved bus service between New Britain and Hartford. The presence of these transportation facilities requires that I-84 either fly over or tunnel under the location where I-84 crosses.

In roughly the same location as the railroad and the busway, the Park River flows through a massive conduit directly beneath the eastbound lanes of I-84. The conduit was built in the 1940's to control flood waters in the city. Other buried utilities exist below the existing viaduct, including sewer, storm-water conveyance tunnels, and electrical service bundles.

Finally, soil conditions beneath the viaduct range from bedrock to varved-clay, which includes layers of fine sedimentary material between layers of clay. The non-uniform

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that emerged from the community workshop was that I-84 is a “barrier” for the City of Hartford and the extensive series of ramps consume a lot of land and create a “hostile” environment for people.

A detailed list of comments can be found on the Study Webpage: www.crcog.org/viaduct.html



...and more of the first I-84 Viaduct Public Workshop photos!

How to get involved

Public Workshops

At key milestones throughout the study, findings are being presented at three Public Workshops. These workshops provide the public with an opportunity to hear about the study process and alternatives being considered. These workshops also provide the public an opportunity to give their input about what they would like to see for the future of the I-84 Viaduct.

Project Website

If you wish to be added to the study mailing list or find out more information about the study including dates and locations of the Public Workshops, visit our website at: <http://www.crcog.org/viaduct.html> or contact:

Capitol Region Council
of Governments
241 Main Street
Hartford, CT 06106-5310
860-522-2217 x210



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munity of soil condition presents construction challenges relative to any of the alternatives under consideration. Tunnels can be constructed in either clay or rock; however, different construction techniques are required for each of these soil types.

Common Themes Identified

The consultant team conducted 2 to 3 days of interviews with key project stakeholders to explore project background, issues, challenges and opportunities. The interviews were conducted in person and by telephone. There were many common themes that emerged from the interviews, such as:

- The highway is intensively used and critical to the city and the region.
- The highway divides the city’s downtown from its neighborhoods and creates a hostile environment.
- Creative solutions are needed that address community/urban design, economic development and transportation needs—there is the potential to reinvent the city’s core and reconnect its street grid.
- Stakeholders are seeking viable solutions that can get implemented, but it’s not yet clear what the right solutions are.