



Eddie A. Perez
Mayor



INTERSTATE 84 VIADUCT STUDY

PUBLIC WORKSHOP
Nov. 19th - details on
back page!

Aging I-84 Viaduct Being Studied

Built in 1965, the I-84 viaduct, a ¾ mile long section of elevated highway running through the center of Hartford between Exit 46 (Sisson Ave.) through Exit 48 (Asylum/Capitol) is reaching the end of its life. The Connecticut Department of Transportation (CTDOT) recently completed an evaluation of the I-84 viaduct and concluded that the structure, 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. CTDOT recognizes there is a need to begin the planning and community involvement process for the longer-term reconstruction or replacement of the viaduct. To that end, a planning process has begun that involves the City of Hartford, the Capitol Region Council of Governments (CRCOG) and a committee

see "Why Now" on page 4

A Letter from Mayor Eddie A. Perez

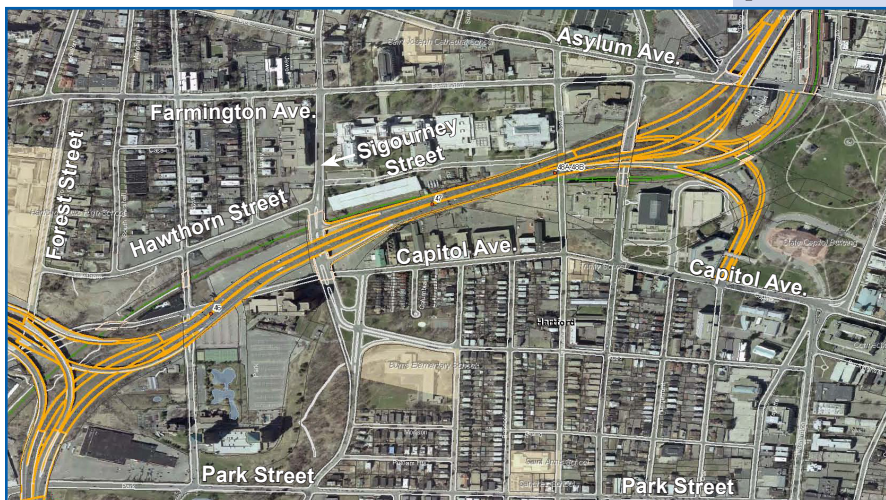
Hartford is the job hub of the state and it must also be the transportation hub. I support the Hub Steering Committee's efforts because they complement Hartford's "One City, One Plan" (POCD 2020) vision to guide public/private development and policy decisions over the next ten years.

The need to determine the future of the Viaduct is important because it provides the opportunity to consider alternatives that not only meet transportation needs but are also consistent with the POCD 2020 goals. By partnering with the Capitol Region Council of Governments (CRCOG), these efforts will make Hartford greener, a more competitive destination in retaining and recruiting talent, and our quality of life will be a magnet for businesses and attractions – making Hartford an international choice destination.

I encourage people to participate in this public process so that Hartford will emerge from this recession stronger and poised for smart growth. It will have revitalized something all people need: a means of getting from point "A" to point "B" safely, economically, and efficiently while strengthening communities and promoting economic development.

Sincerely,

Eddie A. Perez
Mayor



Study Area - the map depicts the viaduct area, with major streets labeled for reference.

What do changes to the I-84 viaduct mean for Hartford?

Redesigning the Viaduct has the potential to bring great changes to the city:

- Reknit the fabric of the city torn apart by the interstate highway.
- Enhance economic development.
- Improve the quality of life for everyone who lives, works and plays in Hartford.
- Reduce congestion on one of the state’s most heavily traveled roadway sections.
- Improve multi-modal access.

Looking down on I-84 Viaduct and Sigourney Street and the undesirable surface lots below



What will we be looking at during this study?

The **study team** will look at data to see:

- who is using I-84 today
- how are they using the highway
- where are they going
- what uses must be accommodated by changes to the viaduct

Alternatives will be explored for rebuilding or replacing the I-84 viaduct including options to:

- rebuild in place
- replace with a boulevard
- lower the highway
- bury the highway and create a tunnel
- divert or reroute some traffic to other freeways
- others including suggestions from the public

Each transportation alternative will be evaluated for **opportunities to improve the community** by:

- eliminating the separation of Hartford’s neighborhoods and downtown
- creating more livable neighborhoods and a more livable city
- encouraging business growth and economic development in the City

We will also be looking at **factors that may influence possible viaduct structural options** in the future such as the Park River conduit, the existing Amtrak rail line that currently runs under the viaduct, a proposed busway corridor location, and existing soil and groundwater conditions

Study Schedule

The information presented below is a simplified schedule of the overall process/project, which is anticipated to take approximately nine months to complete. As the study moves forward, a number of **Hub of Hartford Committee** meetings and **Public Workshops** will be held. Please refer to www.crcog.org/viaduct.html to find dates of upcoming meetings.

Phase 1	Phase 2	Phase 3
July - Nov 2009	Nov 2009 - Feb 2010	Feb 2010 - Late Spring 2010
Study Kick-off	Development of Preliminary Alternatives	Evaluation and Refinement of Recommended Alternatives
Data Collection	Public Workshop #2	Public Summit – A Discussion of Study Findings and Next Steps
Analysis of Existing Conditions		
Public Workshop #1		

Who is the Hub of Hartford Steering Committee?

The Hub of Hartford Steering Committee traces its origins to 2006 when a grass roots citizen group was formed in response to a 2006 Connecticut Department of Transportation (CTDOT) study of the I-84 Viaduct. The 2006 study recommended repairing the structure, leaving it in place as originally built.

At that time, Hartford citizens wanted their voices to be heard when looking at future of the aging Viaduct. I-84's large footprint cut through the center of Hartford, creating a physical barrier between neighborhoods. Rather than repairing the structure as is, some residents wanted CTDOT to assess whether the highway could be rebuilt to have less impact on the

city as has been done in other cities across the U.S. The grassroots group got Hartford's Mayor Eddie Perez involved. The Mayor then asked CTDOT to engage the City in planning for the highway.

In response to inquiries from the City, CTDOT determined that while short-term rehabilitation of the viaduct to keep traffic flowing was essential, the future of the viaduct and its impact on Hartford neighborhoods and businesses needed further study. CTDOT agreed to support this study.

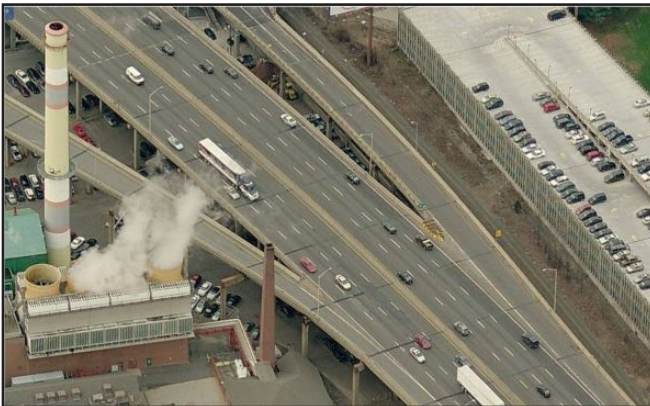
The citizen's advocacy group that wanted the study of alternatives to the current I-84 viaduct expanded its membership and became known as the Hub

of Hartford Steering Committee.

Today, their role in this study is to guide the study process and provide input as study findings are prepared. They will also disseminate information about study findings to their constituents as part of the public outreach process.

The committee is chaired by former Hartford City Councilman, Dr. Robert Painter, and is comprised of members that represent the needs of this diverse community regarding transportation, economic, growth and urban design.

The Committee includes members from the City of Hartford, surrounding
see "Hub of Hartford" on page 4



Viaduct Rises Between Frog Hollow and Asylum Hill Neighborhoods

1. Top-left: Looking down on I-84. Capitol Avenue generation plant on left, Aetna parking garage on right
2. Top-right: State employees park cars in space under highway
3. Left: Weekend view of same parking lot from Sigourney Street looking east

"Why Now?" continued from page 1

tee of stakeholders called the Hub of Hartford. This committee group of civic leaders, neighborhoods, businesses, along with representation from CRCOG and CTDOT will guide the study process as it moves forward.

CRCOG is managing this phase of the Viaduct planning process on behalf of the City. The project is being funded by the City of Hartford and has also been supplemented with federal funding. CRCOG has engaged a consultant team led by Goody Clancy, including Wilbur Smith Associates, Fitzgerald & Halliday, Inc., and W-ZHA, LLC. This study team will develop several options for rebuilding or replacing this structure that will be carried forward for further evaluation.

More importantly, the consultant team will assess how each alternative might help improve the quality of life in surrounding neighborhoods, support existing businesses, and promote economic development.

Why now?

The Viaduct was built in 1965 and is nearing the end of its useful life. With CTDOT anticipating replacement of the viaduct in the next 10-15 years, planning must begin now. Projects of this size require a long lead time to conduct planning studies, an environmental assessment, and engineering design, a process that can take 10 years. By starting now, we can fully explore opportunities that provide the best result for

Hartford, its citizens, and the Greater Hartford region.

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
mailing address: 241 Main Street,
Hartford, CT 06106

How can you get involved?

Public Workshops

At key milestones throughout the study, findings will be presented at three Public Workshops. These workshops will provide the public with an opportunity to hear about the study process and alternatives being considered. These workshops will 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 would like to be added to the study mailing list or find out more information about the study including dates and locations of the Public Workshops, please visit the CRCOG 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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ing Neighborhood Revitalization Zone committees, Metro Hartford Alliance, Hartford Business Improvement District, CTDOT, Greater Hartford Transit District, Capitol Region Council of Governments, and major area employers such as Aetna, The Hartford, and the Hartford Courant.

The vision of the Hub of Hartford Steering Committee is that:

"The Hub of Hartford will be a lively and walkable, mixed-use, mixed-income urban place, a regional crossroads centered on Union Station, where business, government, community, and recreational uses integrate seamlessly in a historic context supplemented by compatible new development. The buildings, trees, and landscaped areas will define public streets and spaces that reconnect previously separated

city precincts: the state government complex, the Frog Hollow, Asylum Hill, and Clay Arsenal neighborhoods and offices, the downtown, and Bushnell Park. Cyclists, walkers, and transit riders share the road comfortably with automobiles."

Get involved!

Please attend
Public Workshop #1

Thursday, Nov. 19th

Open House: 3 - 5:30pm

Workshop: 7 - 9pm

Lyceum Resource Center

227 Lawrence St. in

Hartford

Visit www.crcog.org/viaduct.html

for more information