



I-84 Environmental Impact Statement



New York Border to West of Waterbury

Volume 1, Issue 1

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Study Area Map



Study Limits

West: New York State Line
East: Route 8 Mix Master in
Waterbury

Project Milestones

- Notice To Proceed: *Feb. 2009*
- Next Advisory Meeting: *Spring 2010*
- Conceptual Design: *March 2010*
- Draft EIS Submission: *July 2011*
- Final EIS Submission: *April 2012*
- Record of Decision: *May 2012*

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Study Information

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What is an Environmental Impact Statement?

An Environmental Impact Statement is a document that is required by the National Environmental Policy Act for any project that may have an effect on the environment. It is a document designed to consider publicly selected alternatives of a project and their potential environmental impacts. The document provides the information necessary to determine a preferred alternative.

Why are we studying I-84?

In the 1960's and 1970's I-84 was constructed as a crucial corridor linking New England to New York and Eastern Pennsylvania. Over the past few decades increased demand has led to deficiencies in the highway and its interchanges. Currently this section of I-84 is operating beyond its capacity. Deficiency and Needs studies conducted in 2000 and 2001 determined that transportation improvements were necessary.

In 2003, the Connecticut Department of Transportation was granted approval to proceed with an Environmental Impact Statement to further determine the appropriate action that should be taken to improve I-84.

Who is involved in this study?

The study team includes:

- Connecticut Department of Transportation
- Federal Highway Administration
- Close, Jensen and Miller, P.C.
- Baystate Environmental Consultants
- KM Chng Environmental
- American Cultural Specialists
- Advisory Committee Members

What has been accomplished since the projects inception?

Notice to Proceed was provided in February of 2009 and since then the study team has been hard at work. Thus far the team has developed the base mapping for the entire corridor and is finishing conceptual drawings for the alternatives. These alternatives include No-Build (used as a base-line considering only short term improvements), Additional Capacity (adding additional lanes), and Transportation Systems Management (Implementing a broad range of systems to maximize use of the current infrastructure). The team has also finished evaluating and documenting the existing conditions.

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