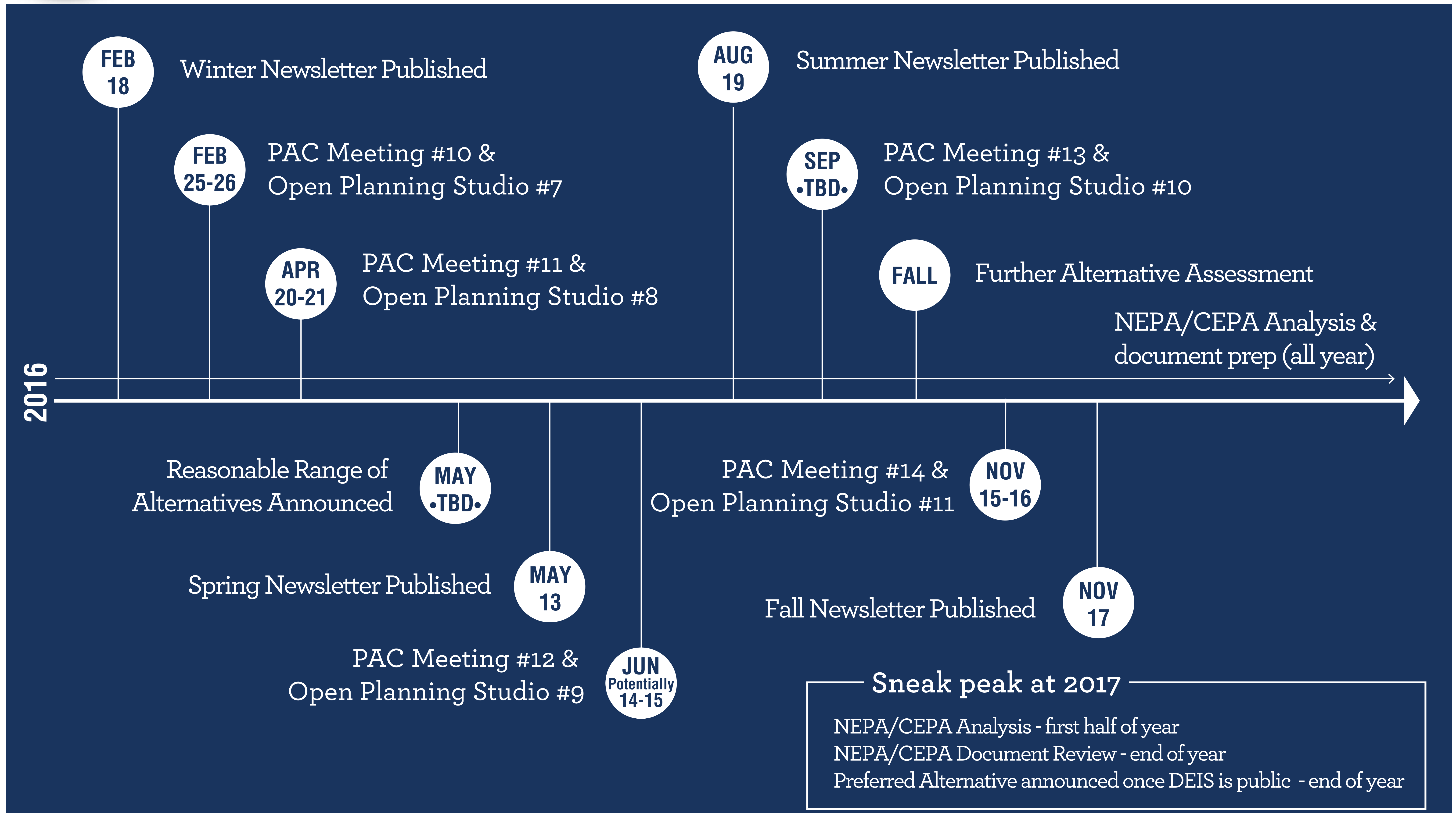


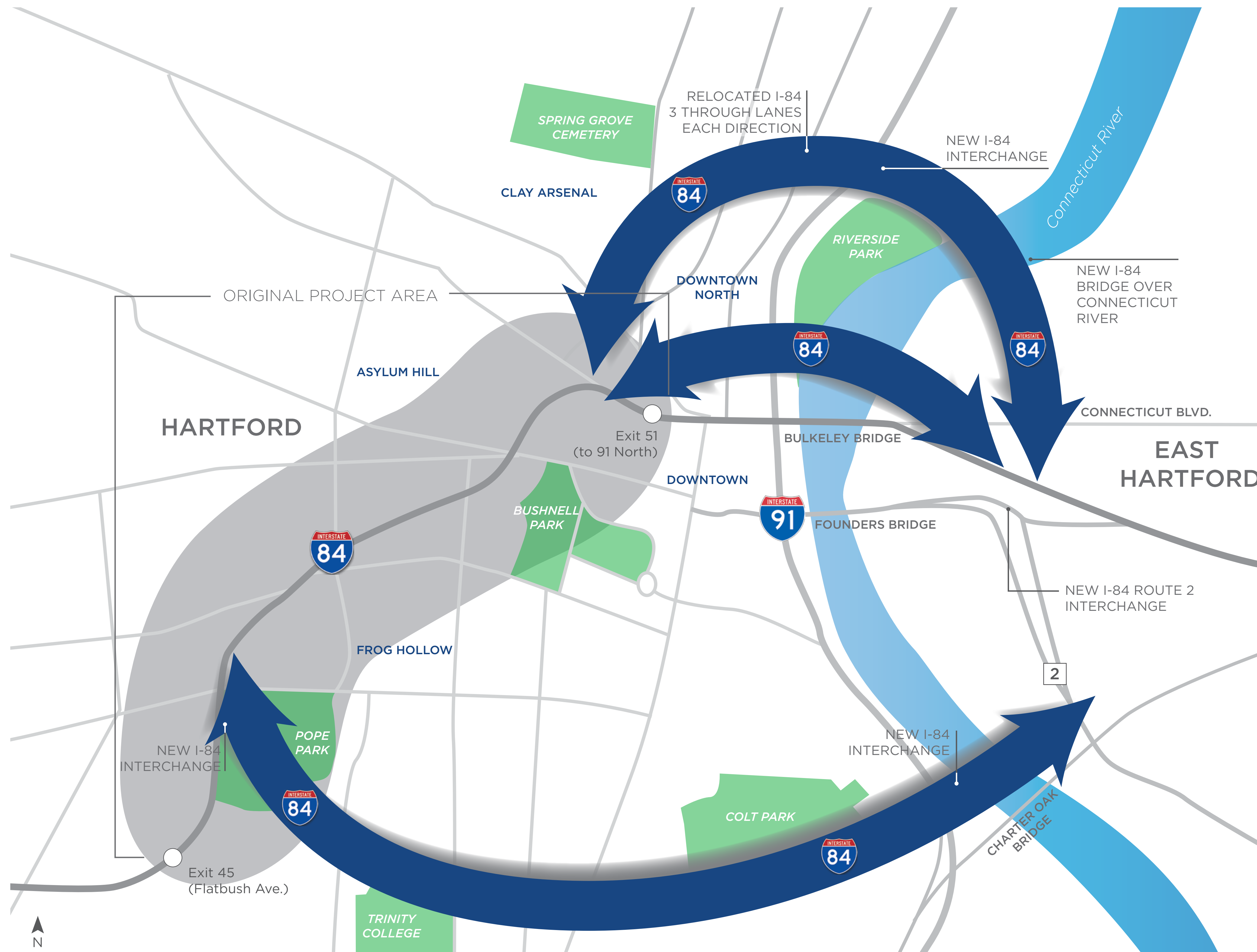


I-84 HARTFORD PROJECT 2016 AT A GLANCE



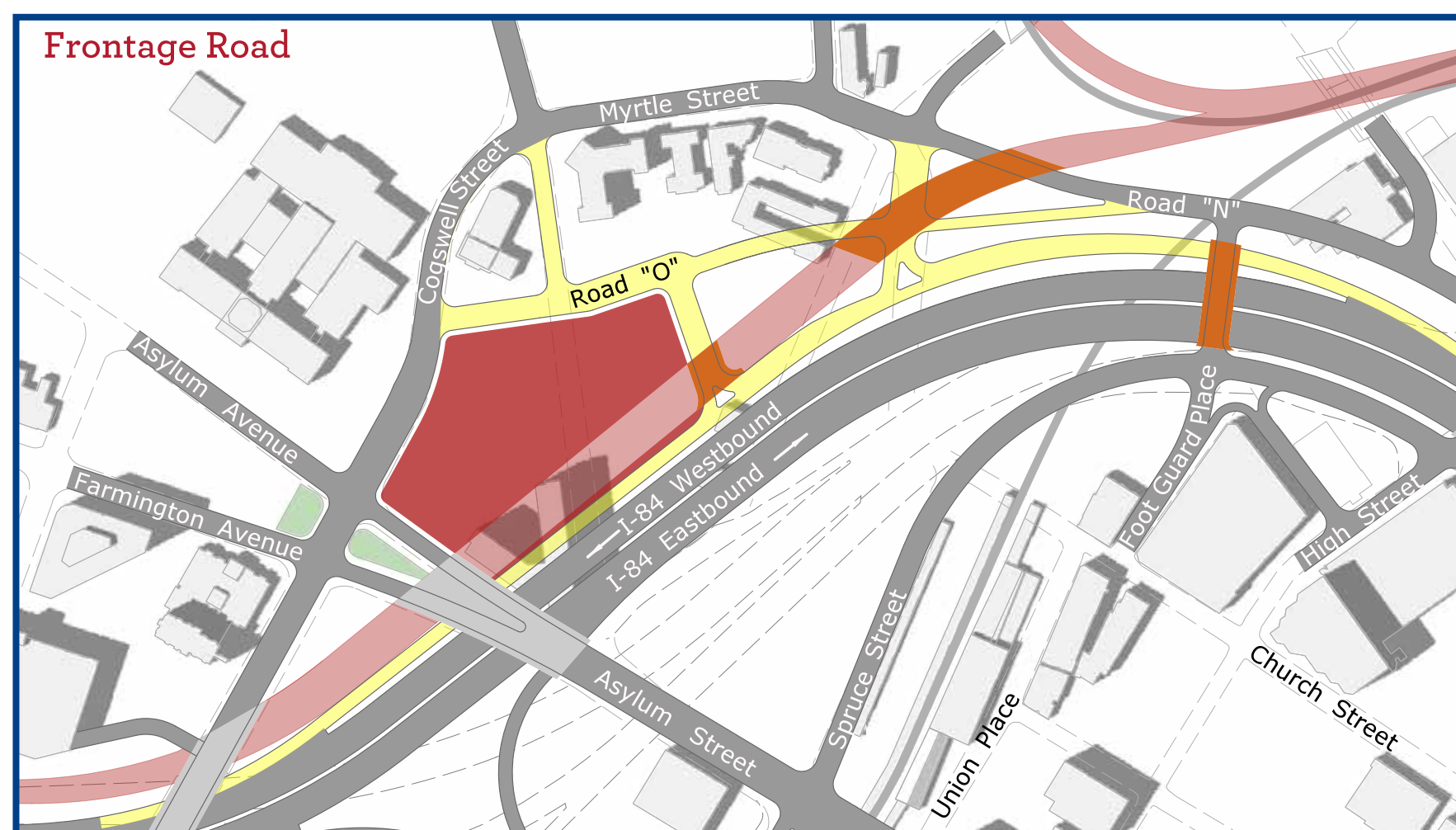
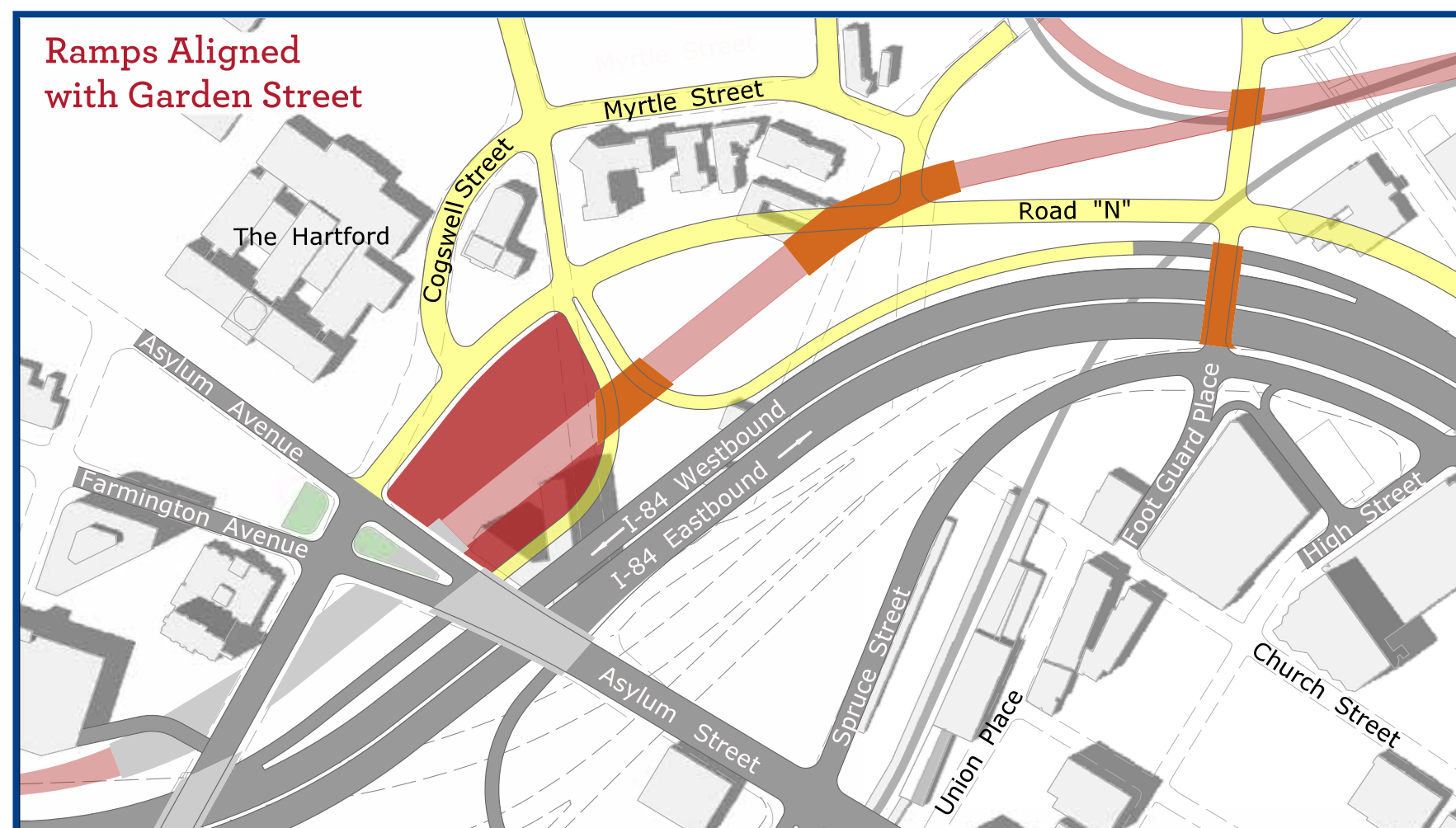
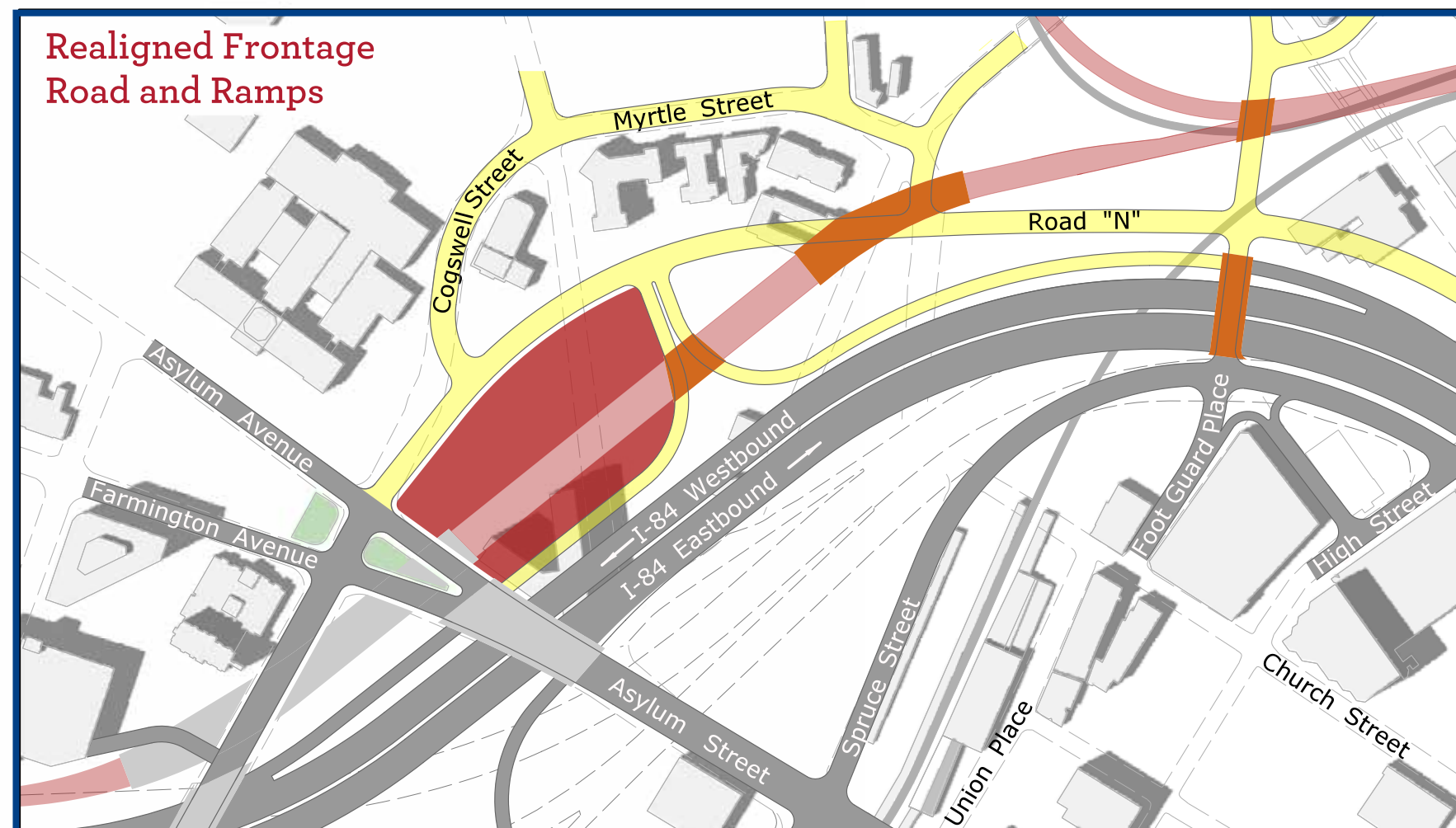


I-84 HARTFORD PROJECT I-84/I-91 INTERCHANGE STUDY



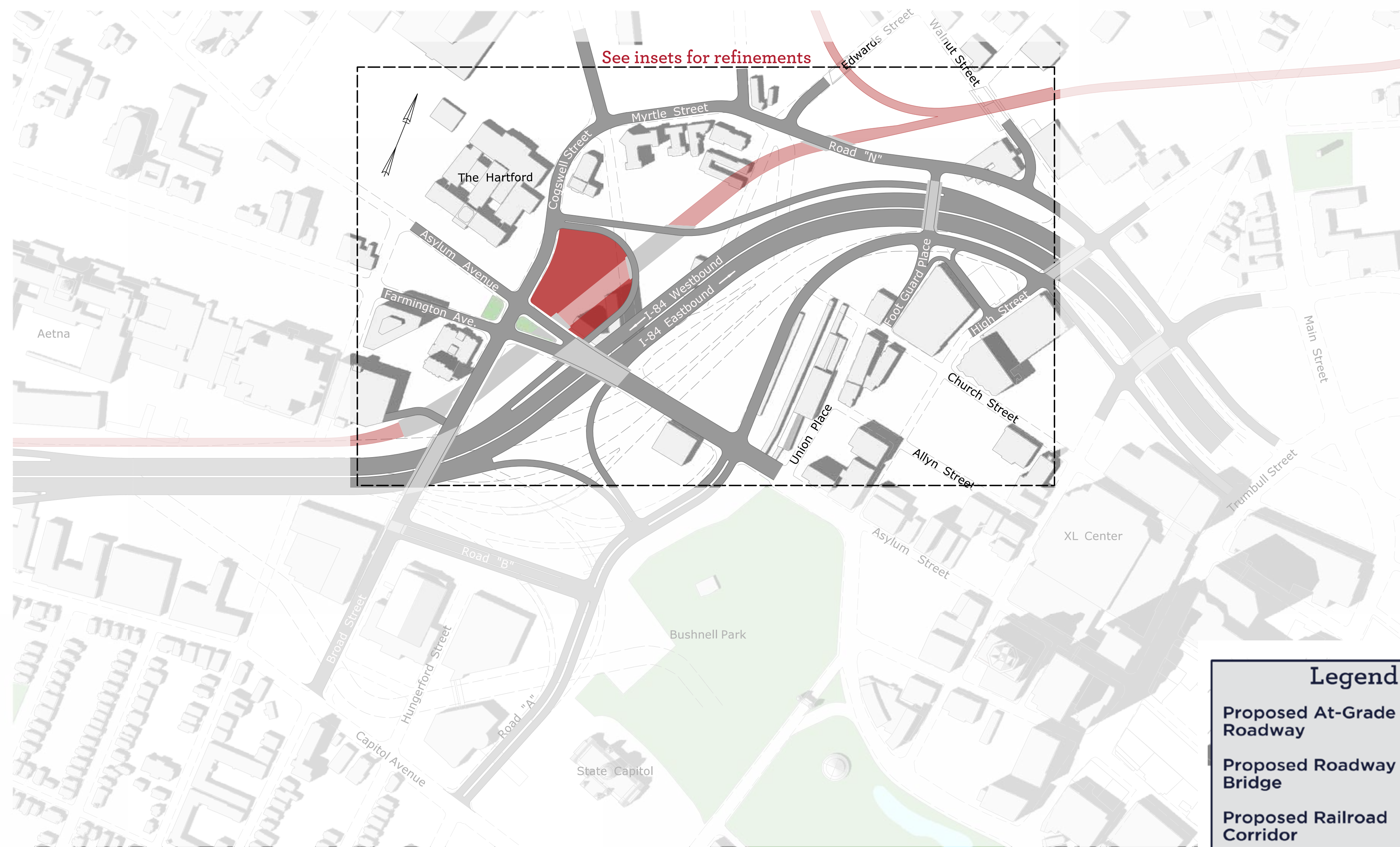


I-84 HARTFORD PROJECT SAMPLE REFINEMENTS TO THE LOWERED HIGHWAY



EXPLORE OTHER POTENTIAL OPTIONS THAT:

- ADD MORE LOCAL STREETS TO THE NETWORK
- CREATE LARGER DEVELOPMENT PARCELS
- MOVE THE RAILROAD CLOSER TO UNION STATION



Lowered Highway Option - 3B-E2(S)

100' 0 100'

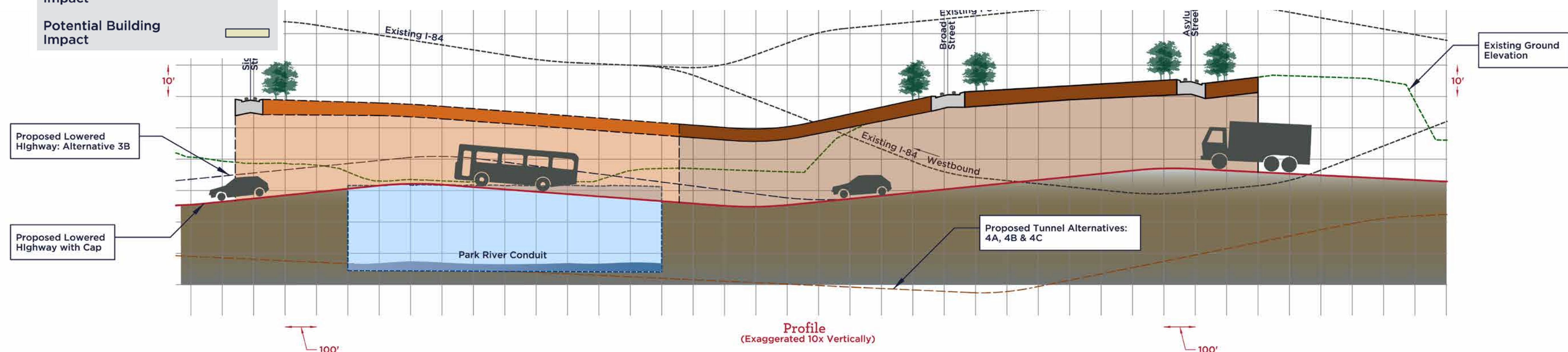
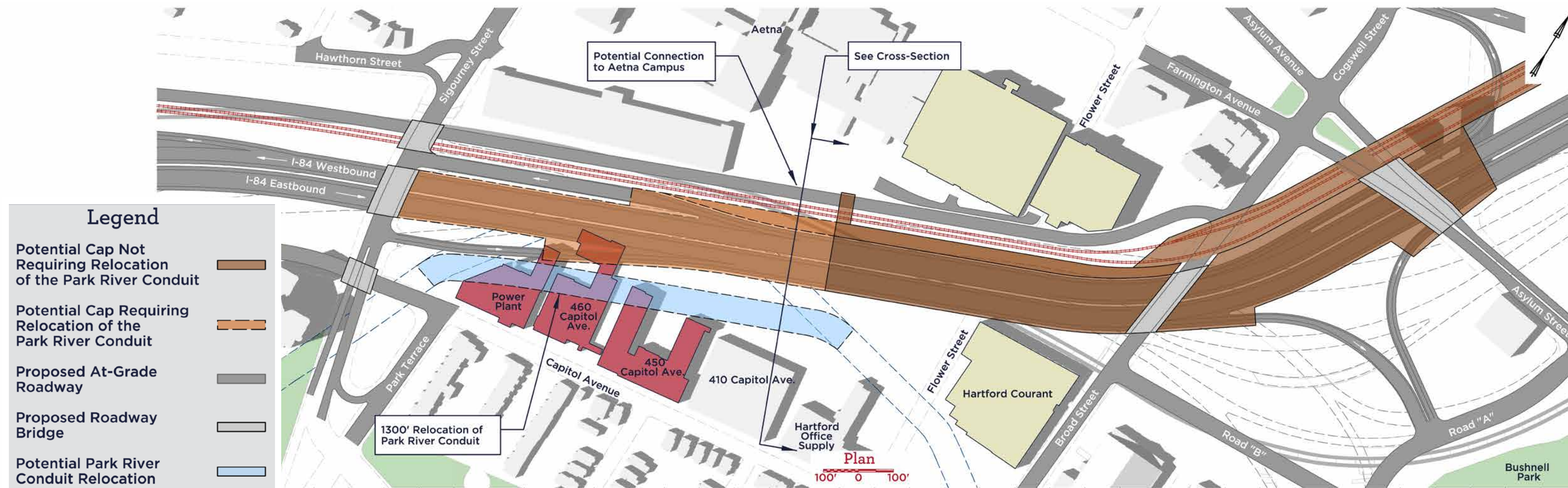
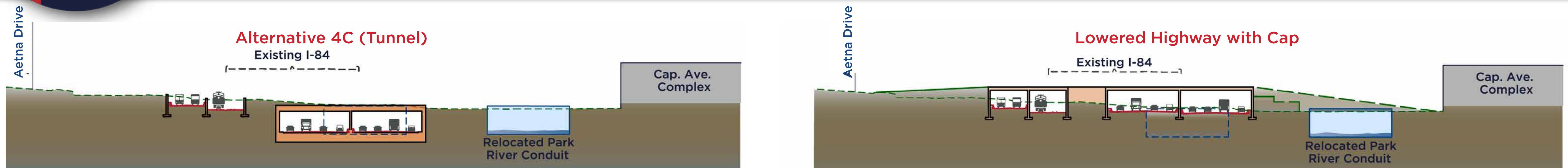
Legend	
Proposed At-Grade Roadway	
Proposed Roadway Bridge	
Proposed Railroad Corridor	
Potential Station Annex Location	

EXPLORE OTHER POTENTIAL OPTIONS THAT:

- MORE LOCAL STREETS CAN BE ADDED
- TRAFFIC OPERATIONS ARE LESS EFFICIENT
- NEW LOCAL ROADS MAY NOT BE ATTRACTIVE TO PEDESTRIANS
- LARGER DEVELOPMENT PARCELS CAN BE CREATED
- BENEFIT TO MOVING THE RAILROAD CLOSER TO UNION STATION



I-84 HARTFORD PROJECT LOWERED HIGHWAY WITH CAPPED SECTION (TUNNEL)

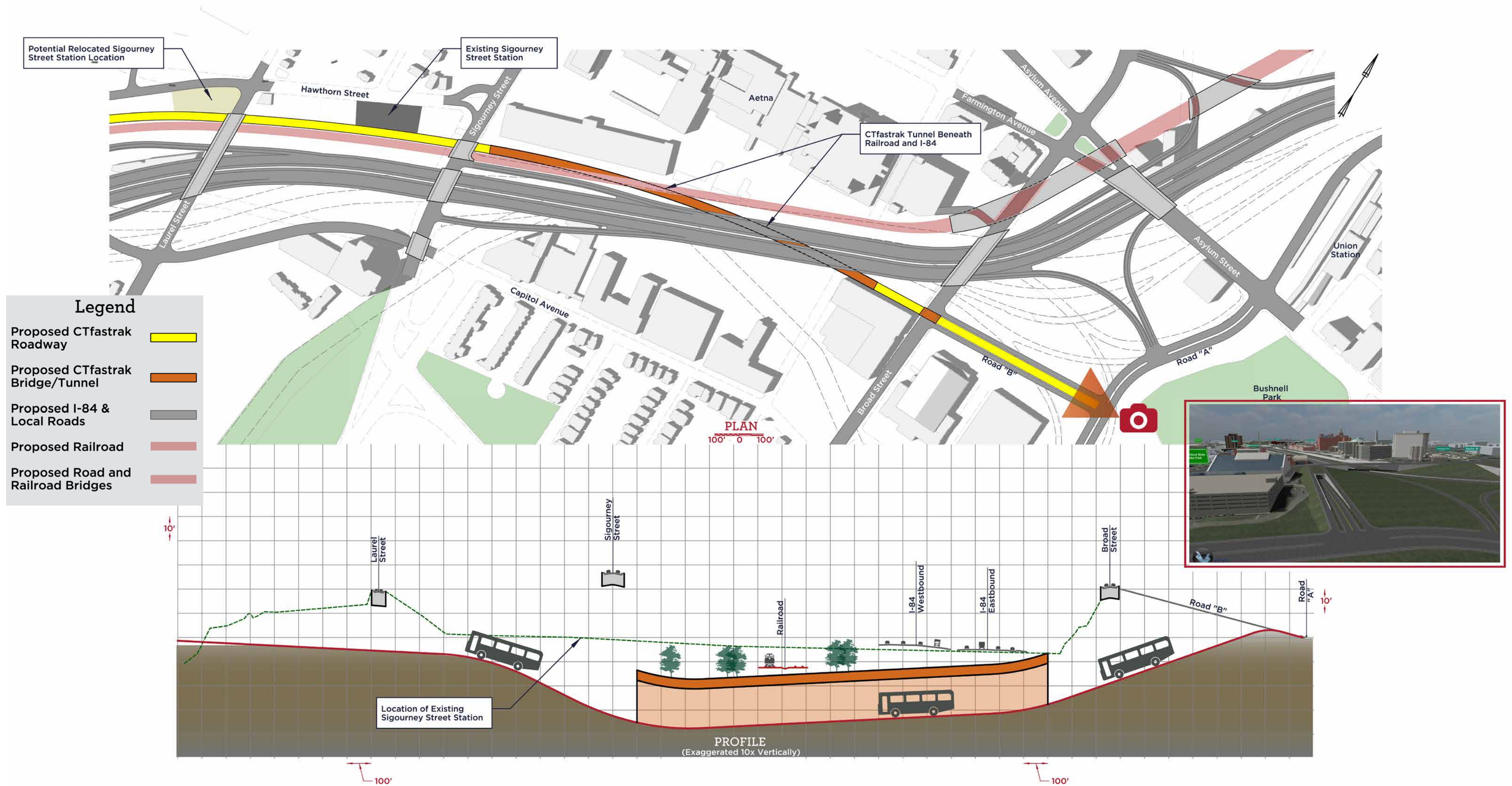


Scale of profile varies; for illustration purposes only



I-84 HARTFORD PROJECT

CTfastrak ROUTING: ALTERNATIVE 3 W3-E2 (S)





I-84 HARTFORD PROJECT ASYLUM STREET

TWO POTENTIAL VIEWS



ASYLUM STREET
LOOKING WEST TOWARDS
RAIL VIADUCT



EXISTING

SPRUCE/ASYLUM INTERSECTION
LOOKING TOWARDS THE CAPITOL



EXISTING





I-84 HARTFORD PROJECT ASYLUM STREET AT BUSHNELL PARK



ASYLUM STREET
AT BUSHNELL PARK



EXISTING



I-84 HARTFORD PROJECT PARK STREET

POTENTIAL VIEW LOOKING EAST

PARK STREET LOOKING EAST



EXISTING



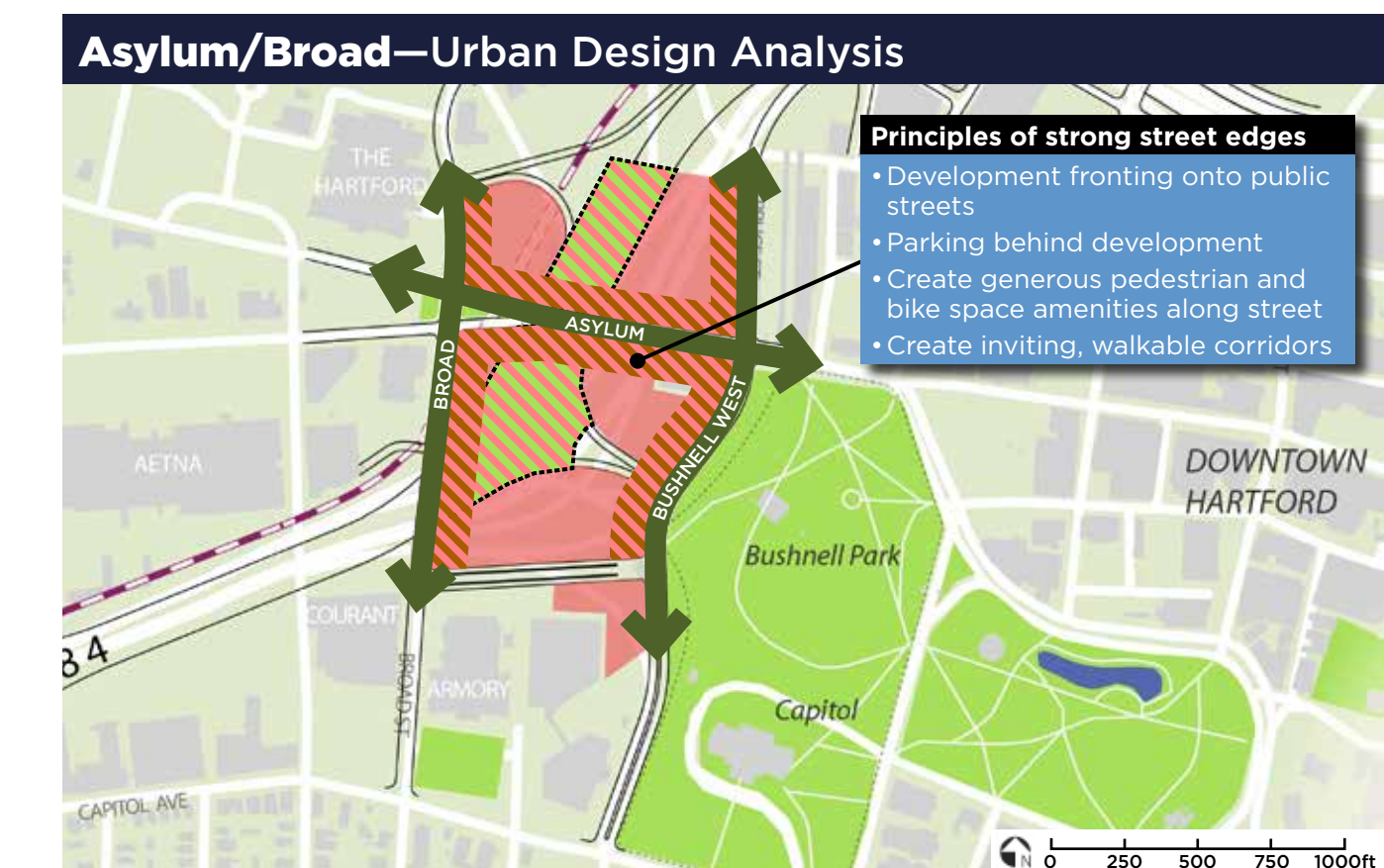
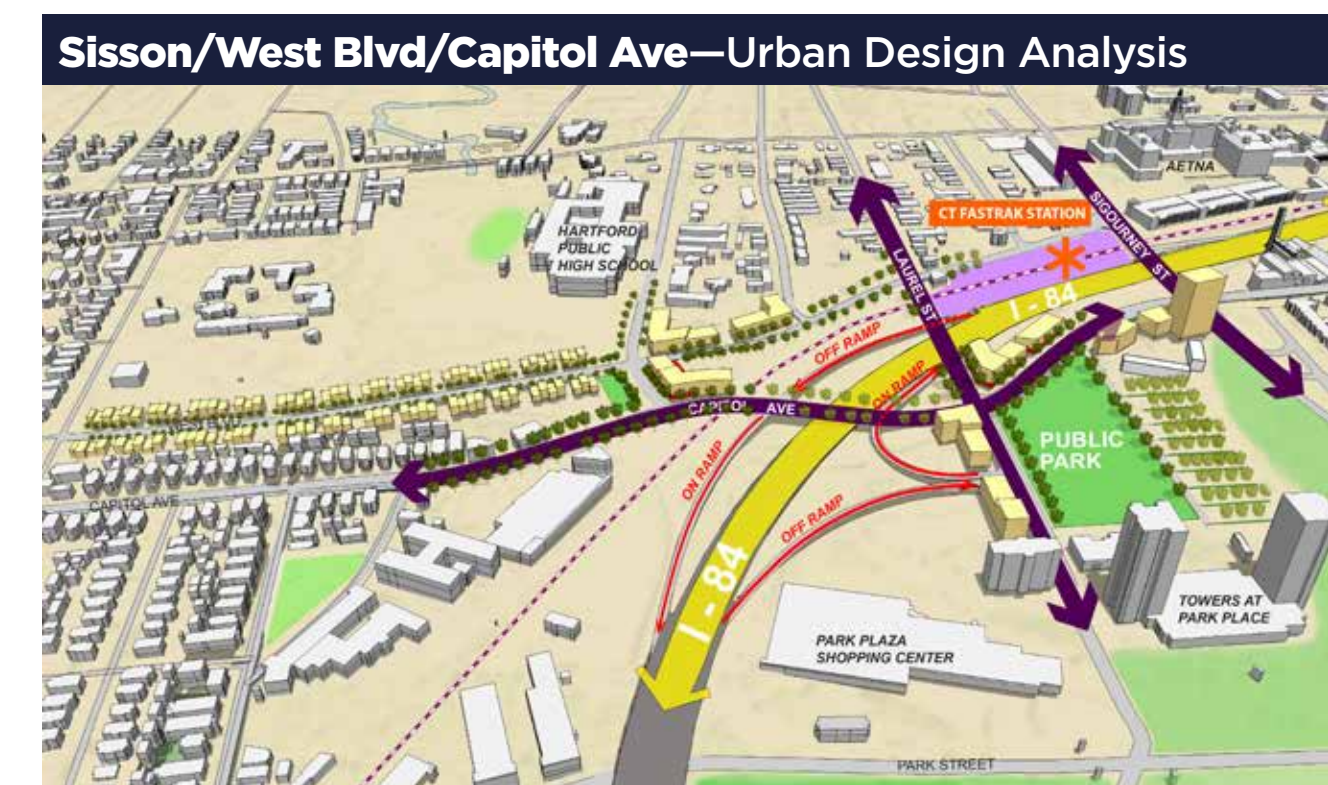
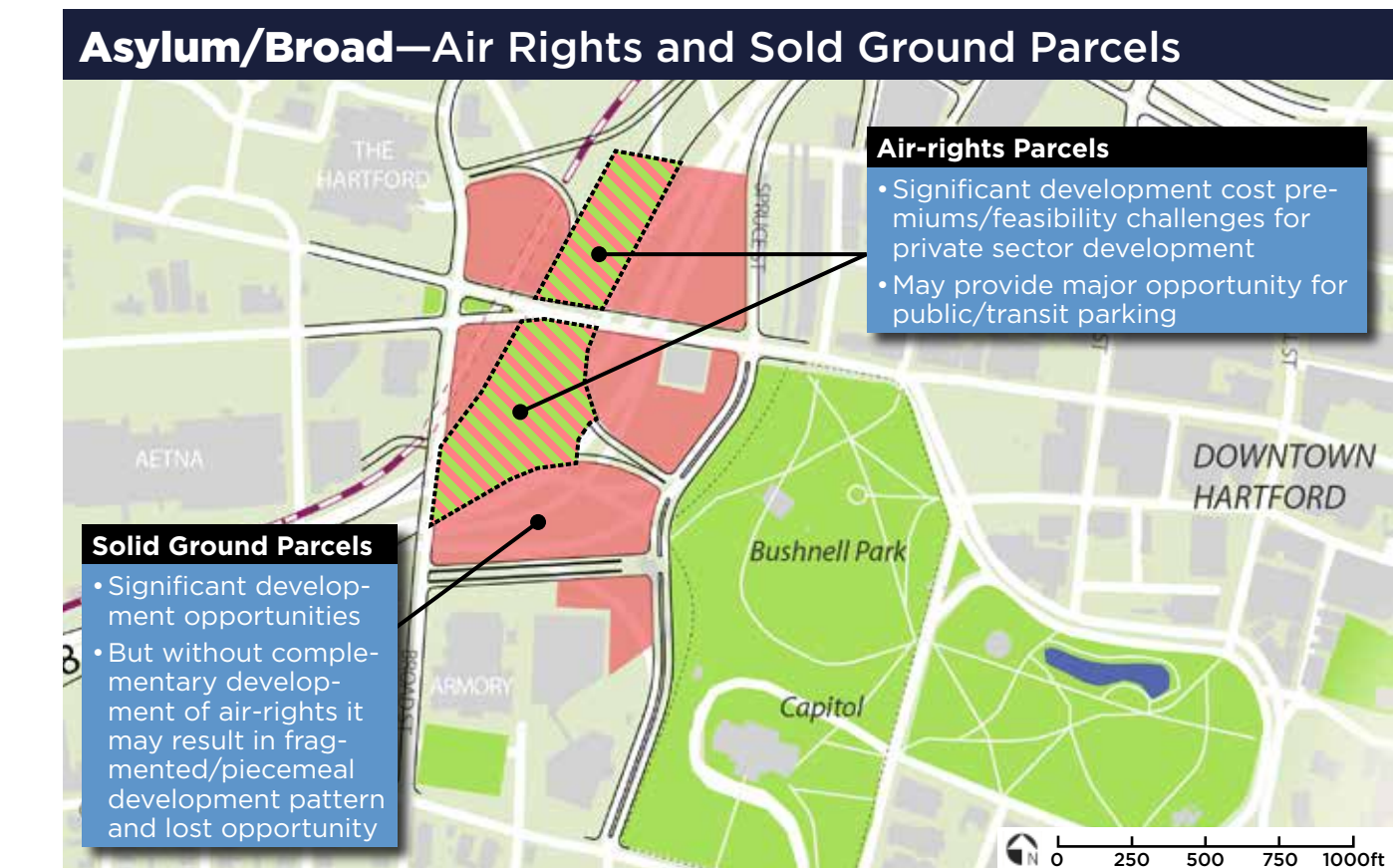
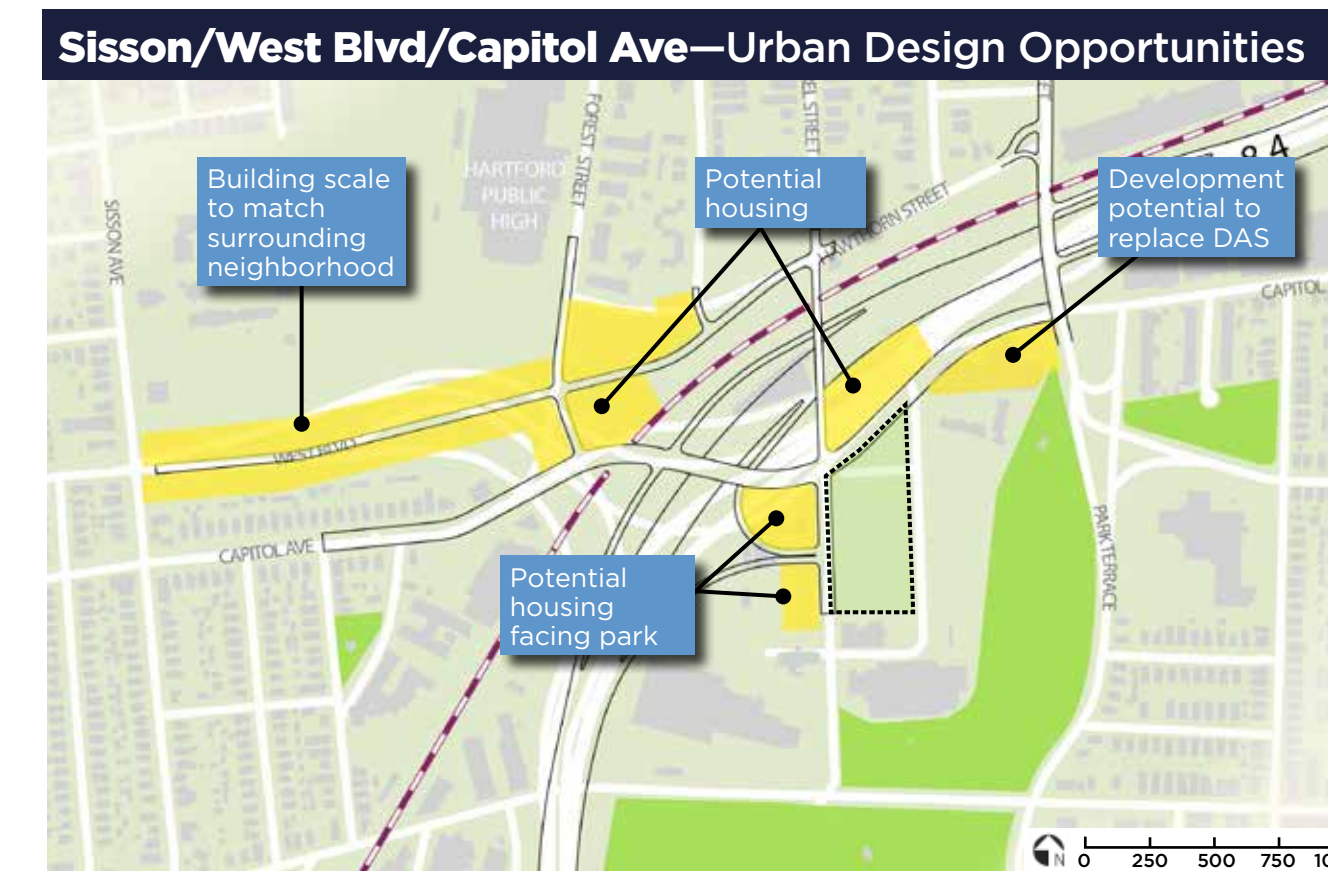
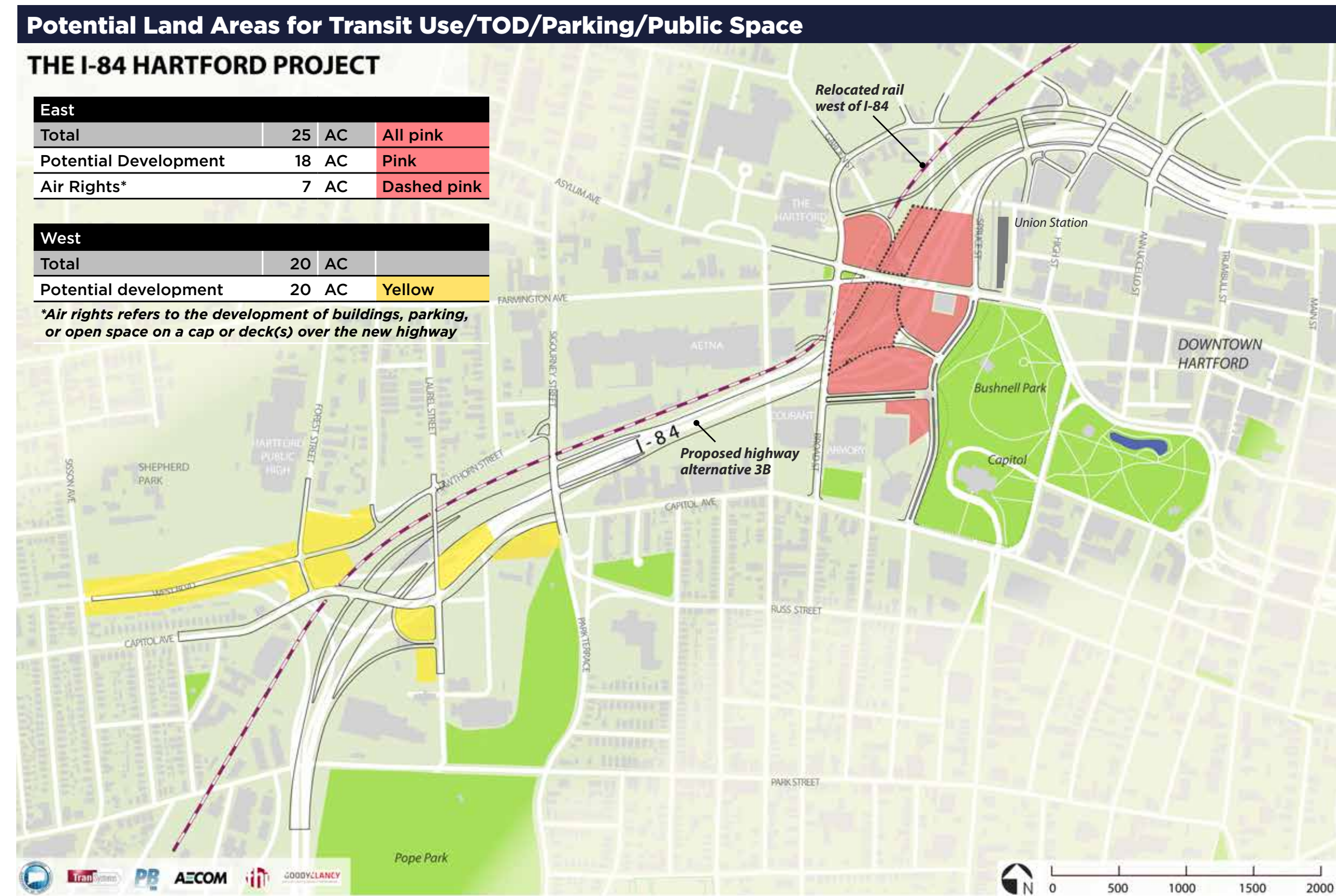


I-84 HARTFORD PROJECT URBAN DESIGN ANALYSIS

I-84 Urban Design Goals

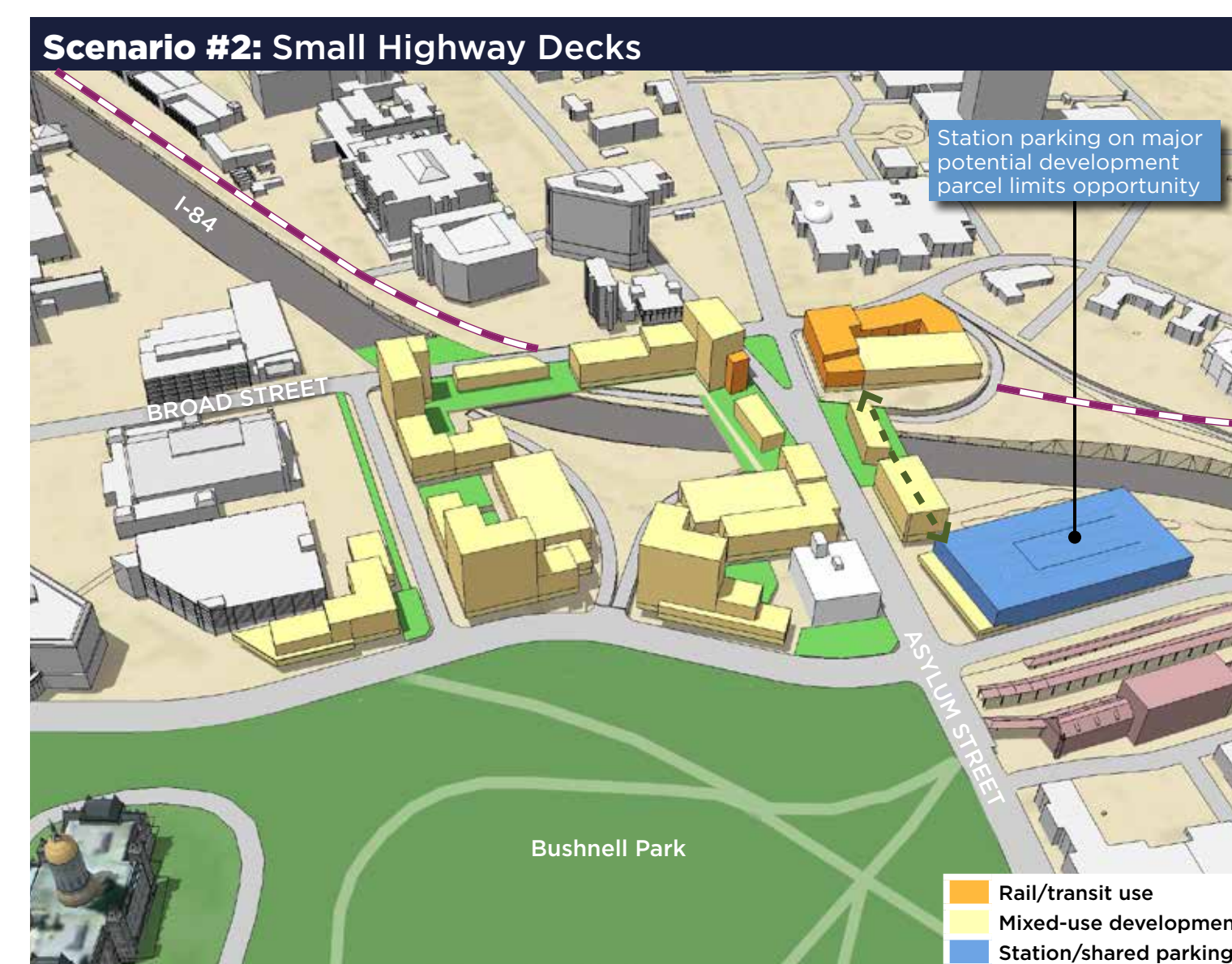
The urban design component of the I-84 work is being carefully considered in parallel with the highway alternatives and transportation analyses. The I-84 team has created a number of urban design goals to initiate community conversation, to gain feedback, and to guide the work to date:

- Reconnect the City across the highway
- Strengthen the character and functioning of districts on either side of the highway
- Promote transit-oriented development (TOD) around Union Station
- Integrate highway access points within the urban fabric
- Create inviting, walkable, and bikable streets in conjunction with revitalized land uses



- Large gaps in Asylum/Broad corridors
- Fragmented urban fabric
- Challenging corner parcel
- Noise impacts

- Good park frontage
- **Missed opportunity** to connect Asylum Hill to Downtown and Frog Hollow through continuous urban fabric



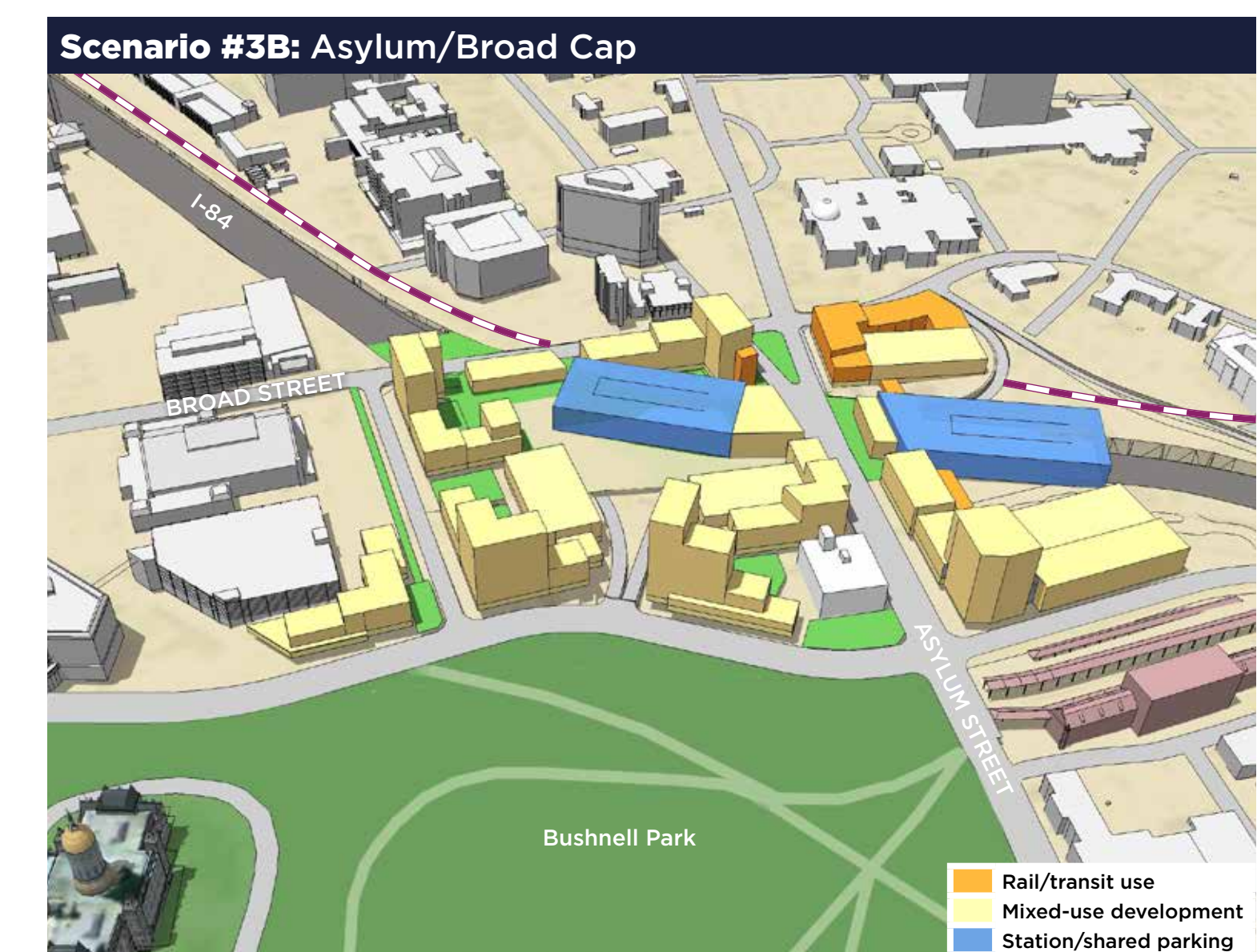
- Connects Asylum corridor
- Connects Broad corridor
- Overcomes sense of crossing a highway
- Provides continuous urban experience

- Open space, plazas, or rail station access on decks
- Good park frontage
- **Improved conditions** but not perfect



- Public garage directly linked to new rail annex
- Allows development flexibility on other parcels
- Allows flexibility for new park on cap

- Parking shared with surrounding private development and transit
- **Optimal enhancements** for continuity of urban fabric, public space, parking, and development opportunity



- Centralized public garages
- Allows development flexibility on other parcels
- Parking shared with surrounding private development and transit

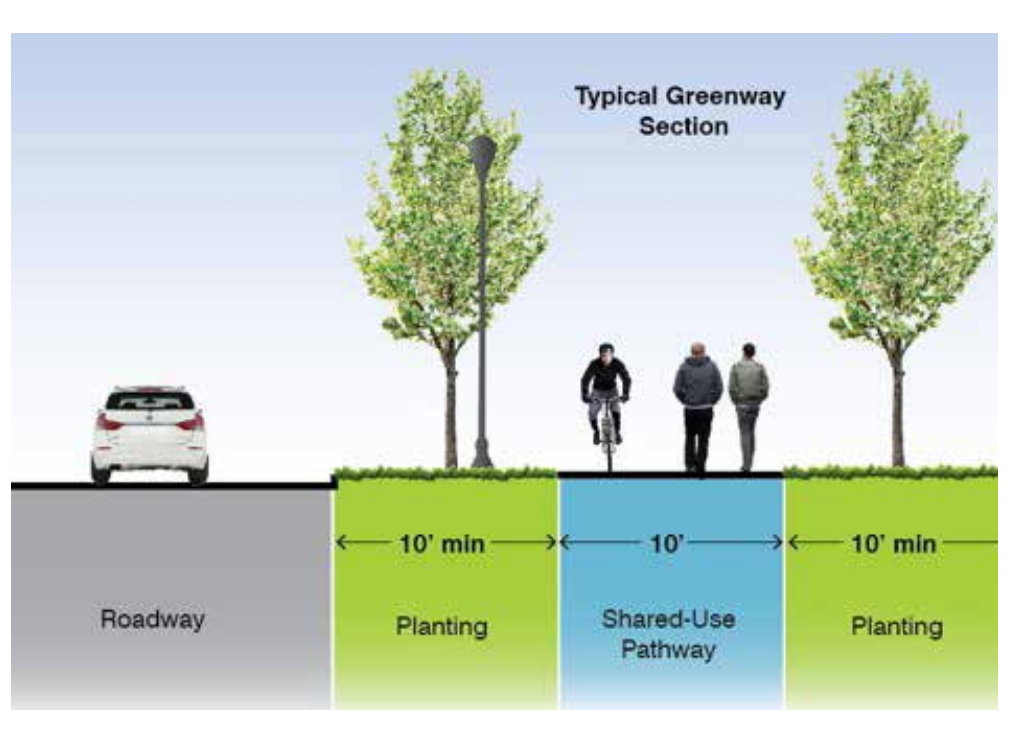
- **Optimal enhancements** for continuity of urban fabric, public space, parking, and development opportunity



I-84 HARTFORD PROJECT

POTENTIAL EAST COAST GREENWAY ALIGNMENT

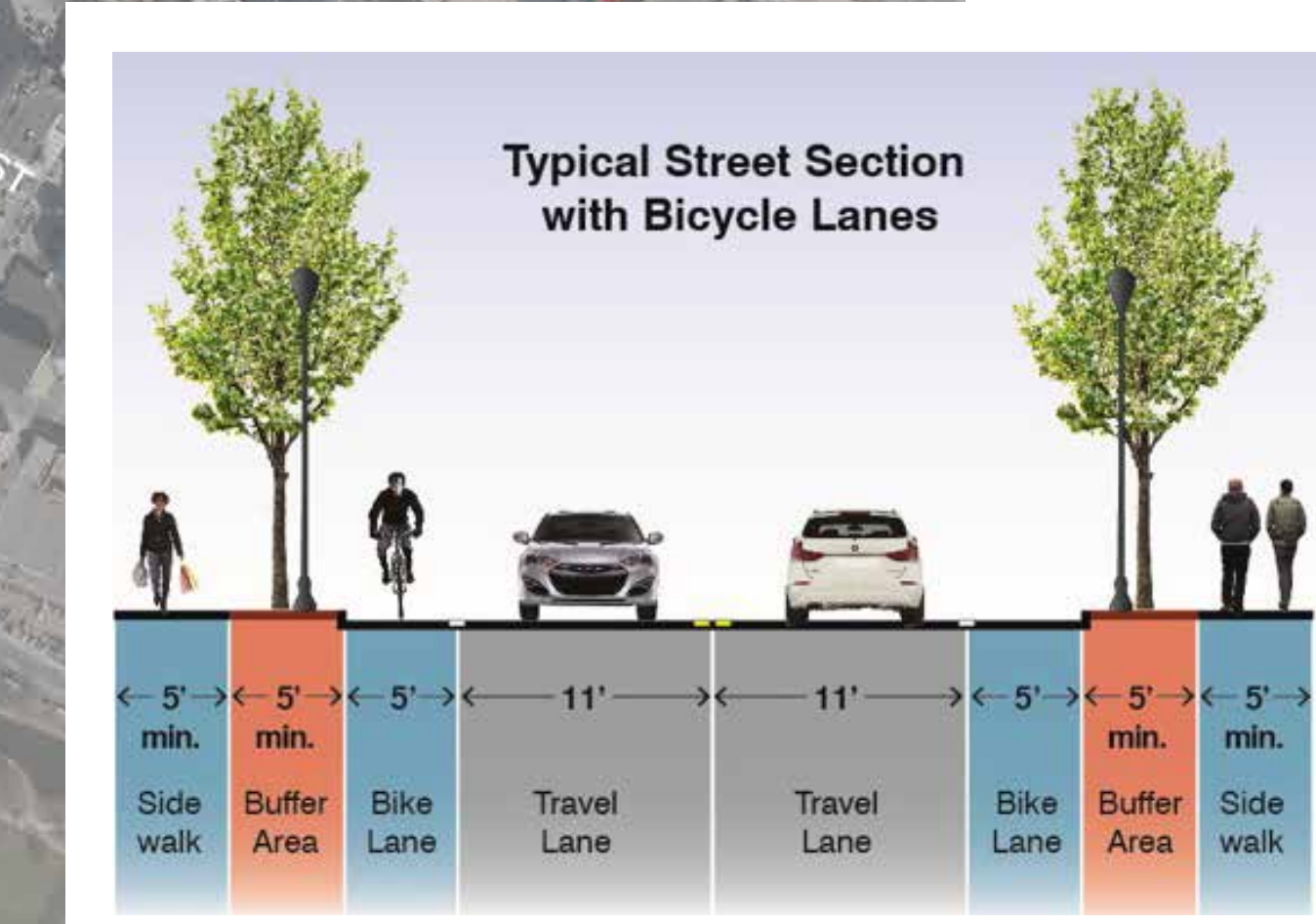
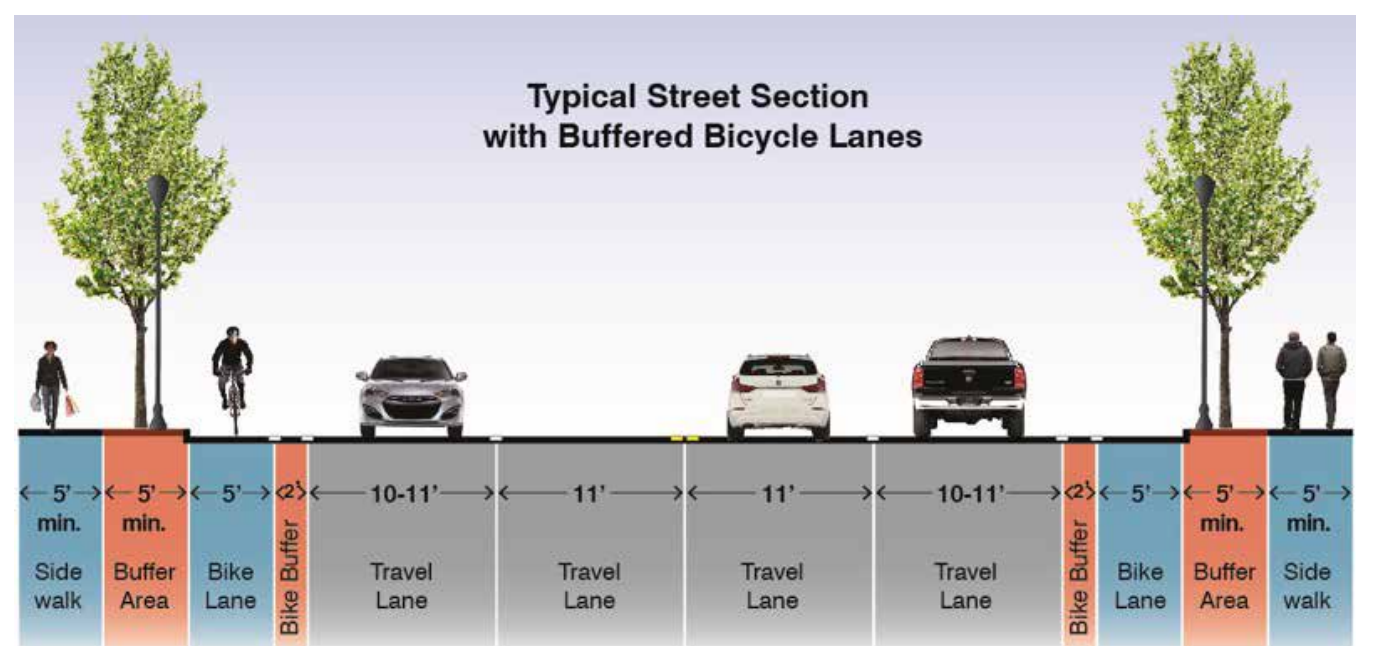
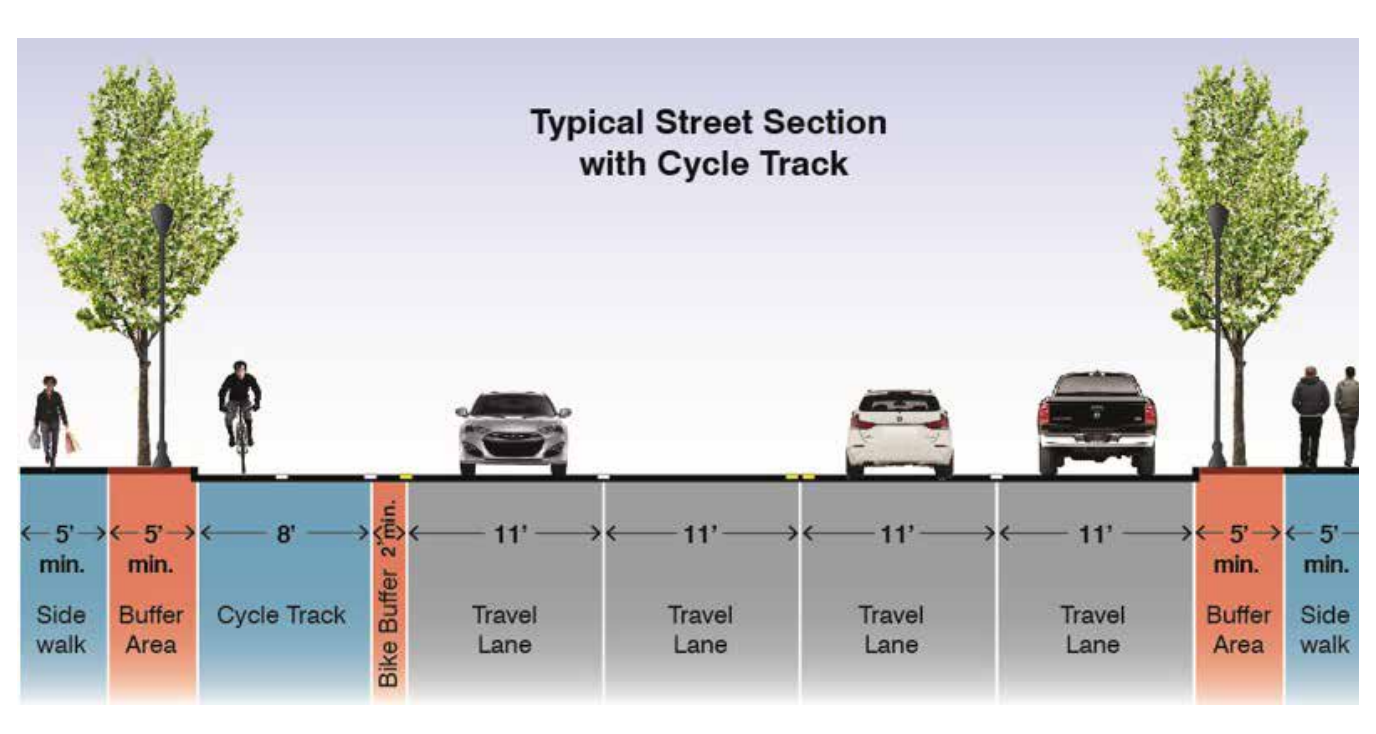
ILLUSTRATES
LOWERED HIGHWAY
ALTERNATIVE





I-84 HARTFORD PROJECT BICYCLE NETWORK OPPORTUNITIES

ILLUSTRATES
LOWERED HIGHWAY
ALTERNATIVE



- LEGEND**
- BICYCLE LANE
 - BUFFERED BICYCLE LANE
 - CYCLE TRACK OR SIDEPATH
 - EAST COAST GREENWAY



I-84 HARTFORD PROJECT POTENTIAL BUILDING IMPACTS

