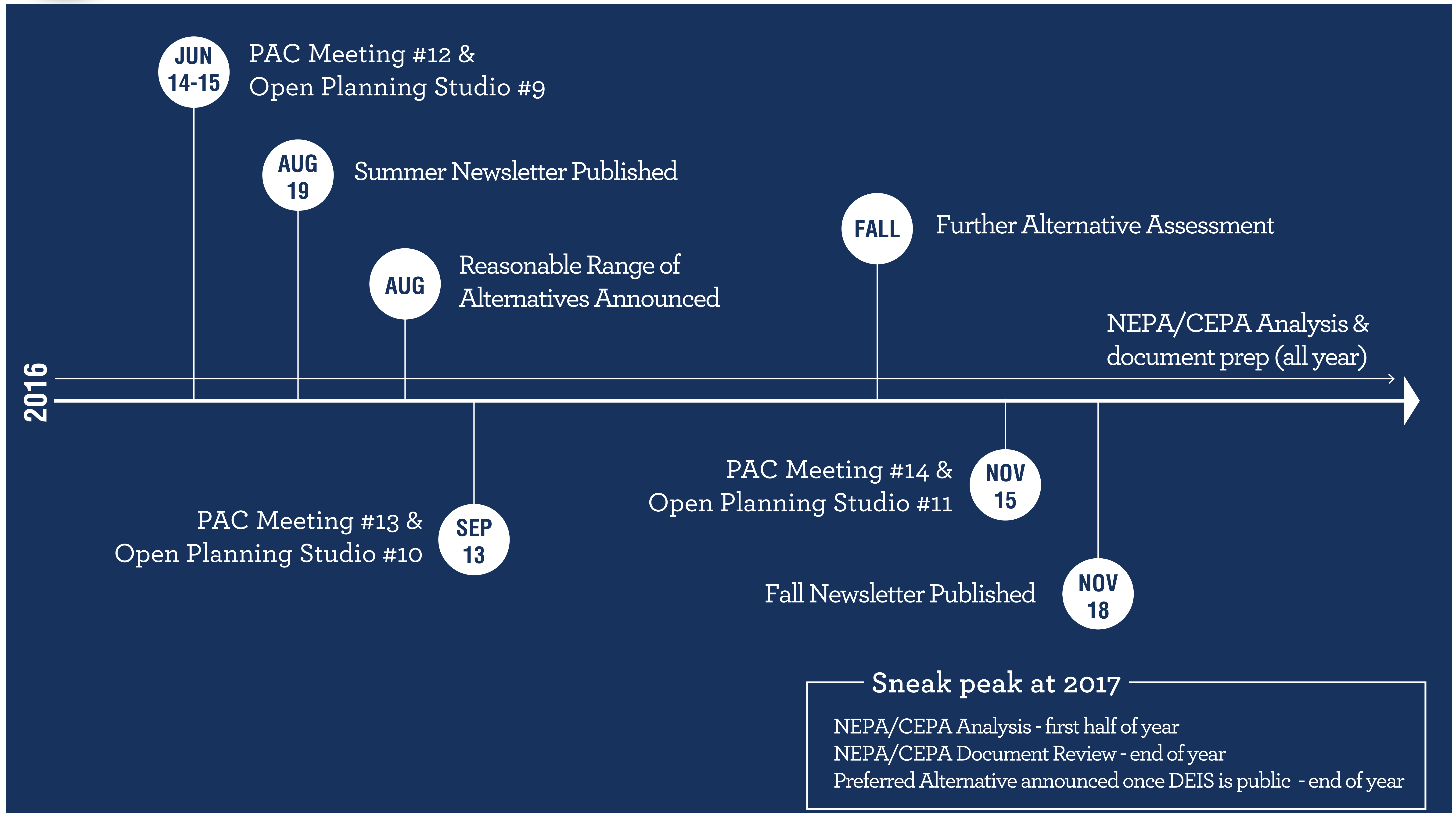




# I-84 HARTFORD PROJECT 2016 AT A GLANCE





# I-84 HARTFORD PROJECT CONNECTING PEOPLE TO JOBS

## I-84 IN HARTFORD MUST BE REBUILT

When the project goes to construction, possibly as early as 2021, it will employ approximately 3,500 – 7,000 construction workers.



## CREATING LOCAL JOBS

The Connecticut Department of Transportation will help get I-84 jobs in locals' hands by:

- » Working with agencies and organizations to develop and promote training programs for the jobs in demand
- » Requiring that 6.9% of the construction work force is comprised of minorities and women
- » Hosting and promoting hiring fairs and events in the community (in coming years)

## WORKERS NEEDED INCLUDE

- » **Operating engineers** to operate heavy machinery and construction equipment
- » **Carpenters** to set the formwork for concrete construction
- » **Bricklayers** to build catch basins and other masonry work, and cement finishers
- » **Ironworkers** to set reinforcing steel and structural steel
- » **Electricians** to wire for all lighting and power
- » **Teamsters** to transport materials in trucks
- » **Laborers** to do manual labor

Yet by the time construction starts, there will be a significant labor shortage in all of these fields.



## PREPARE FOR JOBS NOW

Are you interested in working in construction on the I-84 Hartford Project or other upcoming highway projects?

The time to start working toward many of these careers is now! You can prepare by:

- » Obtaining your high school diploma or GED
- » Determining your field of interest
- » Researching training/education programs
- » Joining the appropriate union
- » Attending a community partnering event or jobs fair (in 2018)

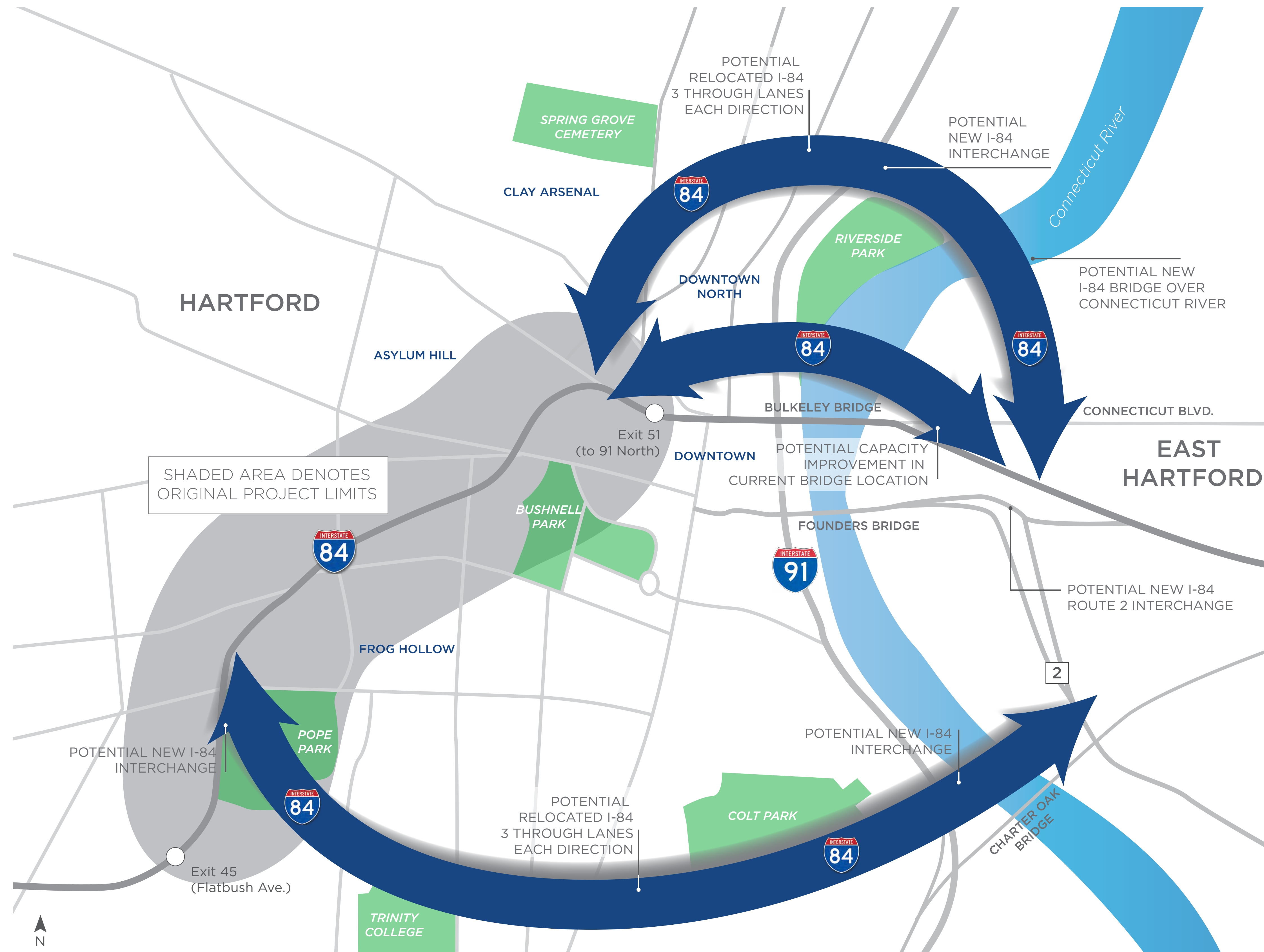


## LOCAL UNIONS' CONTACTS

- » **Operating Engineers Local 478**  
203-237-3962
- » **Carpenters Local 43** • 860-296-8564
- » **Bricklayers & Allied Craftworkers Local 1**  
860-296-8014
- » **Ironworkers Local 15** • 860-249-7639
- » **Electrical Workers Local 35** • 860-525-5438
- » **Teamsters Local 671** • 860-242-3200
- » **Laborers Local 230** • 860-296-9621

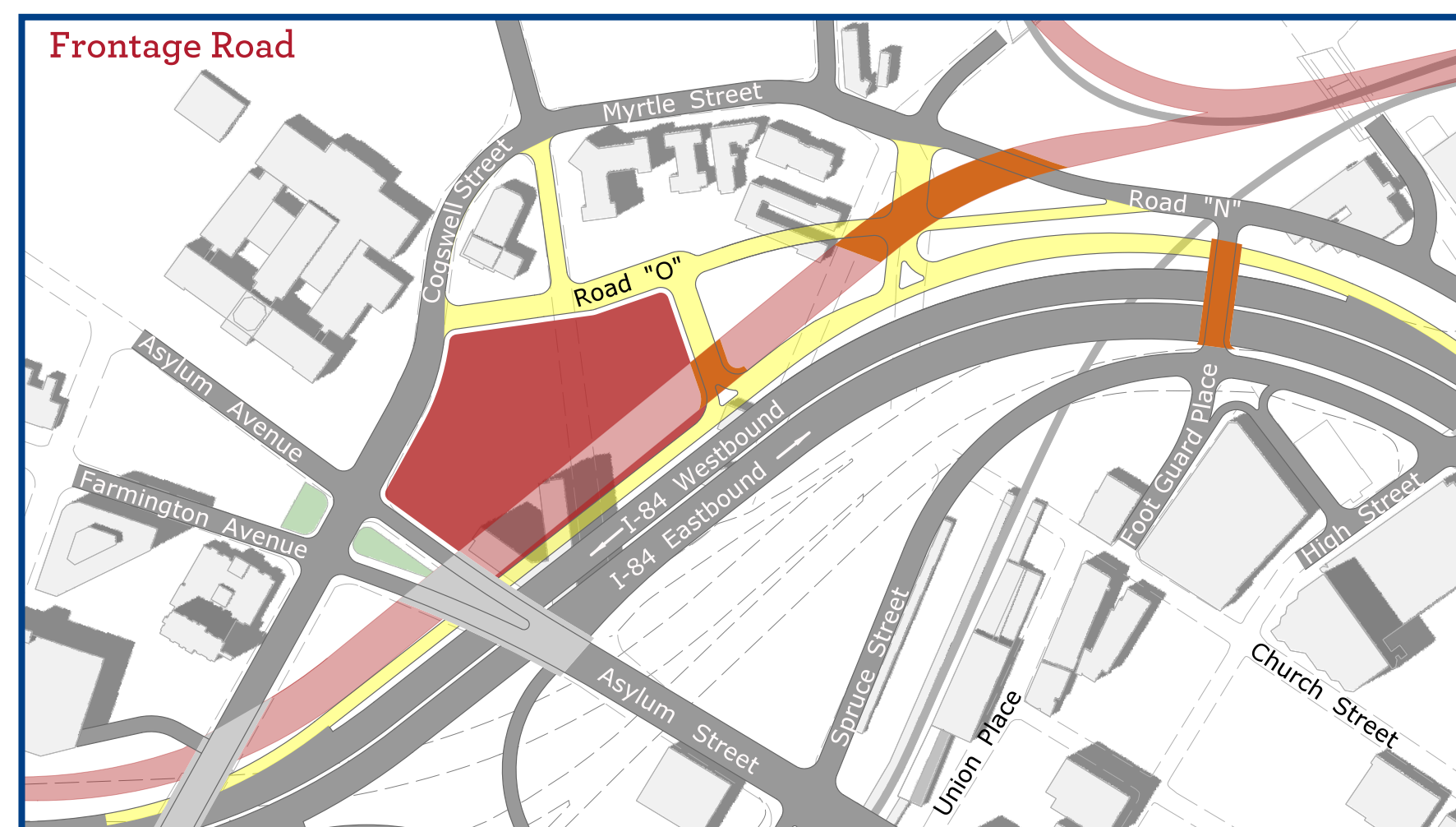
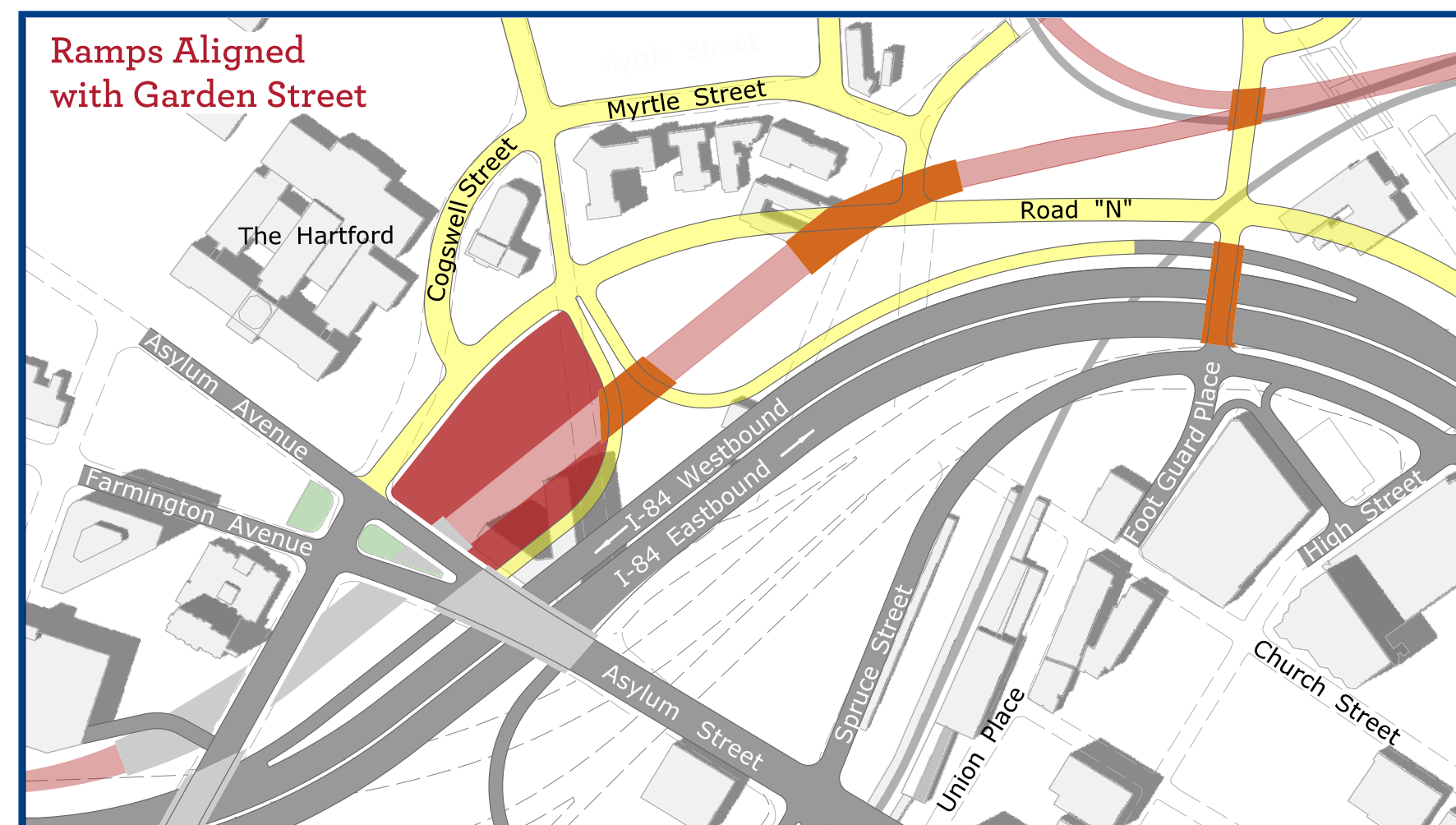
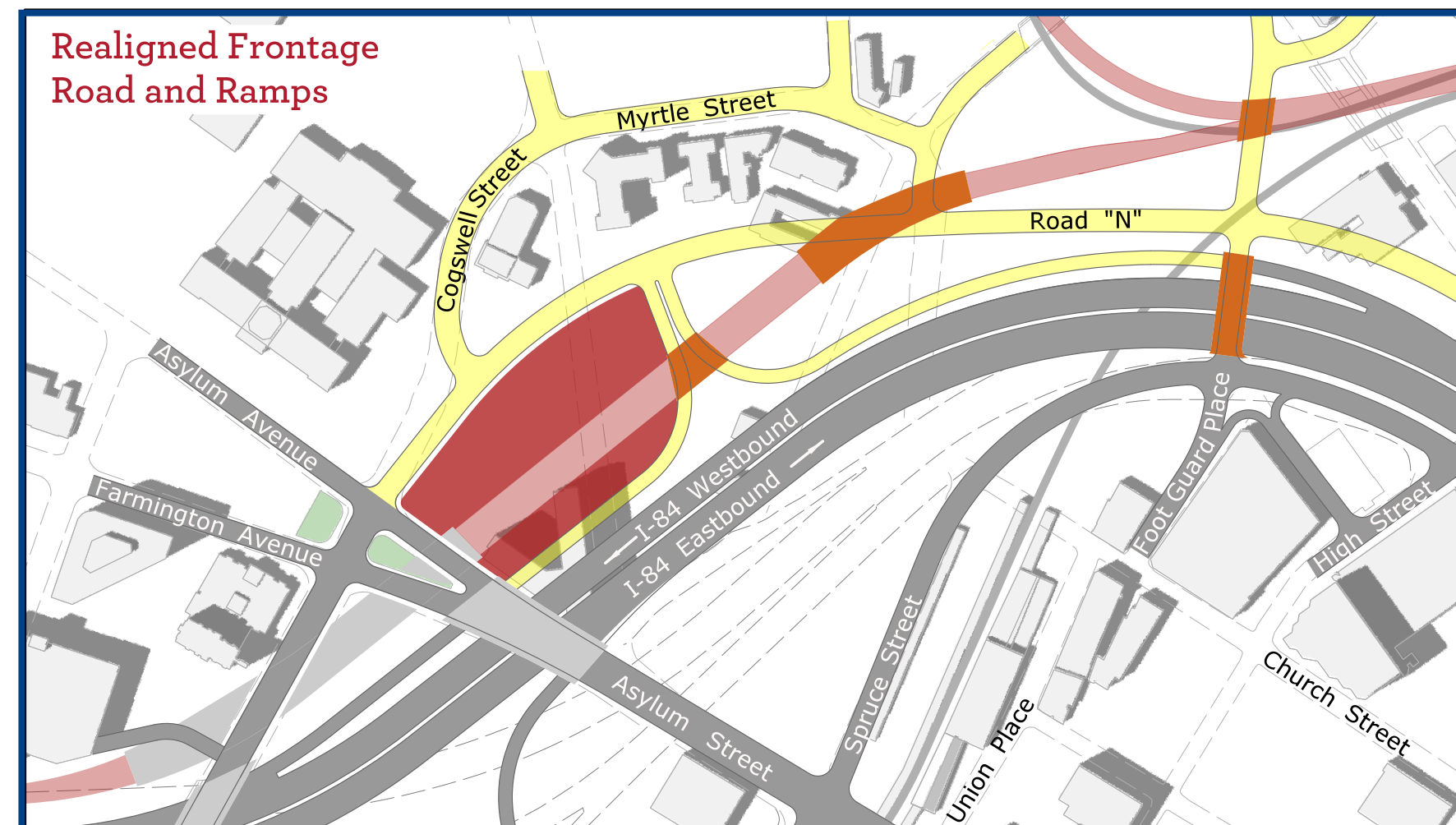


# I-84 HARTFORD PROJECT I-84/I-91 INTERCHANGE STUDY





# I-84 HARTFORD PROJECT SAMPLE REFINEMENTS TO THE LOWERED HIGHWAY



## EXPLORE OTHER POTENTIAL OPTIONS THAT:

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



Lowered Highway Option - 3B-E2(S)

100' 0 100'

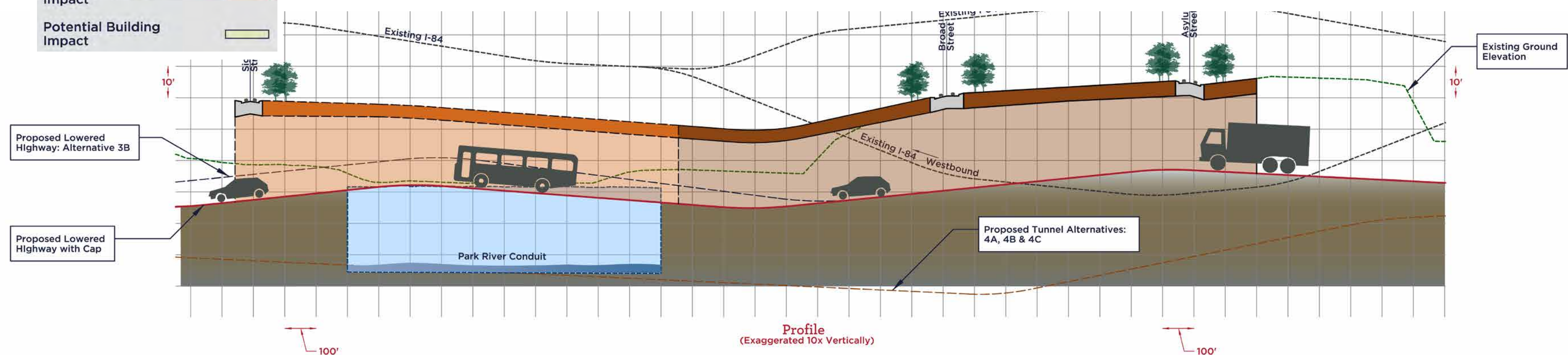
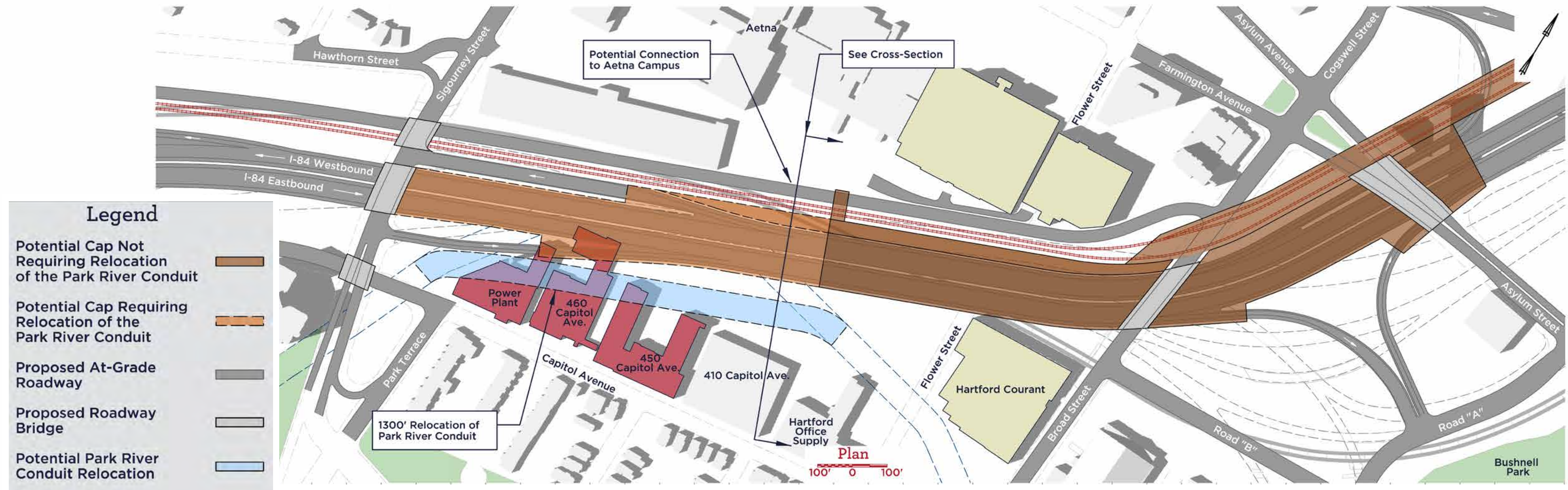
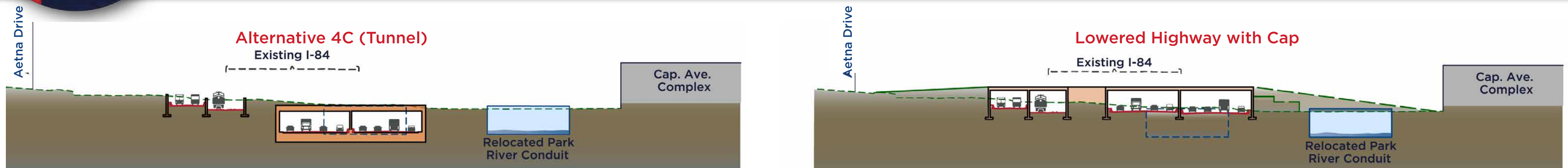
Legend	
Proposed At-Grade Roadway	
Proposed Roadway Bridge	
Proposed Railroad Corridor	
Potential Station Annex Location	

## PRELIMINARY ANALYSIS SHOWS:

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



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

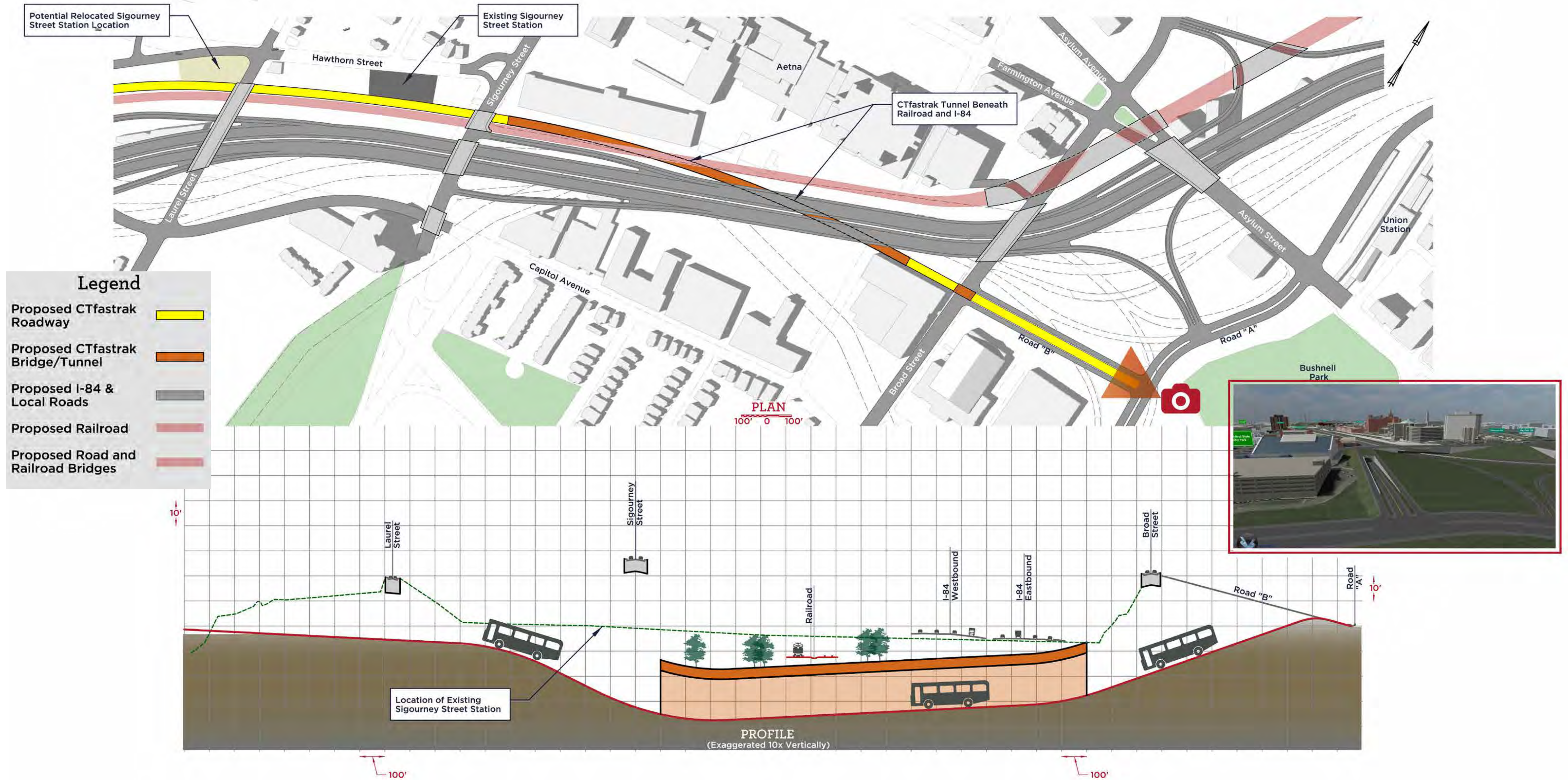


Scale of profile varies; for illustration purposes only



# 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



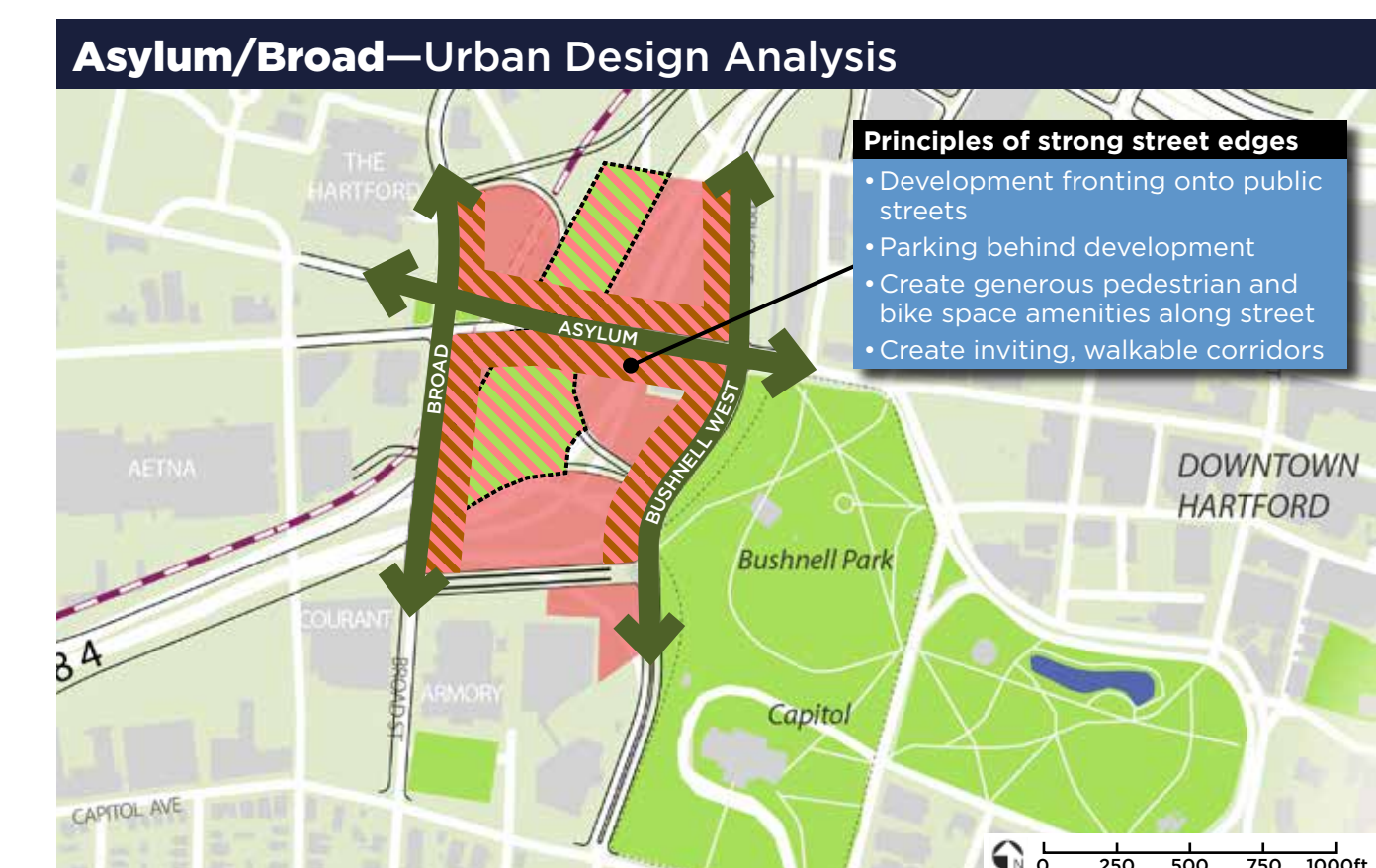
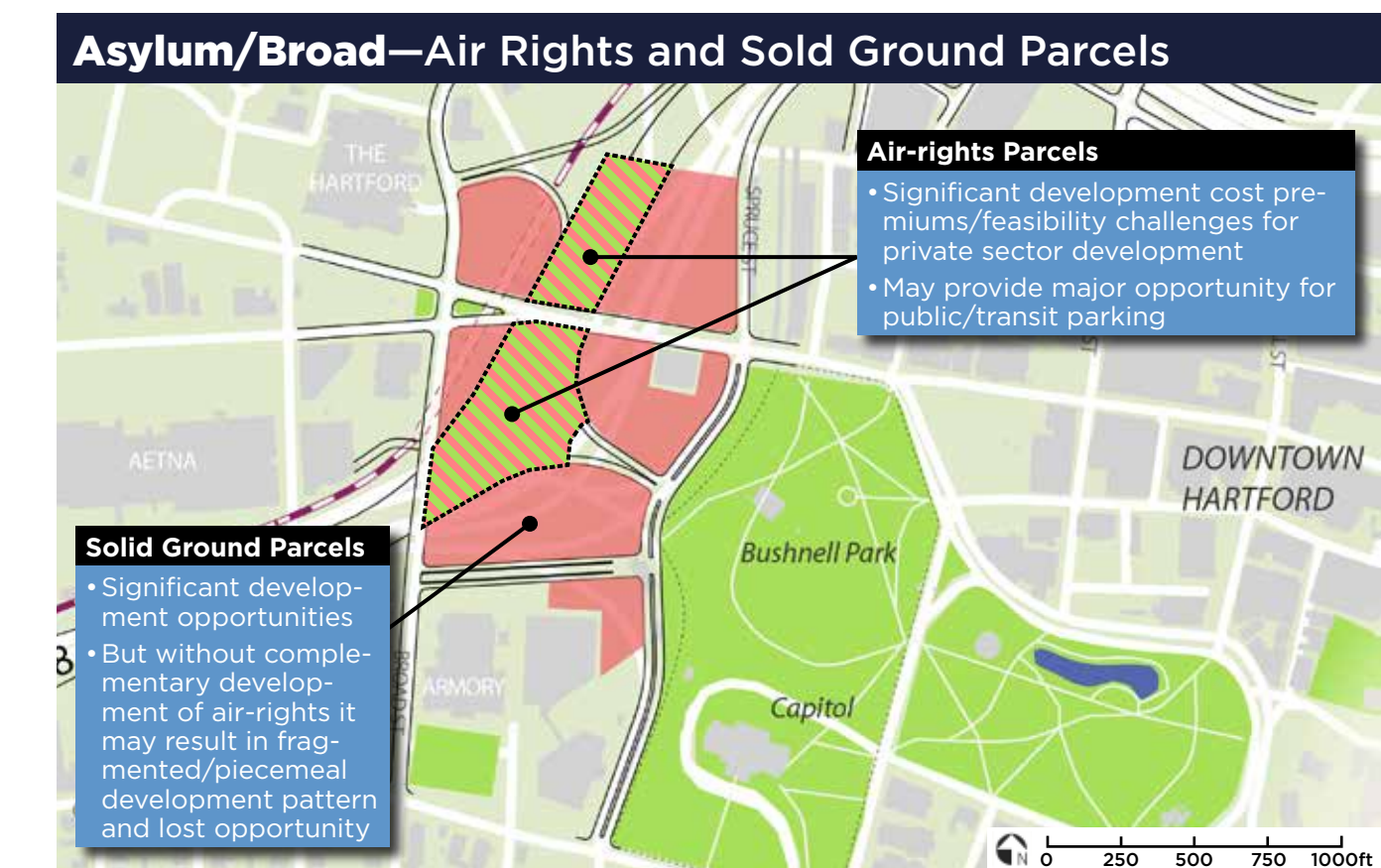
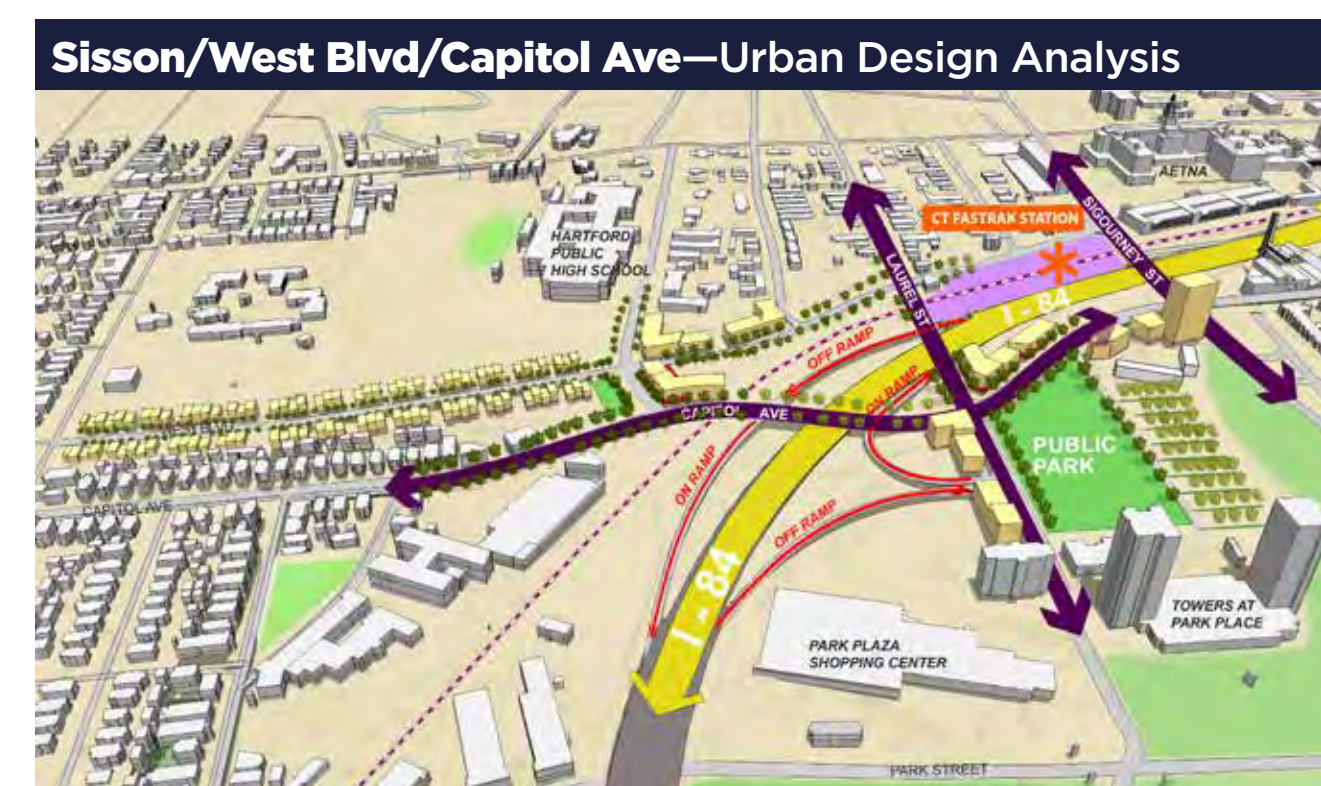
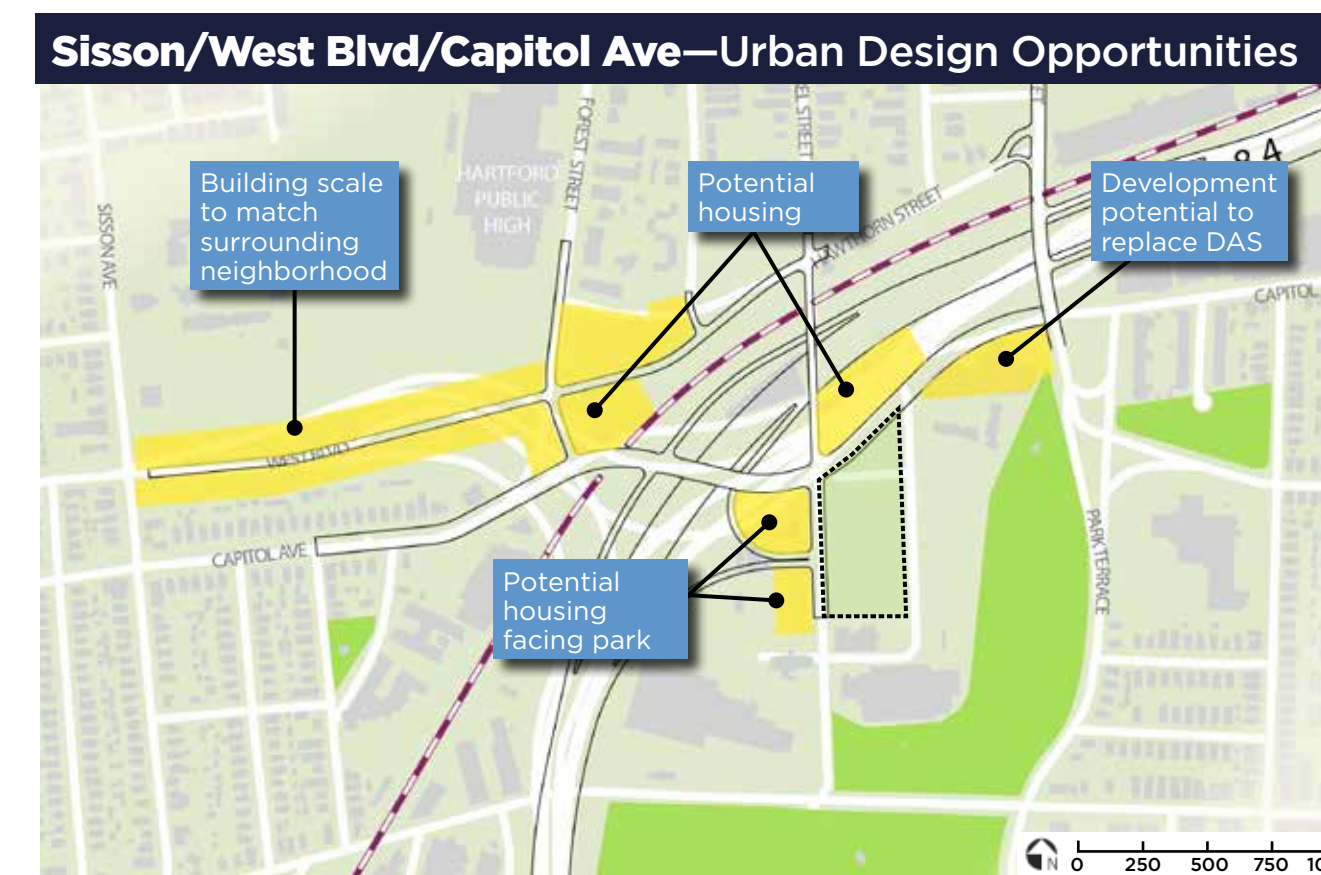
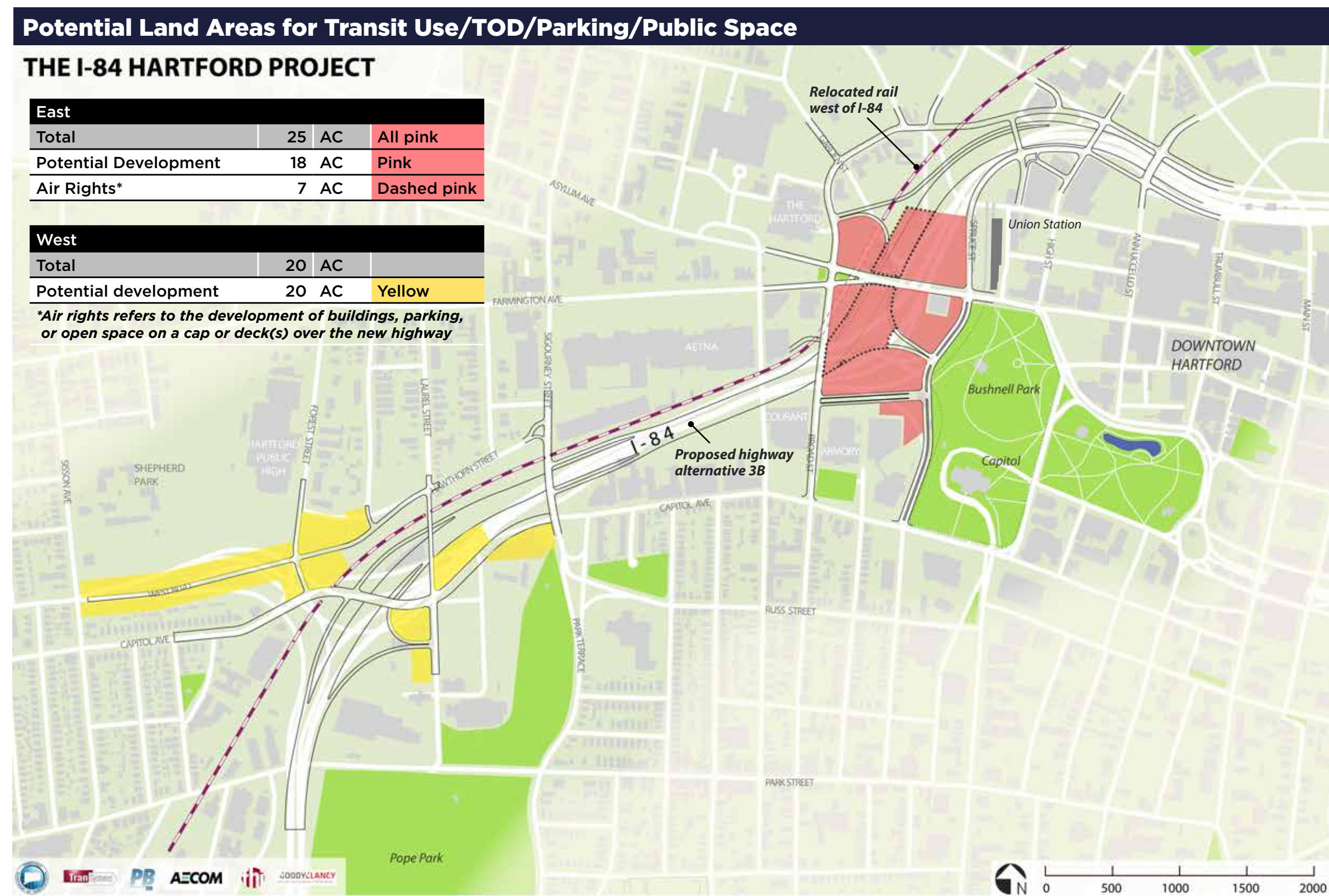


# I-84 HARTFORD PROJECT URBAN DESIGN ANALYSIS

## I-84 Urban Design Goals

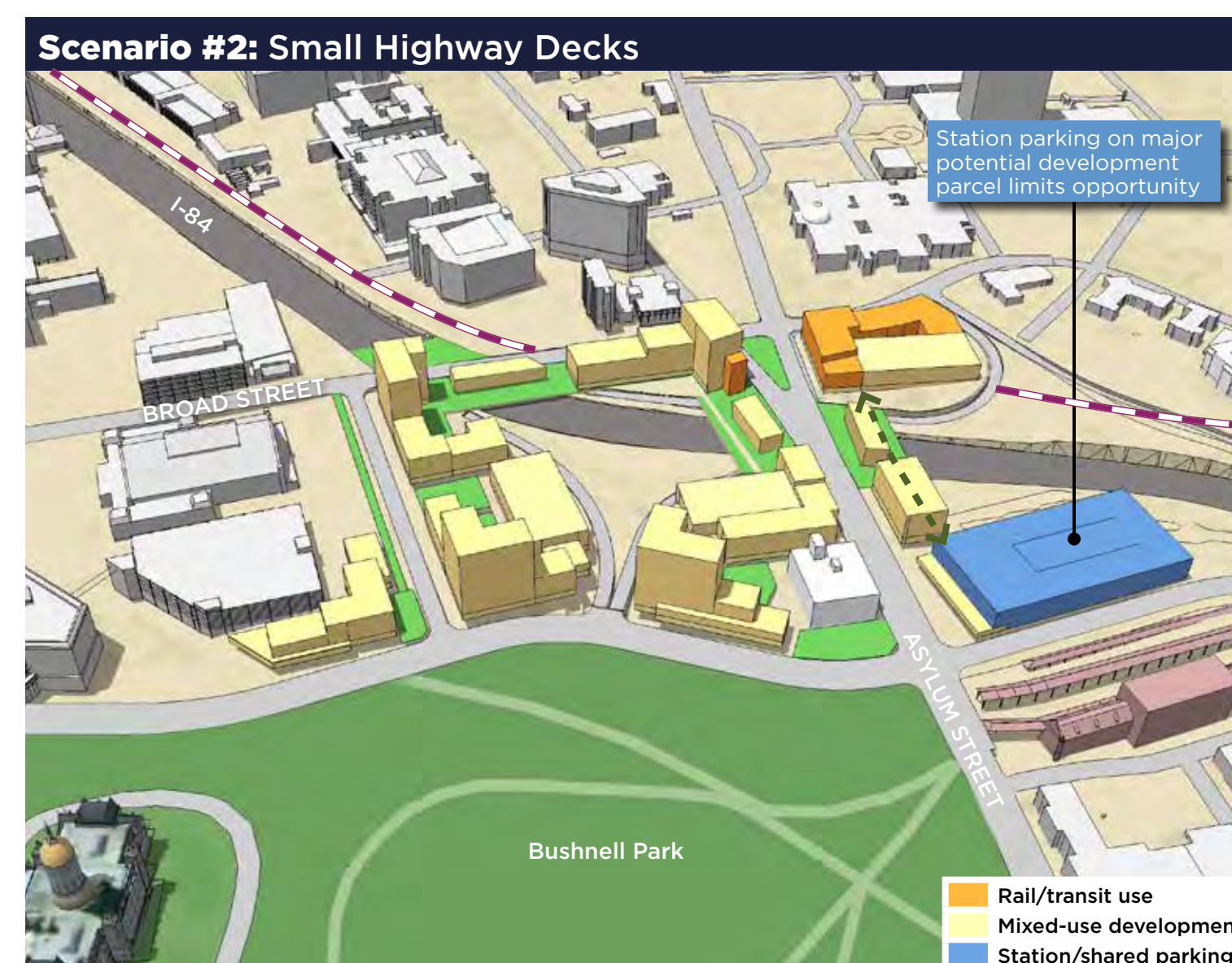
The urban design component of the I-84 work is being carefully considered in parallel with the highway alternatives and transportation analyses. The I-84 team has created a number of urban design goals to initiate community conversation, to gain feedback, and to guide the work to date:

- 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

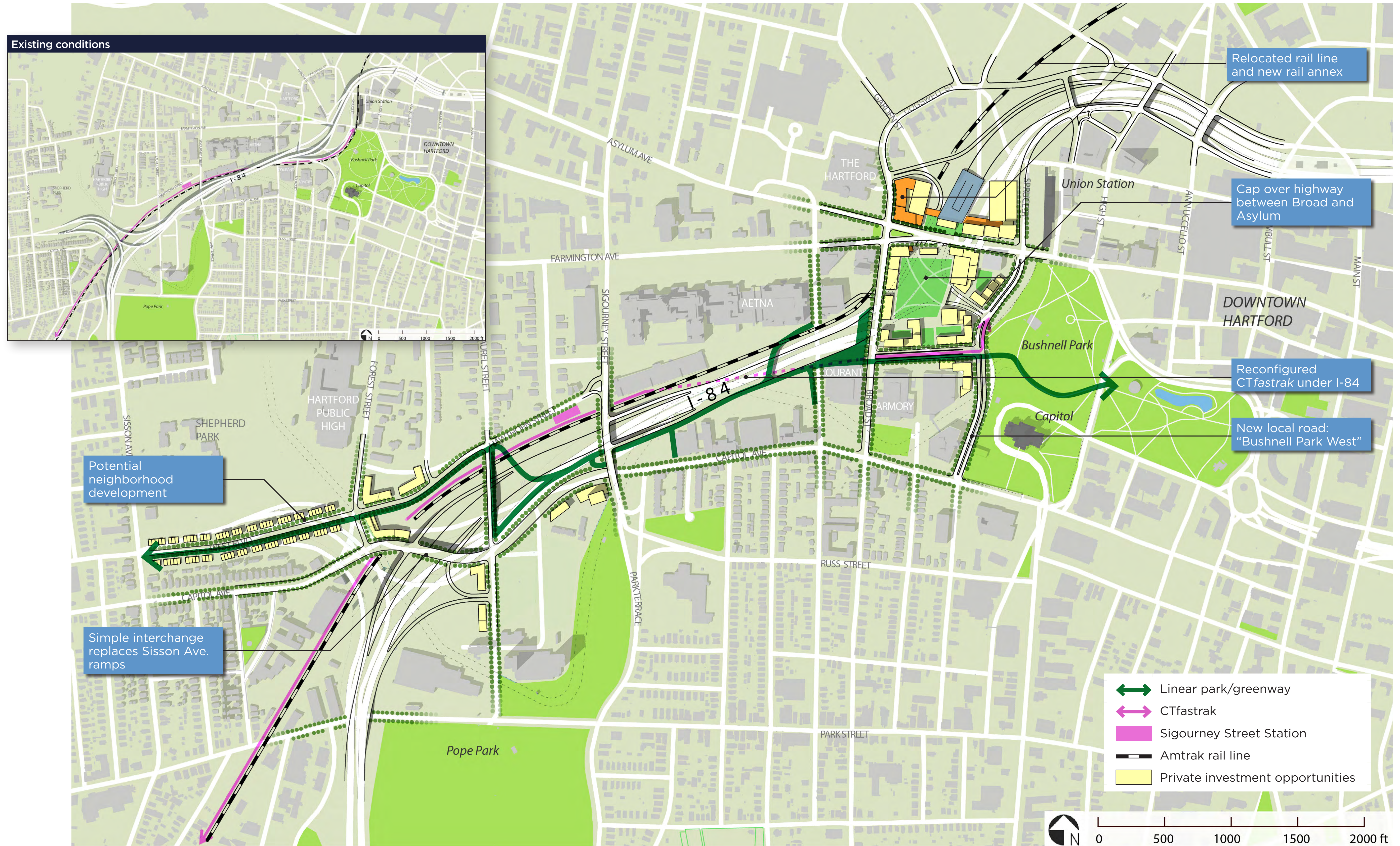


- Centralized public garages
- Allows development flexibility on other parcels
- Parking shared with surrounding private development and transit

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



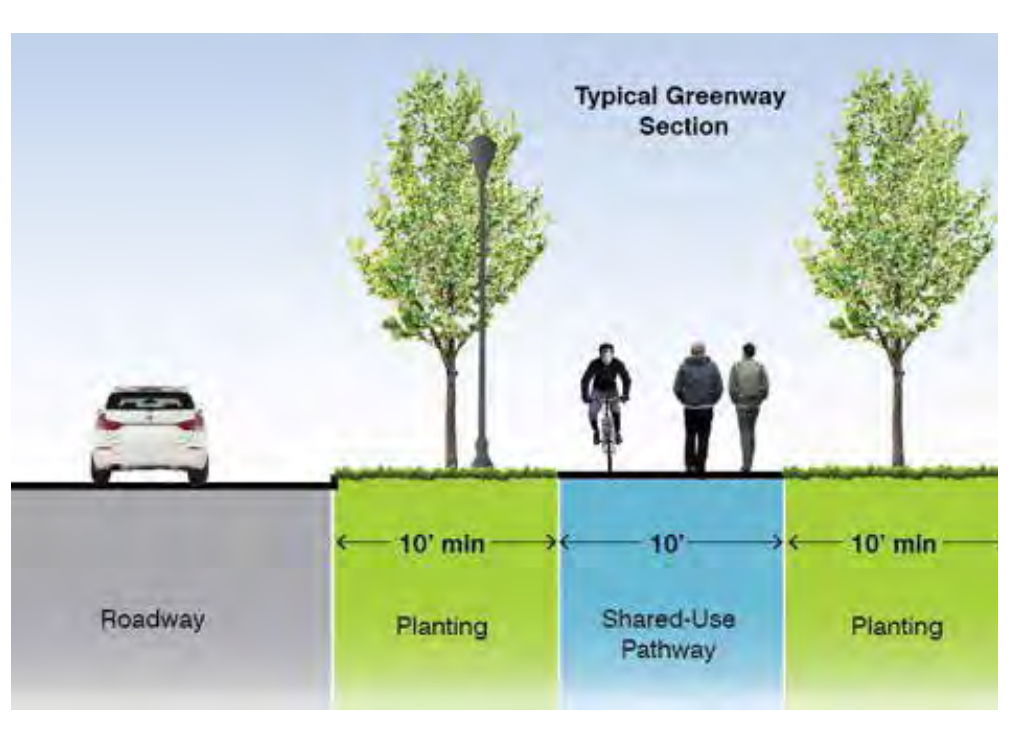
# I-84 HARTFORD PROJECT POTENTIAL CORRIDOR CONCEPT





# I-84 HARTFORD PROJECT POTENTIAL EAST COAST GREENWAY ALIGNMENT

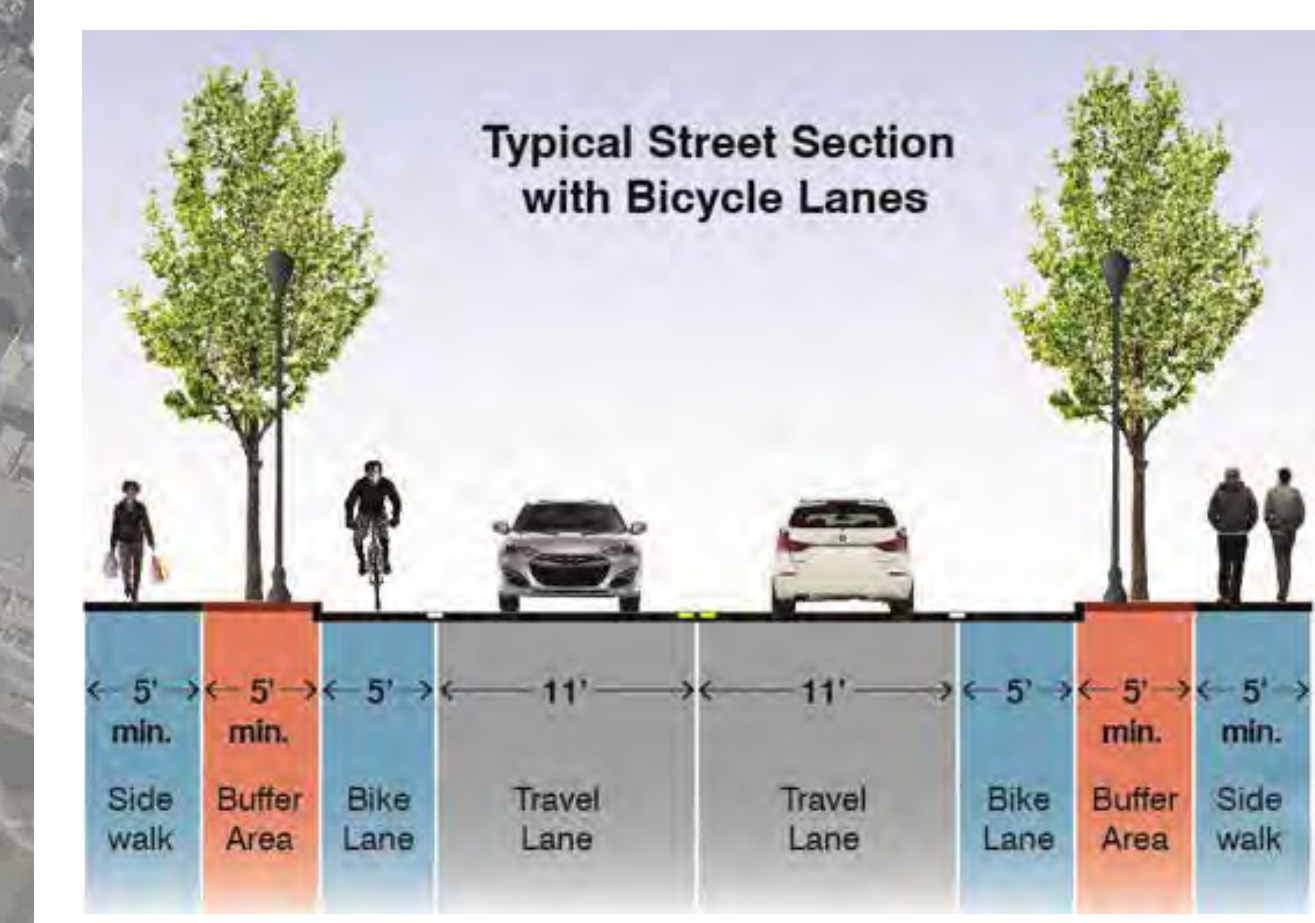
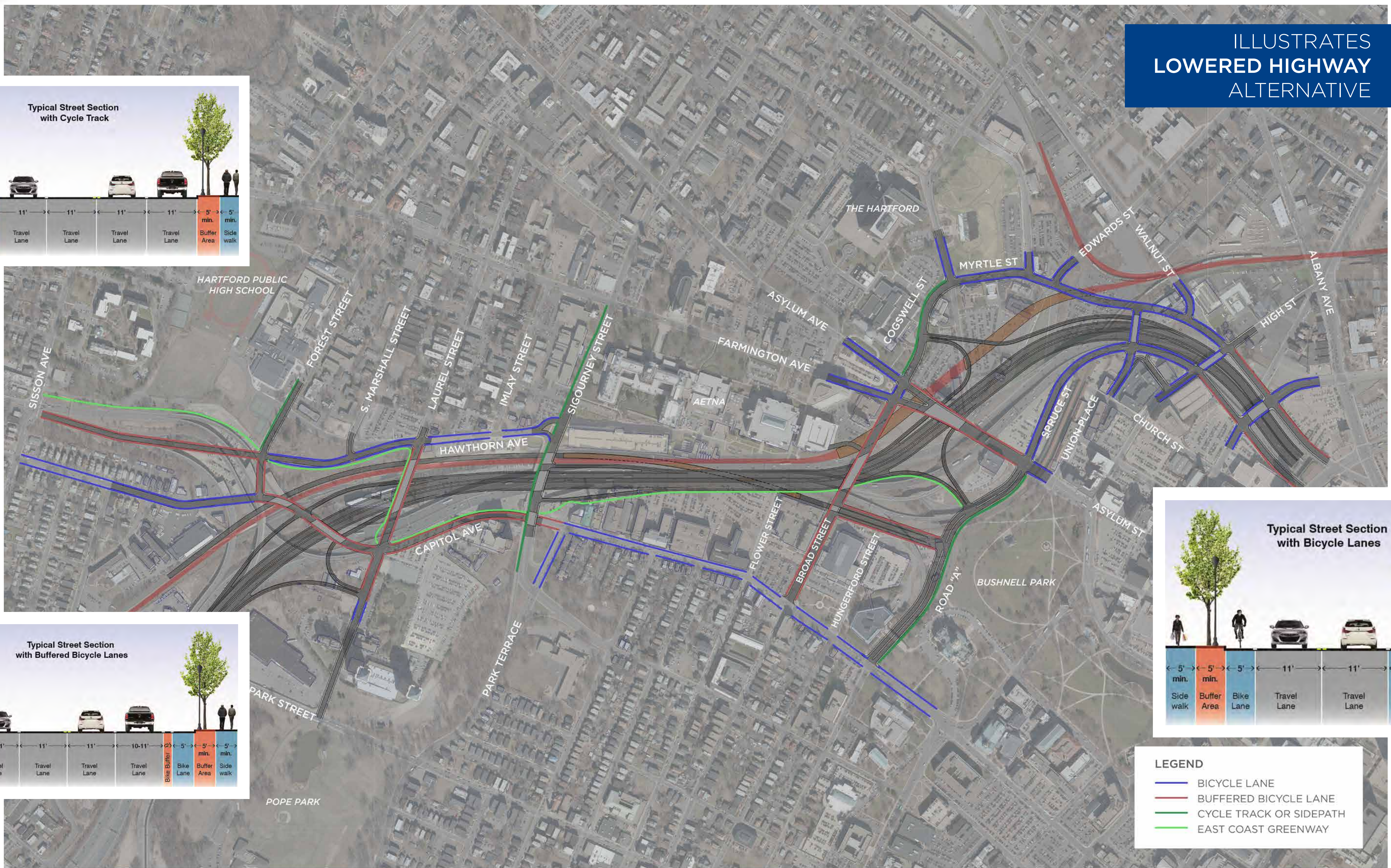
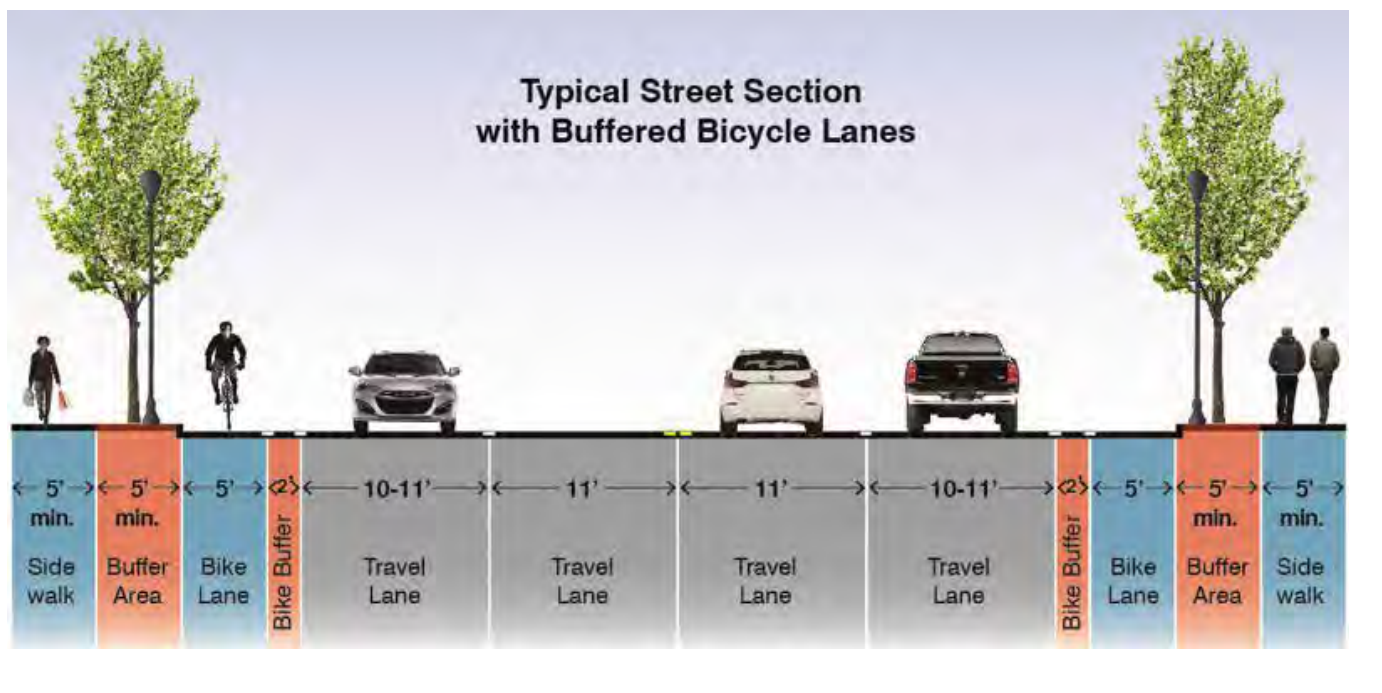
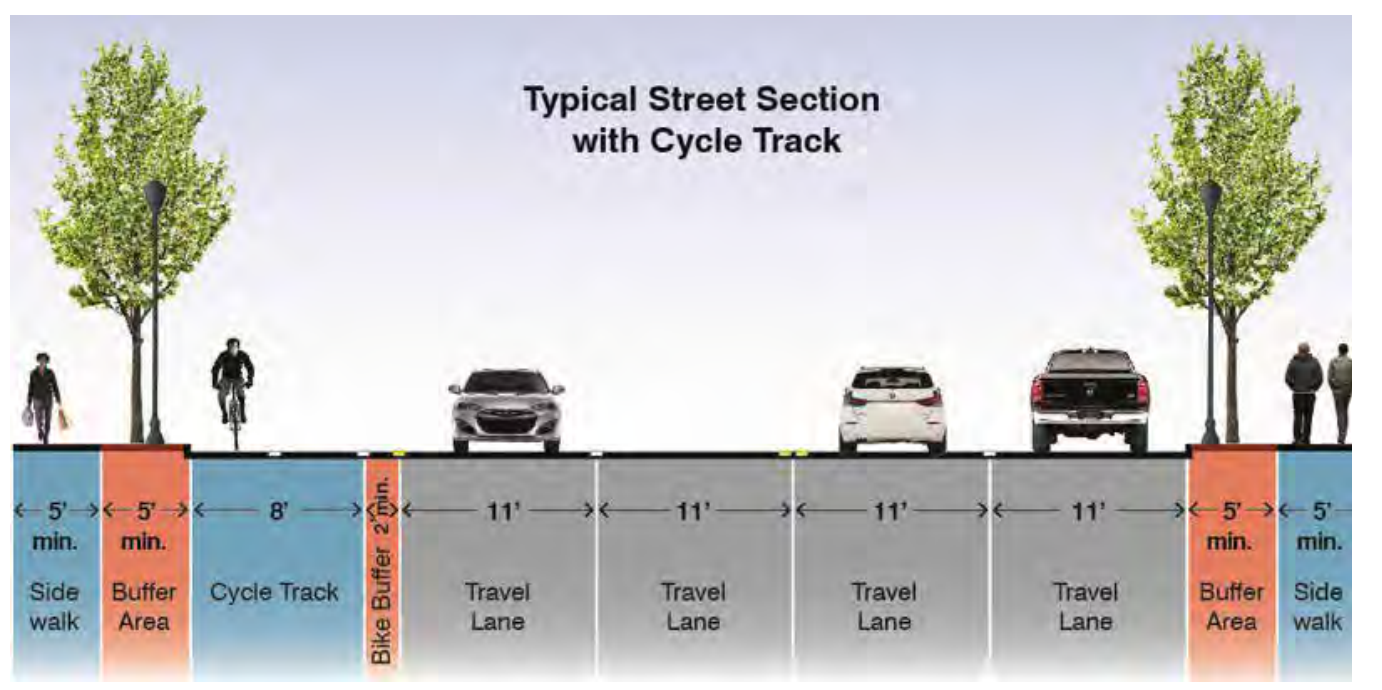
ILLUSTRATES  
**LOWERED HIGHWAY**  
ALTERNATIVE





# I-84 HARTFORD PROJECT BICYCLE NETWORK OPPORTUNITIES

ILLUSTRATES  
**LOWERED HIGHWAY**  
ALTERNATIVE



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



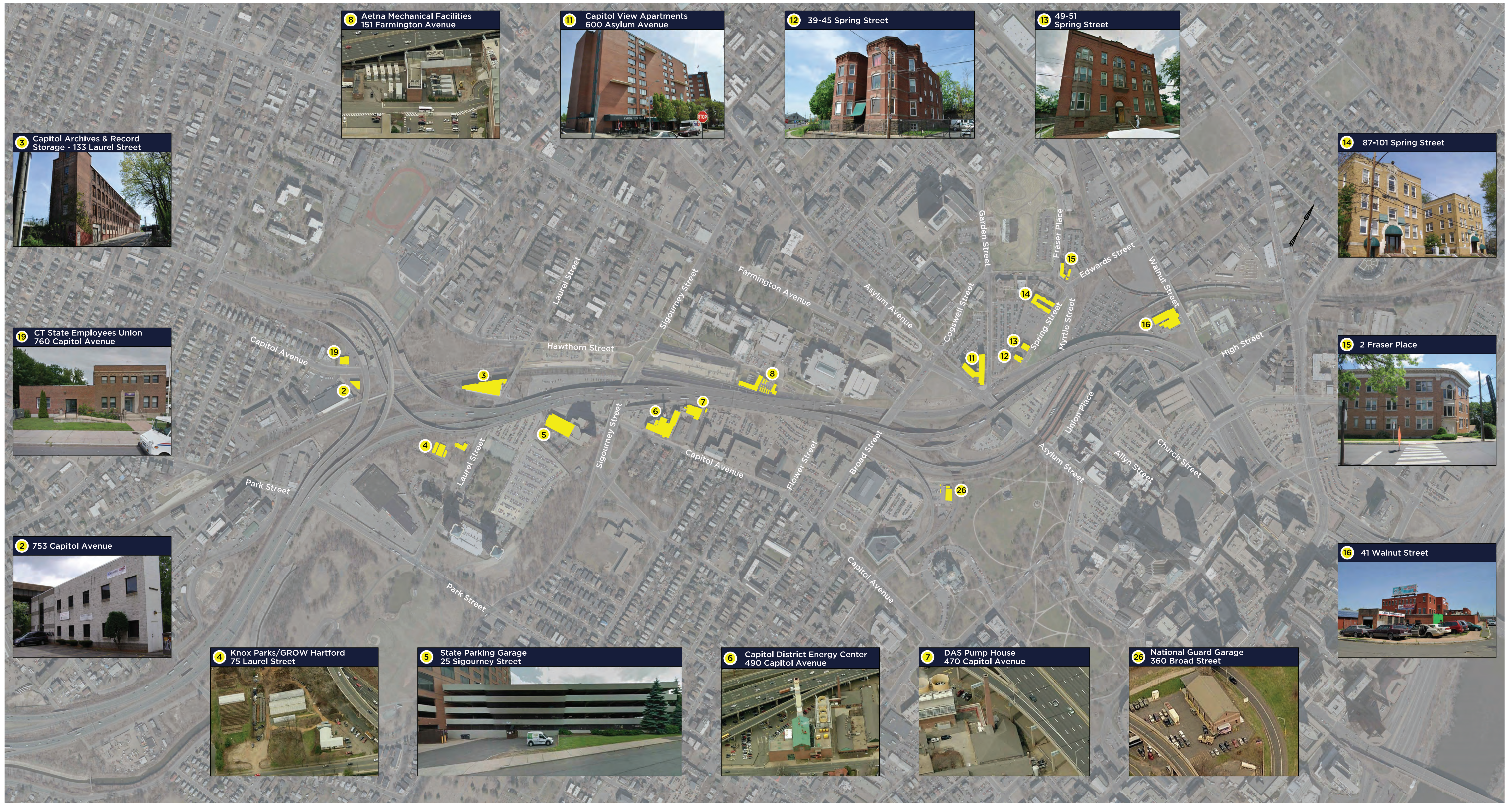
# I-84 HARTFORD PROJECT POTENTIAL BUILDING IMPACTS: ALL ALTERNATIVES



Potential building impacts are preliminary and subject to change based on further analysis.



# I-84 HARTFORD PROJECT POTENTIAL BUILDING IMPACTS: LOWERED HIGHWAY



Potential building impacts are preliminary and subject to change based on further analysis.



# I-84 HARTFORD PROJECT EAST COAST GREENWAY

## East Coast Greenway

- Conceived in 1991
- 2,900 miles long
- Links Maine to Florida
- Connects existing and planned trails
- Nation's most ambitious long-distance urban trail
- Incorporates waterfront esplanades, park paths, abandoned railroad corridors, canal towpaths, and **pathways along highway corridors**



Conceptual overlay with lowered highway alternative



Potential Greenway/Multi-Use facilities along I-84





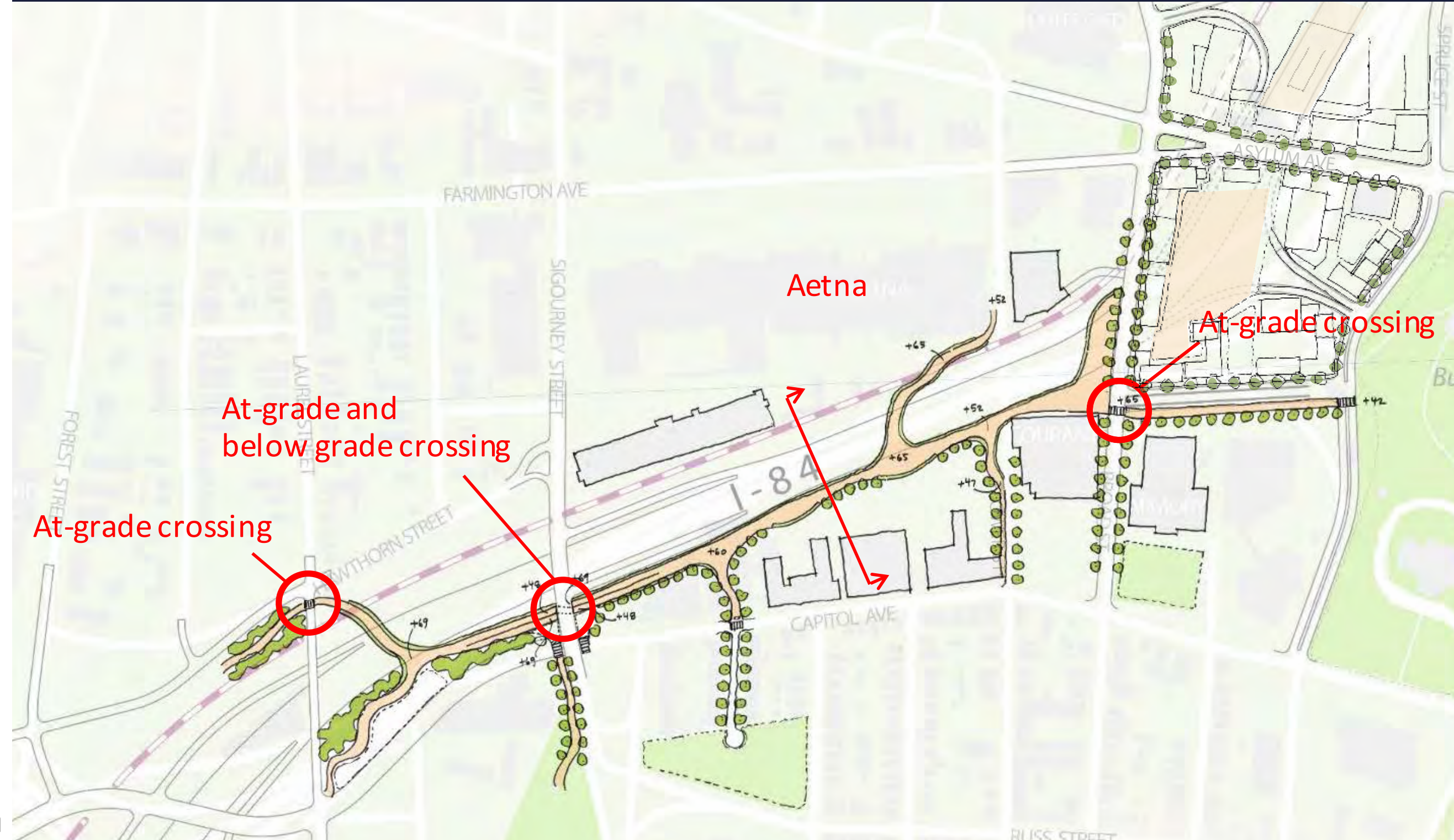


# I-84 HARTFORD PROJECT MULTI-USE GREENWAY: CONCEPT FOR I-84

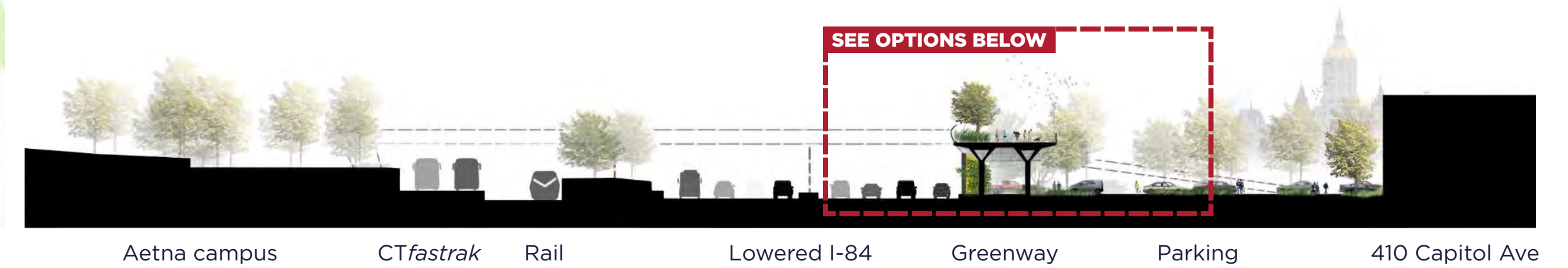
## Multi-Use Greenway

- New linear park for Hartford
- Could carry the East Coast Greenway through the corridor
- Connects to potential TOD development and new open spaces
- Connects neighborhoods, Bushnell Park, Union Station, Downtown
- Accessible to bikes and pedestrians
- Commuting and recreation
- Total cost of \$200-240 million
- World-class design: Hartford's "High Line" park

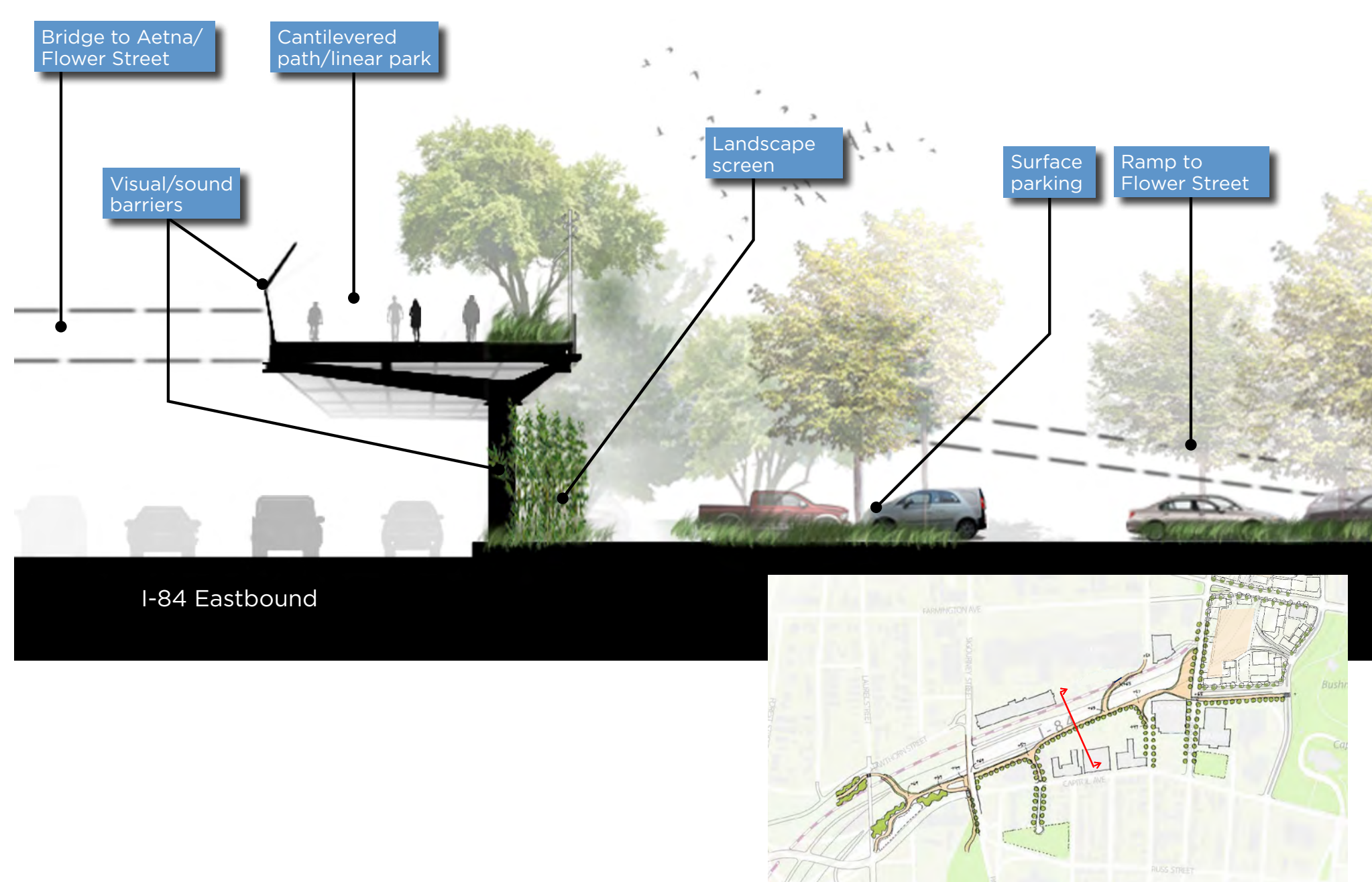
Multi-Use Greenway: Elevated concept plan



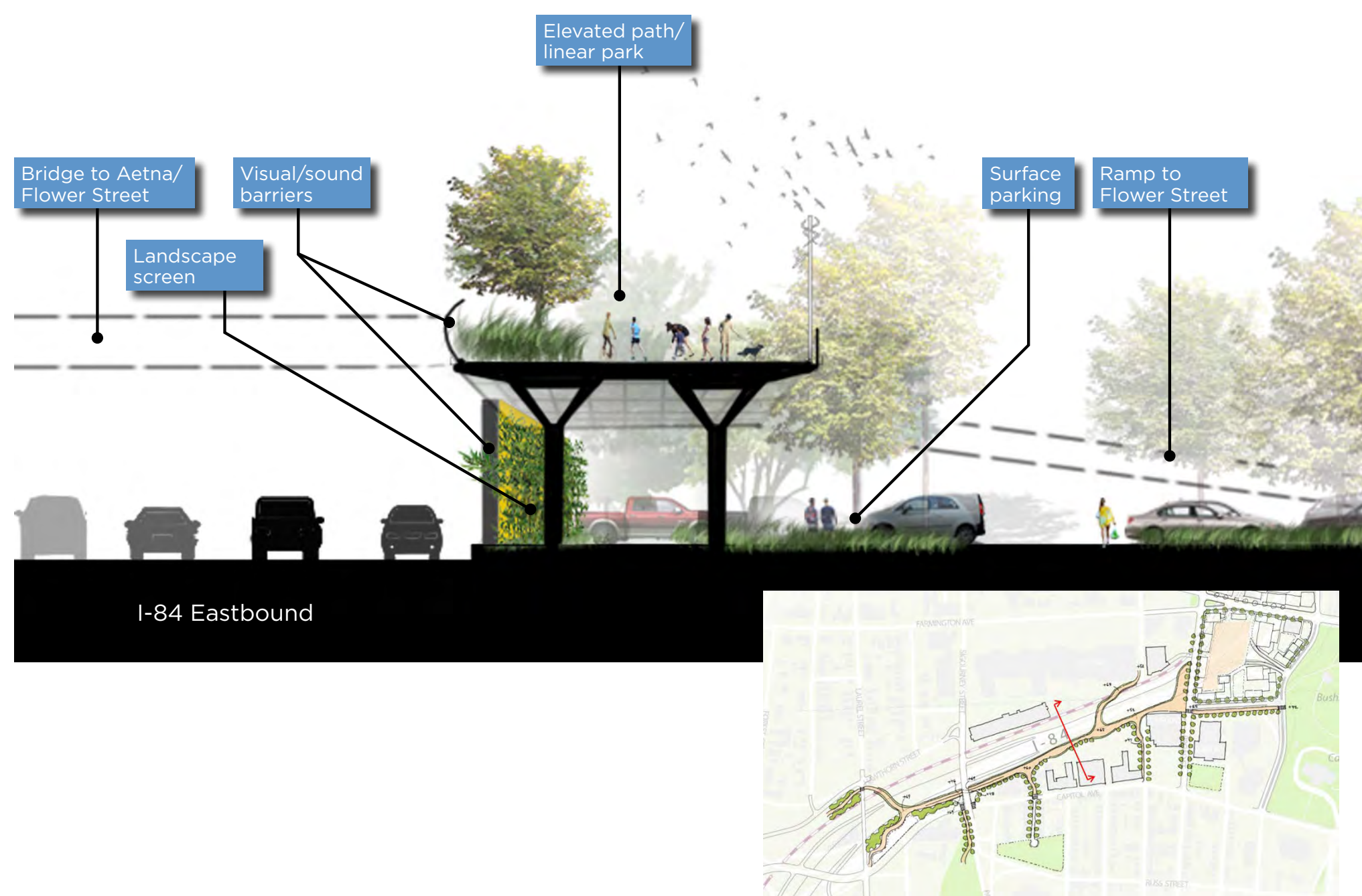
Elevated concept: Experience on the path



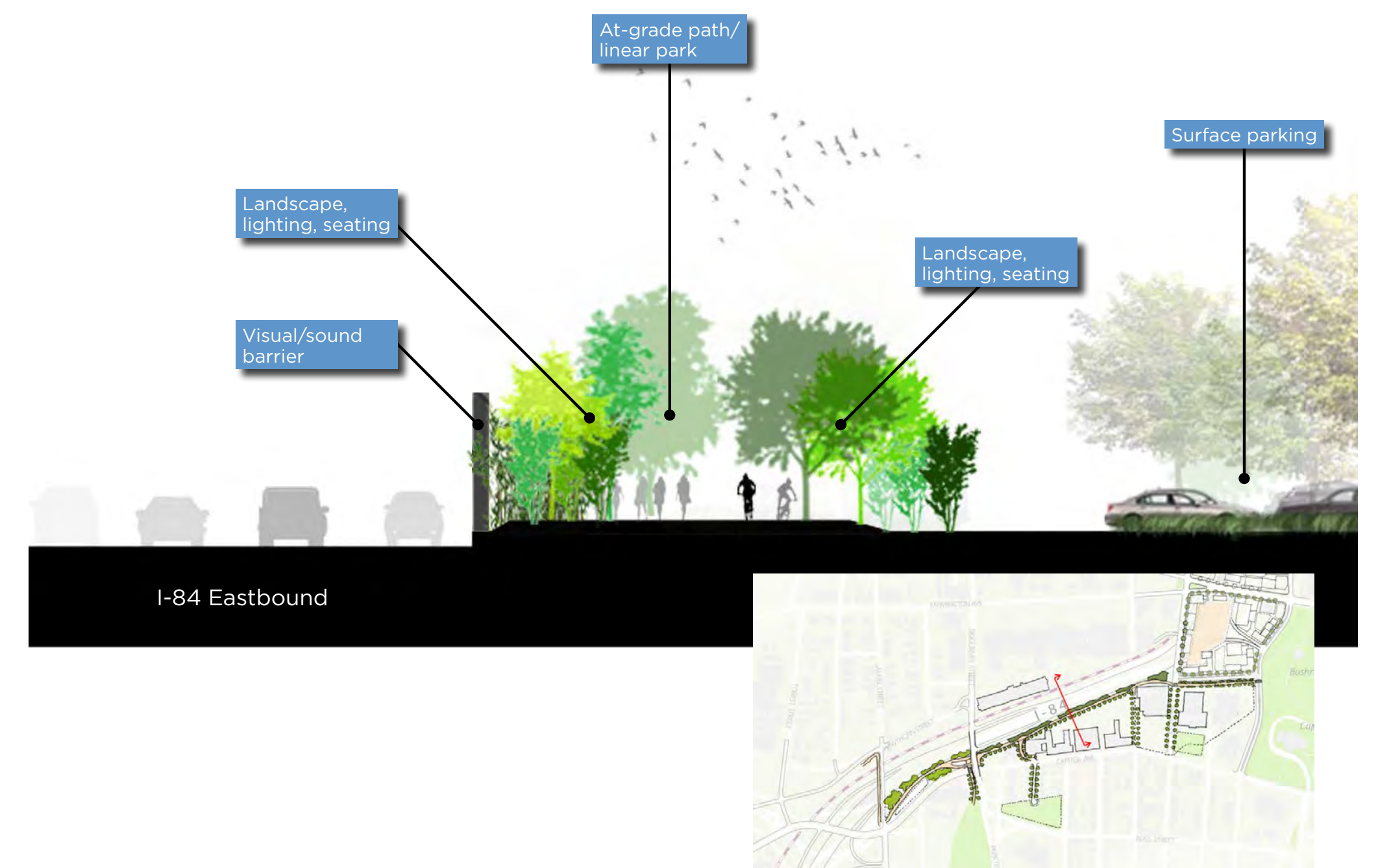
Concept: Elevated/cantilevered over I-84



Concept: Elevated/cantilevered over I-84

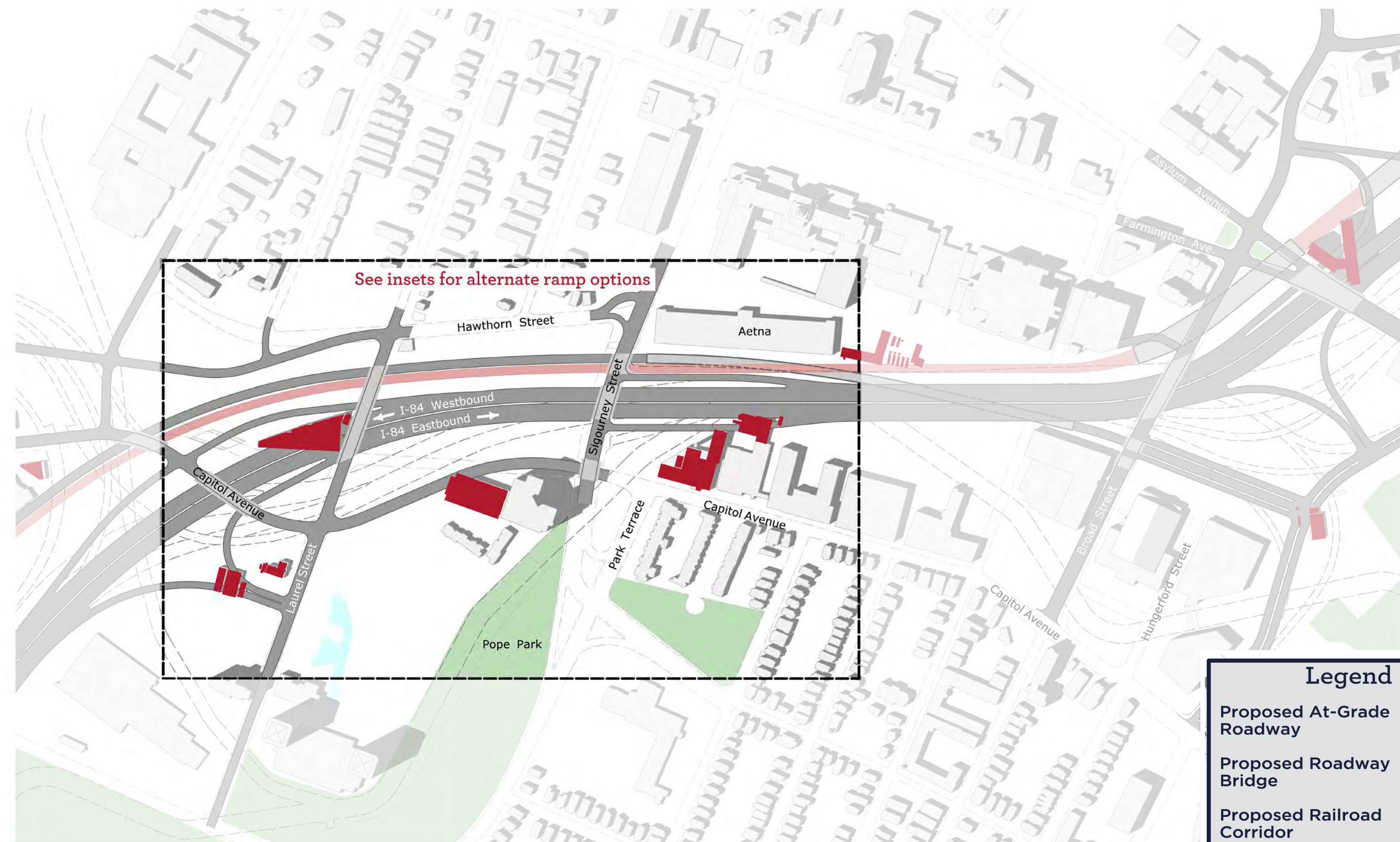
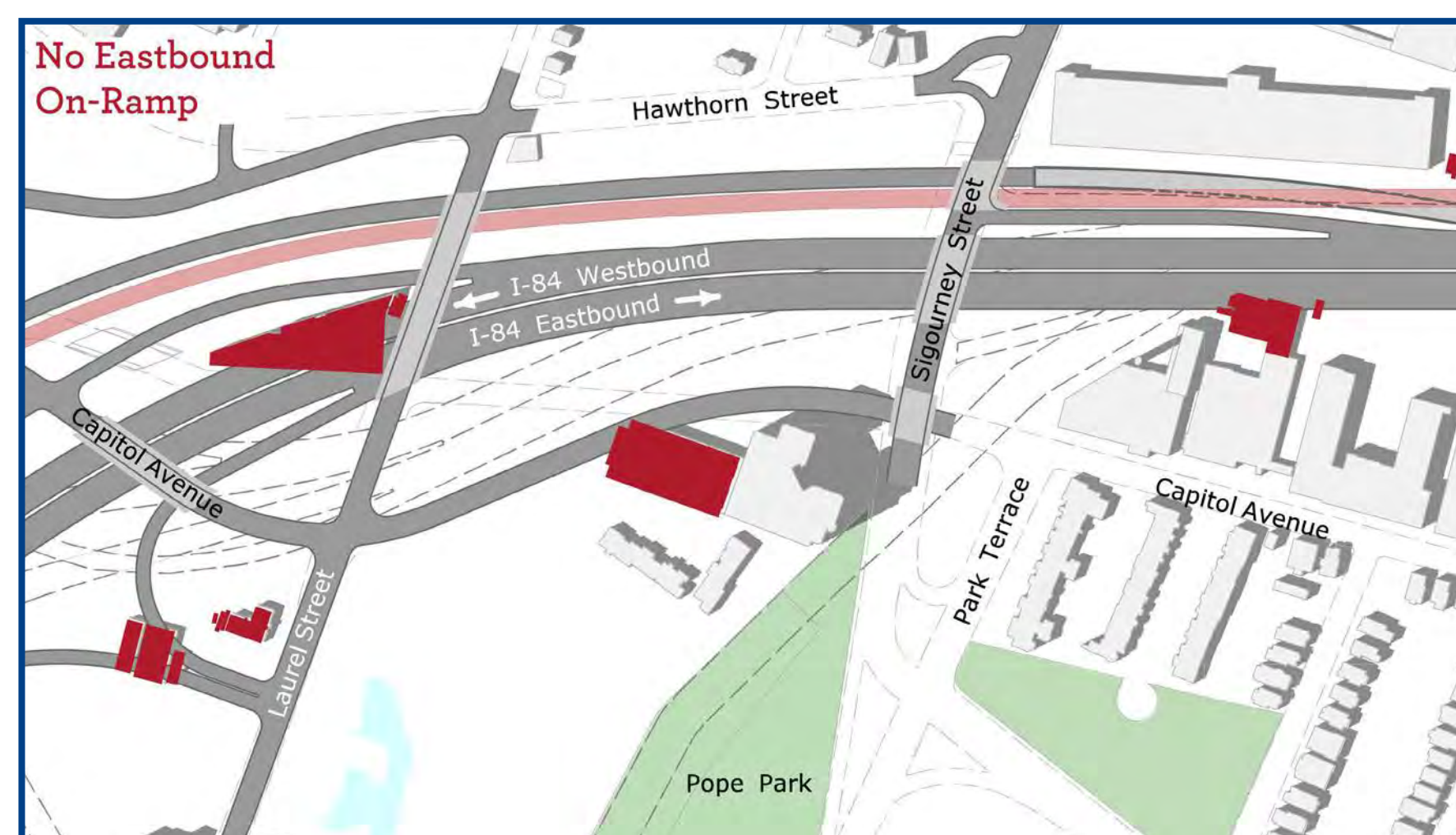
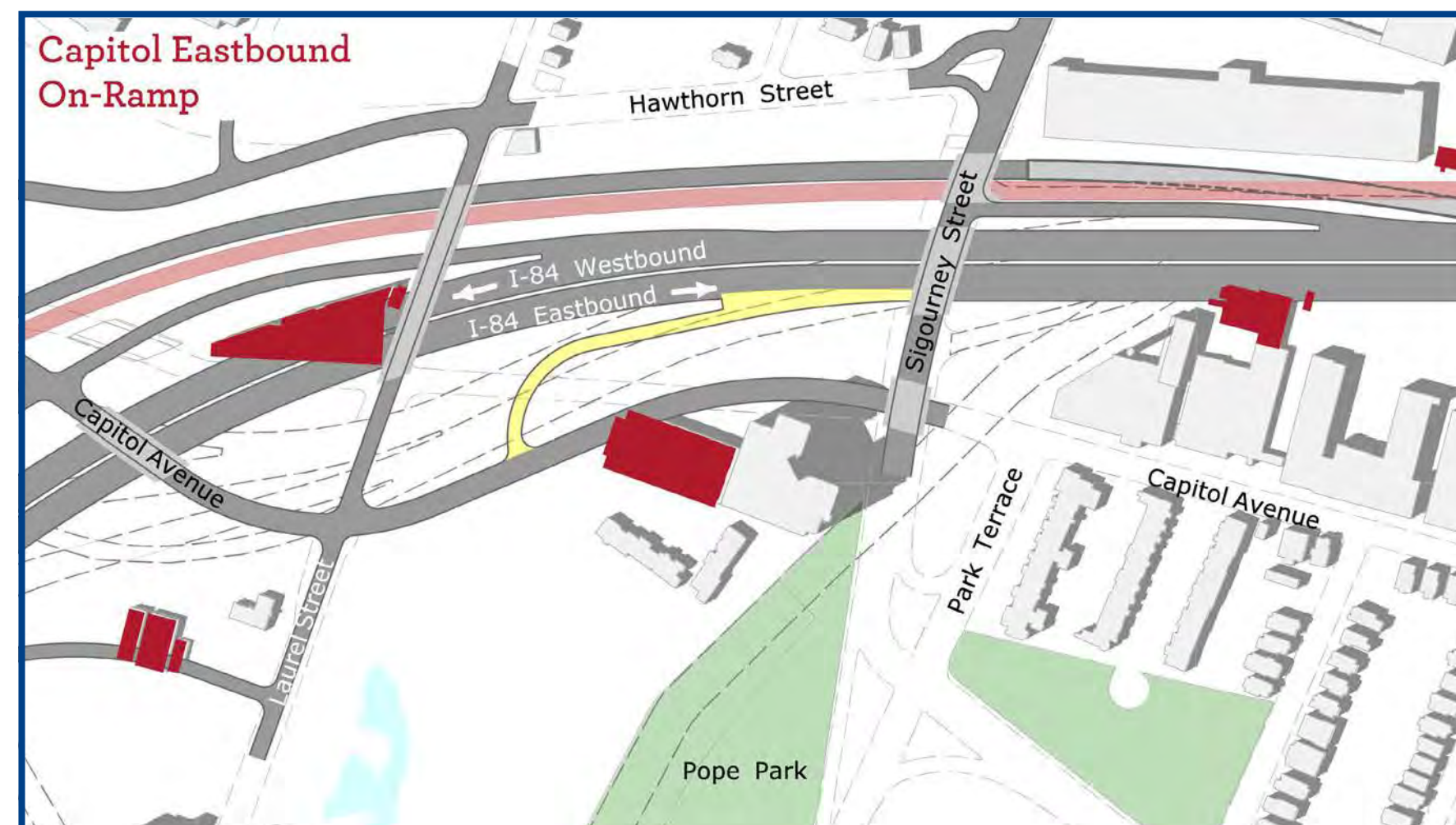
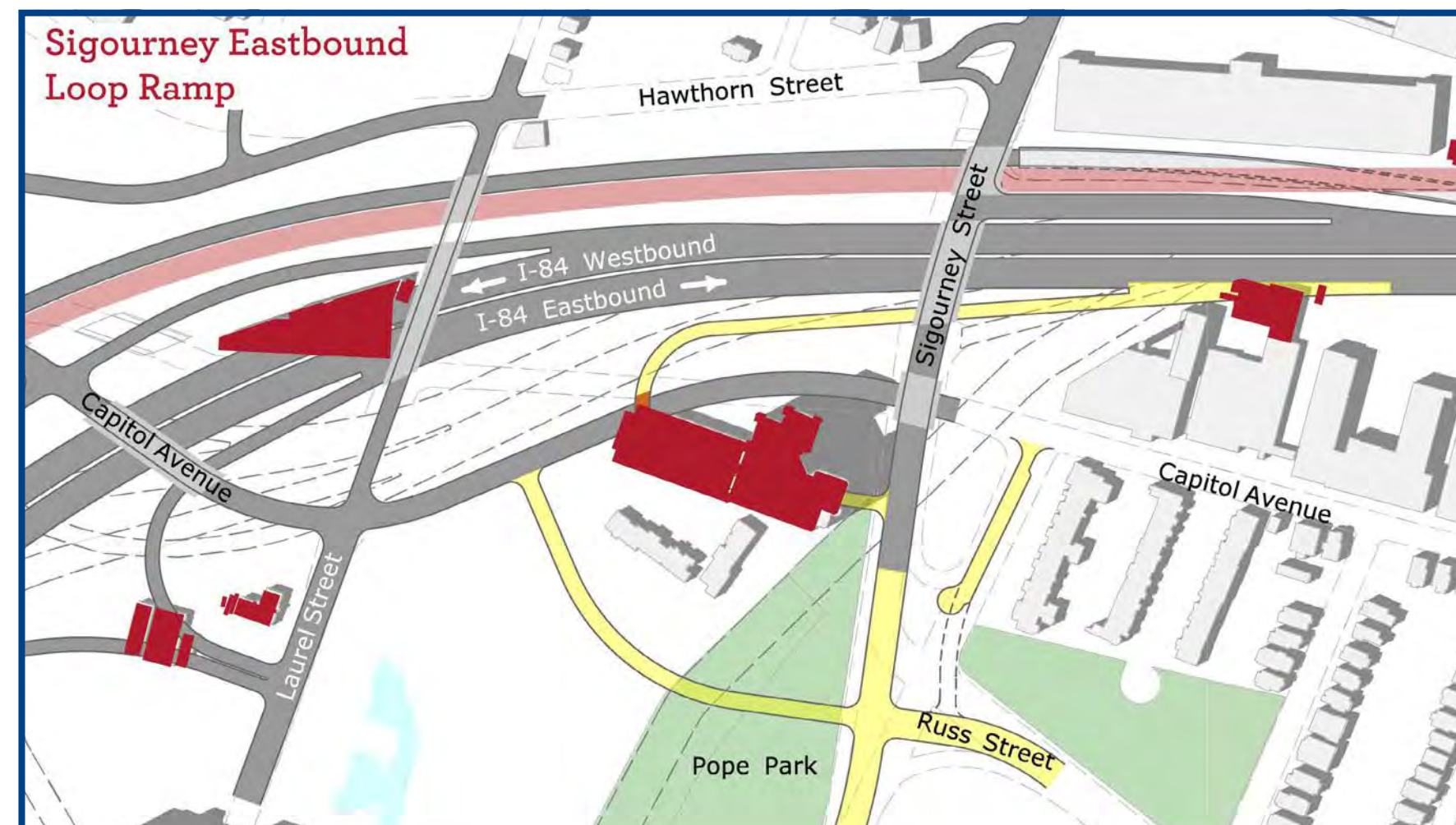


Concept: At-grade next to I-84





# I-84 HARTFORD PROJECT SIGOURNEY EASTBOUND ON-RAMP OPTIONS



Option 3B W3-3 - E2(S)

Plan  
100' 0 100'

Legend	
Proposed At-Grade Roadway	
Proposed Roadway Bridge	
Proposed Railroad Corridor	
Potential Building Impacts	