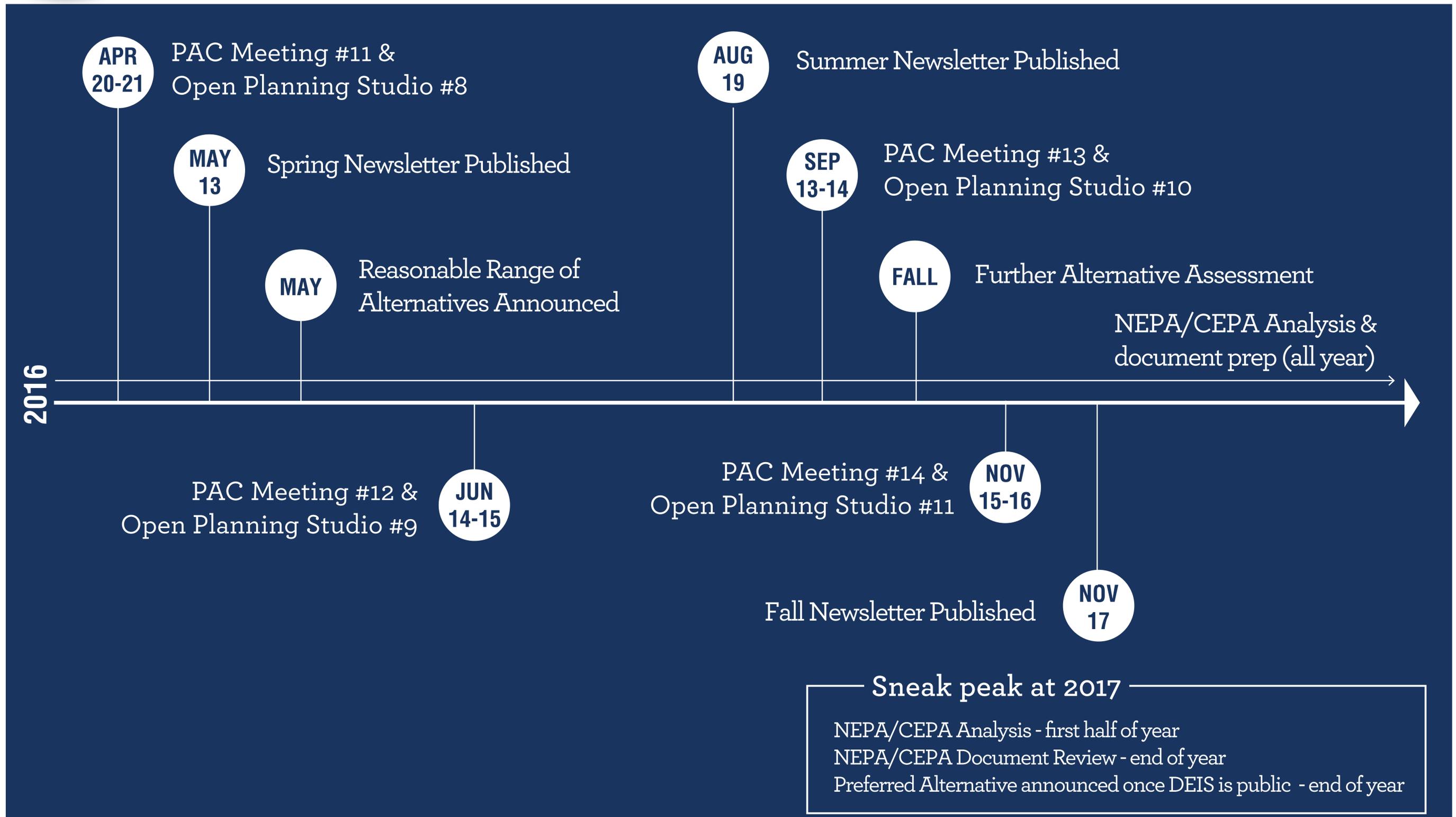


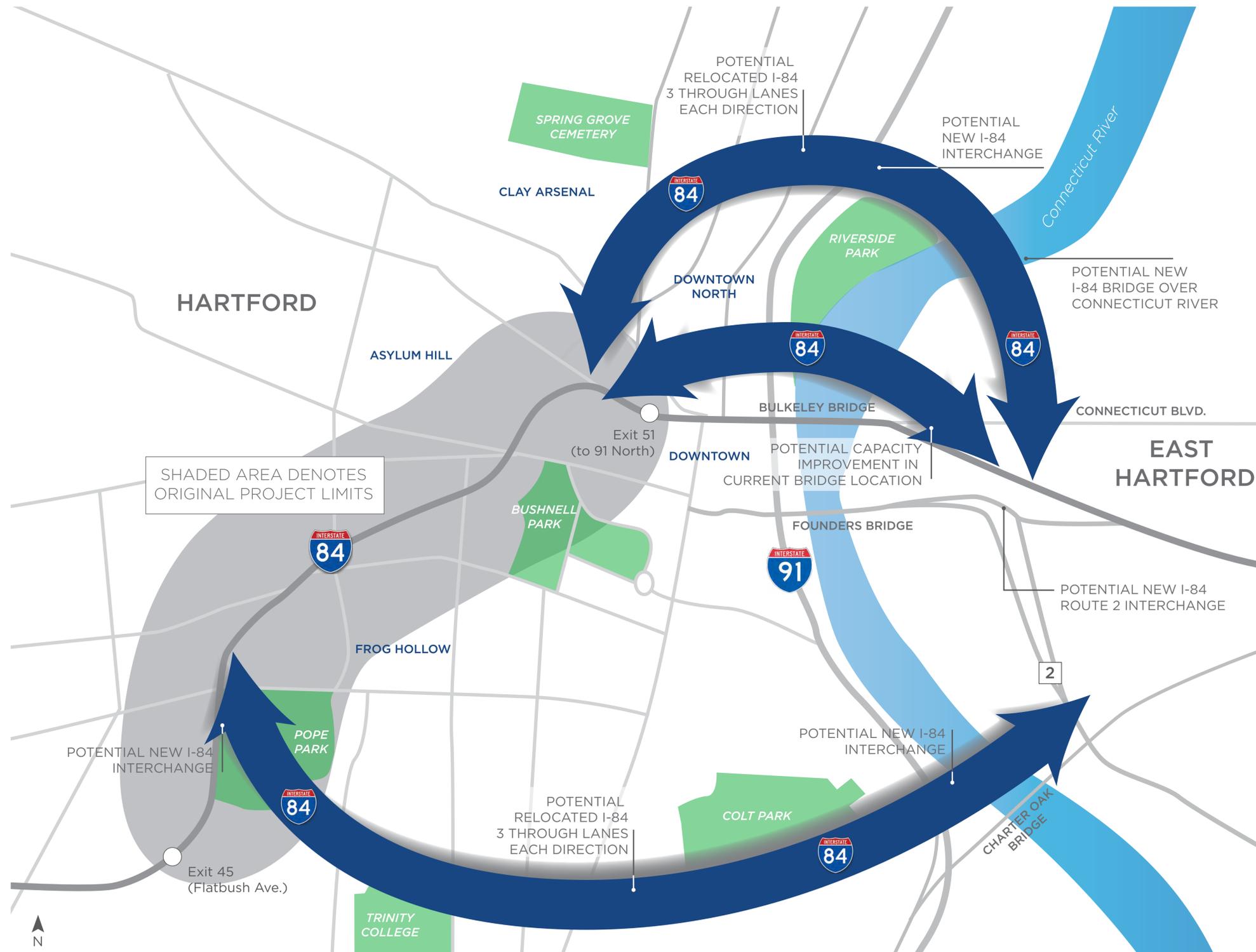


I-84 HARTFORD PROJECT 2016 AT A GLANCE



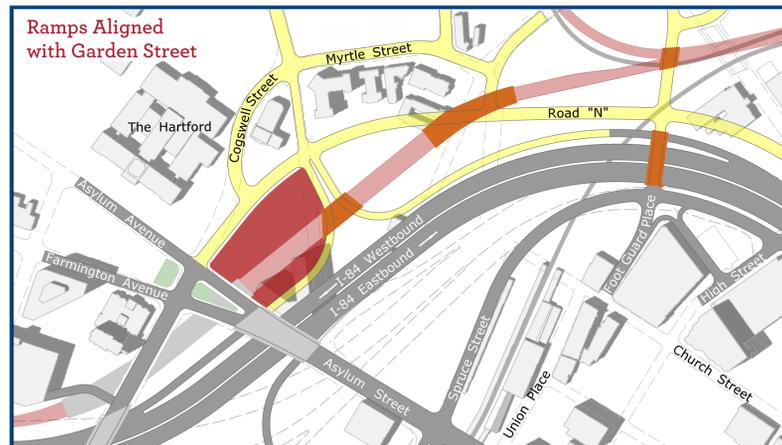
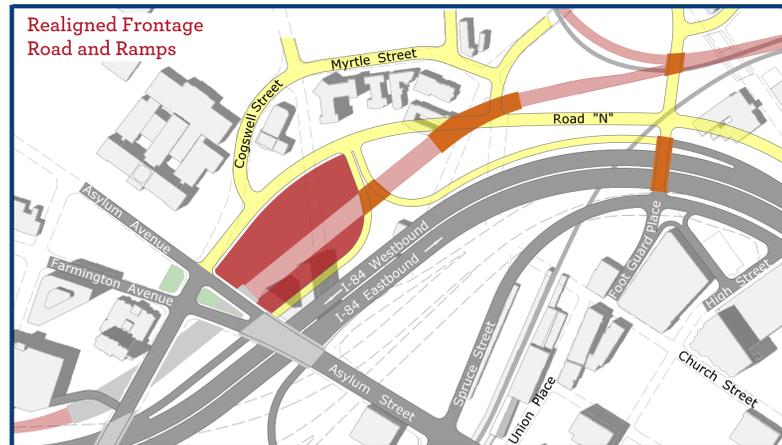


I-84 HARTFORD PROJECT I-84/I-91 INTERCHANGE STUDY



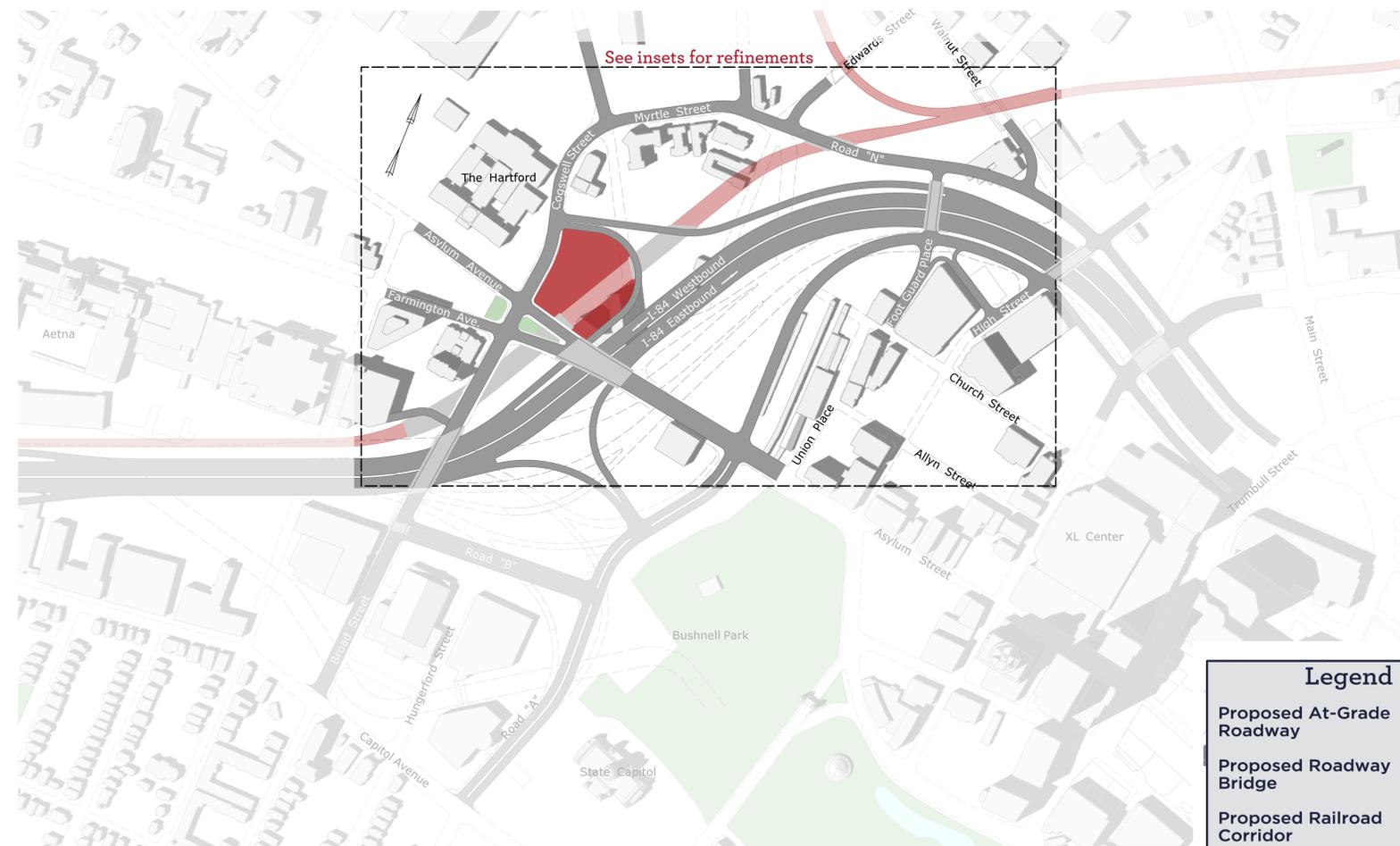


I-84 HARTFORD PROJECT SAMPLE REFINEMENTS TO THE LOWERED HIGHWAY



EXPLORE OTHER POTENTIAL OPTIONS THAT:

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



Lowered Highway Option - 3B-E2(S)

100' 0 100'

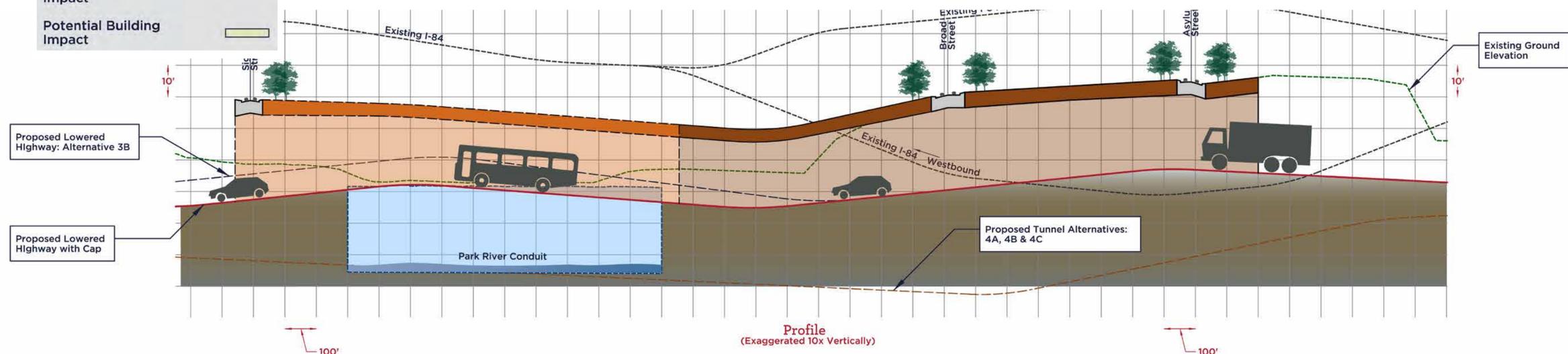
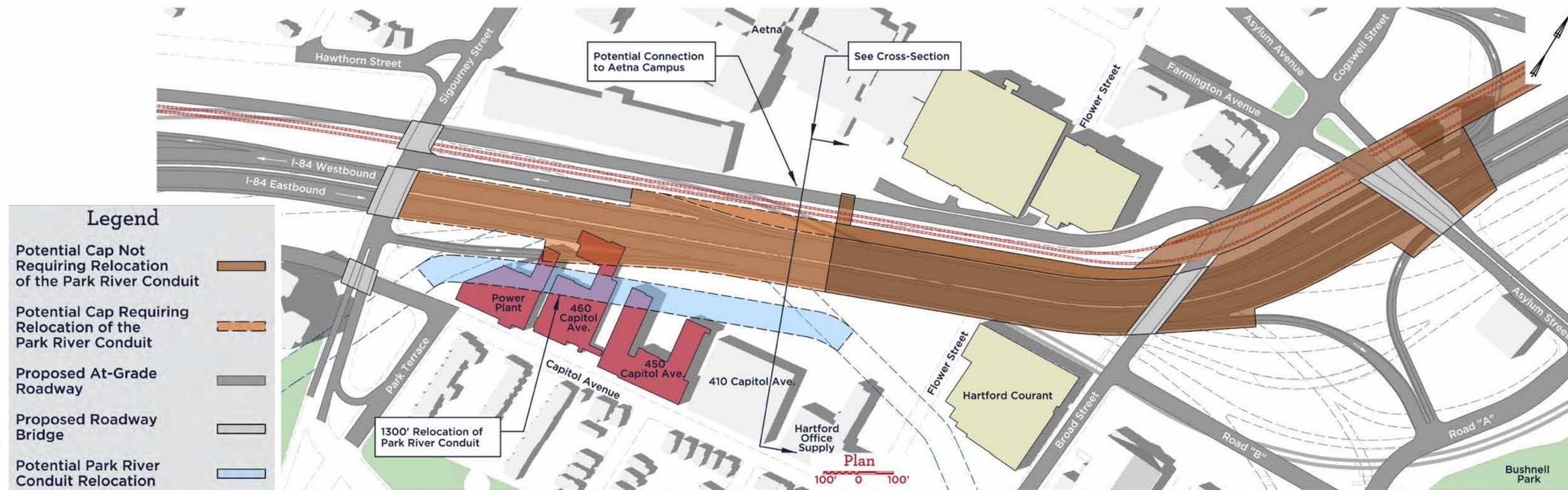
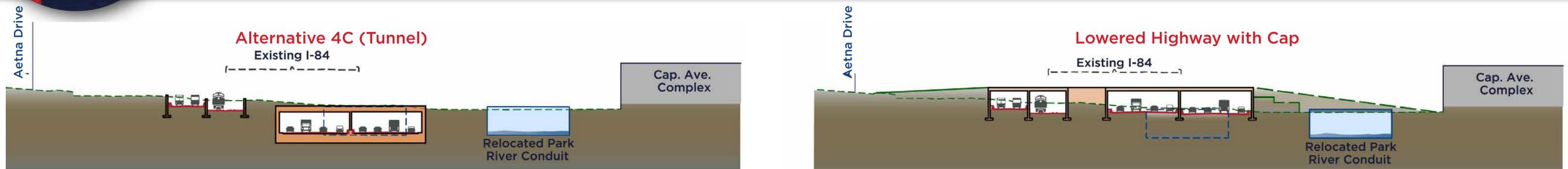
Legend	
Proposed At-Grade Roadway	
Proposed Roadway Bridge	
Proposed Railroad Corridor	
Potential Station Annex Location	

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)

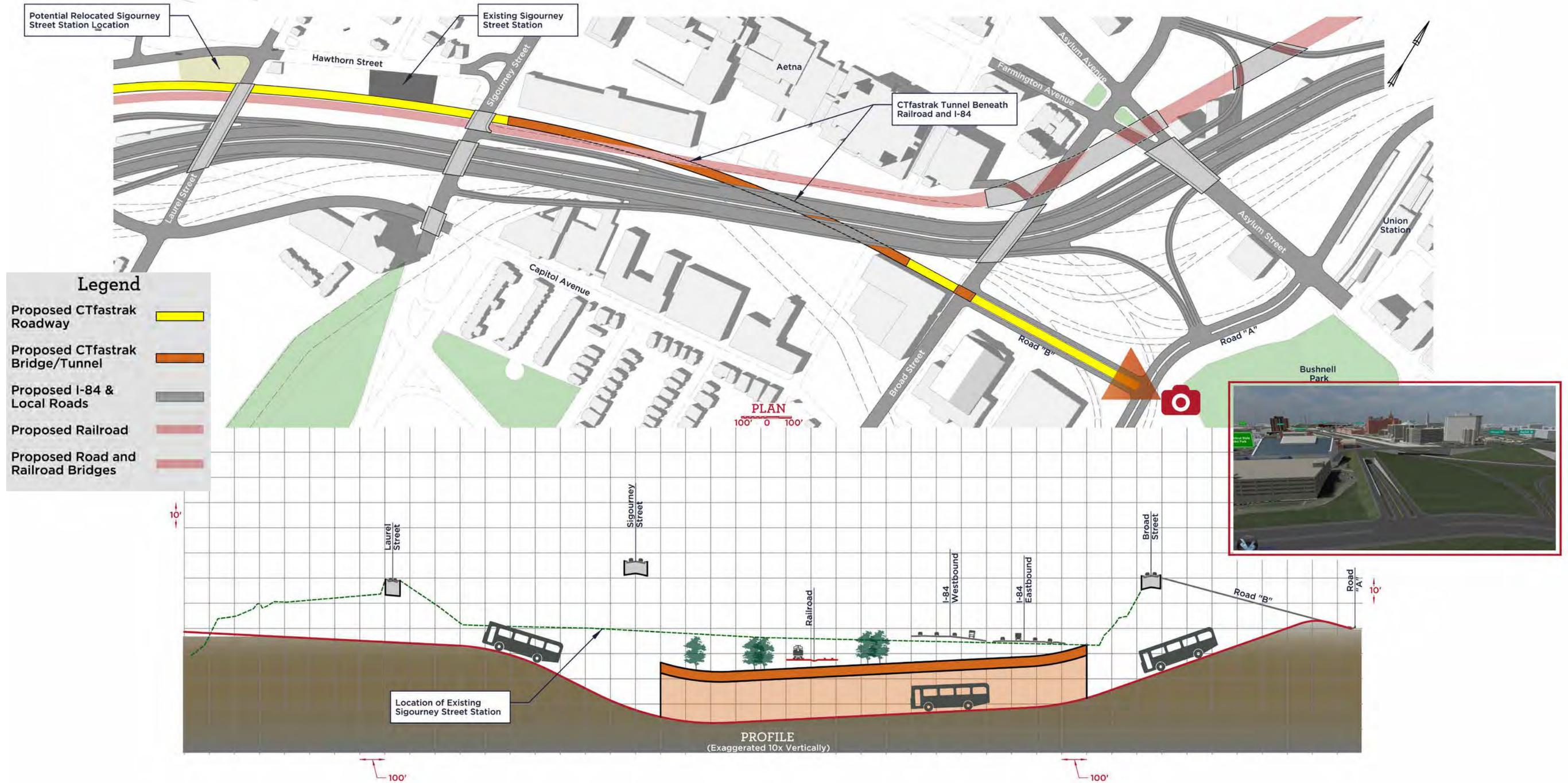


Scale of profile varies; for illustration purposes only



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



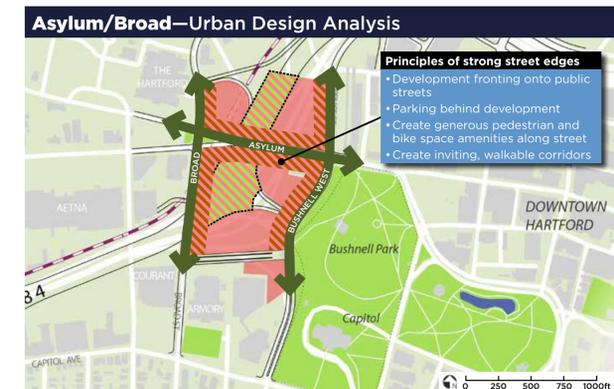
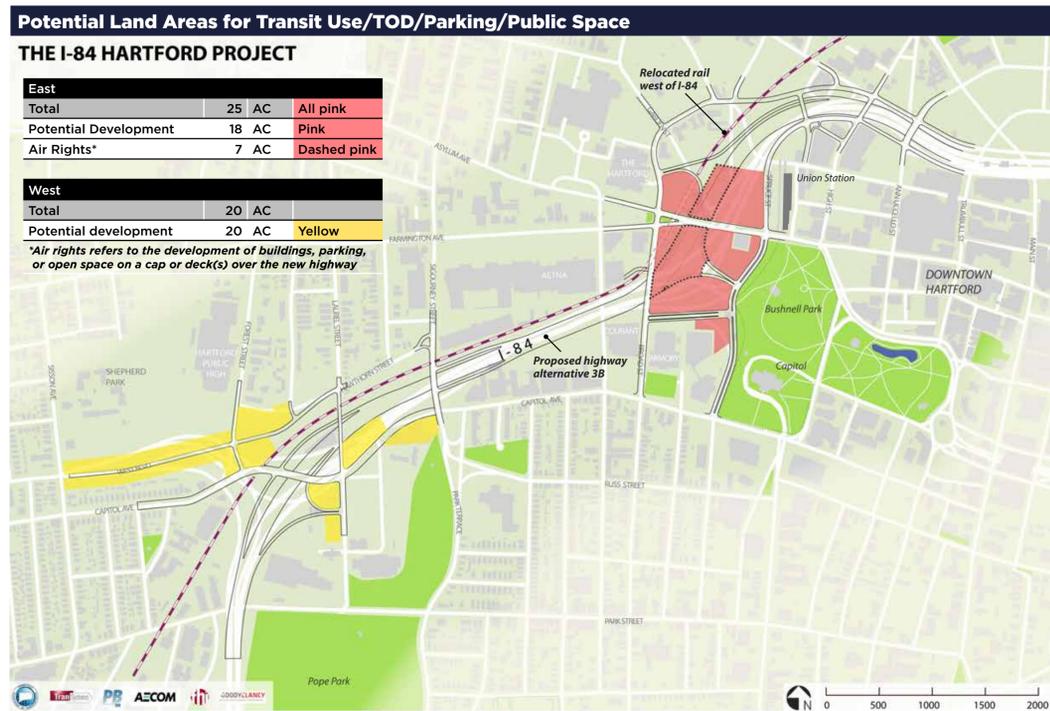


I-84 HARTFORD PROJECT URBAN DESIGN ANALYSIS

I-84 Urban Design Goals

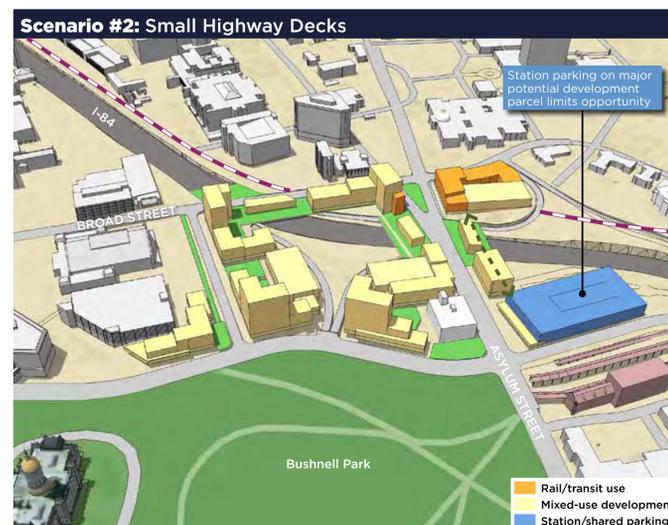
The urban design component of the I-84 work is being carefully considered in parallel with the highway alternatives and transportation analyses. The I-84 team has created a number of urban design goals to initiate community conversation, to gain feedback, and to guide the work to date:

- 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



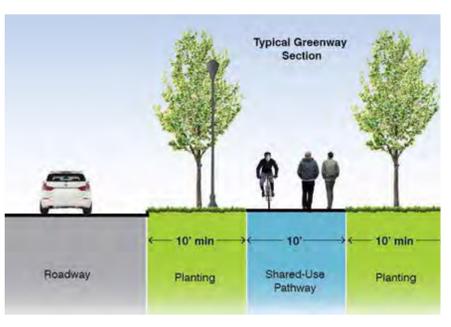
- Centralized public garages
- Allows development flexibility on other parcels
- Parking shared with surrounding private development and transit

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



I-84 HARTFORD PROJECT POTENTIAL EAST COAST GREENWAY ALIGNMENT

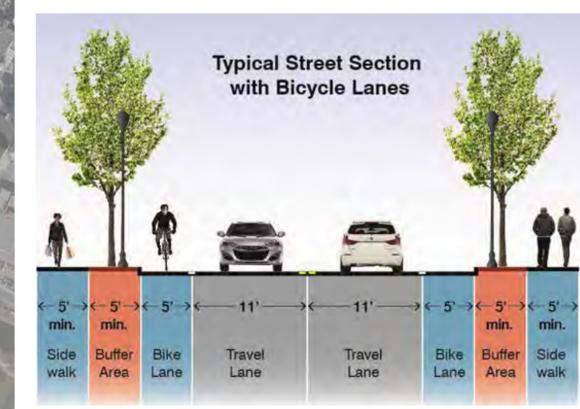
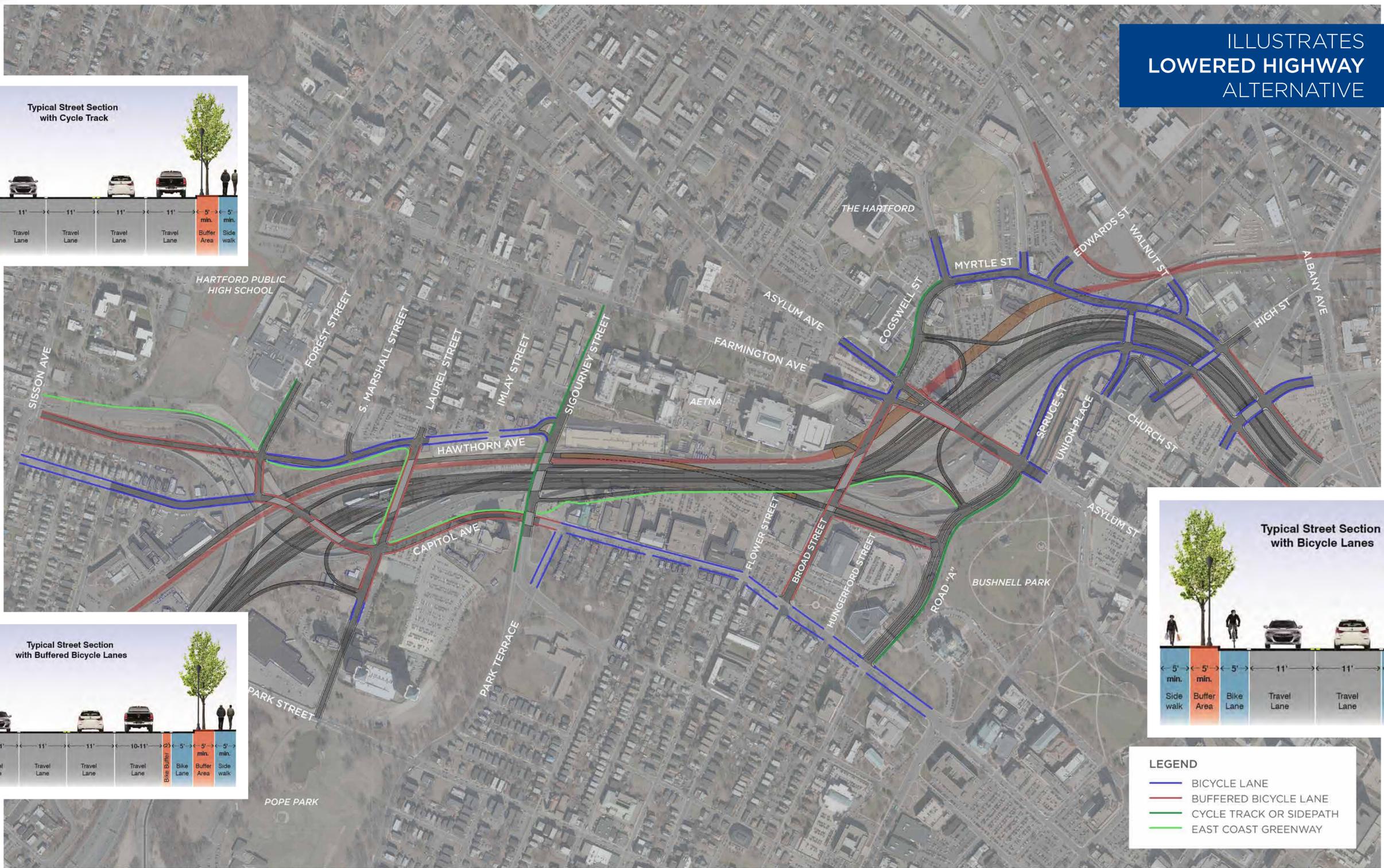
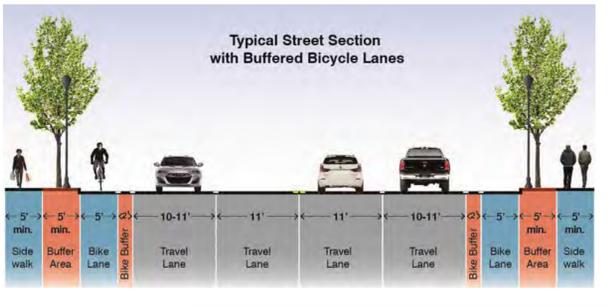
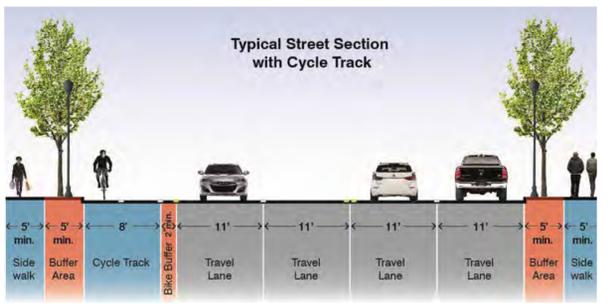
ILLUSTRATES
LOWERED HIGHWAY
ALTERNATIVE





I-84 HARTFORD PROJECT BICYCLE NETWORK OPPORTUNITIES

ILLUSTRATES
LOWERED HIGHWAY
ALTERNATIVE



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



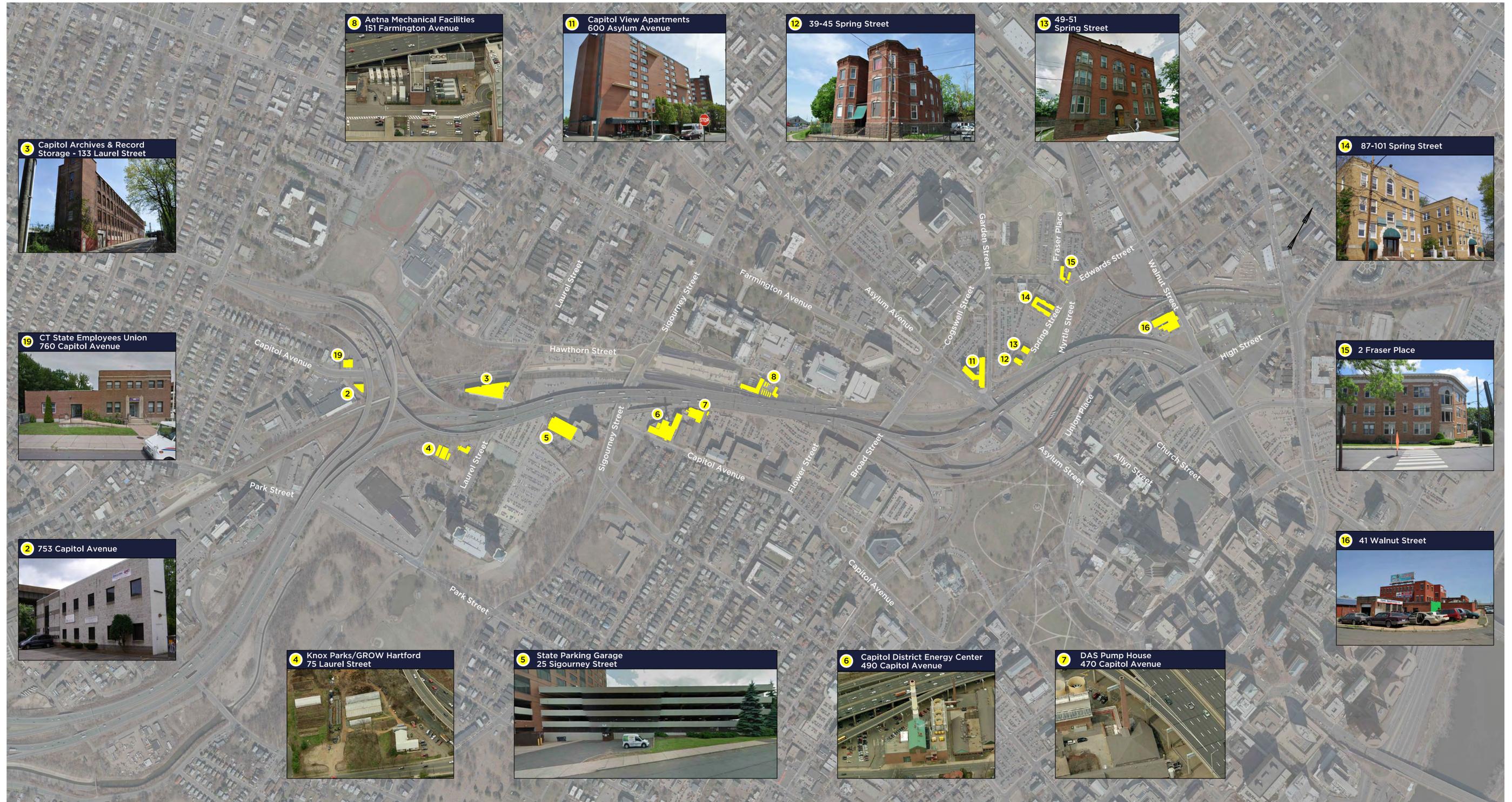
I-84 HARTFORD PROJECT POTENTIAL BUILDING IMPACTS: ALL ALTERNATIVES



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

