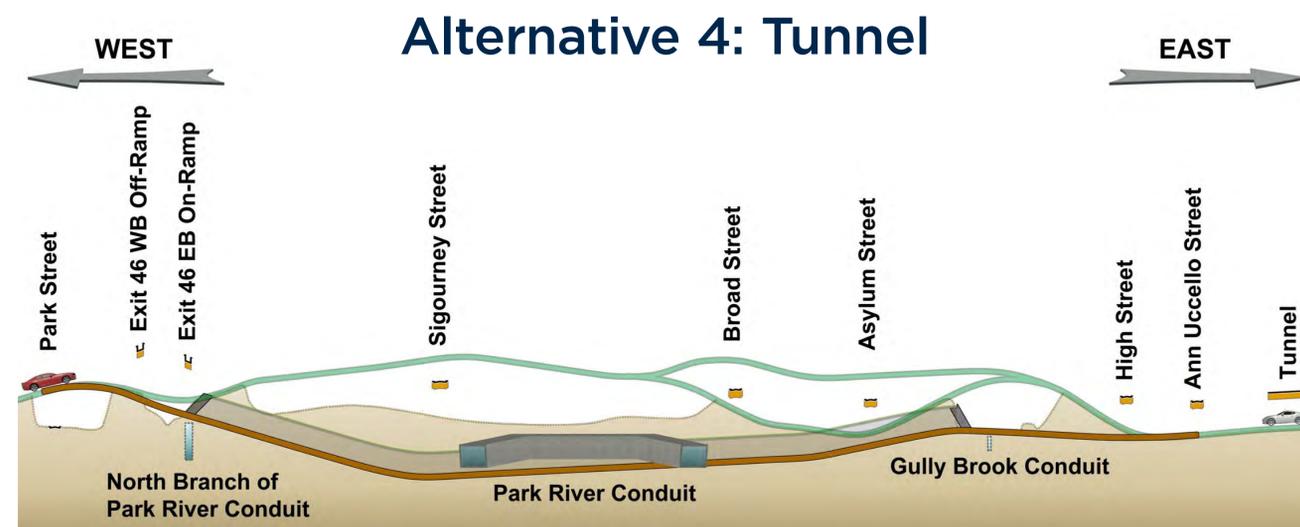
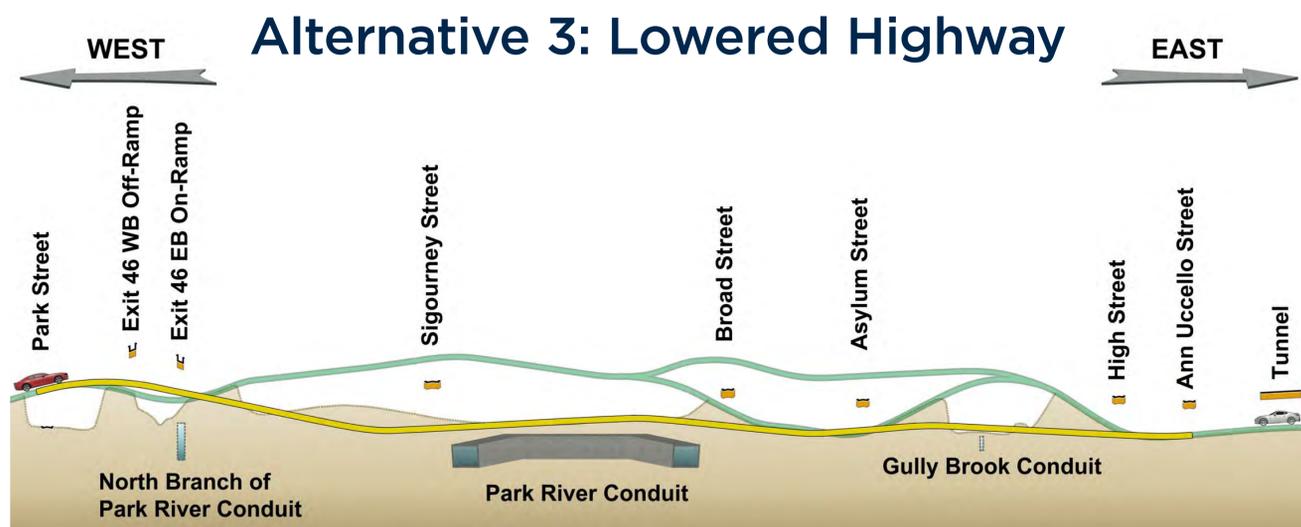
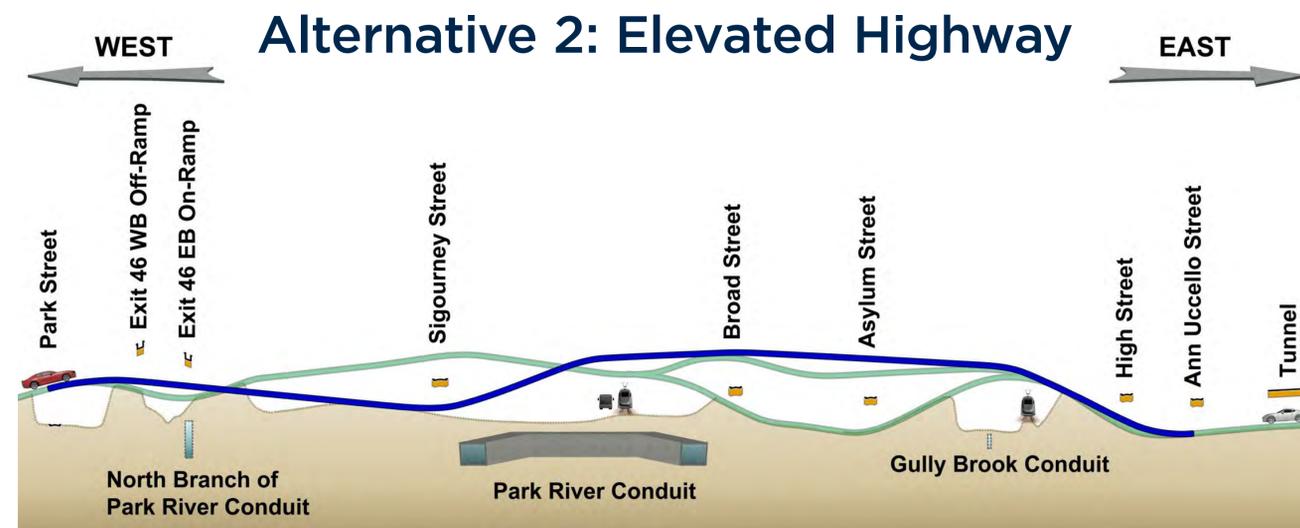
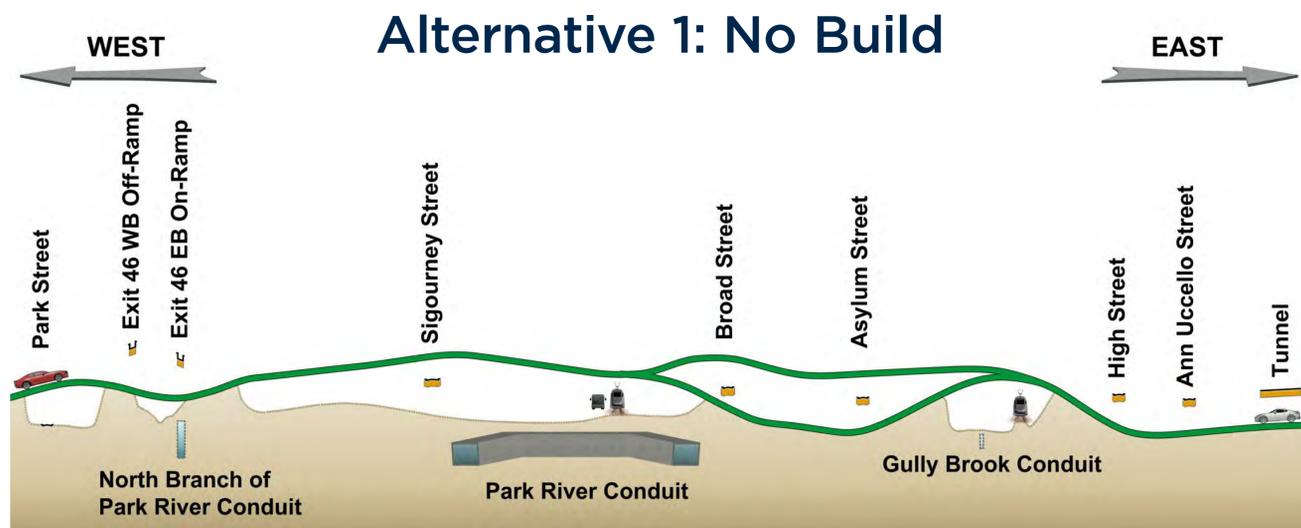




# I-84 HARTFORD PROJECT

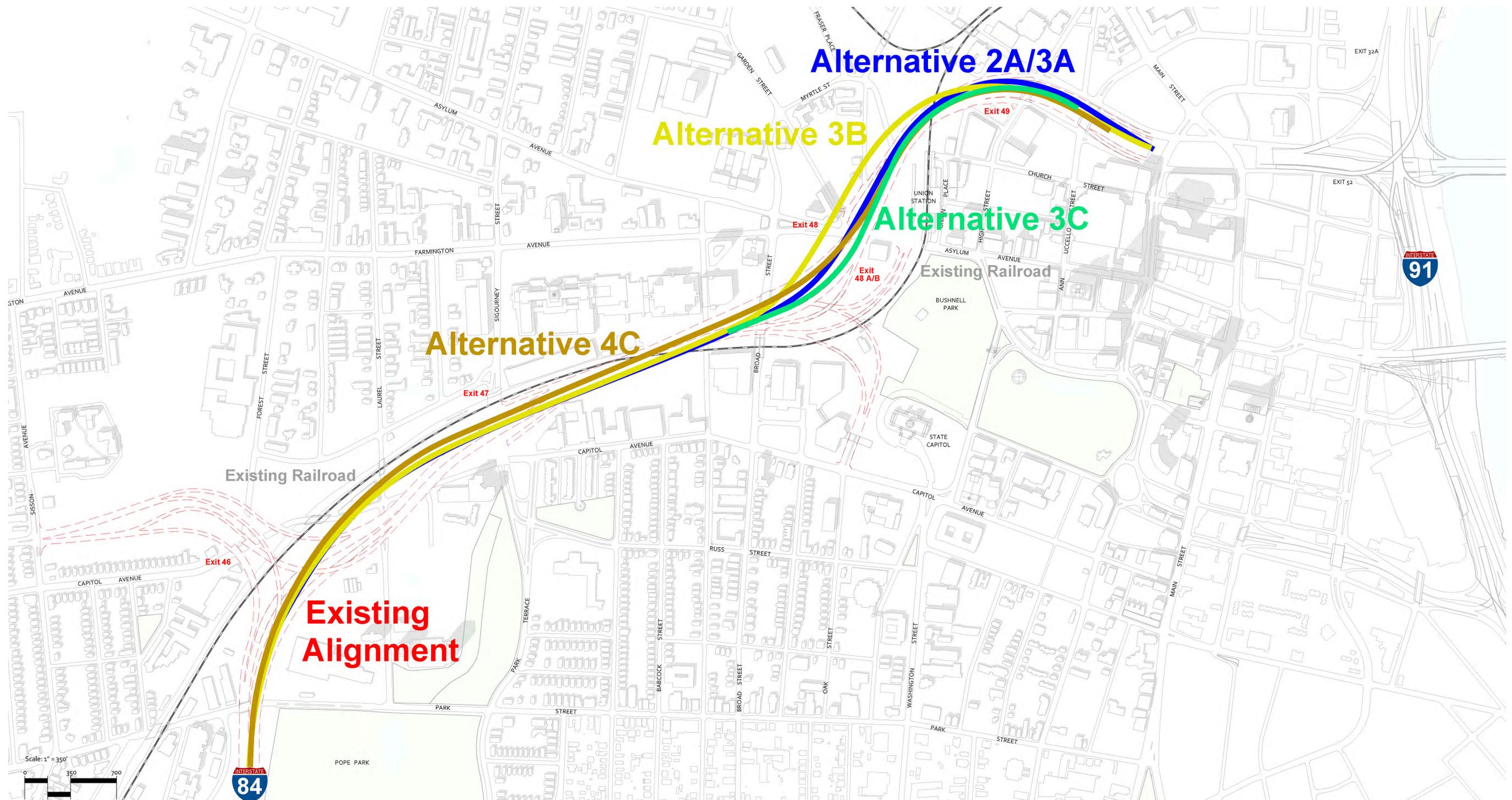
# MAINLINE ALTERNATIVES: VERTICAL ALIGNMENT





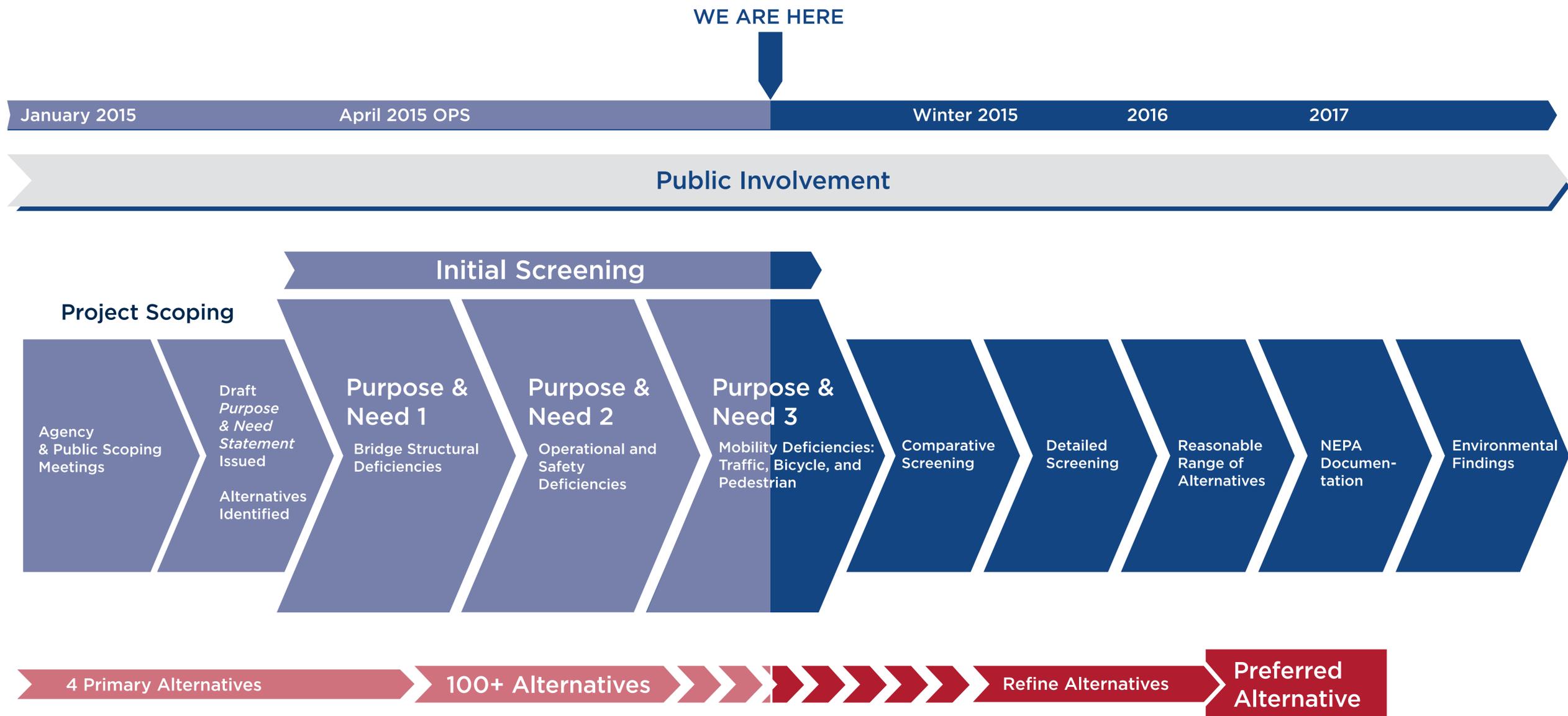
# I-84 HARTFORD PROJECT

# MAINLINE ALTERNATIVES: HORIZONTAL ALIGNMENT





# I-84 HARTFORD PROJECT PROGRAM OVERVIEW

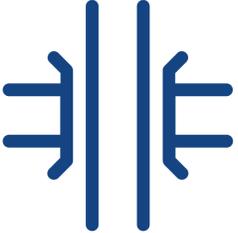


Timeline is not to scale



# I-84 HARTFORD PROJECT FAST FACTS

## Facts & Figures

 occupies **270** acres  
**30** Acres of Bridge Deck

Constructed in **1960-69**  
(prior to NEPA) 

**8** Full or partial interchanges 

Elevated viaduct over **2** locations 

## Project Location



## Projected Costs



**\$2** Billion ▶ No-Build  
**\$4-6** Billion ▶ Replace viaduct  
Eliminate viaduct & lower I-84 (relocate railroad)  
**\$10-12** Billion ▶ Construct tunnel

## Objectives



Improve conditions for bicyclists and pedestrians

Seek opportunities for economic development 



Redesign local streets as needed

Redesign I-84 mainline & interchanges to improve



Traffic Operations



Safety

Repair freeway's damage to community 

## Purpose & Need



Bridge and Structural Deficiencies  
Operational and Safety Deficiencies  
Mobility Deficiencies

## Schedule

Dates are approximate





# I-84 HARTFORD PROJECT POTENTIAL BUILDING IMPACTS





# I-84 HARTFORD PROJECT MOBILITY: BICYCLE AND PEDESTRIAN ANALYSIS

## We have gathered data and input from:

- CRCOG pedestrian and bicycle counts
- City, regional, and special interest plans
- Users
- Bicycle, Pedestrian, and Transit Working Group
- Stakeholder and public meetings
- Open Planning Studios
- Website commenters

## We are:

- Incorporating data and information into the traffic model
- Making connections between the number of intersection lanes and walkability/bikeability

## We will continue to consider the following input from users:

- Walking and bicycling are methods of transportation
- Regional routes (e.g. East Coast Greenway) are important
- Improve north-south connections on Broad and Sigourney Streets
- Create reconnections at Flower Street, Myrtle Street, and others for cross-town routes
- Narrow existing roadways where appropriate
- Design facilities for all users, ages, abilities
- Create walkable intersections
- Add treatments and amenities

All of the options that will be further assessed have benefits for bicyclists and pedestrians!



Broad Street (view south)



Capitol Avenue (view east)



Asylum Avenue (view east)



# I-84 HARTFORD PROJECT OPTIONS TO BE FURTHER ASSESSED

Alternative 3A: Option E5(S)



Alternative 3B: Option E2(S)



Alternative 3B: Option E3(S)



Alternative 3B: Option E4(S)



Alternative 3A/3B: Option W3-1



Alternative 3A/3B: Option W3-2



Alternative 3A/3B: Option W3-3

