



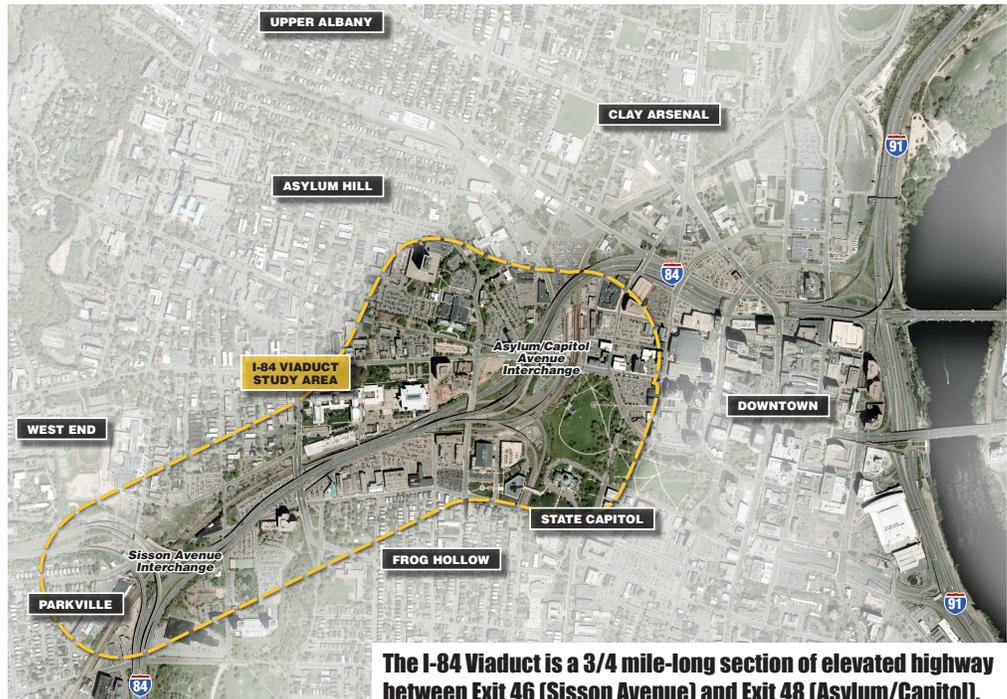
Pedro E. Segarra
Mayor



INTERSTATE 84 VIADUCT STUDY

Overview

Like many similar highway structures of its era, Hartford's I-84 Viaduct is nearing the end of its useful life. Today, communities across the nation are beginning to grapple with the challenge of how best to repair or replace these aging structures in ways that respond not only to transportation needs, but also to urban design and economic development imperatives. The I-84 Viaduct currently divides the city's core and separates neighborhoods from downtown. With the repair or replacement of the I-84 Viaduct, Hartford has an historic opportunity to renew transportation infrastructure and improve the cohesiveness and vitality of its city center.



About the Viaduct

Built in 1965, the I-84 Viaduct is a 3/4 mile -long section of elevated highway that extends from Exit 46 (Sisson Avenue) through Exit 48 (Asylum/Capitol). I-84 access ramps serve Hartford's downtown, the Capitol, other major employment centers, and surrounding neighborhoods. This

segment of I-84 is the state's highest volume roadway with daily traffic volumes of approximately 175,000 vehicles.

A recently completed ConnDOT evaluation of the Viaduct concluded that the structure, while in need of immediate repairs, will also need to be fully reconstructed or replaced within 10 to 15 years.

The I-84 Viaduct Study

This study is the result of a collaborative planning effort involving the City of Hartford, the Connecticut Department of Transportation (ConnDOT), and the Capital Region Council of Governments (CRCOG) that begins the process of exploring replacement options for the I-84 Viaduct. The study was advanced under the auspices of the HUB of Hartford Committee, a broadly representative steer-

**Community Summit
Wednesday, October 27th**

DETAILS ON LAST PAGE

HUB OF HARTFORD COMMITTEE VISION STATEMENT

This vision was developed by the Committee in advance of the I-84 Viaduct Study.

“The Hub of Hartford will be a lively and walkable, mixed-use, mixed-income urban place, a regional crossroads centered on Union Station, where business, government, community and recreational uses integrate seamlessly in a historic context supplemented by compatible new development. The buildings, trees and landscaped areas will define public streets and spaces that reconnect previously separated city precincts: the state government complex, the Frog Hollow and Asylum Hill neighborhoods and offices, the downtown, and Bushnell Park. Cyclists, walkers and transit riders share the road comfortably with automobiles.”



ing committee formed by the City of Hartford with representation from governmental, business, neighborhood and civic groups. The HUB Committee has its origins as a grassroots citizens group formed in 2006, following an initial study of the I-84 Viaduct that envisioned rehabilitation of the structure largely as currently built. The mandate of the current study is to explore a broader range of replacement options. This newsletter provides an overview of the study findings. The study report provides additional detail and is available on the CRCOG website (www.crcog.org). This study was not intended to define a preferred alternative to replace the Viaduct, but will provide a starting point for the more detailed analysis that will be undertaken by ConnDOT in the coming years. The study considers the strengths and weaknesses of several alternative approaches from economic development, transportation, urban design, and cost perspectives. The study effort was administered by CRCOG. The study consultant team was led by Goody Clancy working with Wilbur Smith Associates, Fitzgerald & Halliday, and W-ZHA.

Study Process

The I-84 Viaduct Study has included three phases of work each culminating in a major public forum or workshop to discuss study findings. Public input played a key role in shaping the final concept alternatives, which will be used by ConnDOT as a starting point for a more in-depth assessment of replacement alternatives.

Alternatives Analysis

A wide range of alternatives were considered in two rounds of study. In the initial round of analysis, two alternatives, a Boulevard Concept and a Skyway Concept were eliminated from further consideration as they did not adequately address study goals. The second round of alternatives include a Baseline Alternative that largely replaces the highway in its existing format and three additional alternatives. The alternatives considered include a replacement viaduct, an at-grade highway and a tunnel format.

- **Baseline—Enhanced Viaduct:** Highway replaced with enhanced viaduct structure.
- **Alternative Concept 1:** Highway replaced with enhanced viaduct structure; improved connections across highway.
- **Alternative Concept 2:** Viaduct replaced by surface roadway; rail line relocated to north side of I-84; city reconnected across highway
- **Alternative Concept 3:** Viaduct replaced by tunnel; rail line relocated to north side of I-84; city reconnected across highway.

Key Study Findings

The following are the key findings of the study:

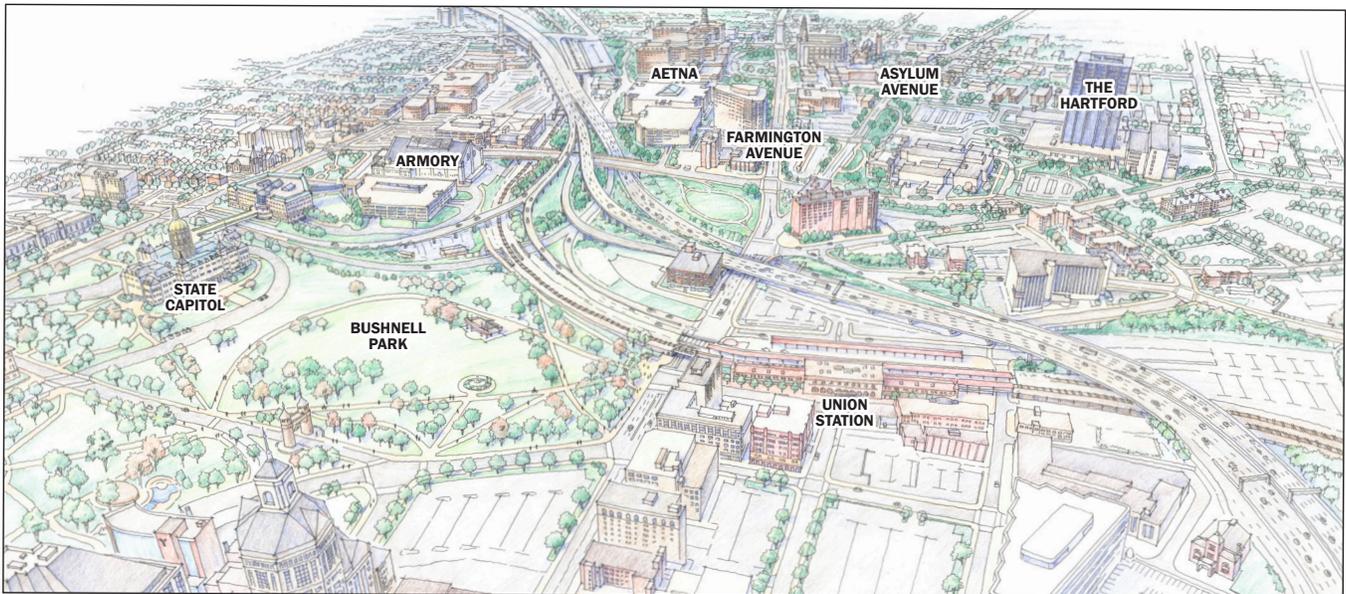
All of the Alternatives considered offer benefits over the Baseline Alternative and the existing condition. Some of the Alternatives offer opportunities for dramatic improvement. Each of the alternatives provides different trade-offs in terms of costs and benefits. The Alternatives provide broadly comparable transportation functions but diverge widely in terms of urban design and economic development benefits.

Realigning portions of the rail line in conjunction with the I-84 Viaduct replacement could offer tremendous benefits, though further study is required to determine

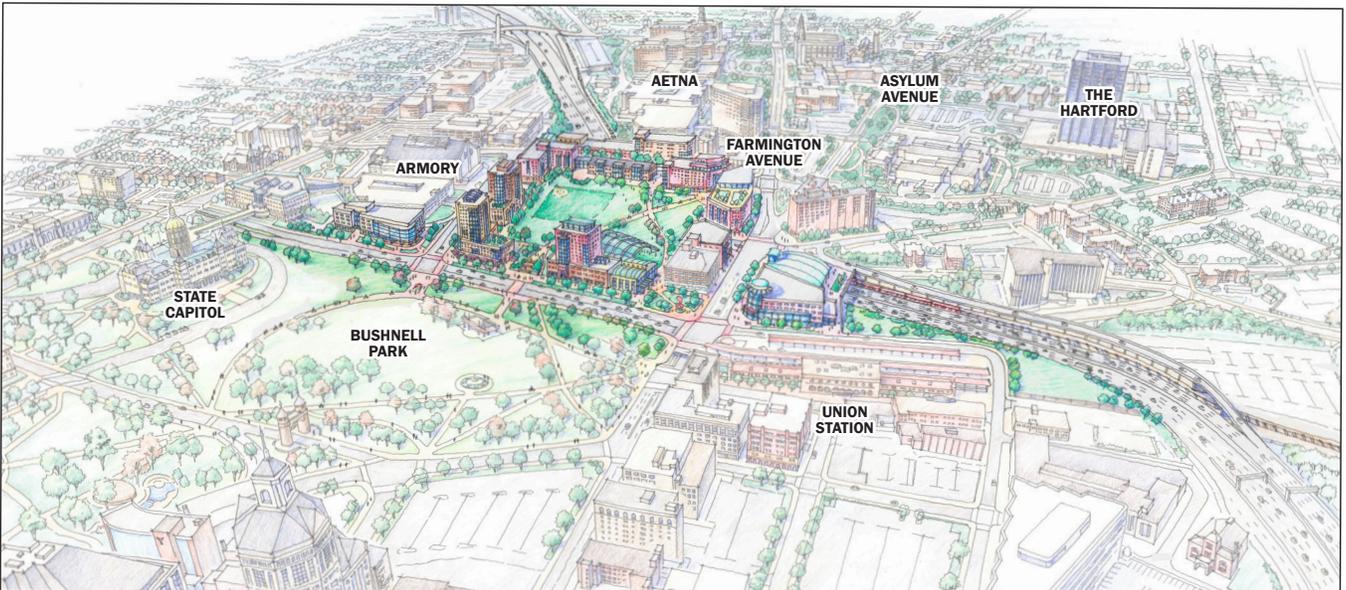
feasibility. Today, the rail line crosses the I-84 corridor twice within the study area and adds to the complexity of both highway and rail design. Joint planning for rail and highway corridors could offer benefits for both the I-84 Viaduct project and the New Haven-Hartford-Springfield commuter rail initiative.

Significant additional technical analysis is needed in order to determine a preferred approach to replacement of the Viaduct. The work that has been done as part of this study has identified several promising directions for further study and provides a starting point for that work.

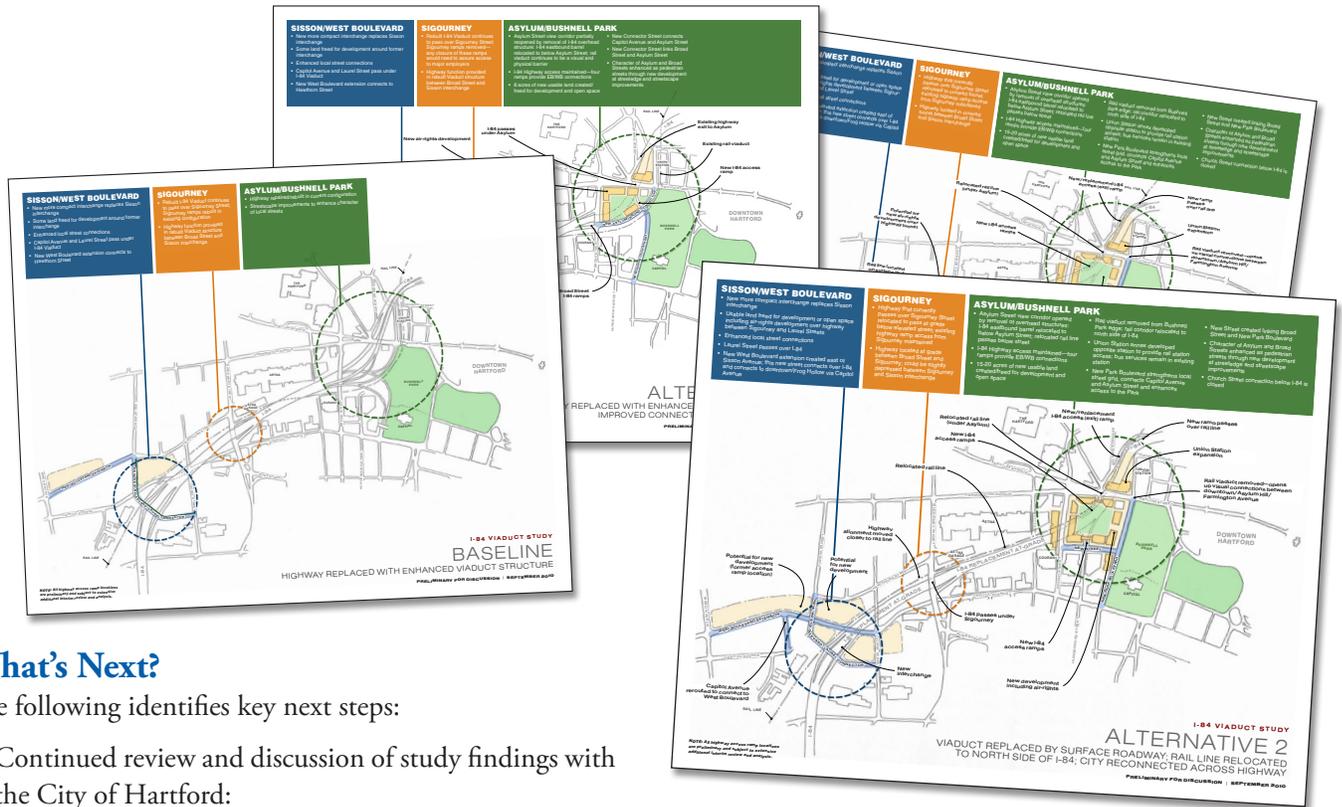
Want to learn more?
See the full I-84 Viaduct Study report at www.crcog.org.



I-84 today: the Viaduct and associated ramps. View looking west from downtown towards Asylum Hill.



Some of the alternatives considered offer potentially dramatic opportunities to enhance the city's core and reconnect it to surrounding neighborhoods.



What's Next?

The following identifies key next steps:

- Continued review and discussion of study findings with the City of Hartford:
 - Presentation of study findings and recommendations to the Hartford Planning and Zoning Commission
 - Presentation of study findings and recommendations to the Hartford City Council
 - Presentation and discussion of study findings and recommendations at a major public forum, a Community Summit, to be held in October 2010
- Presentation of study findings to the CROG Policy Board
- Continued discussion of further advancement between the City of Hartford, ConnDOT and CROG
- Coordination of study findings with ongoing planning and implementation efforts such as *One City, One Plan* (Hartford's Plan of Conservation and Development), and the New Haven-Hartford-Springfield commuter rail initiative
- Development of an overall project implementation approach by ConnDOT and its study partners. Key near-term tasks will be identification of funding and scope of work definition for the next phase of project development, environmental assessments, and engineering analyses

For additional information on the I-84 Viaduct Study, including the full study report refer to the CROG website www.crog.org

Each alternative includes a variety of approaches to segments of the I-84 Viaduct between the Sisson Avenue and Asylum Avenue ramps.

You're Invited! Come review study findings and explore next steps at the **COMMUNITY SUMMIT**
Wednesday, Oct. 27th
Open House: 4:30 pm | Presentation: 5:30 pm
Hartford Public Library | 500 Main Street
 Visit www.crog.org/viaduct.html for more information.

NOTE TO PERSONS WITH SPECIAL NEEDS:
 We do not discriminate on the basis of disability. Individuals who need auxiliary aids for any meeting are invited to make their needs known by contacting us by mail, phone, fax or email as soon as possible.
 Un traductor estará disponible para esta reunión si usted lo solicita al 860-522-2217, lo más pronto posible.
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