

I-84 Viaduct Study

EXECUTIVE SUMMARY AND NEXT STEPS



CAPITOL REGION COUNCIL OF GOVERNMENTS (CRCOG) IN PARTNERSHIP WITH
THE CITY OF HARTFORD AND THE CONNECTICUT DEPARTMENT OF TRANSPORTATION (CTDOT)

Overview

Like many similar highway structures of its era, Hartford's I-84 Viaduct is nearing the end of its useful life and needs to be replaced. Built in 1965, the Viaduct is a ¾-mile long section of elevated highway that runs through downtown Hartford—from the Sisson Avenue interchange to the Asylum and Capitol Avenue interchanges. The Viaduct divides downtown from neighborhoods and employment centers, leaving an uninviting “no man’s land” below.

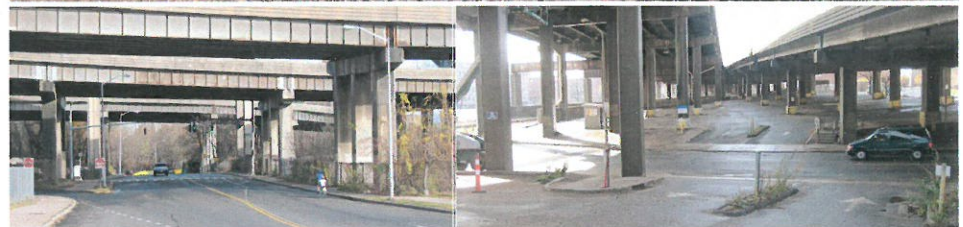
In 2010, working closely with the City of Hartford and the Connecticut Department of Transportation (CTDOT), the Capitol Region Council of Governments (CRCOG) completed a study of planning level replacement options for the Viaduct. The goal of the 2010 I-84 Viaduct Study was to identify a range of potential replacement alternatives that could:

- **Strengthen connections** across the highway to better connect neighborhoods now divided by it
- **Support economic development**
- **Maintain or enhance mobility** in the State’s capitol city

The study was guided by the HUB of Hartford Committee, a steering group with representatives from area businesses, government agencies, and neighborhood and civic groups. The HUB Committee began as a grassroots citizens’ group that formed in 2006 to advocate for a study of Viaduct replacement options. Study findings were shaped by community input from three public workshops which drew, in total, several hundred participants from across the region.



The I-84 Viaduct is part of Connecticut's most heavily used stretch of highway, carrying approximately 175,000 vehicles per day.

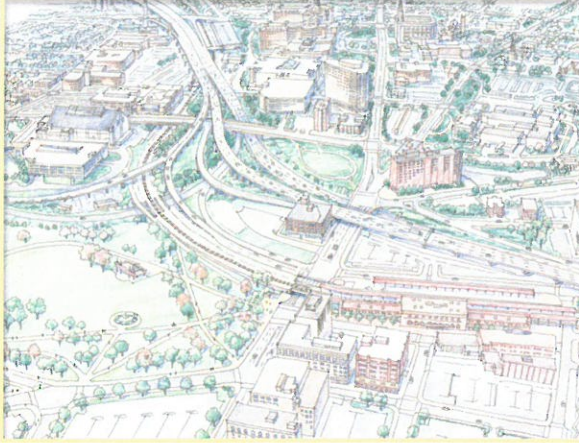


The Viaduct and its ramps divide the city of Hartford—separating downtown and the Capitol from surrounding neighborhoods and from each other. Today, the I-84 Viaduct structure is deteriorating and needs to be replaced.

**Next steps in the I-84 Viaduct replacement project are just getting started!
See back page of this brochure for more information.**

BASELINE—ENHANCED VIADUCT

Highway replaced with enhanced viaduct structure



The 2010 I-84 Viaduct Study introduced a broad range of alternative concepts for replacement of the I-84 Viaduct. These concepts were evaluated by the study team, the HUB of Hartford Committee, and through review and discussion at public workshops. Much of the study effort focused on development of a baseline option and three alternative concepts shown here. Based on community feedback, two concepts initially considered—a skyway viaduct and a boulevard—were ultimately eliminated from further study. The purpose of the 2010 Viaduct Study was to involve the community in identifying a number of promising options for replacement of the Viaduct - not to pick a preferred approach. The preferred approach will be identified through a more detailed analysis of options. For more information on this analysis, please see the back of this brochure.

Study Findings

The Viaduct replacement options developed through the 2010 study highlighted opportunities that could be unlocked through replacement of the Viaduct—opportunities to support economic development, to improve mobility, and to reconnect parts of the city that have long been divided.

Those opportunities include potential for:

- Improved visual and walking connections between downtown, Asylum Hill, Union Station, and Bushnell Park
- New street connections that could better link neighborhoods across the highway
- More compact highway ramps that require less space and could free land for other uses

- Relocation of the Amtrak rail line that's now below the existing Viaduct to a location just north of the highway; this would eliminate the need for a highway viaduct
- Up to 1.5 million square feet of mixed-use development near Union Station

These opportunities captured broad interest and enthusiasm within the greater Hartford region.

Together, the alternative concepts established a broadly endorsed vision for the future of the I-84 Corridor—and for the future of Hartford's 'hub' as a bustling, walkable, regional crossroads. This vision provides an important foundation for continued study of how the Viaduct will be replaced.

The findings of the I-84 Viaduct Study were endorsed by the Hartford Planning and Zoning Commission, the Hartford City Council, and the CROG Policy Board. CTDOT pledged to continue where the study ended, with more detailed investigation of Viaduct replacement options.

For more information on the 2010 I-84 Viaduct Study, visit www.crcog.org.

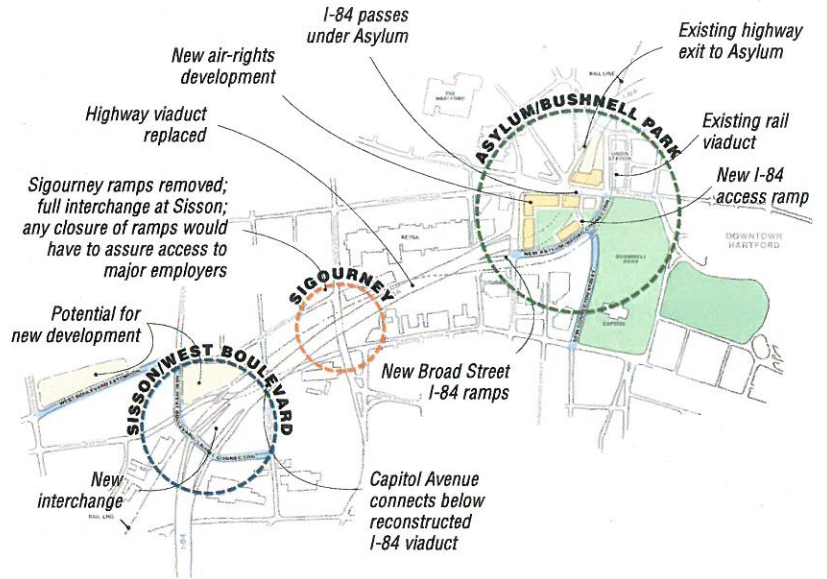


Three public workshops drew hundreds of people from the greater Hartford community, who helped shape the vision for the I-84 Viaduct's future. The study was guided by the HUB of Hartford Committee, which included a broad cross-section of people and perspectives.



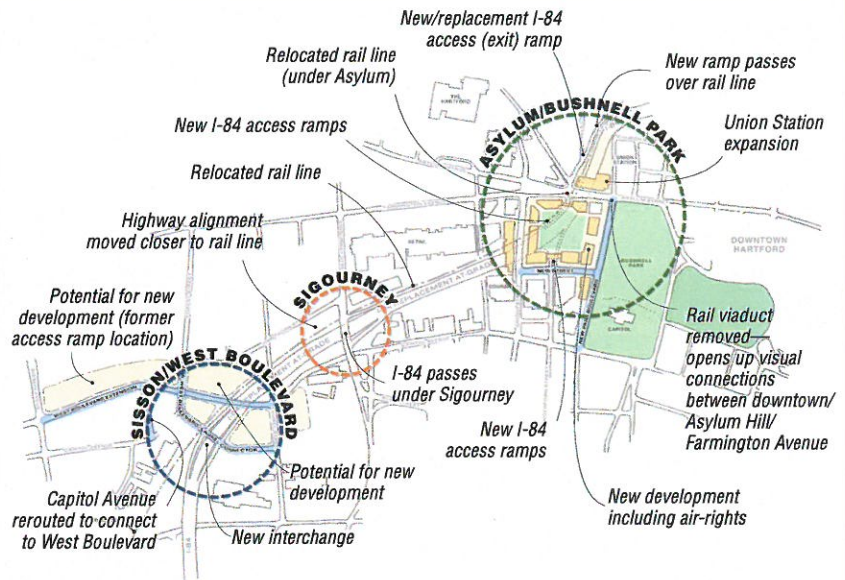
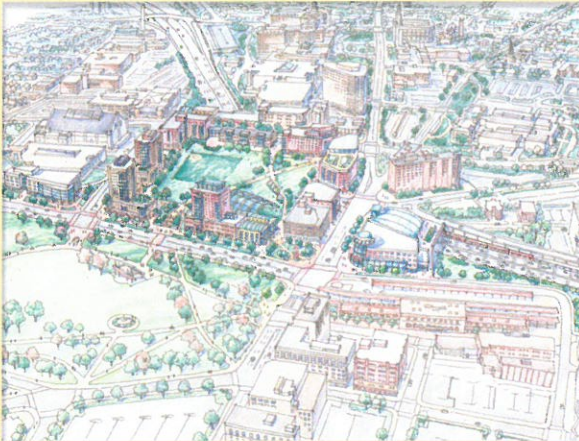
ALTERNATIVE CONCEPT 1

Highway replaced with enhanced viaduct structure; improved connections across highway



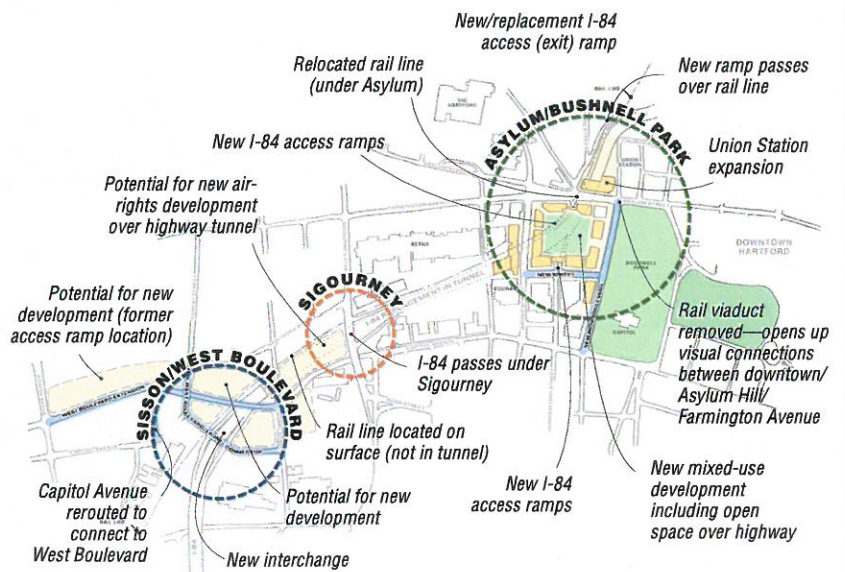
ALTERNATIVE CONCEPT 2

Viaduct replaced with 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



“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.”

Next Steps

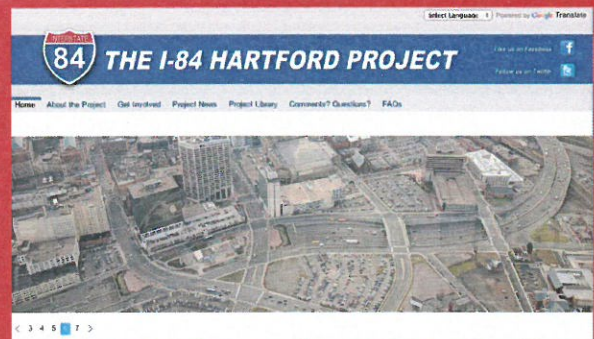
The CRCOG-led Viaduct Study, completed in 2010, provides a starting point for the comprehensive engineering and environmental analysis that CTDOT is just beginning. This next step is more formal and follows federal and state regulations for decision making and is essential in moving the Viaduct replacement project forward. CTDOT will take a detailed look at travel patterns, traffic projections, employment trends, potential community impacts and quality of life issues. The goal is to closely examine options for reconstructing the I-84 Viaduct and to identify a long-term solution embraced by the community and region. Altogether, the analysis, design and construction are a major undertaking that will take several years to complete.

The analysis and implementation includes phase five phases:

- **Phase I: Data Gathering**—Identify the needs of regional and city residents, businesses and travelers
- **Phase II: Development of Alternatives**—Develop workable alternatives for further evaluation
- **Phase III: Environmental Documentation**—Carry out a thorough environmental review of the alternatives and select the preferred alternative
- **Phase IV: Design & Phase V: Construction**—Design and build the solution that emerges from this process

A Public Advisory Committee will guide this process. Like the 2010 study, it will involve a range of stakeholders. Public

For more information on next steps for the I-84 Hartford project, visit **i84hartford.com**



participation is important and encouraged. A project website, facebook page, twitter feed, newsletters, and public meetings are all part of the outreach plan. Visit **i84hartford.com** for more information.

Viaduct replacement will be a major capital investment. CTDOT is investigating possible financing options and is currently undertaking a Congestion Relief Study.

Prepared in cooperation with the City of Hartford, the Capitol Region Council of Governments, and the Connecticut Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the Steering Committee that served on the project and do not necessarily reflect the official views or policies of the Connecticut Department of Transportation and / or the U.S. Department of Transportation.



For more information contact CRCOG at (860) 522-2217 or to go CRCOG's website at www.crcog.org.

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