



# I-84 HARTFORD PROJECT

## WHY MUST 2.5 MILES OF I-84 BE REBUILT?

### BRIDGE DEFICIENCIES

- 80% of the highway was built on bridge structures.
- Now beyond their 50-year life, they require significant costs to maintain.

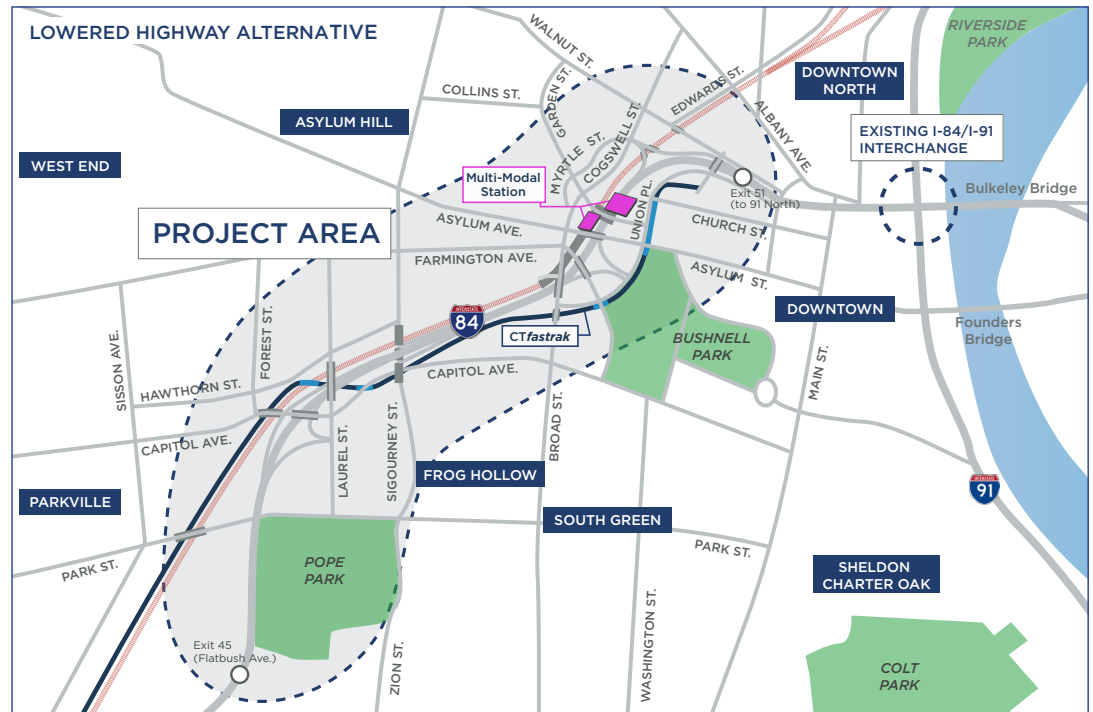
### OPERATIONAL & SAFETY DEFICIENCIES

- Designed to carry 55,000 vehicles per day; now carries 175,000, a 218% increase.
- Inadequate shoulder widths, left-hand entrances/exits, excessive number of ramps, and lack of lane continuity.

### MOBILITY DEFICIENCIES

- The existing highway and railroad impact pedestrians, cyclists, and neighborhood connectivity.

## WHERE IS THE PROJECT?



The I-84 Hartford Project area spans 2.5 miles, from the Flatbush Avenue Exit 45 to Exit 51 before the tunnel. The Project Team is conducting a separate I-84/I-91 Interchange Feasibility Study to analyze the possibility of improving congestion at the interchange.

BUILT IN THE

1960s



Designed to last 50 years, 80% of the highway was erected on elevated structures to avoid impacting the railroad. Construction of the Sigourney Street exit, with the Aetna in background, is shown. Photo credit: Hartford Public Library

Project renderings illustrate potential for streetscapes with bike and pedestrian facilities and an improved street network over a lowered highway. Visuals evolve as the Project Team refines the design of the Lowered Highway Alternative.



WHAT COULD BE  
~2035

Soon after the construction of I-84 **through the heart of Hartford**, Connecticut Department of Transportation, the City of Hartford, and the Federal Highway Administration found the highway had a **“dramatic and overwhelming presence”**.

– I-84 Environmental and Joint Use Study, 1970



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## HOW WILL I-84 BE FIXED?

Two alternatives are under consideration, the **Lowered Highway Alternative** and the **No Build Alternative**. The Lowered Highway Alternative would replace I-84 in Hartford at ground level, or partially below ground, with the possibility of capping above some of the areas. The No Build maintains I-84 in a state of good repair. This alternative must remain throughout the National Environmental Policy Act (NEPA) process. Let's compare them.

No Build	Comparisons	Lowered Highway
\$2-3 billion	Cost	\$4.3-5.3 billion
Yes	Bridge deficiencies fixed	Yes
No	Operational & safety deficiencies addressed	Yes
No	Mobility for all users improved	Yes
No	Rail corridor relocated	Yes
0 acres	New land for development and open space	40-45 acres
0 miles	Improved bicycle facilities	10+ miles
0 miles	New or improved sidewalk	9+ miles

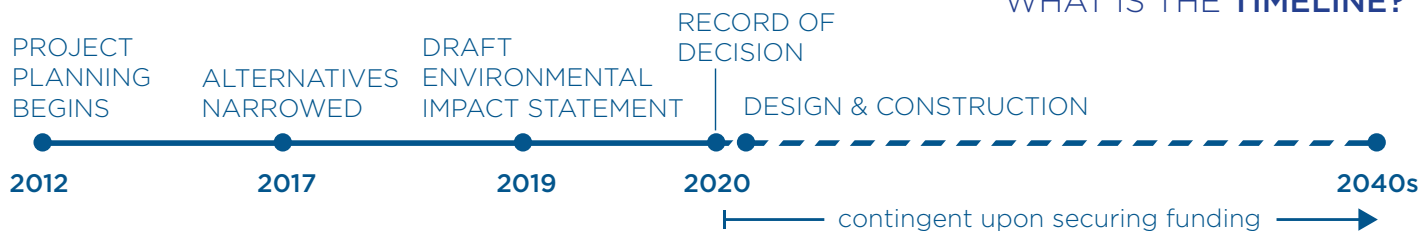
## HOW IS THE PROJECT FUNDED?



- Federal and State funding support ongoing planning and environmental documentation.
- Funding for final design and construction is undetermined.

The timeline below displays the project schedule.

## WHAT IS THE TIMELINE?



## HOW WILL RELOCATING THE RAIL AFFECT THE AREA AROUND UNION STATION?

Lowering I-84 requires relocating the rail and building a new multi-modal station. Together with the City of Hartford, the Project Team is identifying the location, services, and amenities of a station that serves rail, buses, taxis, rideshare, bicyclists, and pedestrians. Union Station, a historic structure, will remain and be re-purposed for other uses, which are to be determined.