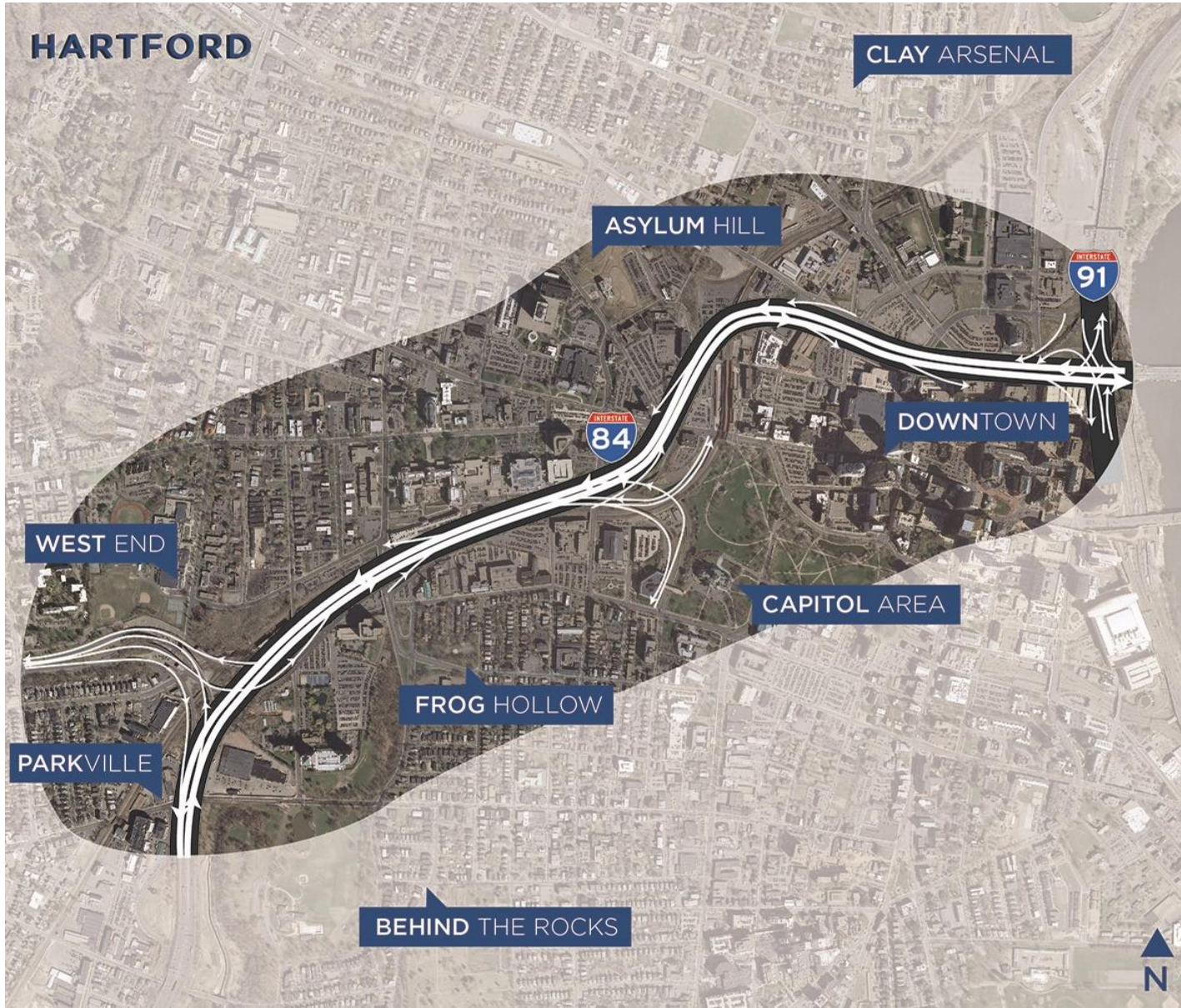




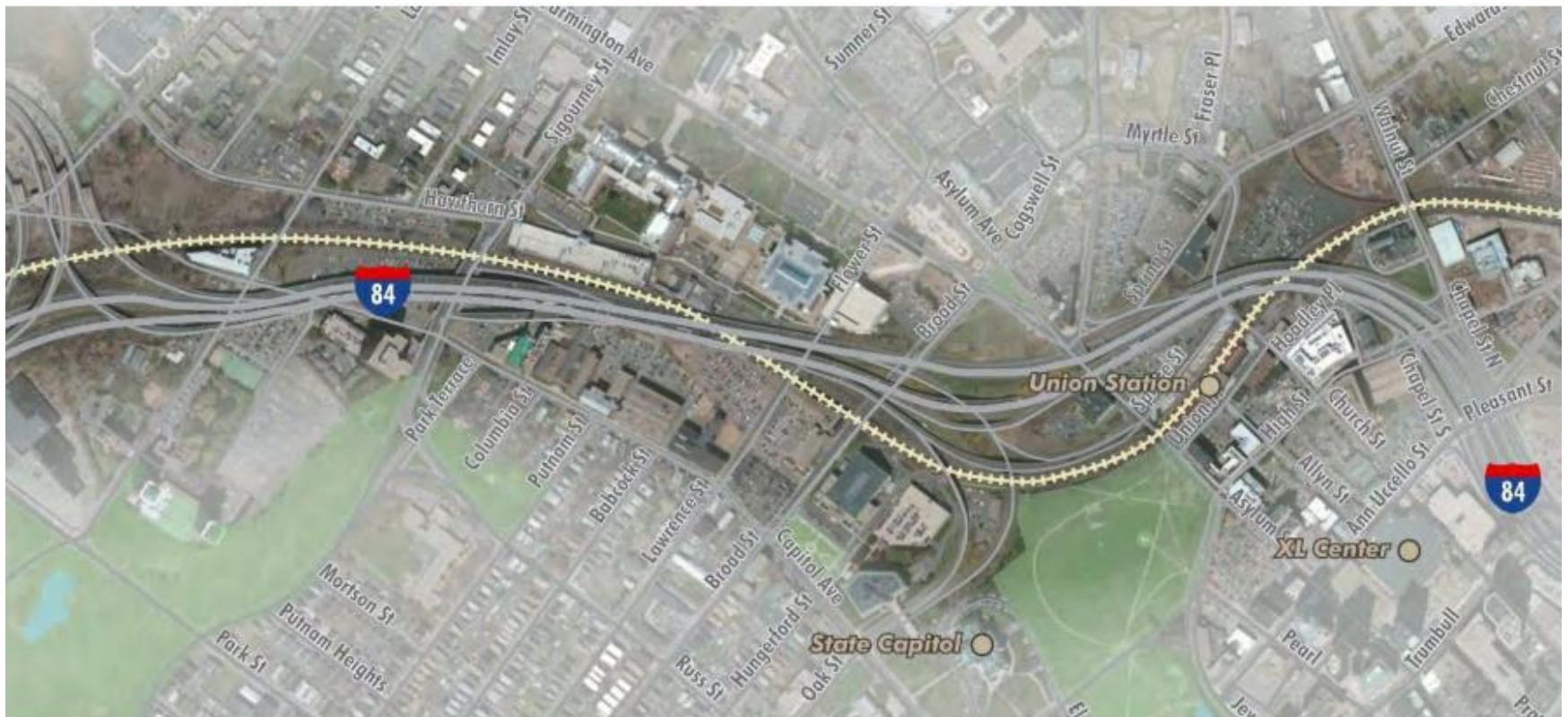
I-84 HARTFORD PROJECT





I-84 Mainline Crosses RR Twice

Why I-84 was elevated when constructed in 1960s



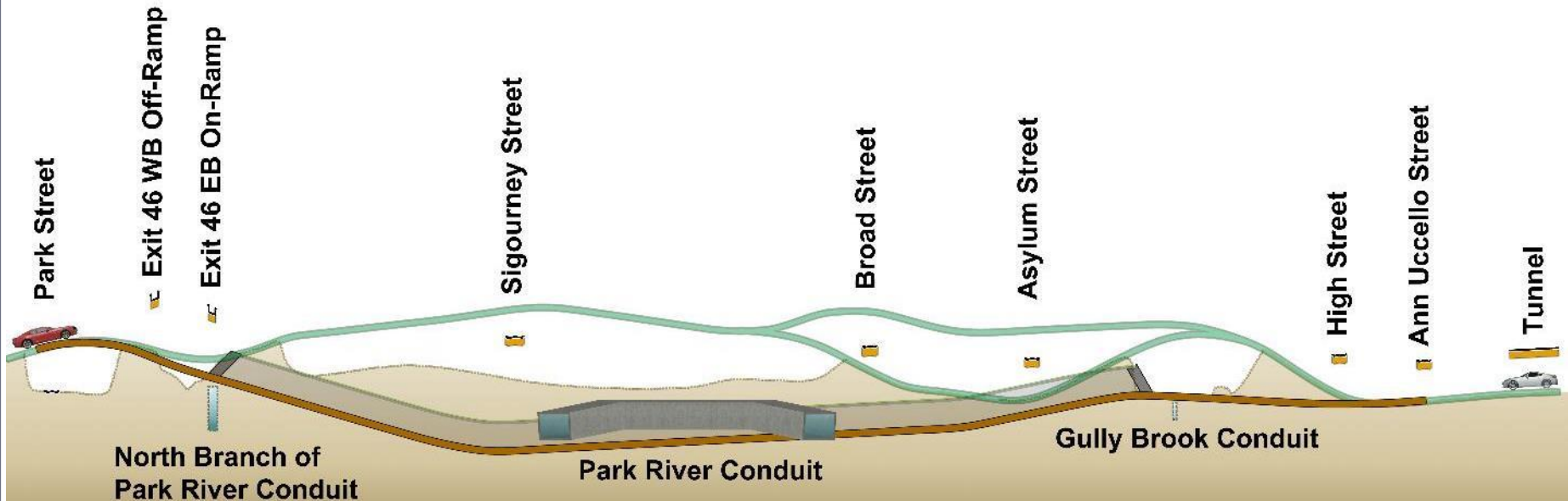


I-84 HARTFORD PROJECT



Mainline Alternatives

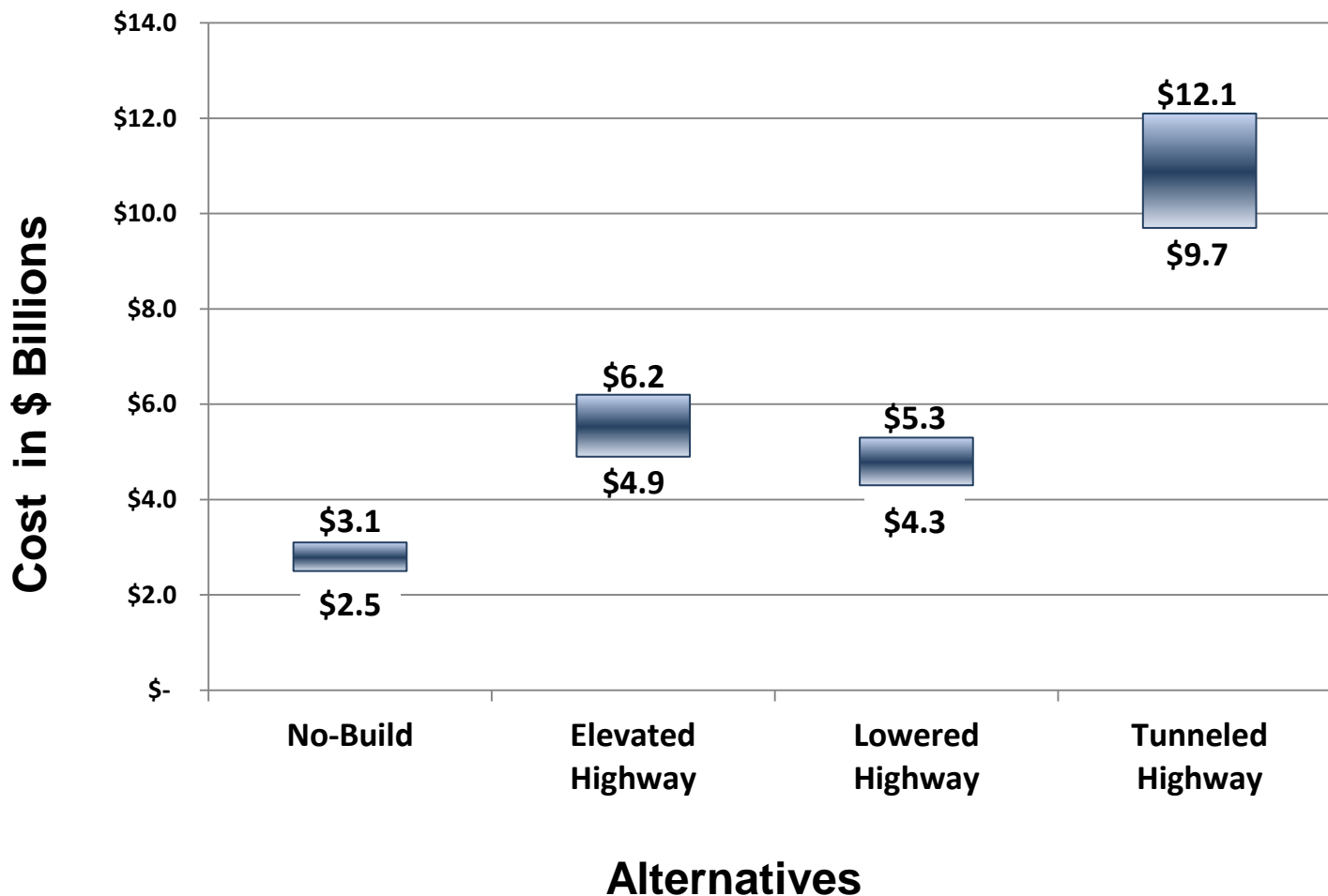
- Alternative 1: No-Build Green
- Alternative 2 (elevated) Blue
- Alternative 3 (lowered) Yellow
- Alternative 4 (tunnel) Brown



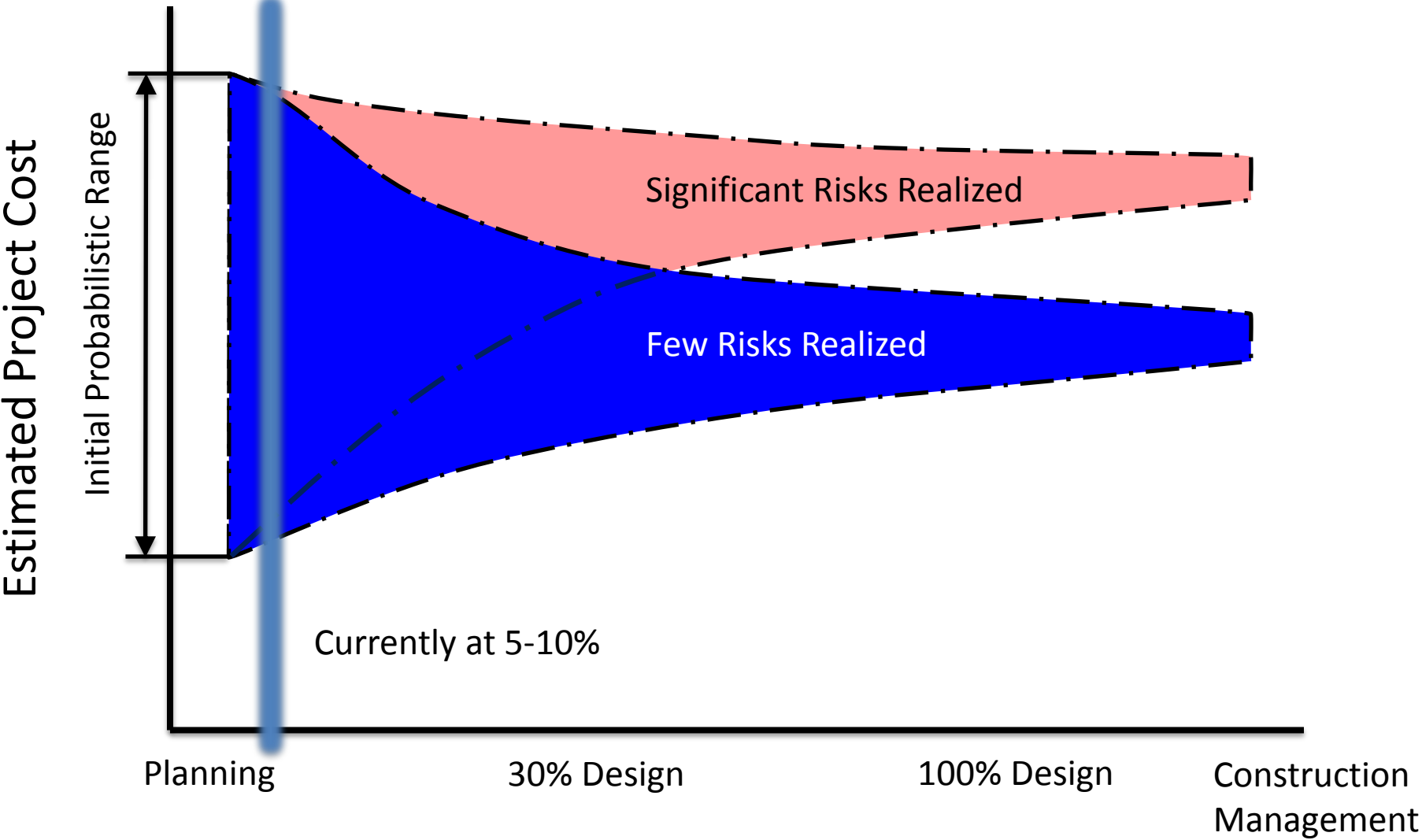


Probabilistic Cost Estimate Ranges

Based on risk based cost analyses



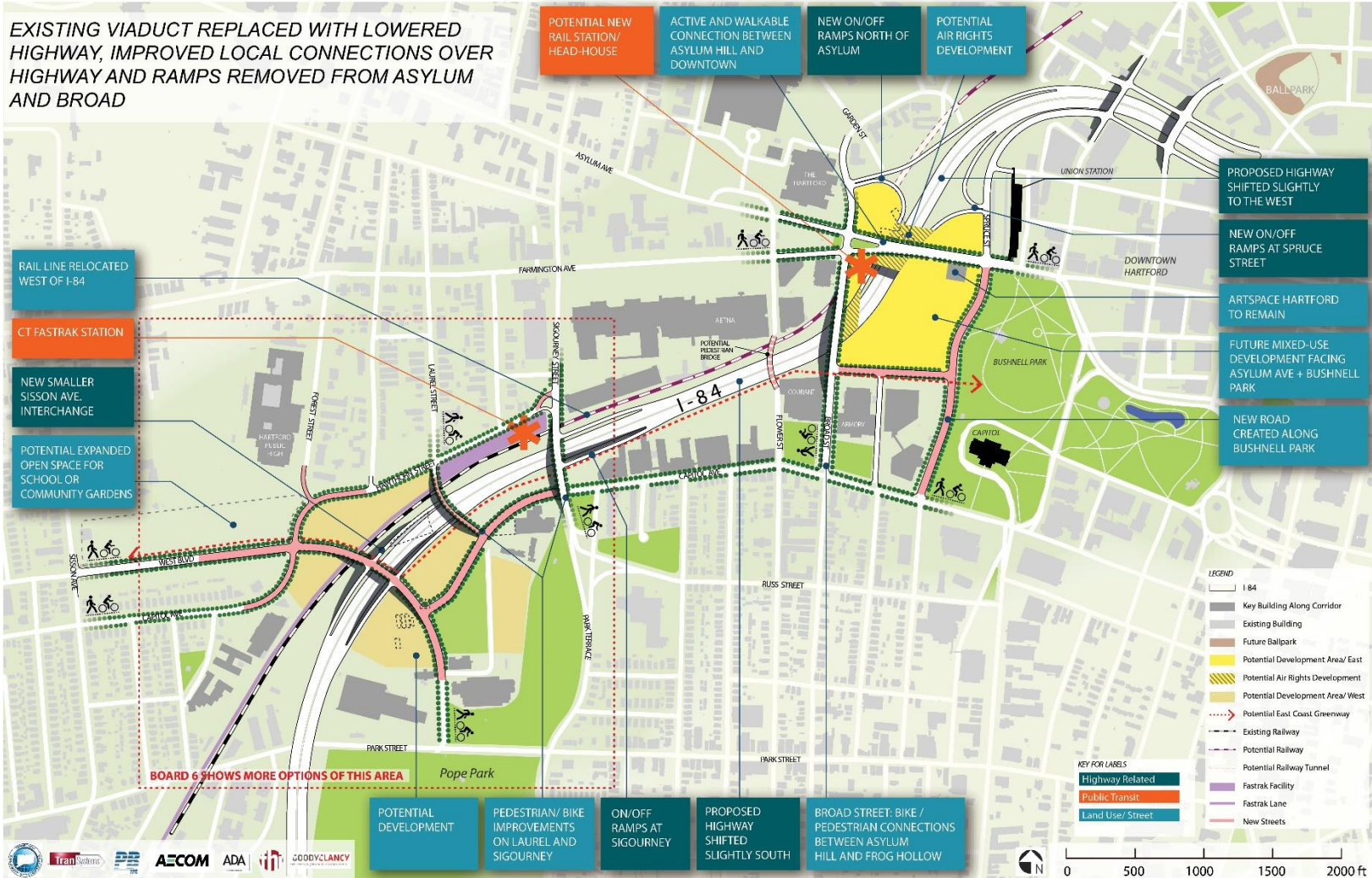
Cost Range and Project Status





Lowered Highway

EXISTING VIADUCT REPLACED WITH LOWERED HIGHWAY, IMPROVED LOCAL CONNECTIONS OVER HIGHWAY AND RAMPS REMOVED FROM ASYLUM AND BROAD





Preliminary Estimated Program Costs (Lowered Highway)

• Hard Costs	Approx.
• Construction	\$ 1.5 b
• Utilities	<u>100 m</u>
	1.6 b
• Soft Costs	
• Program Management	50 m
• Design Engineering	120 m
• Construction Engineering	230 m
• Property Acquisition	<u>180 m</u>
	0.6 b
• Escalation	1.5 b
• Risk Costs	0.6 – 1.6 b
Total	4.3 – 5.3 b

Major Cost Elements (Lowered Hwy)

- Freeway & ramps
 - Extensive local roads (new & reconstructed)
 - Bridges
 - Viaduct demolition
 - Construction staging
 - Traffic control
 - Railroad relocation (not a typical project cost)
 - Utility relocations
 - Cost escalation on all elements
- } expensive in downtown area

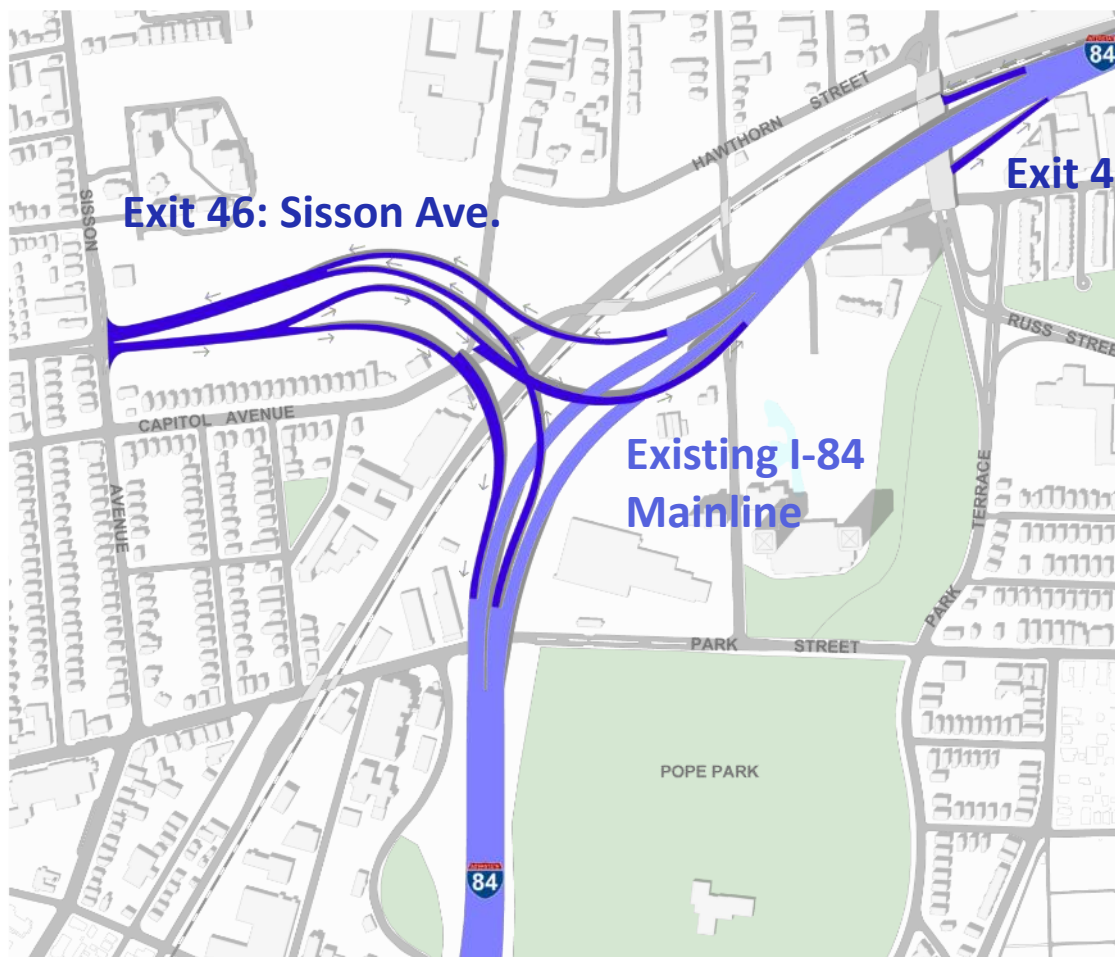


Existing Conditions (West)





Existing Mainline and Ramps (West)





Option W3-3

Proposed Roadway Layout



Preliminary

Subject to changed based upon ongoing analysis and design



Option W3-3

Potential Complete Streets



CONCEPTUAL - FOR ILLUSTRATIVE PURPOSES ONLY

Subject to changed based upon ongoing analysis and design

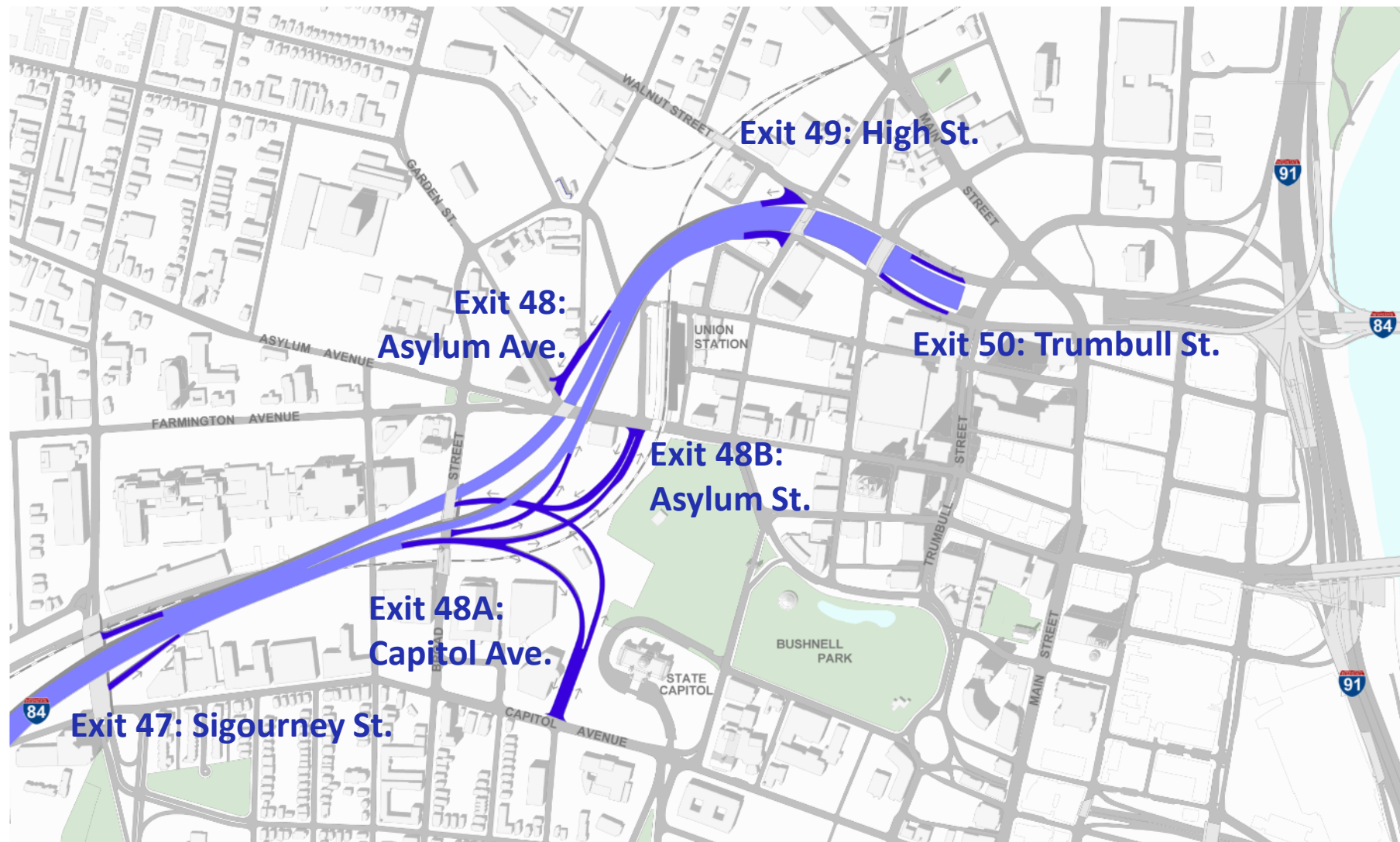


Existing Conditions (East)



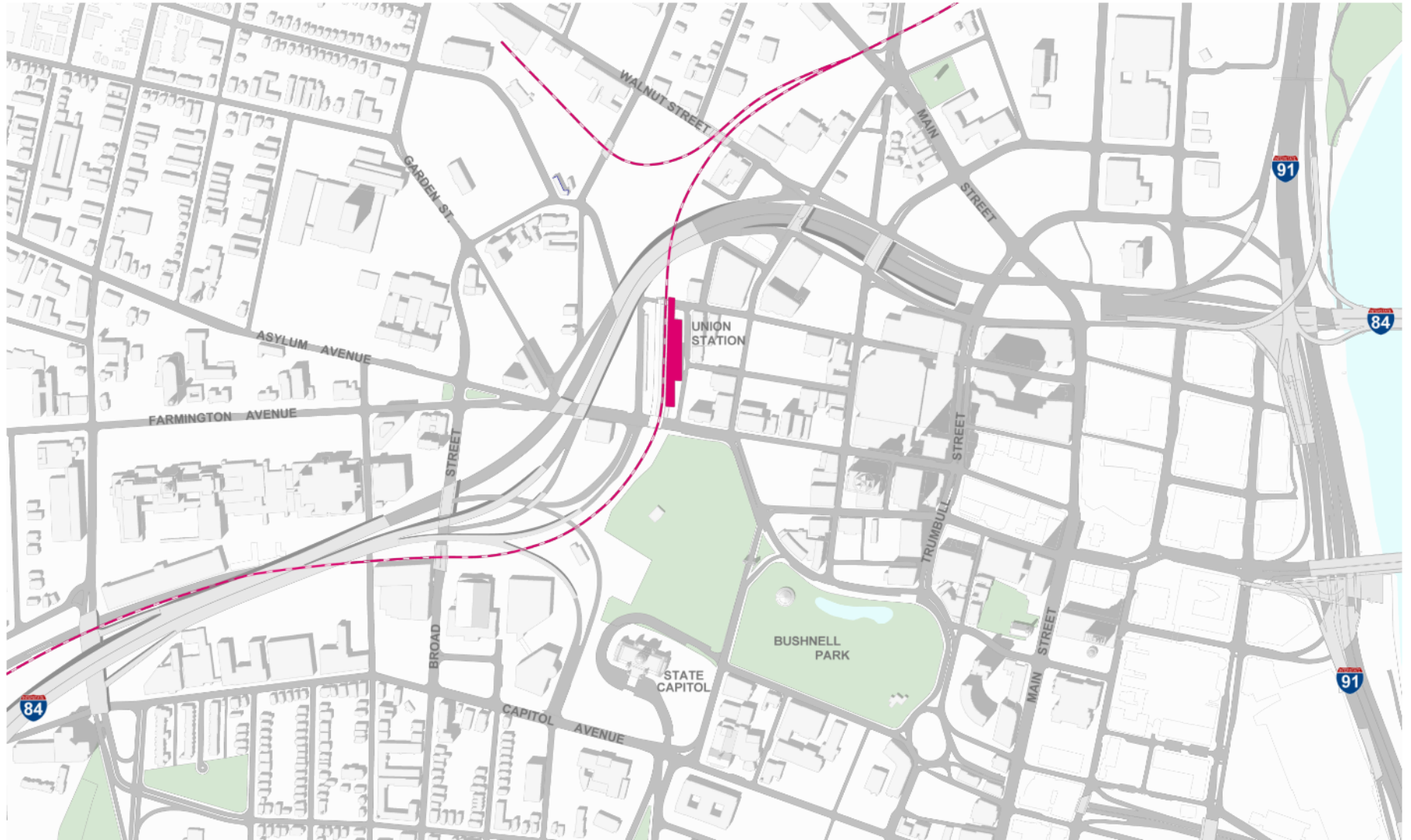


Existing Mainline and Ramps (East)



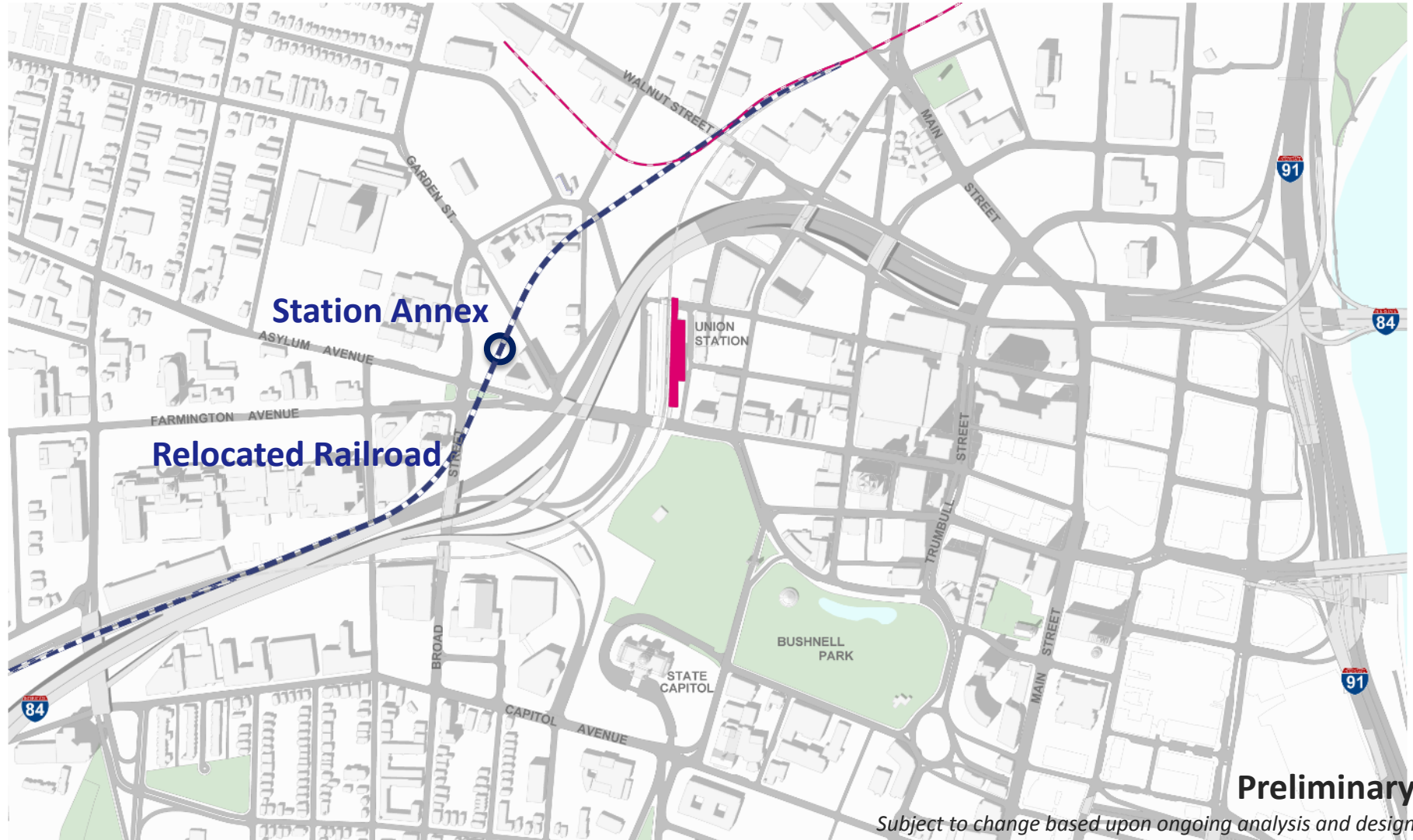


Existing Railroad (East)





Relocated Railroad and New Station Annex



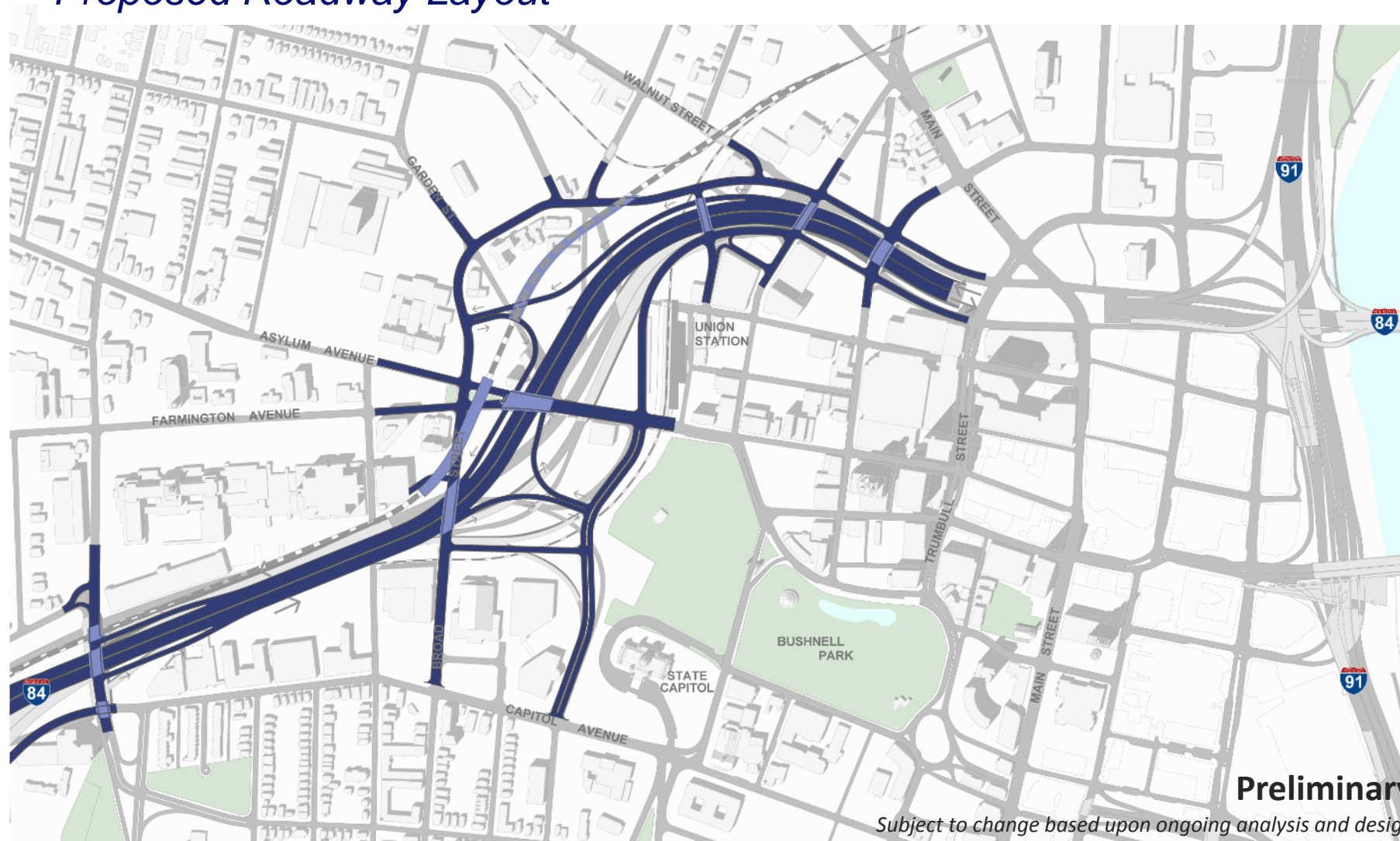
Preliminary

Subject to change based upon ongoing analysis and design



Option 3B: E2(S)

Proposed Roadway Layout



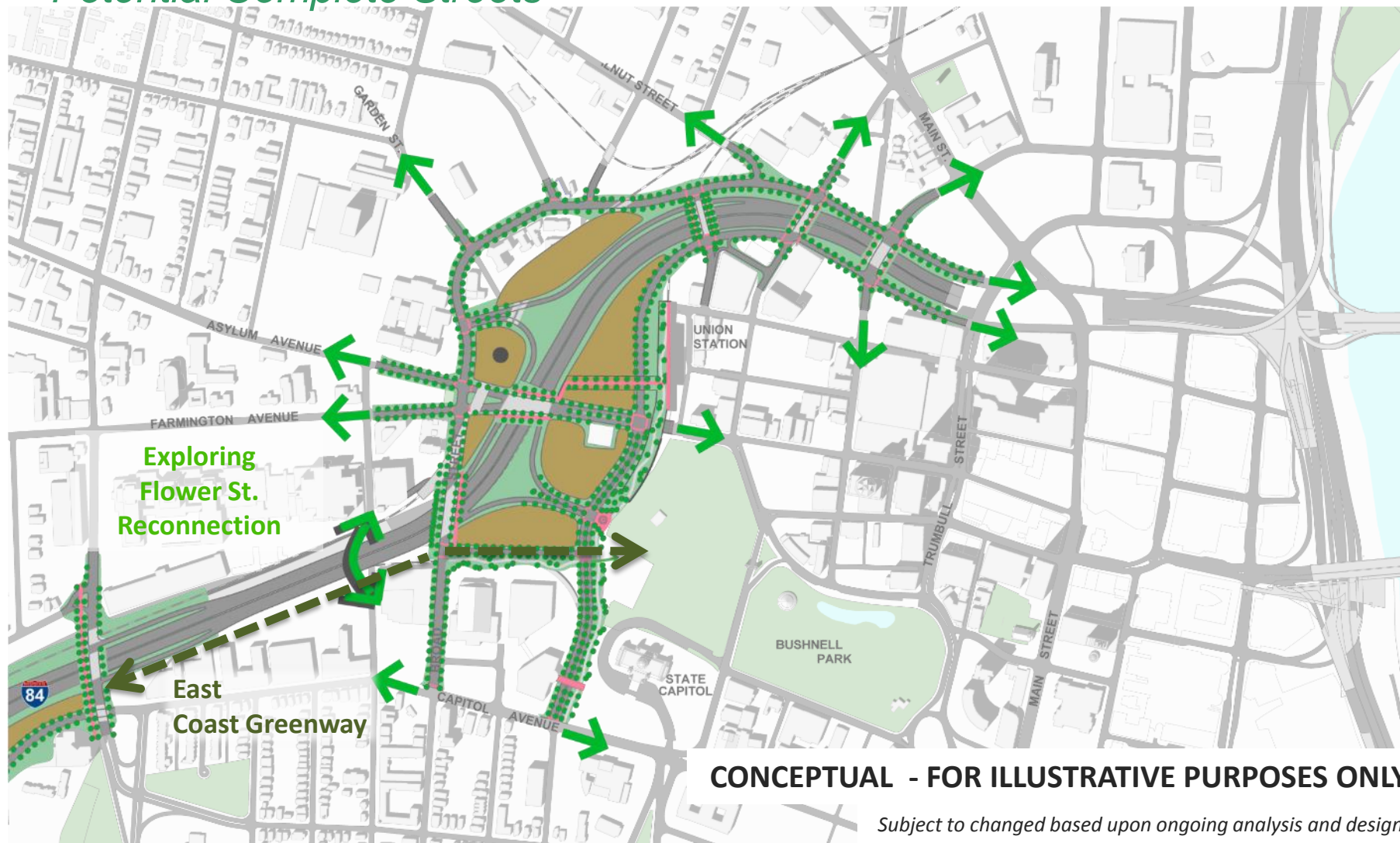
Preliminary

Subject to change based upon ongoing analysis and design



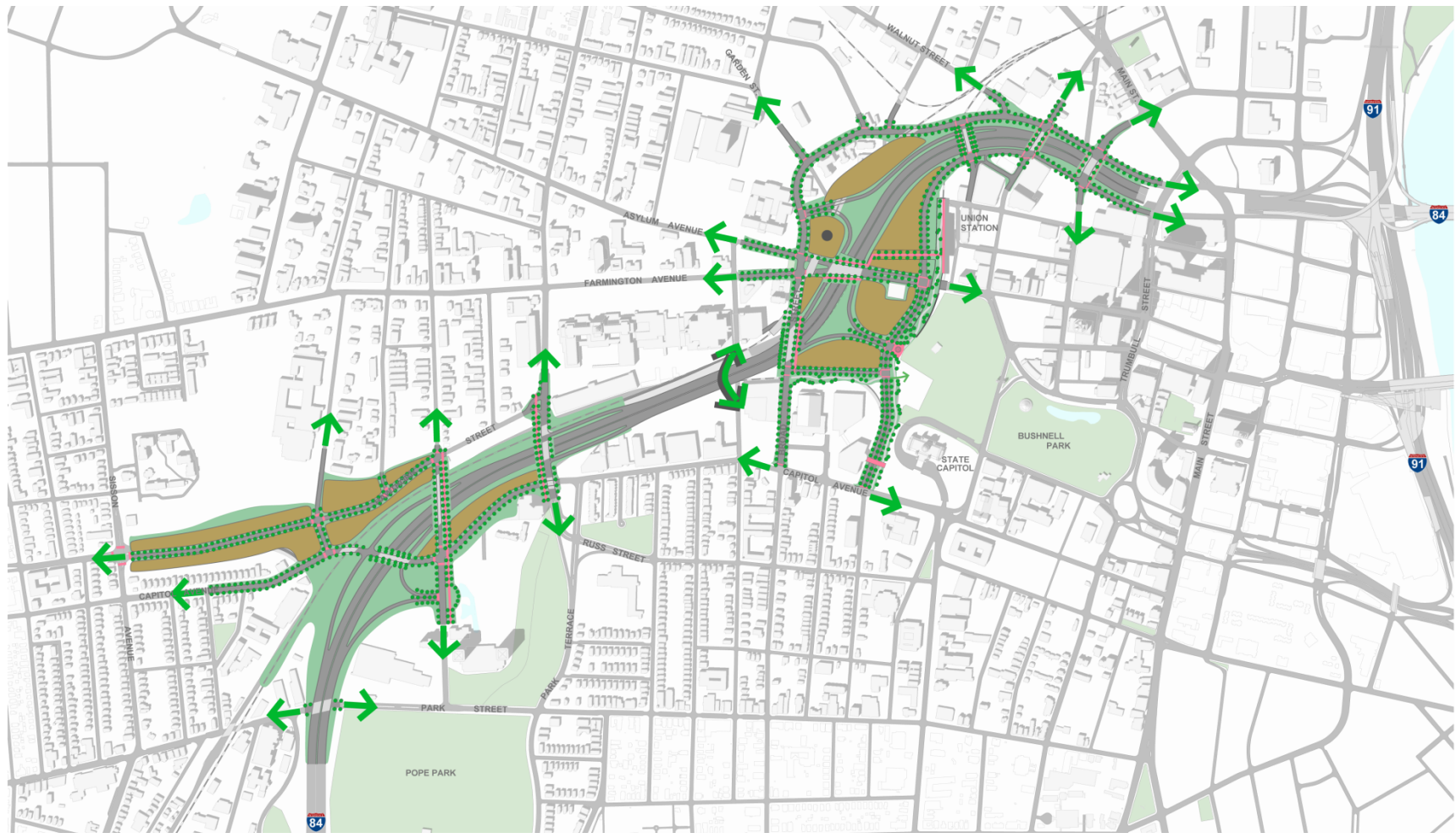
Option 3B: E2(S)

Potential Complete Streets





Lowered Options W3-3 & 3B E2(S) **shows extensive reconnections & modification needed on local road network**



Preliminary

Subject to change based upon ongoing analysis and design