



I-84 HARTFORD PROJECT

Fact Sheet

Project Location

- Approximate 2.5 mile section of I-84, between Flatbush Avenue (Exit 45) and the existing tunnel (Exit 51)

History, Facts, and a Few Figures

- Constructed in 1960-1969, prior to NEPA
- Follows path for original expressway planned in 1940s/1950s
- Elevated viaduct spans over railroad in two locations
- 30 acres of bridge deck
- Eight partial/full interchanges, and many ramps, in study limits
- Occupies 270 acres of land
- Several other freeways planned in area, but never built

Purpose and Need

- Bridge Structural Deficiencies
 - » Viaduct at end of life expectancy (50 years)
 - » Much in fair/poor condition
 - » Costly for frequent maintenance/repairs; ultimate replacement needed
- Operational and Safety Deficiencies
 - » Issues include numerous interchanges and poor lane continuity
 - » Other obsolete design features include weave sections, left-hand ramps, and no shoulders
 - » High crash rates result
- Mobility Deficiencies
 - » Constructed to carry 55,000 vehicles per day
 - » Now carries 175,000 vehicles per day (highest in state)
 - » Poor pedestrian and bicycle environment on surrounding streets
- Community Concerns About I-84
 - » Divides neighborhoods
 - » Visual and emotional barrier
 - » Footprint/land consumed
 - » Economic development opportunities

Ongoing Work and Objectives

- Evaluate alternatives to redesign and reconstruct I-84:
 - » Replace viaduct (keep current railroad alignment)
 - » Eliminate viaduct and lower I-84 (relocate railroad)
 - » Construct tunnel } \$4-6 billion
 - » Redesign I-84 mainline and interchanges to improve traffic, operations, and safety conditions } \$10-12 billion
- Redesign I-84 mainline and interchanges to improve traffic, operations, and safety conditions
- Redesign of local streets as needed
- Improve conditions for pedestrians and bicyclists, (i.e. provide more Complete Streets)
- Seek opportunities for economic development
- Repair freeway's damage to community



Schedule

- Planning began in late 2012, following the 2010 HUB Study
- Narrow alternatives down to 2 or 3 by mid-2016
- Conclude NEPA in 2017/2018 (EA or EIS is TBD)
- NEPA schedule dependent on iterative alternatives analysis process, public feedback, and type of NEPA document
- Start construction 2021-2022
- Complete construction in approximately 5-8 years } Depends on alternative

Funding

- Ongoing planning and NEPA work is 90 percent funded by FHWA (cost = several million dollars)
- Final design and construction funding is TBD
- Tolling may contribute to funding