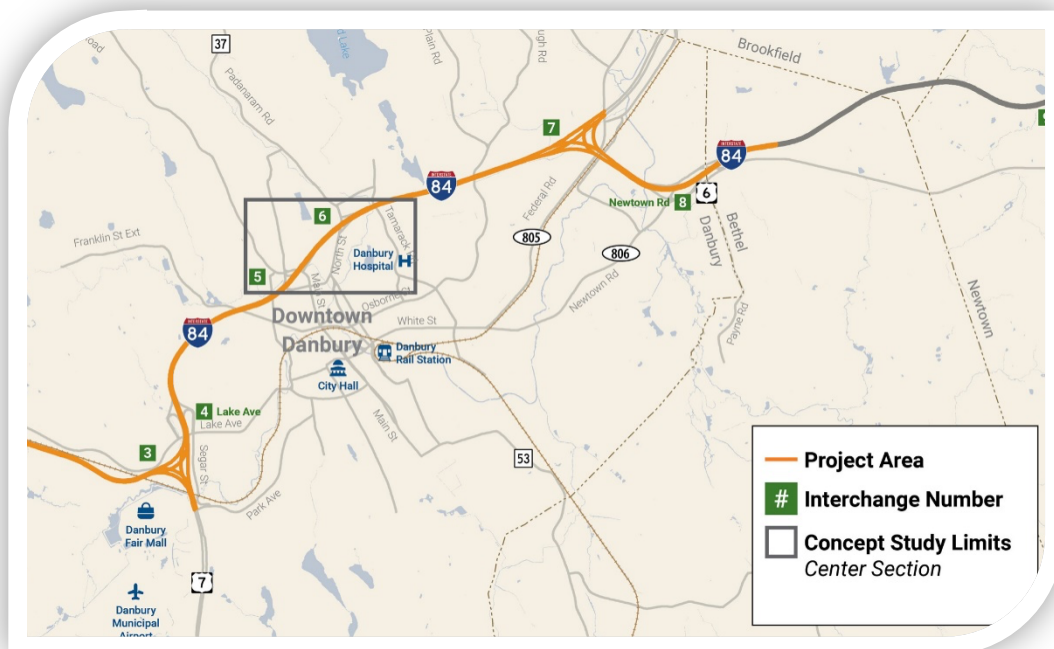


# Concept 17 Summary: I-84 Realigned with Collector – Distributor (CD) Road - Center

## DESCRIPTION

Concept 17 seeks to realign I-84 in the center section to improve the horizontal curvature and achieve a higher design speed. The CD Road will be a one-way pair parallel to I-84 and will consist of two travel lanes in each direction. It will be at the same elevation as I-84 and be grade separated in the center section with local streets and have ramps serving Main Street and Tamarack Avenue. Specific elements of Concept 17 include:

- The Main Street interchange (Interchange 5) will be shifted north to meet the new I-84 alignment.
- The existing North Street interchange (Interchange 6) will be eliminated, and a new interchange (Interchange 6) will be constructed at Tamarack Avenue.
- CD Road is approximately 2.0 miles in length in the eastbound direction and will begin east of Interchange 4 (Lake Avenue) and end east of Tamarack Avenue.
- CD Road is approximately 2.0 miles in length in the westbound direction and will begin east of Tamarack Avenue and end west of Main Street.
- I-84 will remain three lanes in each direction.
- The new I-84 will tie into existing I-84 beyond the CD Road interchanges.
- The existing I-84 highway will be removed within the limits of the realigned I-84.
- Acceleration and deceleration lane lengths will be provided to meet design standards at the CD Road interchanges with I-84.
- 8 new bridges and remove 8 bridges.



## PROS

- Peak hour delay will be reduced on I-84 eastbound and Route 7 within the limits of the concept.
- CD Road does not experience congestion and delay since it is grade separated.
- Consistent design speed can be achieved within the limits of the concept.
- Construction can occur while maintaining existing traffic on I-84.
- Improves connection to the Danbury Hospital.
- Improves connection to downtown.
- Main Street and Tamarack Avenue have full access to/from I-84 via the CD Road.
- Provides an opportunity to enhance public transit use.
- There are no anticipated impacts to known historic resources.
- There are no anticipated impacts to known 4(f) properties.

## RECOMMENDATION

This concept reduces congestion and improves mobility within the extent of improvements but does not address congestion or mobility outside the limits of the concept. This concept helps achieve a consistent design speed in the center section of the project corridor. However, this concept will have constructability challenges and will impact multiple properties. Impacts associated with this concept are anticipated to be highly disruptive, lengthy, and costly to construct. This concept has a high probability of causing significant and/or irreparable harm to the natural and human environment.

As a result of the screening process, it is recommended that this concept be dismissed for further consideration.

## CONS

- Results in increased congestion on I-84 westbound beyond Interchange 5 during the weekday A.M. peak hour.
- Ramp entrances and exits on the CD Road are closely spaced and will not meet design standards.
- Does not provide pedestrian and bicycle accommodations on the CD Road.
- Does not address lane continuity on I-84.
- Does not address the left-hand entrance and exit ramps in the I-84 corridor.
- Does not propose changes to the existing interfaces to local streets at interchanges 1, 2, 3, 4, 7, and 8.
- Multiple stages of construction will be required involving closures to local streets.
- Construction will occur within a tight corridor.
- Significant property impacts.
- Results in a major disruption of an established residential neighborhood.
- Impacts a portion of the cemetery located on Tamarack Avenue, including the cemetery circular road and numerous known burial sites.
- Impacts are anticipated to noise, aesthetic, and community cohesion due to the proposed realignment.
- Disturb a large hydrologic area, including the streams and drainage features that parallel or cross the highway such as Kohanza Brook, Boggs Pond Brook, and Padanaram Brook.
- Potential impacts to the natural gas transmission pipeline in the vicinity of Great Plain Road and Carolyn Avenue.