

I-84 Danbury

Project Advisory Committee (PAC) Meeting 15

January 22, 2025



Housekeeping Items

- Meeting is recorded and will be posted on website
- Presentation is posted to project website at http://www.i84danbury.com/course_cat/public-advisory-committee/
- Participants can video conference in or call in via phone
- Two ways to communicate during discussion periods:
 - Raise your hand to verbally state question / comment
 - Type question / comment into the chat to be read and answered aloud by study team



CTDOT Team



Michael Calabrese
Division Chief



Nilesh Patel
Principal Engineer



Kevin Burnham
Project Manager



Krishalyn Macrohon
Project Engineer

Consultant Team



Sharat K. Kalluri
Project Manager



Jeanine Armstrong Guoin
Environmental Documentation



Rick Black
Environmental Documentation



Marcy Miller
Community Engagement

Agenda

1. Review of Study Background
2. Screening Process and Results
3. Potential Breakout Projects
4. Next Steps
5. Discussion / Questions

An aerial photograph of a city, likely in the Northeastern United States, showing a multi-lane highway curving through a residential area. The image is overlaid with a semi-transparent blue filter. The text 'PAC Update' is centered in white. In the background, a large, modern building, possibly a university or government building, is visible on a hillside.

PAC Update

Since Our Last Meeting

- Made significant website changes and updates
- Continued work on potential breakout projects
- Coordinated with Danbury / HARTransit
- Finalizing new study newsletter
- Finalizing Draft PEL Report



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I-84 Danbury Project



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Needs and Deficiencies



Congestion

Caused by:

- Heavy traffic volumes
- Highway design deficiencies
- Weaving
- Crashes



Poor Mobility

Caused by:

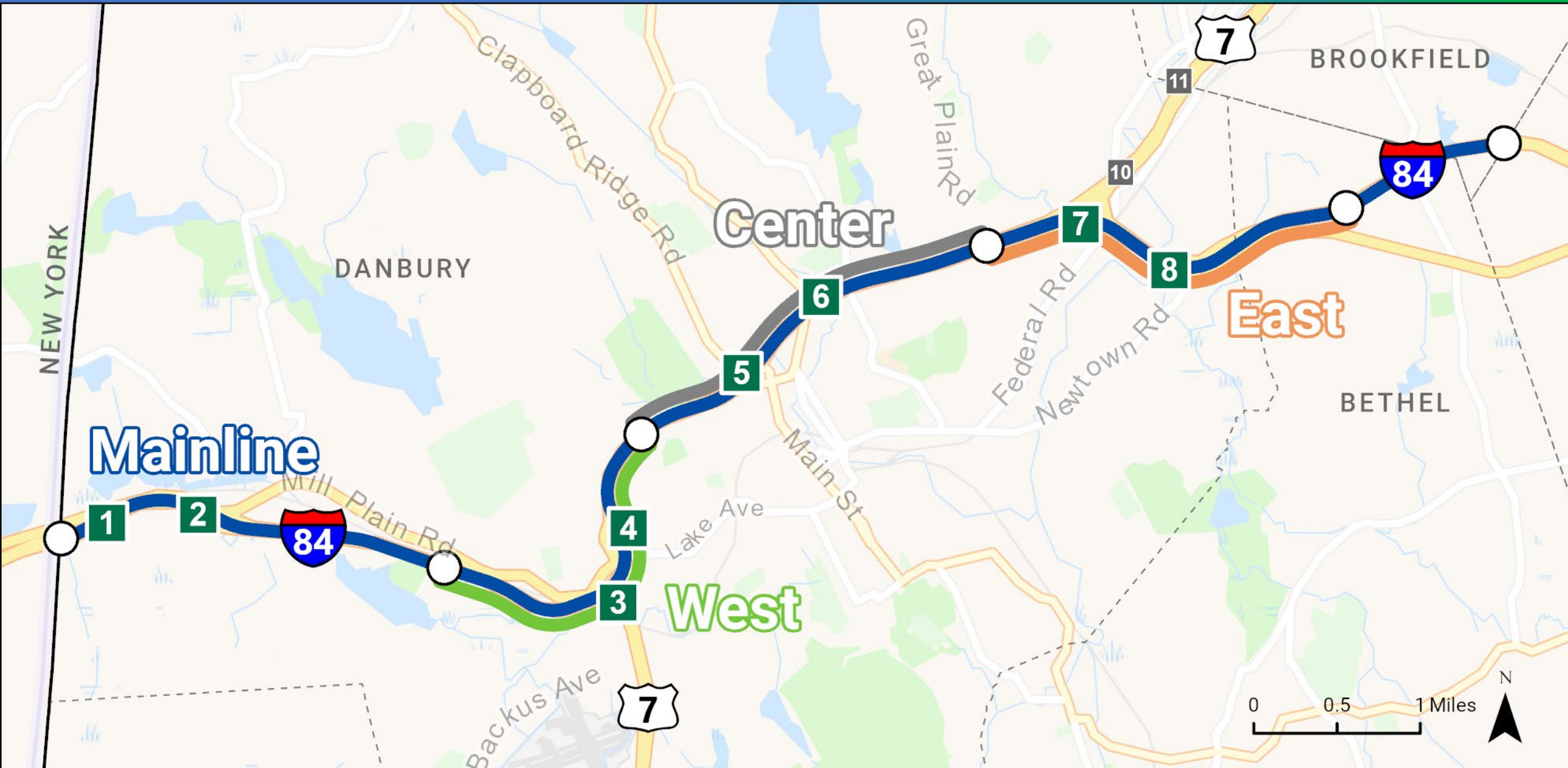
- Inefficient local traffic patterns
- Poor connectivity between highway and local destinations
- Increased travel demand
- Low use of non-auto modes



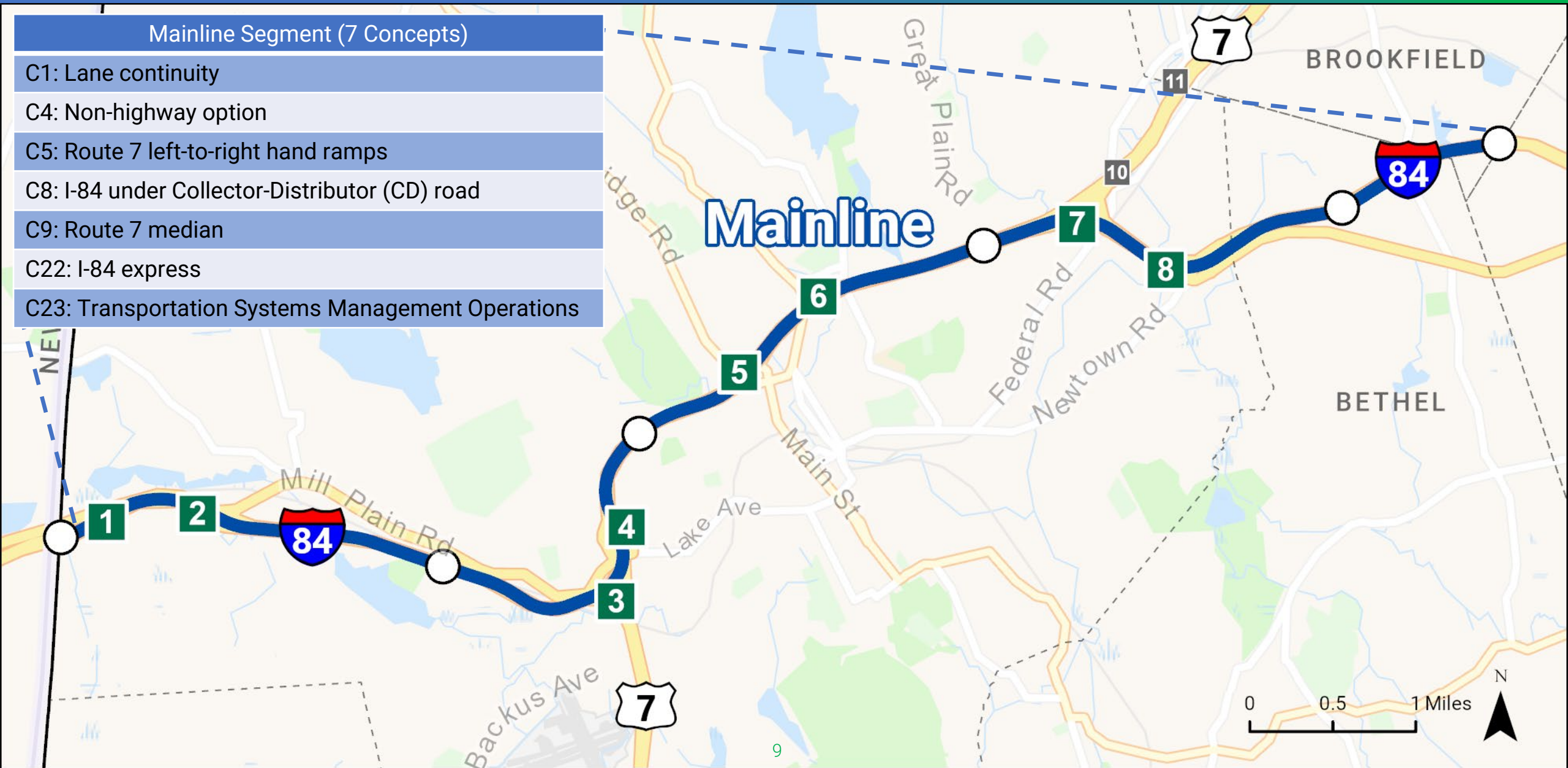
PEL Purpose Statement

The purpose is to reduce congestion and improve the mobility of people and goods in the I-84 corridor in greater Danbury.

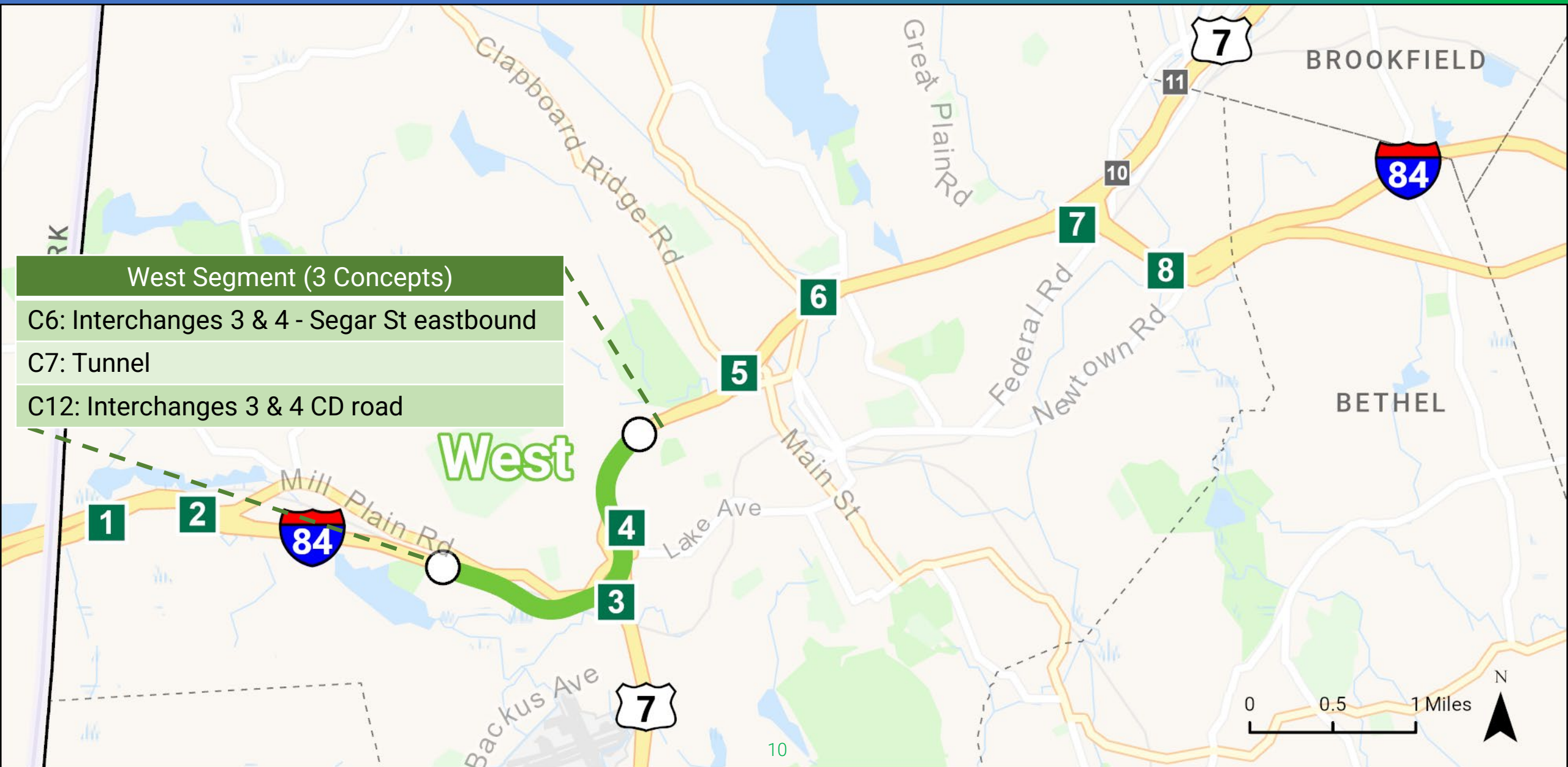
Study Area and Concept Segments



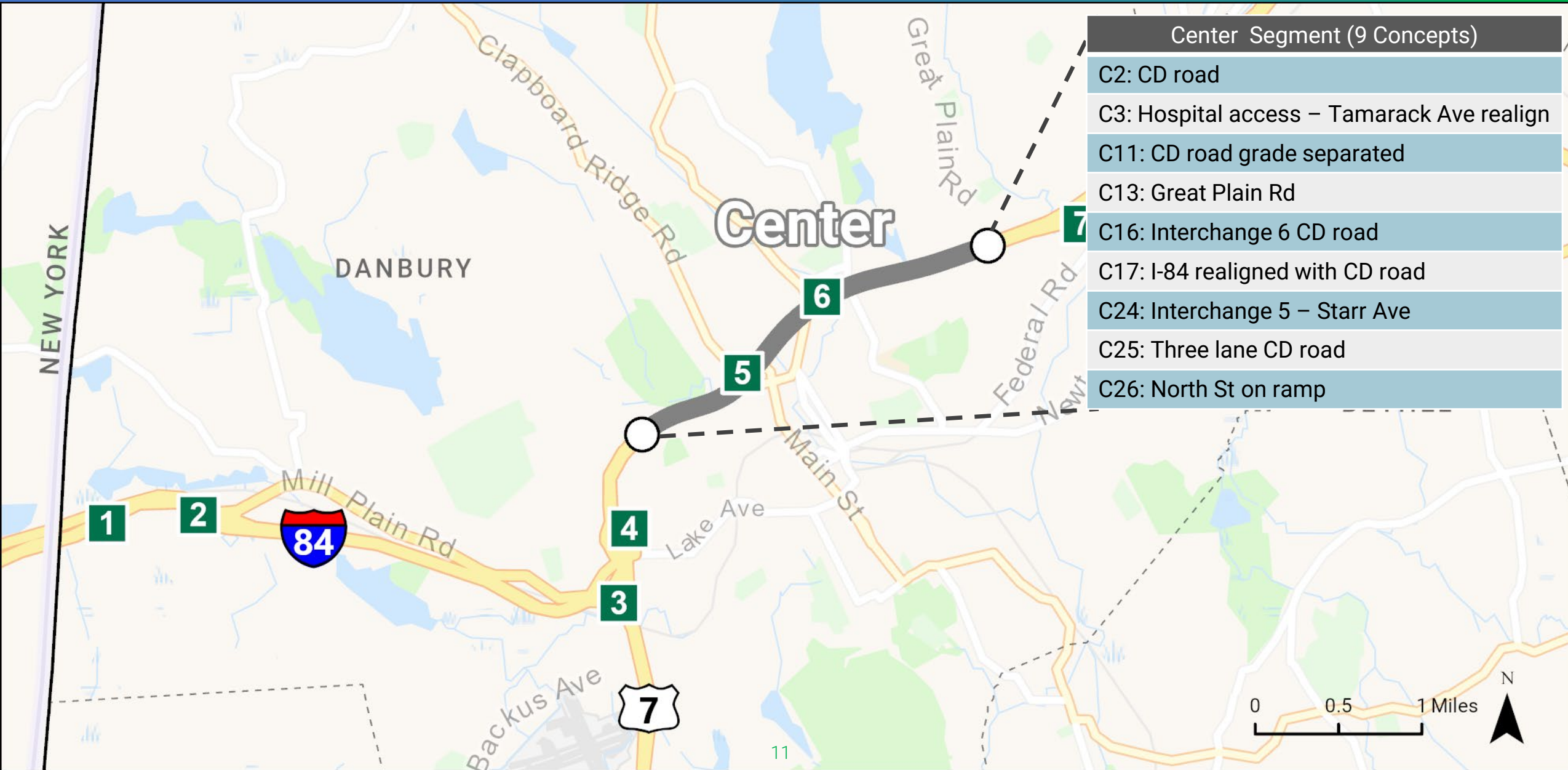
Study Area and Concept Segments



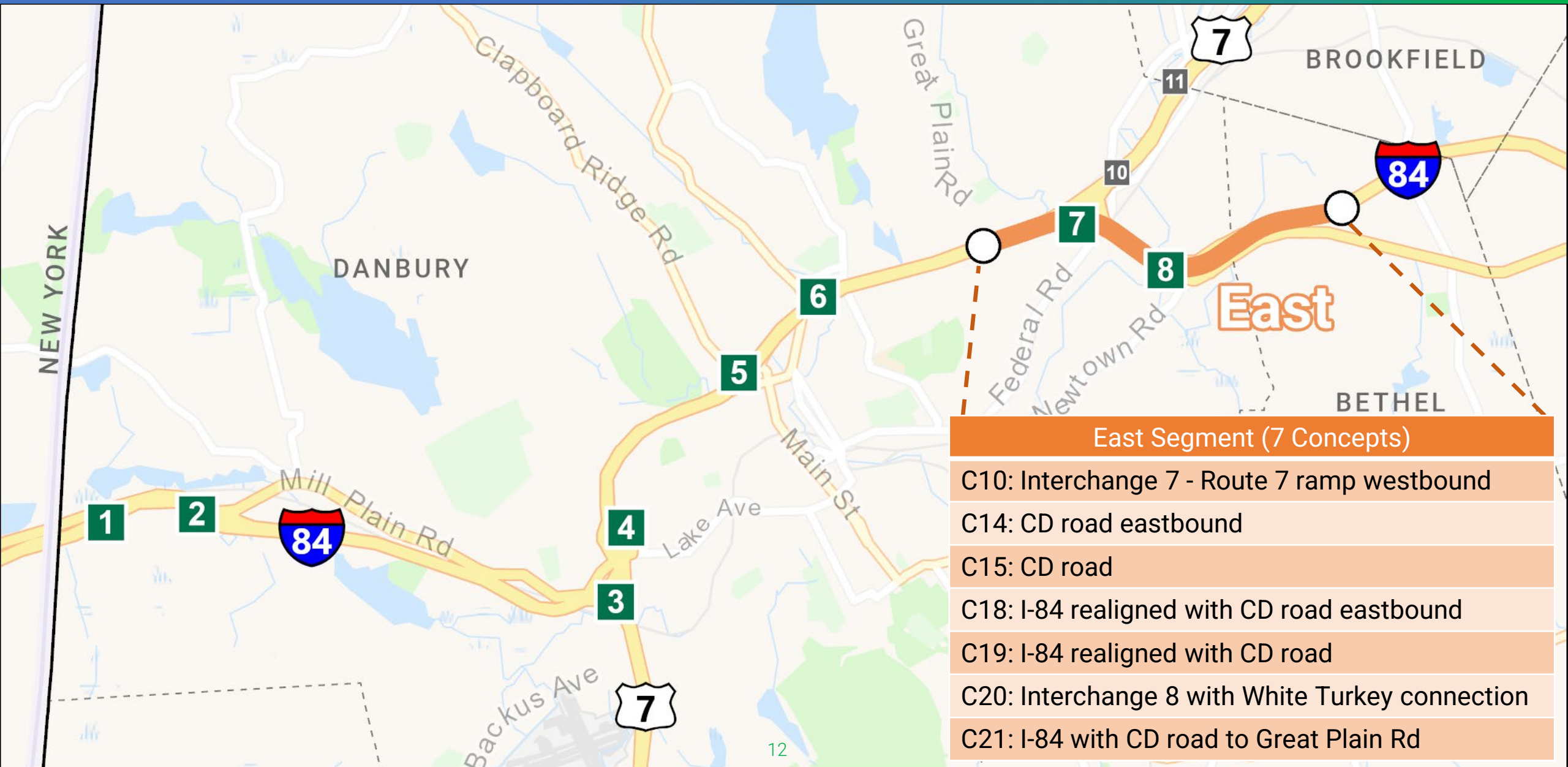
Study Area and Concept Segments



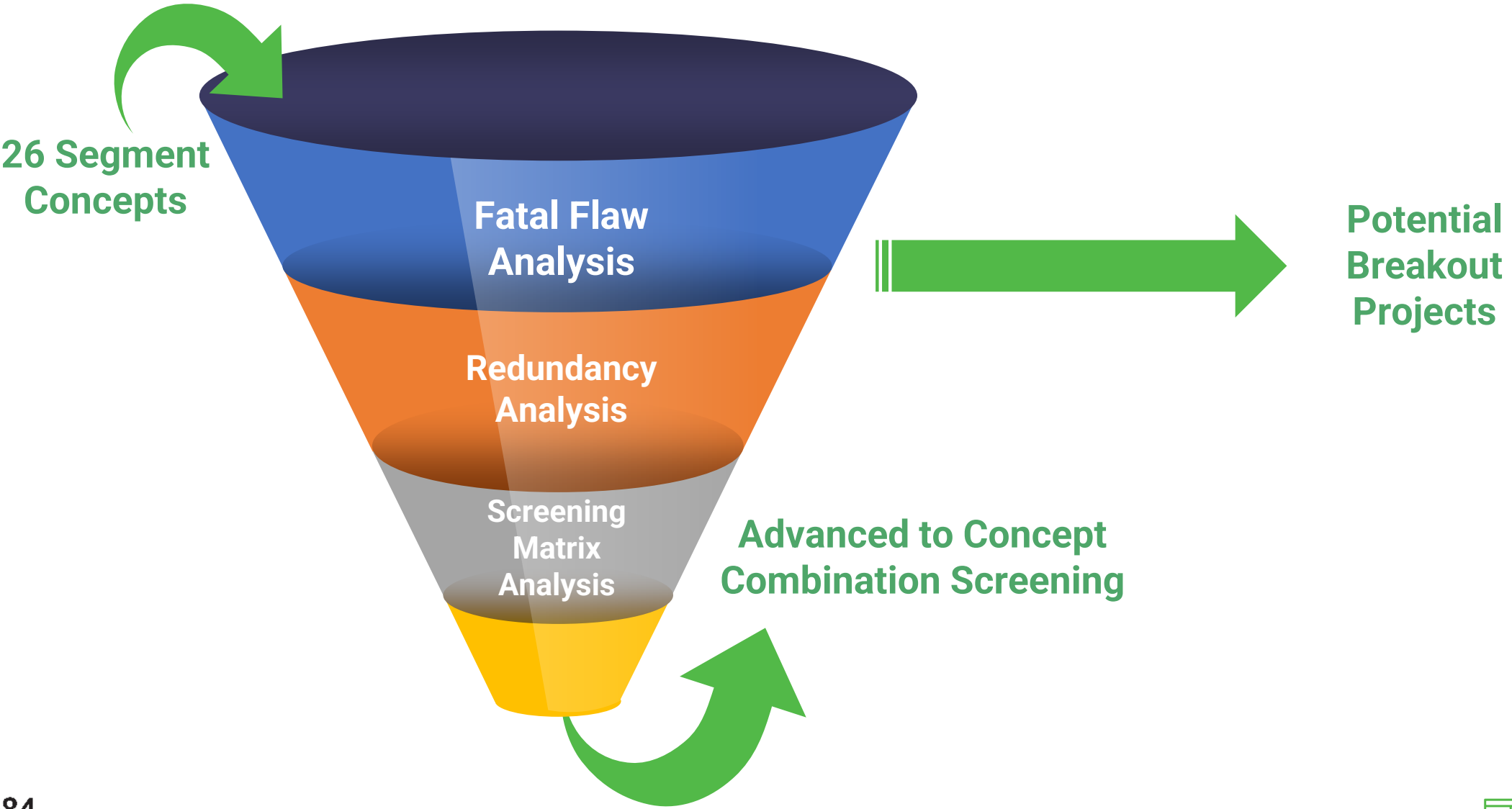
Study Area and Concept Segments



Study Area and Concept Segments



Concept Segments Screening



Advancing Concept Segments

Mainline Segment (7 Concepts)

- C1: Lane continuity
- C4: Non-highway option
- C5: Route 7 left-to-right hand ramps
- C8: I-84 under collector-distributor road
- C9: Route 7 median
- C22: I-84 express
- C23: Transportation Systems Management Operations

West Segment (3 Concepts)

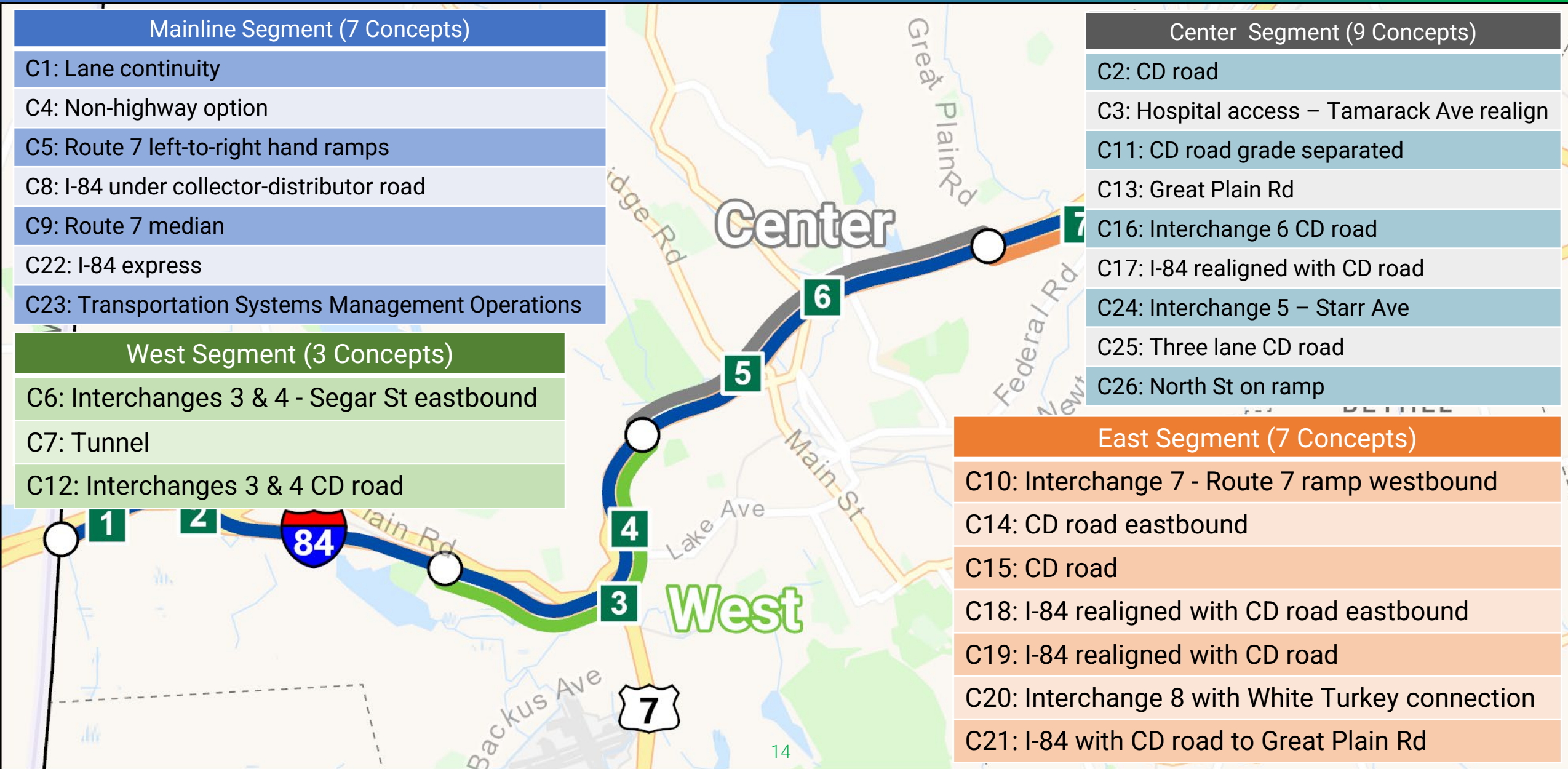
- C6: Interchanges 3 & 4 - Segar St eastbound
- C7: Tunnel
- C12: Interchanges 3 & 4 CD road

Center Segment (9 Concepts)

- C2: CD road
- C3: Hospital access – Tamarack Ave realign
- C11: CD road grade separated
- C13: Great Plain Rd
- C16: Interchange 6 CD road
- C17: I-84 realigned with CD road
- C24: Interchange 5 – Starr Ave
- C25: Three lane CD road
- C26: North St on ramp

East Segment (7 Concepts)

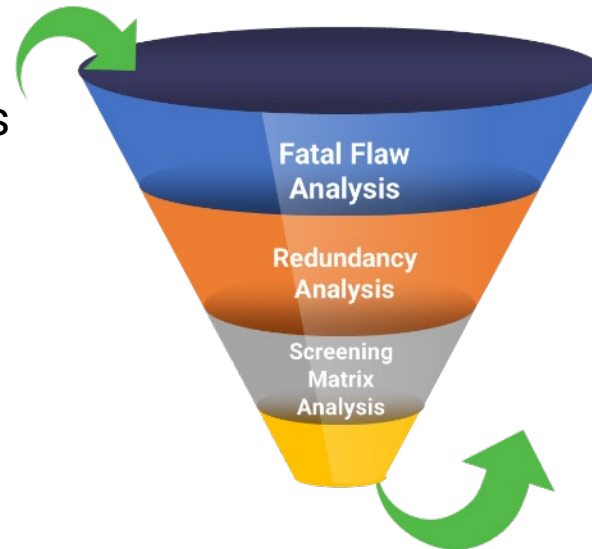
- C10: Interchange 7 - Route 7 ramp westbound
- C14: CD road eastbound
- C15: CD road
- C18: I-84 realigned with CD road eastbound
- C19: I-84 realigned with CD road
- C20: Interchange 8 with White Turkey connection
- C21: I-84 with CD road to Great Plain Rd



Advanced Concept Screening

Mainline Segment (1 Concept)	West Segment (2 Concepts)	Center Segment (3 Concepts)	East Segment (2 Concepts)
C1: Lane continuity	C6: Interchanges 3 & 4 - Segar St eastbound	C3: Hospital Access – Tamarack Ave realign	C14: CD road eastbound
	C12: Interchanges 3 & 4 CD road	C13: Great Plain Rd	C15: CD road
		C26: North St on ramp	

12 Concept Combinations further screened



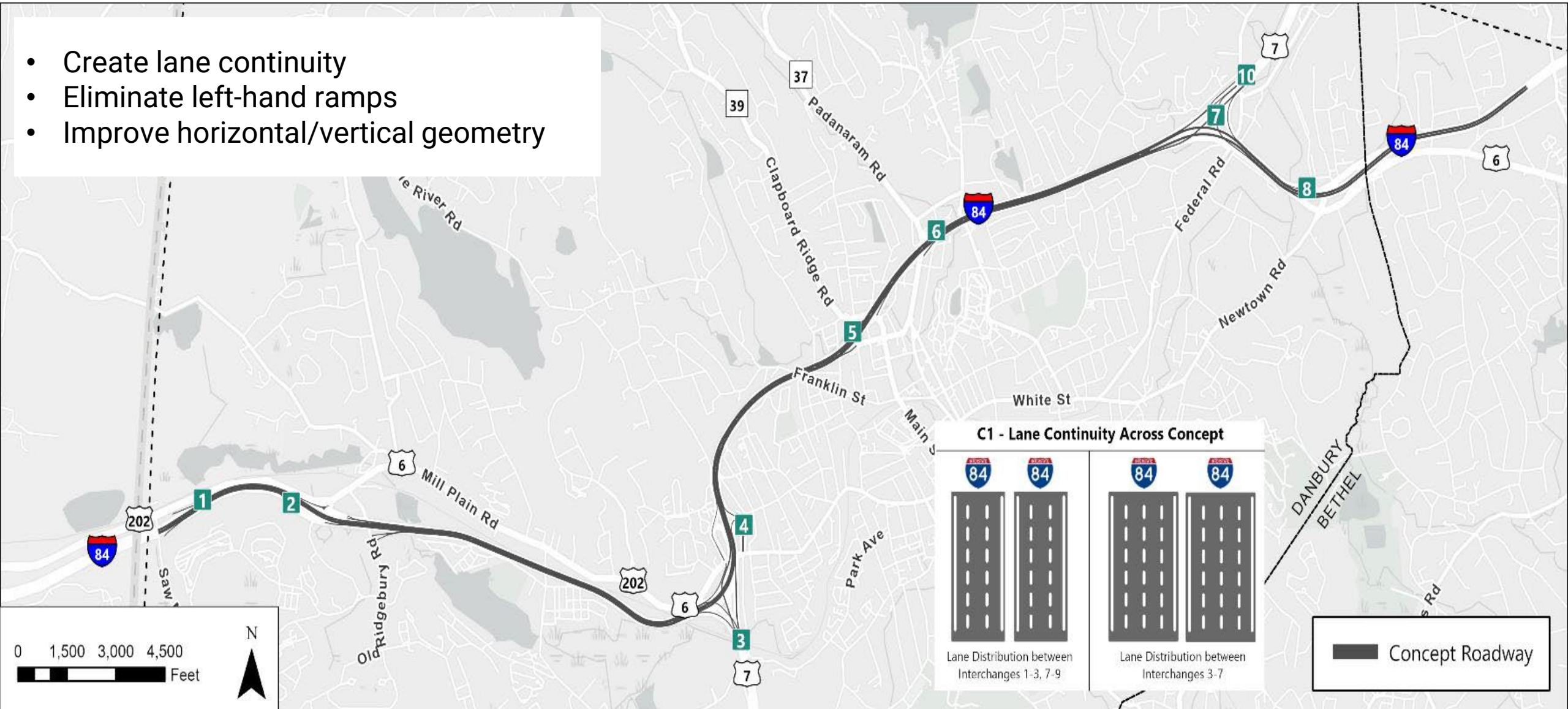
Reasonable Range of Alternatives

Beginning of detailed environmental analysis under National Environmental Policy Act (NEPA)



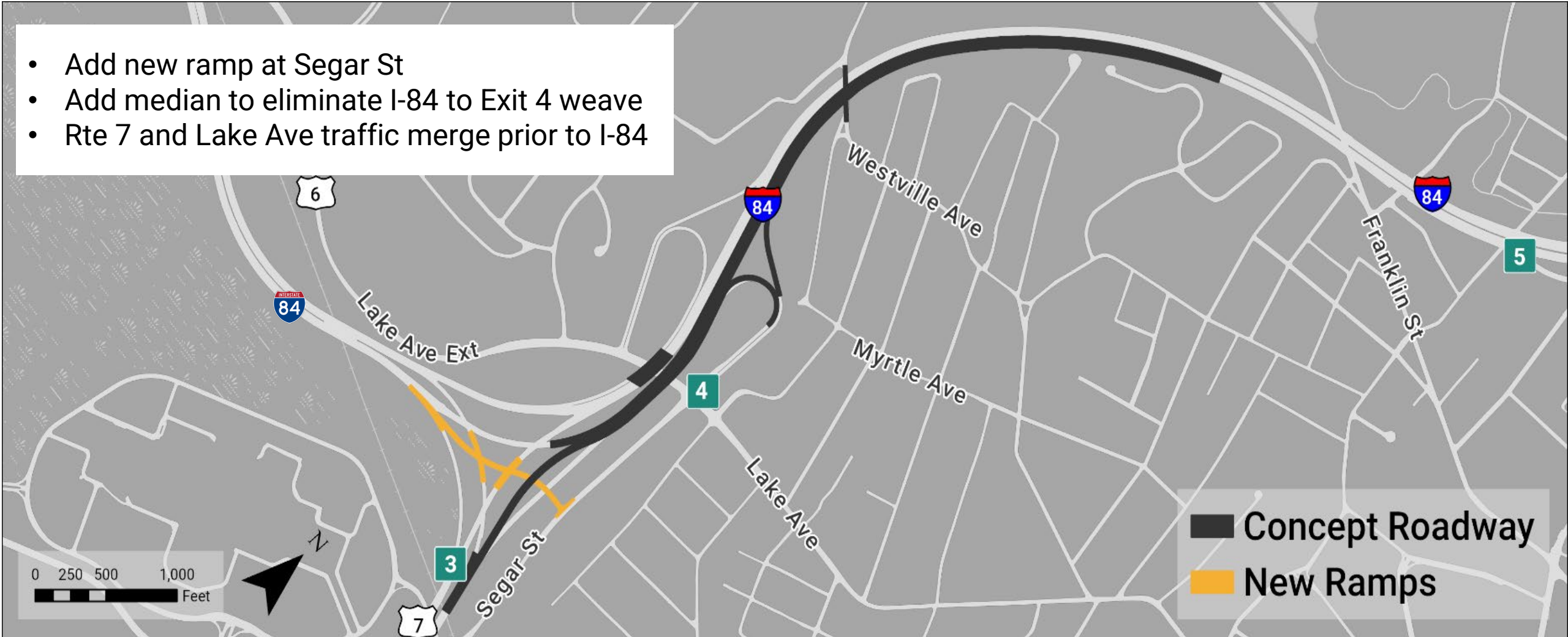
Mainline Segment – C1: Lane Continuity

- Create lane continuity
- Eliminate left-hand ramps
- Improve horizontal/vertical geometry

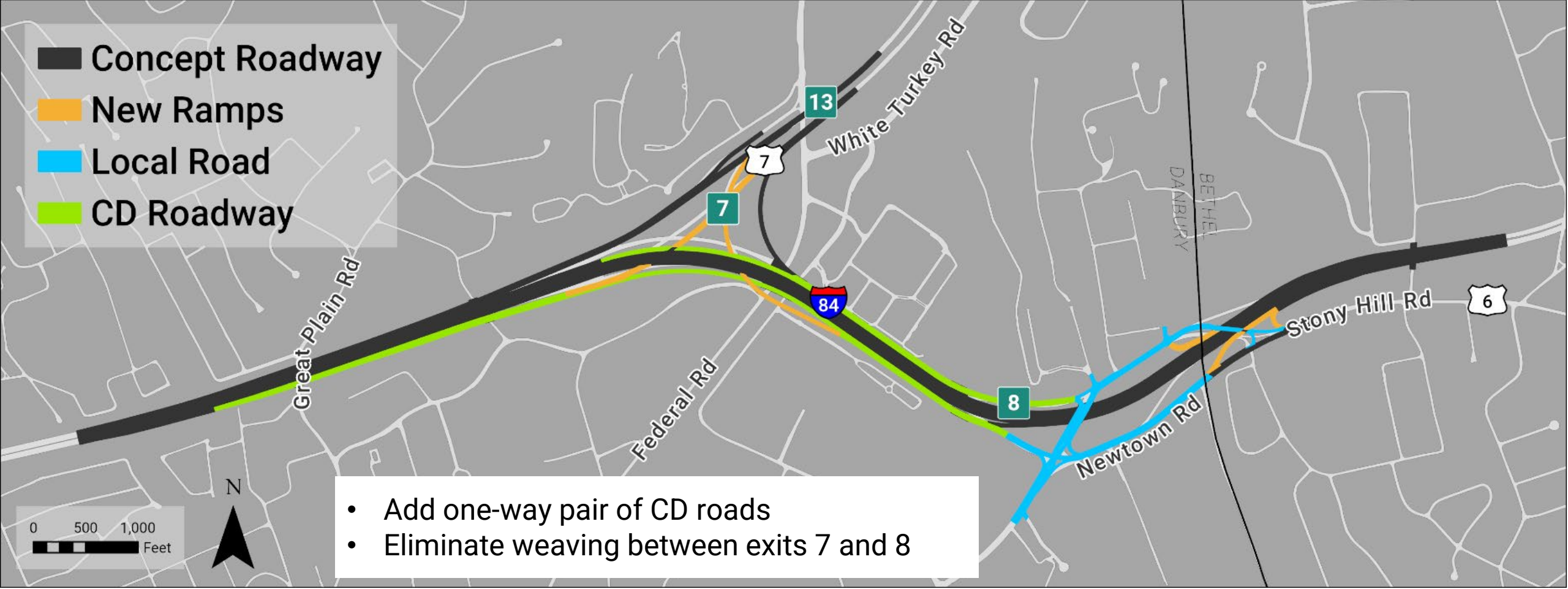


West Segment - C6: Interchanges 3 & 4 – Segar St

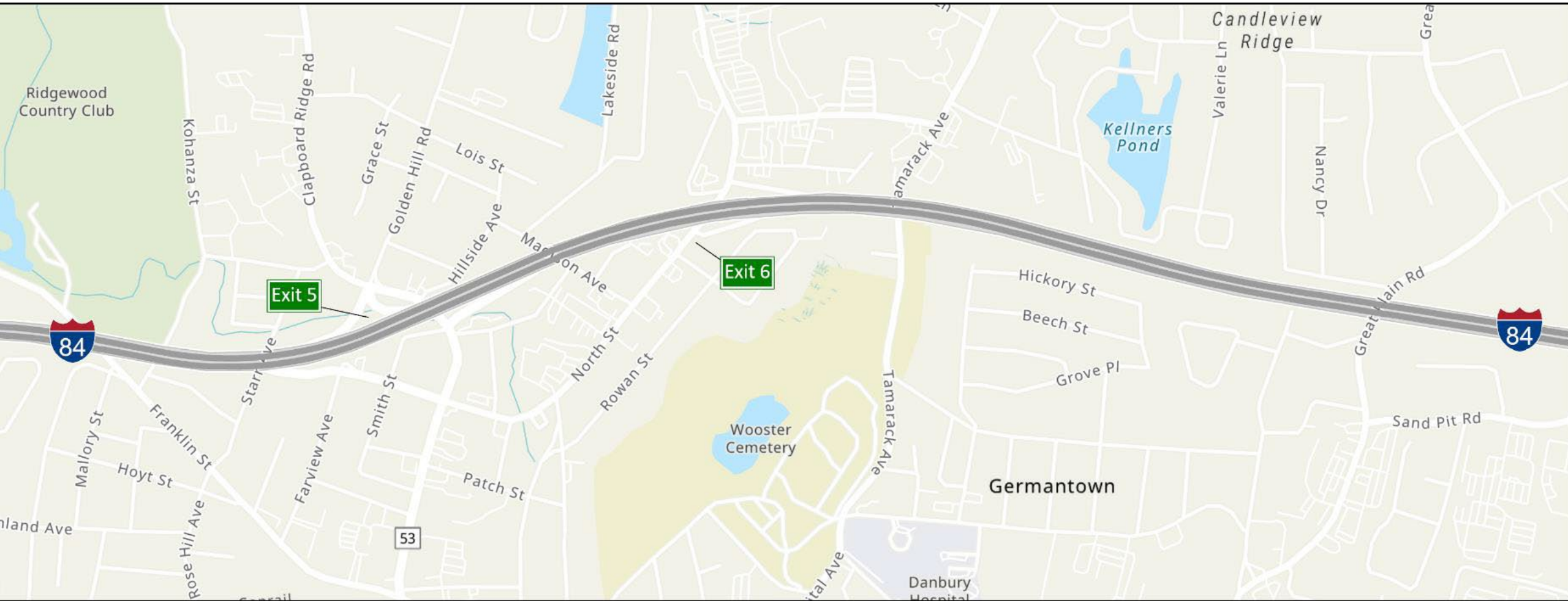
- Add new ramp at Segar St
- Add median to eliminate I-84 to Exit 4 weave
- Rte 7 and Lake Ave traffic merge prior to I-84



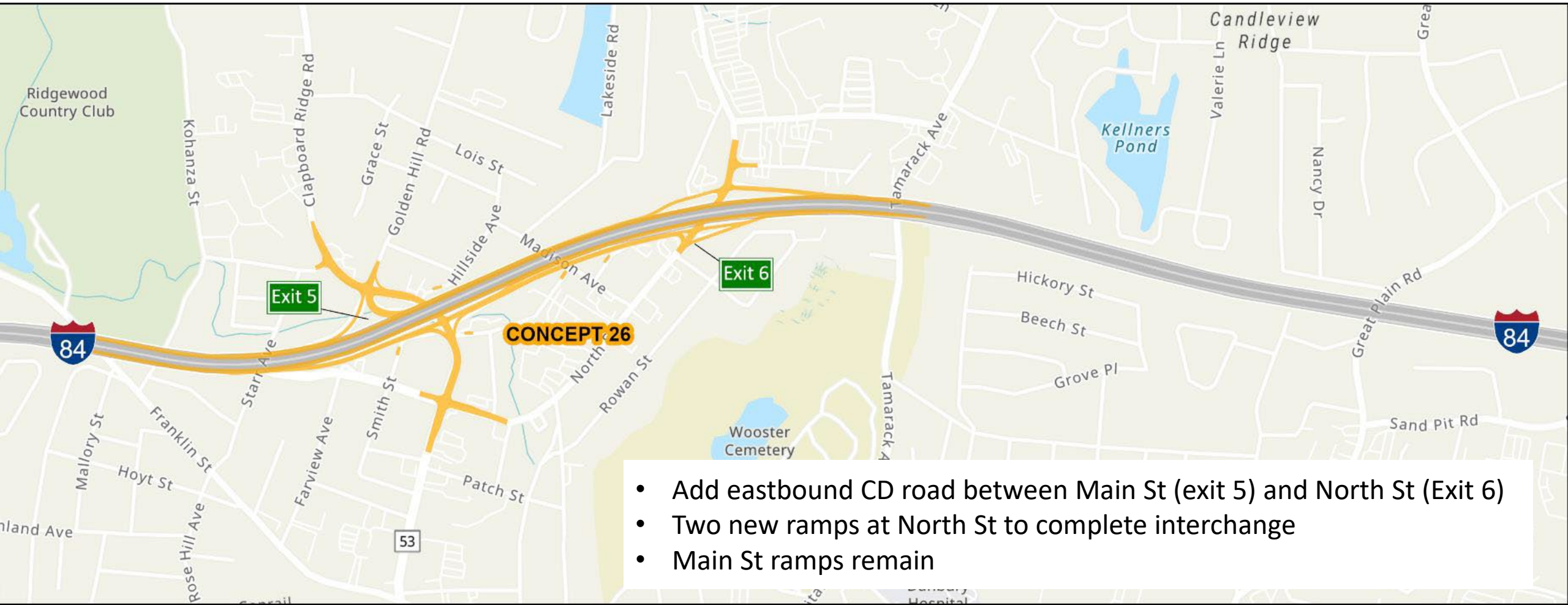
East Segment: C15 – Collector-Distributor Road



Center Segment Concepts



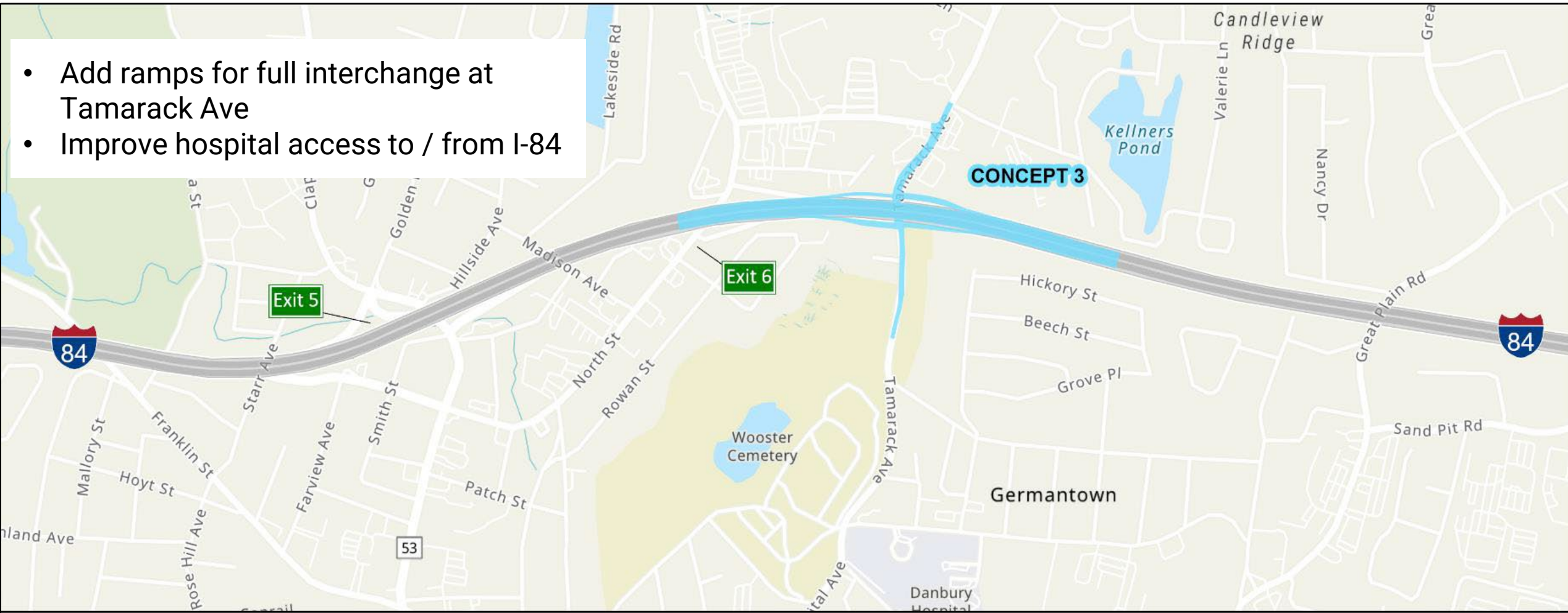
Center Segment Concepts



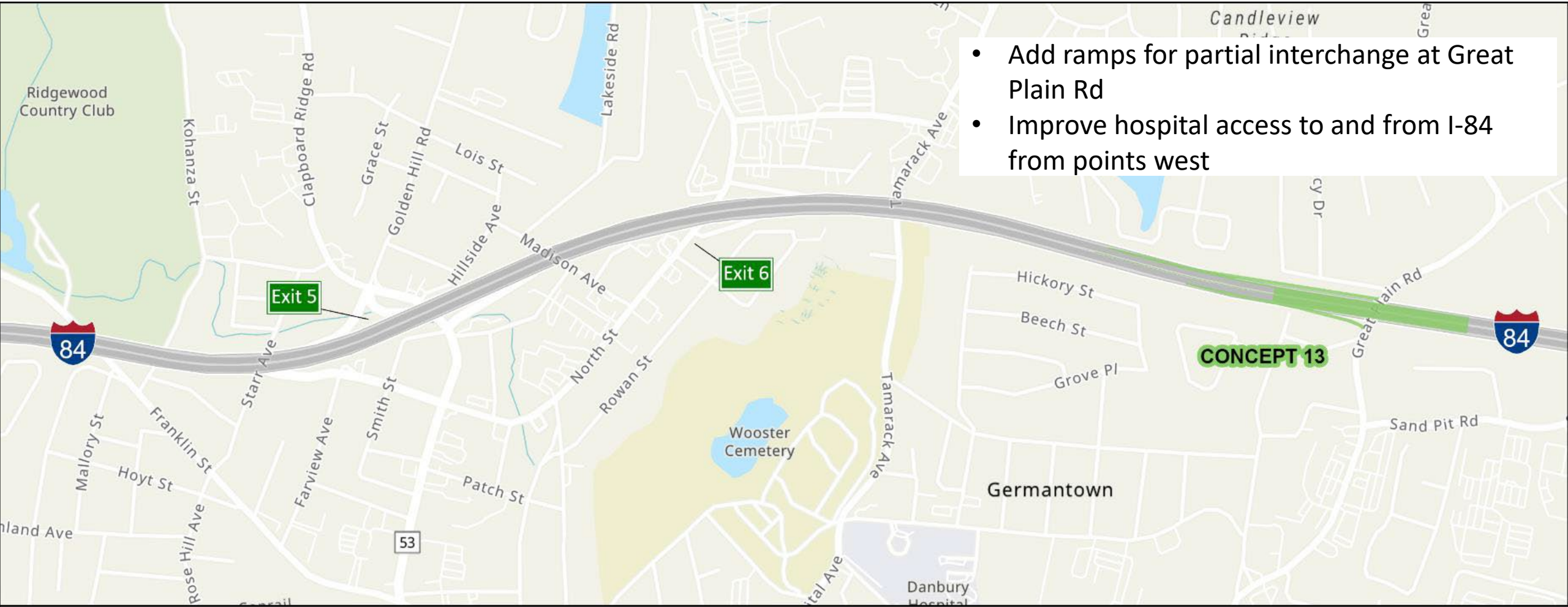
- Add eastbound CD road between Main St (exit 5) and North St (Exit 6)
- Two new ramps at North St to complete interchange
- Main St ramps remain

Center Segment Concepts

- Add ramps for full interchange at Tamarack Ave
- Improve hospital access to / from I-84

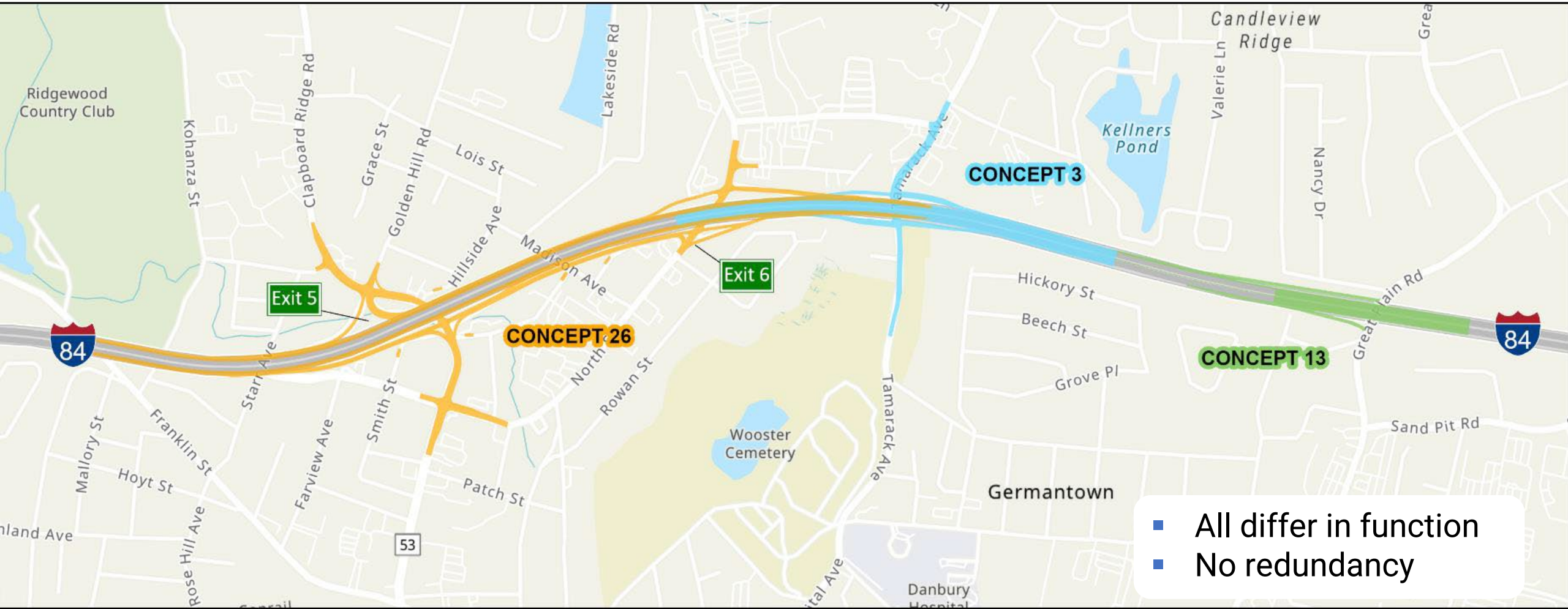


Center Segment Concepts



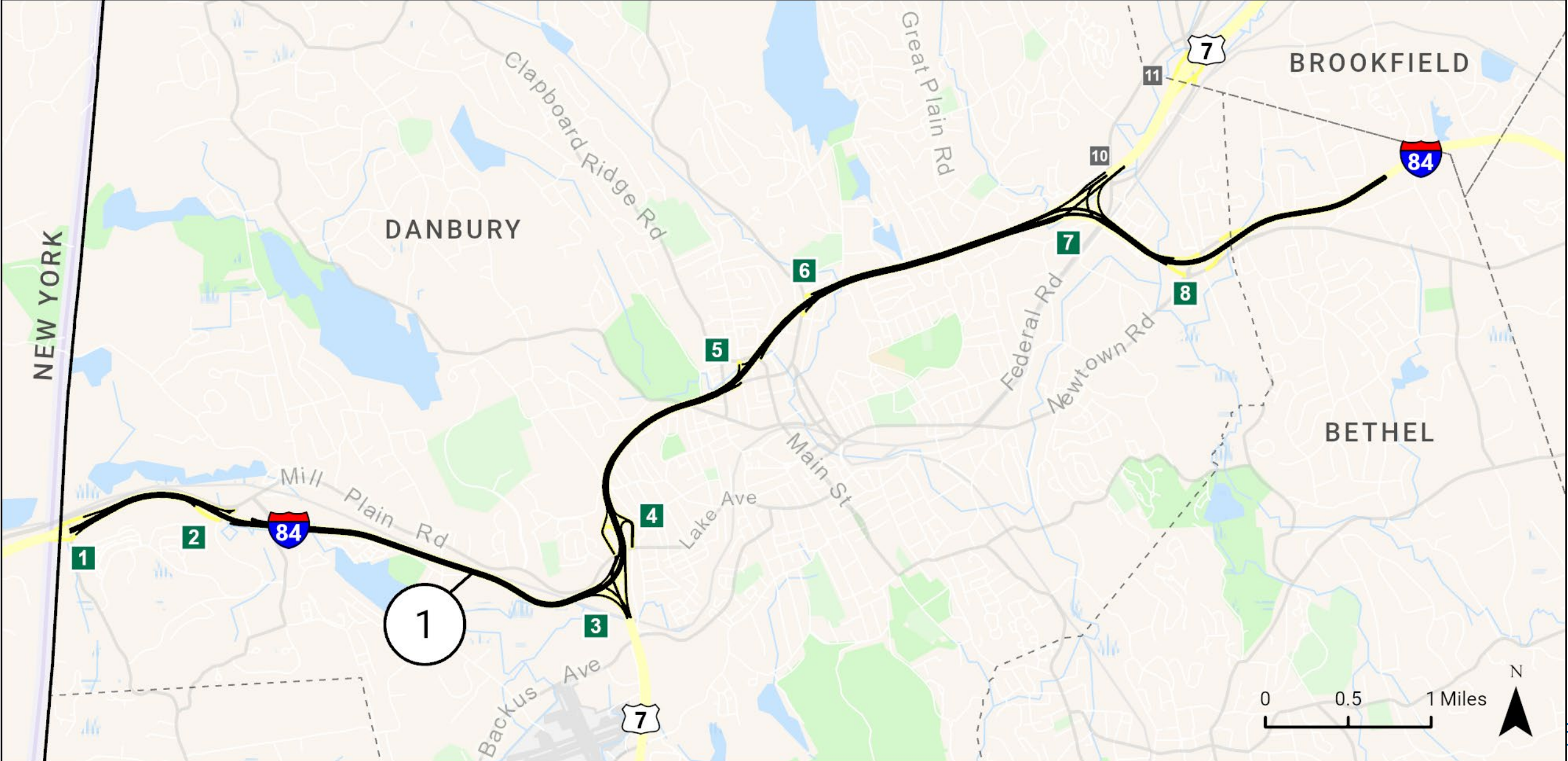
- Add ramps for partial interchange at Great Plain Rd
- Improve hospital access to and from I-84 from points west

Center Segment Concepts

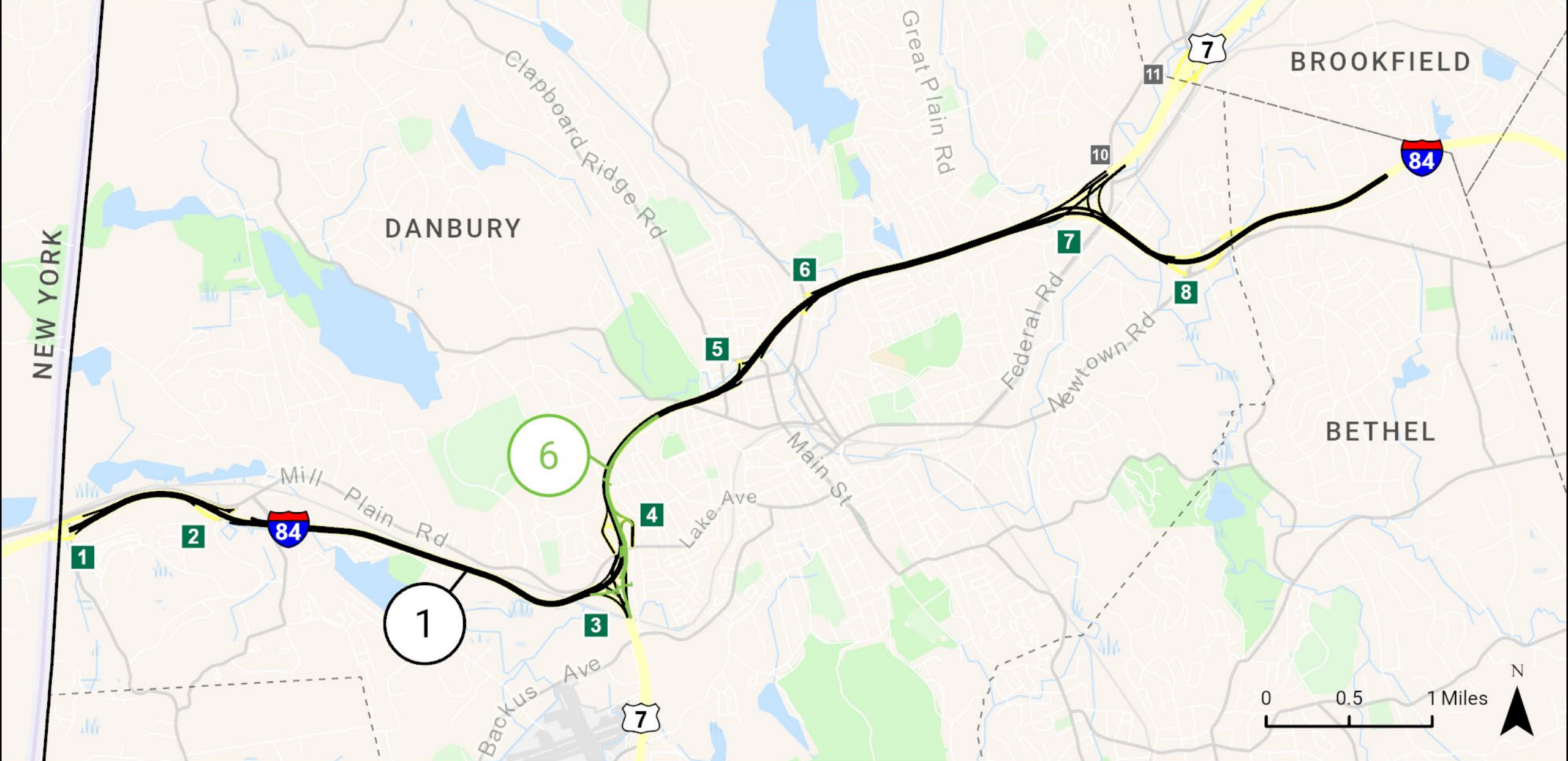


- All differ in function
- No redundancy

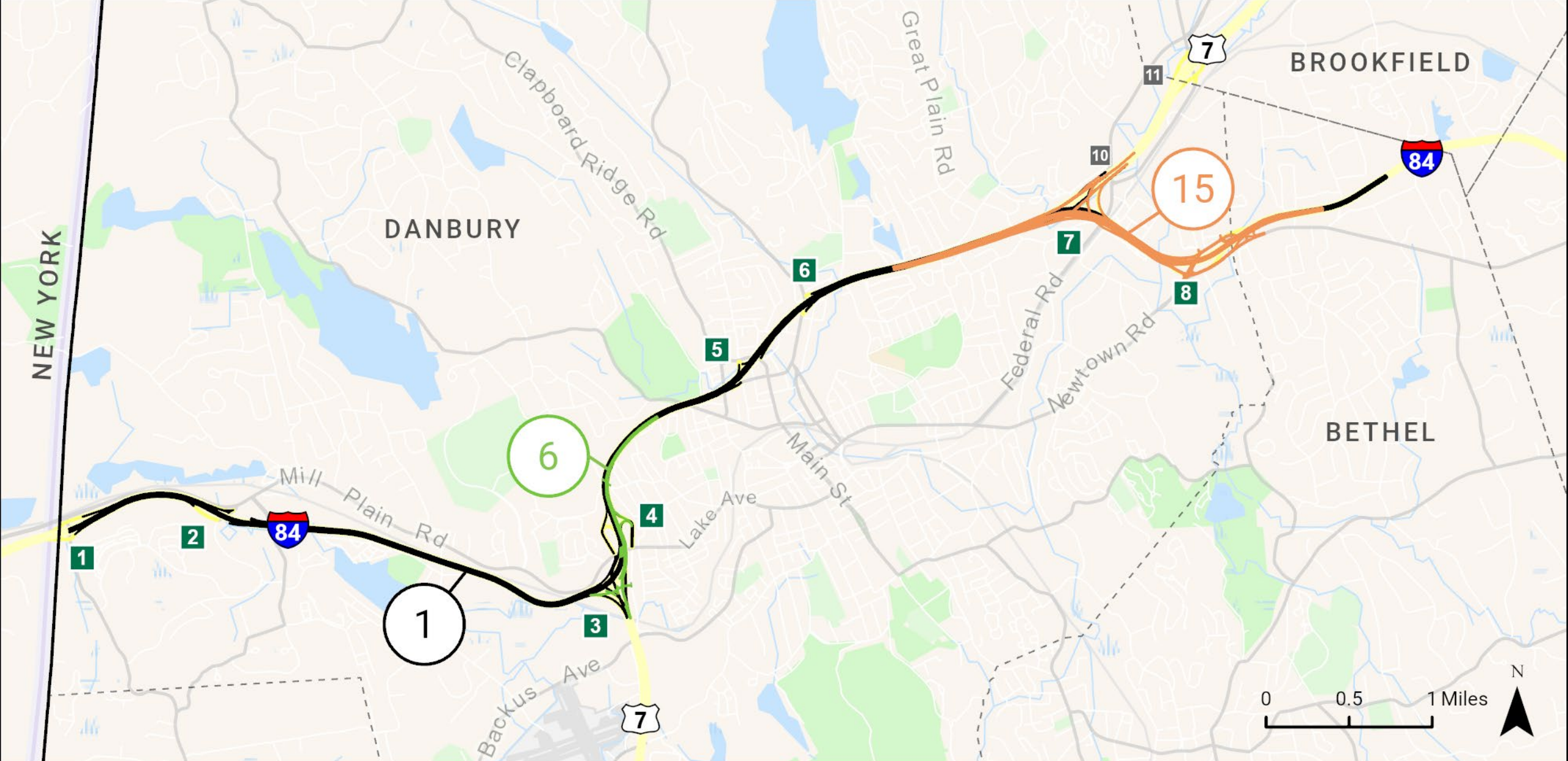
Recommended Concept Combinations



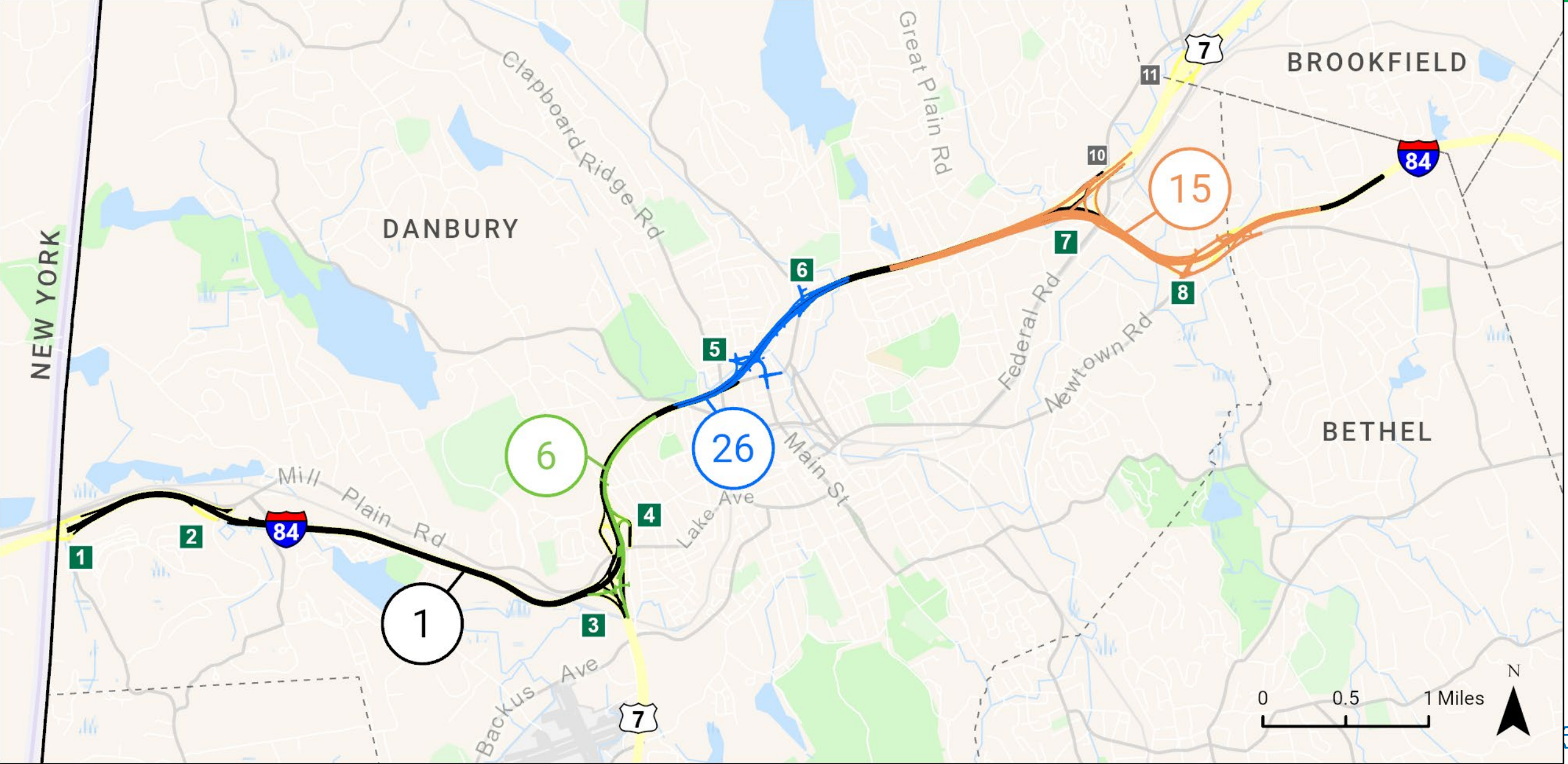
Recommended Concept Combinations



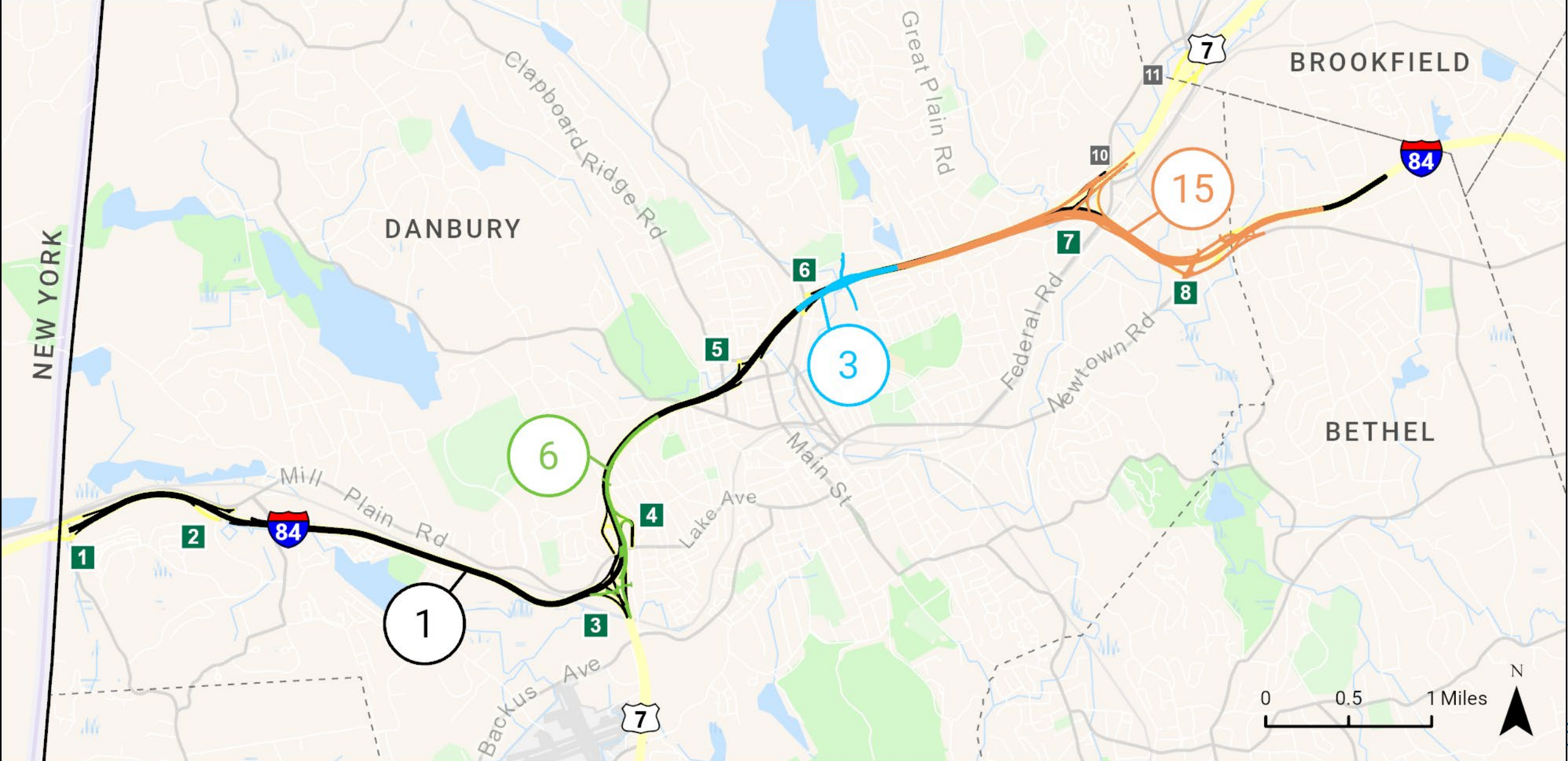
Recommended Concept Combinations



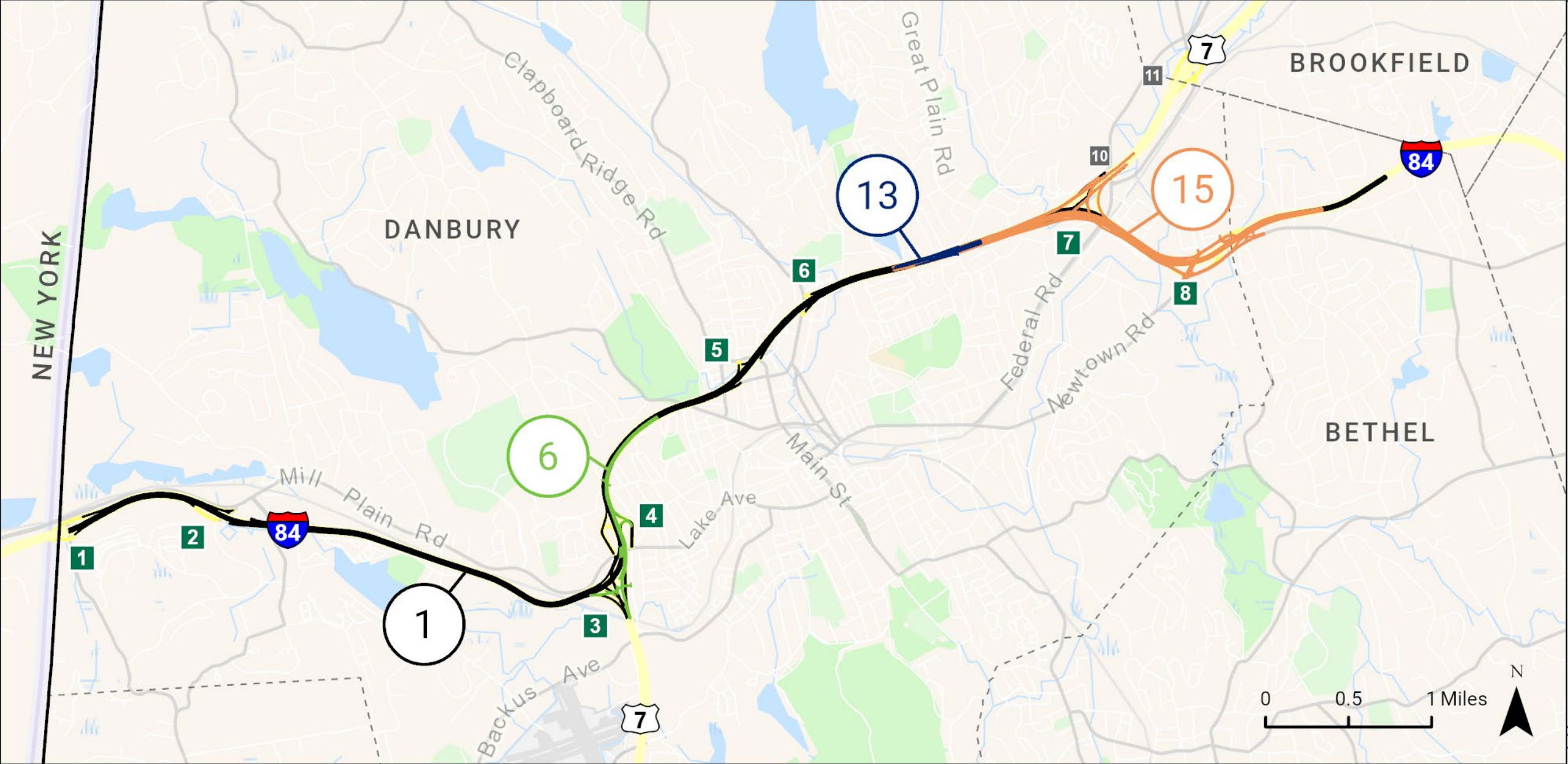
Recommended Concept Combinations



Recommended Concept Combinations



Recommended Concept Combinations



Next Steps

PEL Study

- Draft PEL Study Report to CTDOT (December 2024, under review)
- Final PEL Study Report (Spring 2025)
- Public Information Meeting (Spring 2025)

Next Phases

- Project environmental review (identifies Preferred Alternative)
- Phased design and construction

Potential Breakout Projects

An aerial photograph of a city street, likely in a suburban or urban area, showing a multi-lane road with a median and surrounding residential buildings. The image is overlaid with a semi-transparent blue filter. On the left side, there is a list of potential breakout projects in white text.

- Main St, North St, and Downs St
- Bicycle plan
- Sidewalk gap analysis
- Transit service options
- Interchange 8 improvements
- Flex Lane

Main St, North St, and Downs St

- Traffic backups and delay during commuter peak hours
- Geometric concerns on Main St
- Predominant crashes are rear-end and angle type
- Lack of a continuous sidewalk system
- Lack of biking accommodations



Main St, North St, and Downs St Public Workshop

Monday, August 12, 2024



Public Workshop Questionnaire

- Open August 2024 – September 2024
- In person and online via website / QR code

Main St, North St, and Downs St intersection Public Workshop Questionnaire

I-84 Danbury team is considering improvements to the Main St, North St, and Downs St intersection in Danbury. We want to learn more from those who live, work, own property, and travel in the neighborhood. Please take a moment to answer a few questions.

1. What is your connection(s) to Main St, North St, and Downs St intersection? (select all that apply)

- I live near the intersection
- I own or operate a business near the intersection
- I work near the intersection
- I drive through the intersection often
- I walk through the intersection often
- I bicycle through the intersection often
- I get on/off the bus through the intersection often
- None of the above

2. What are the greatest travel issues at the intersection? (select up to five)

- Driver speeds
- Traffic delays
- Driveways on Main St
- Sight lines along Main St
- Signage / roadway markings
- Street lighting
- Pedestrian / sidewalk lighting
- Sidewalks gaps / condition
- Crossings / ADA-accessibility / pedestrian signals
- Bicyclist facilities and features
- Other _____

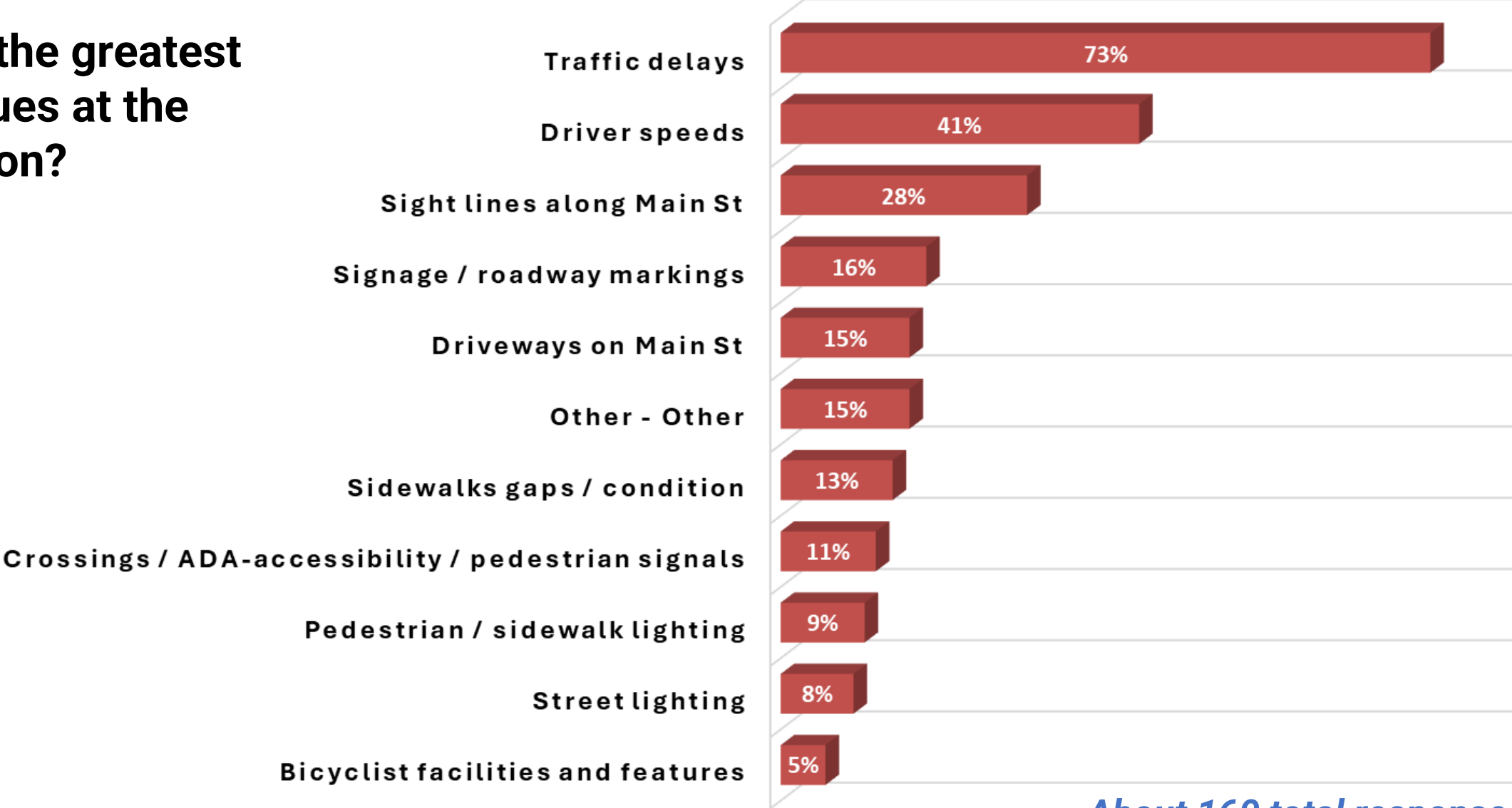
3. Some have suggested converting Downs St from a two-way street into a one-way street (eastbound). How do you feel about this idea? (select one)

- I love the idea.
- I can support the idea if it improves safety and will not have significant effects on the residents or travelers (e.g. traffic, congestion, noise, etc.).
- I don't know enough about this topic and want to learn more.
- I don't like the idea.
- Why? _____
- No comment

4. What are your other thoughts and comments about the intersection?

Public Workshop Questionnaire Responses

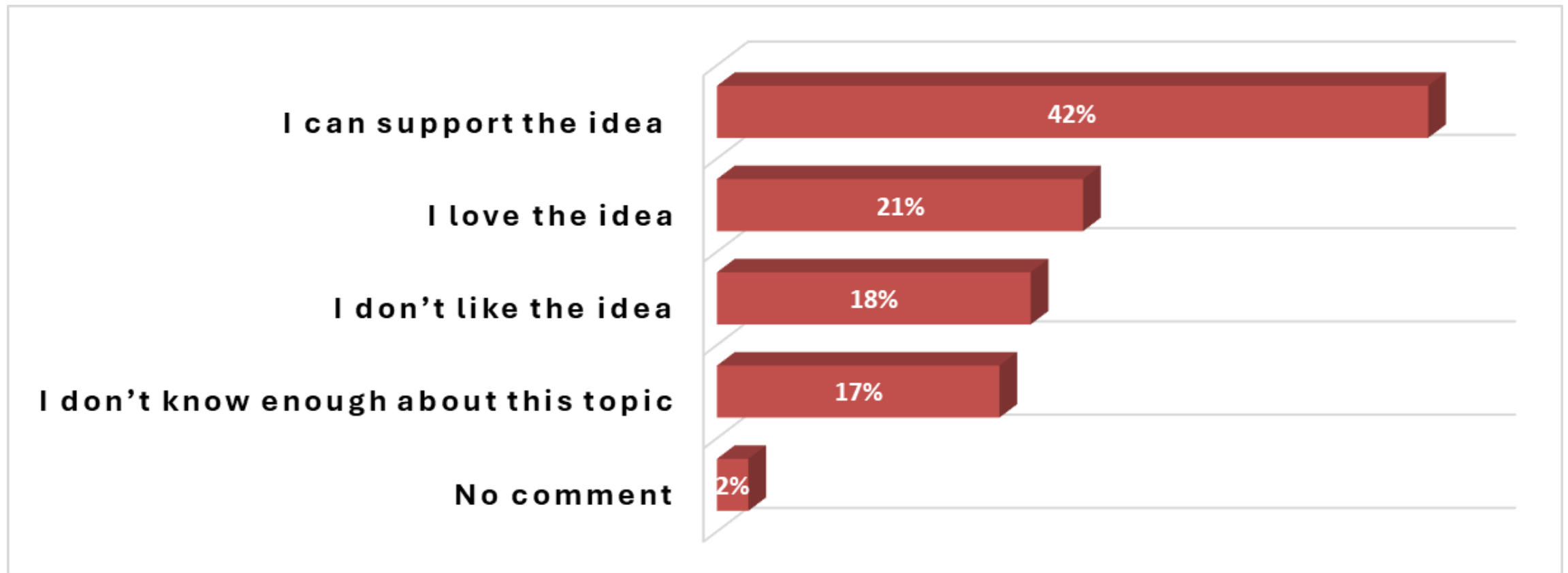
What are the greatest travel issues at the intersection?



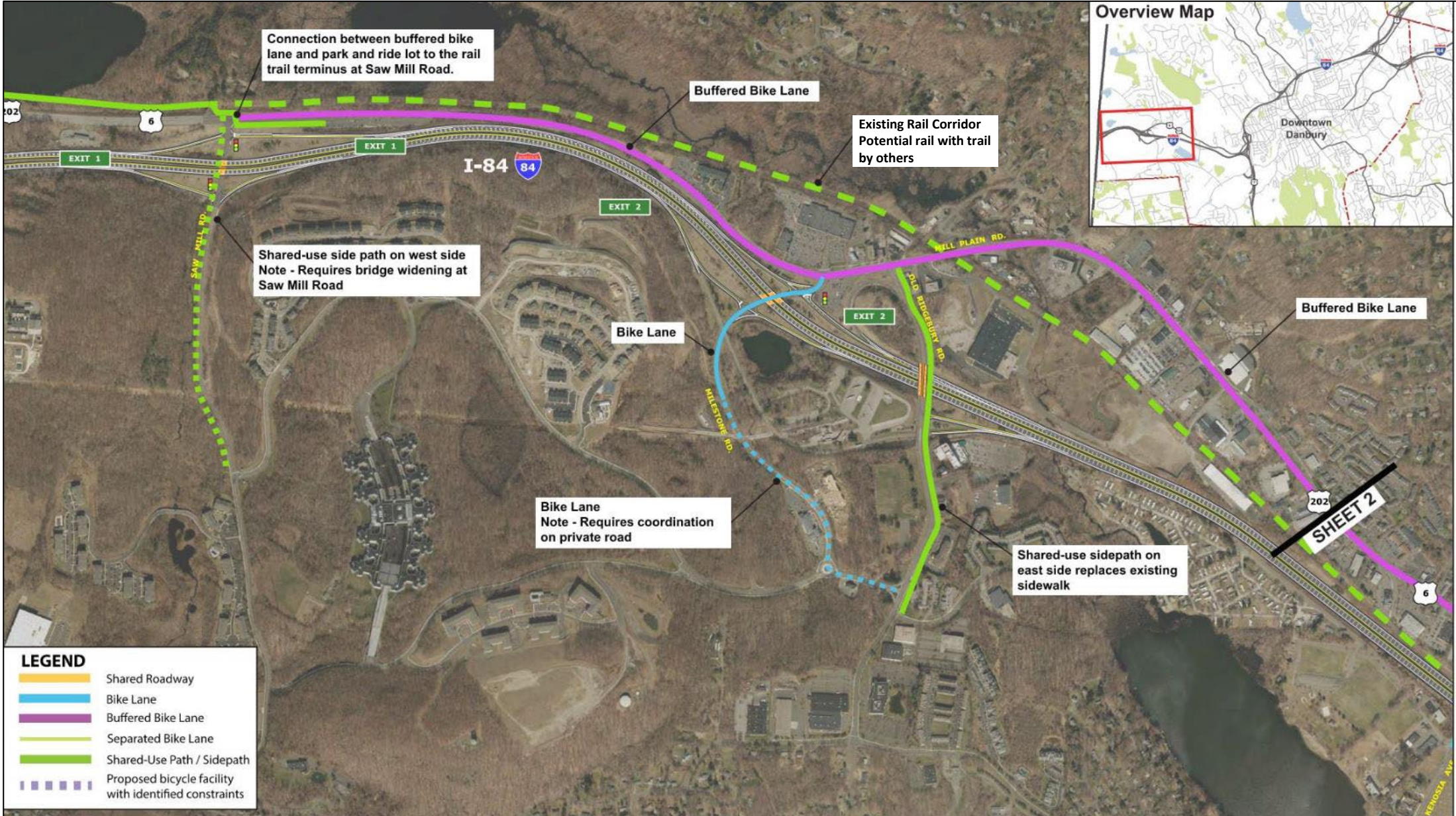
- About 160 total responses

Public Workshop Questionnaire Responses

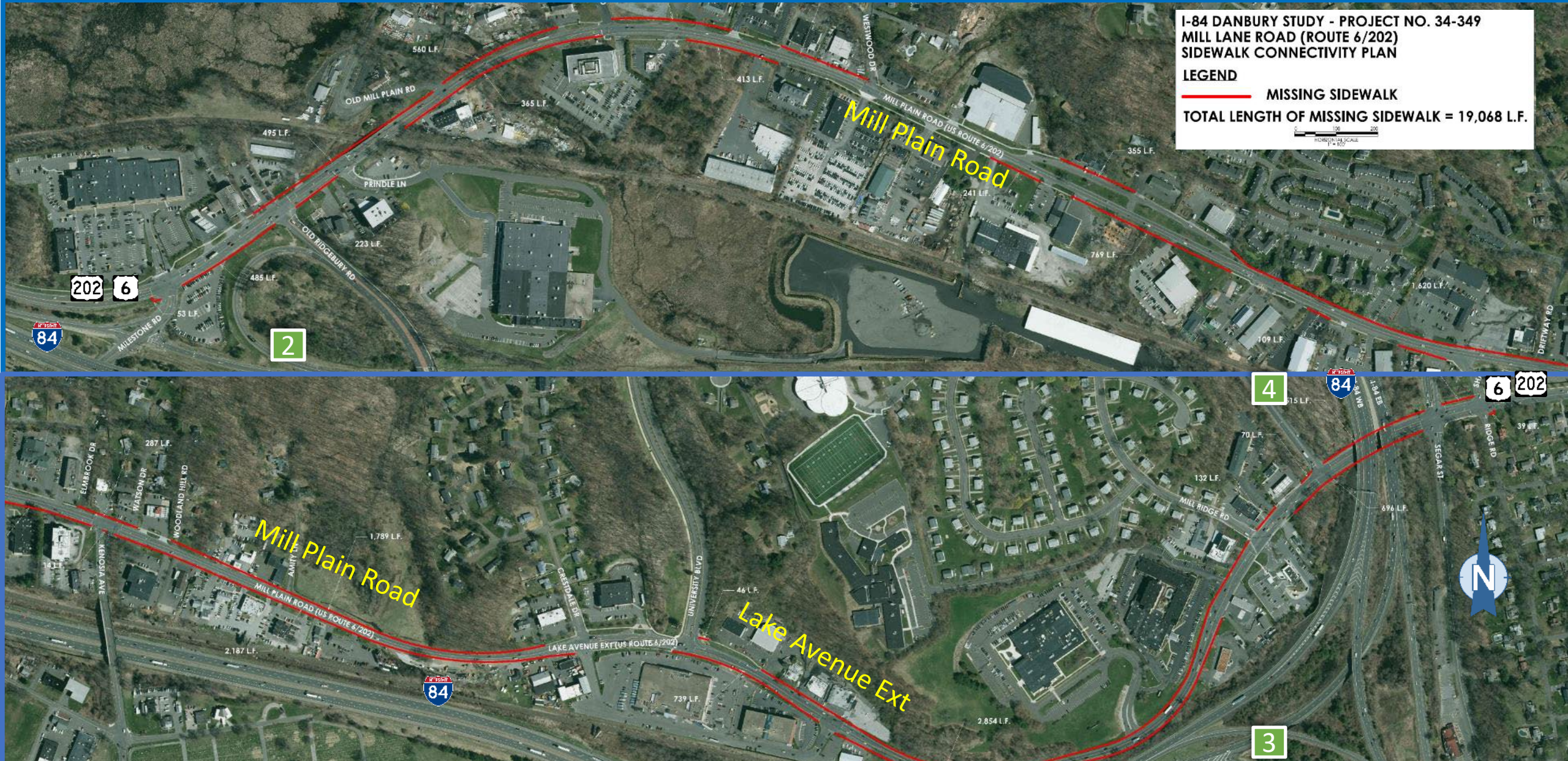
Some suggested converting Downs St from a two-way street into a one-way street (eastbound). How do you feel about this idea?



Bicycle Plan

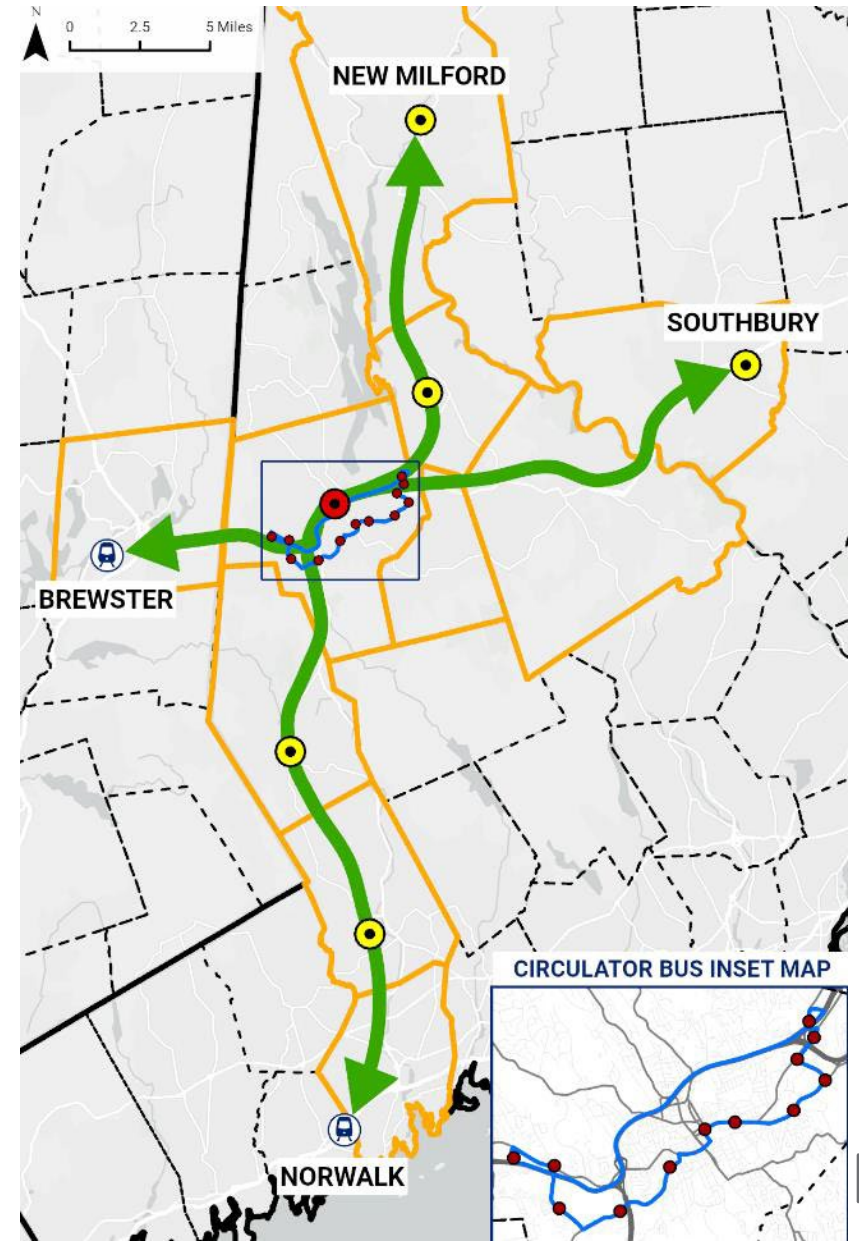


Sidewalk Gap Analysis



Transit Service Options

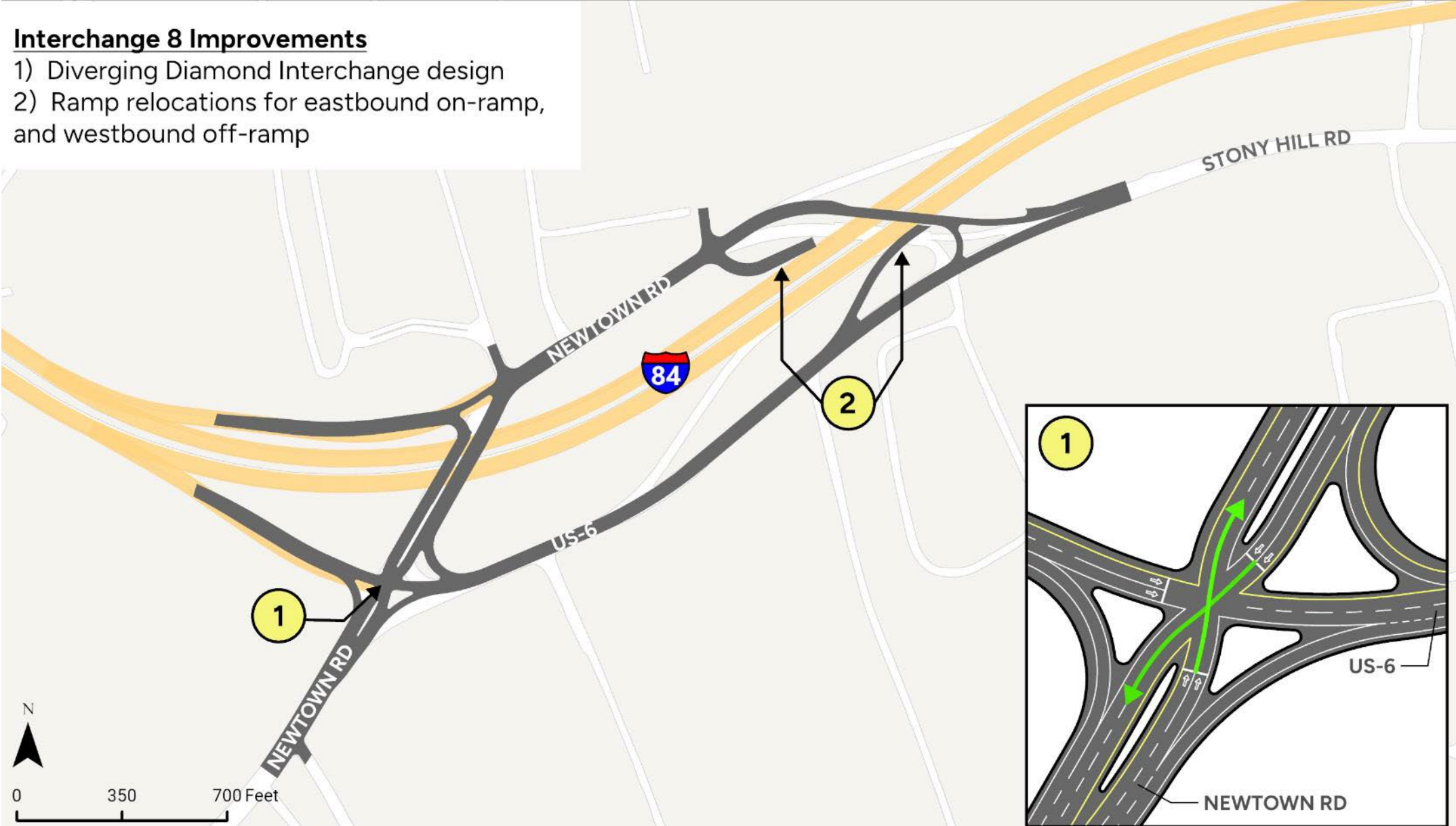
- New express bus routes could provide regional connectivity through Danbury and other destinations
- New circulator route could enhance access to work and shopping destinations and transfers between HARTransit services



Interchange 8 Improvements

Interchange 8 Improvements

- 1) Diverging Diamond Interchange design
- 2) Ramp relocations for eastbound on-ramp, and westbound off-ramp

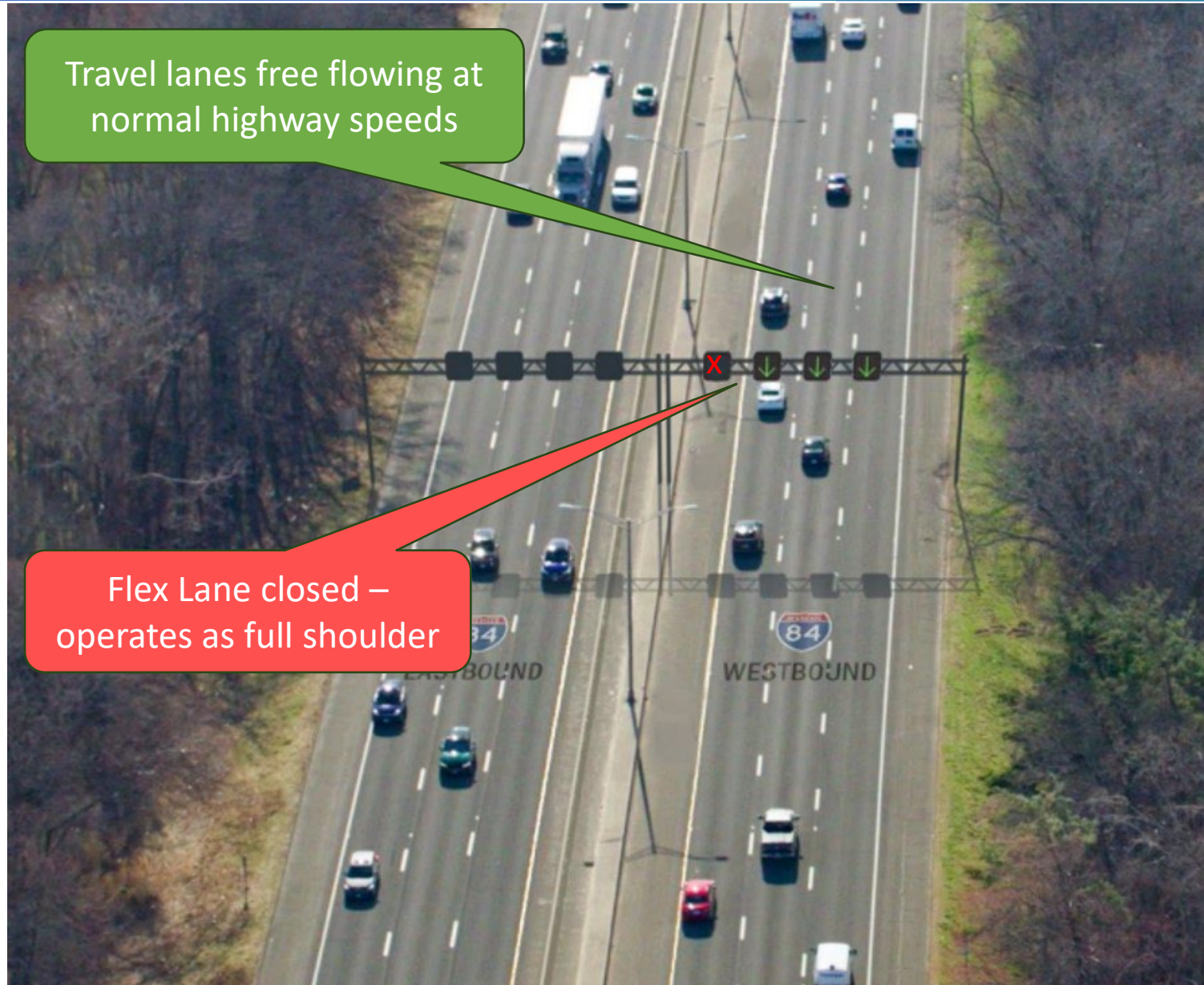


An aerial photograph of a multi-lane highway in a suburban area, overlaid with a blue tint. The highway has several lanes in each direction and is surrounded by residential houses and trees. The text "Flex Lane" is prominently displayed in the center, with "(previously Dynamic Lane Use)" written below it in a smaller, italicized font.

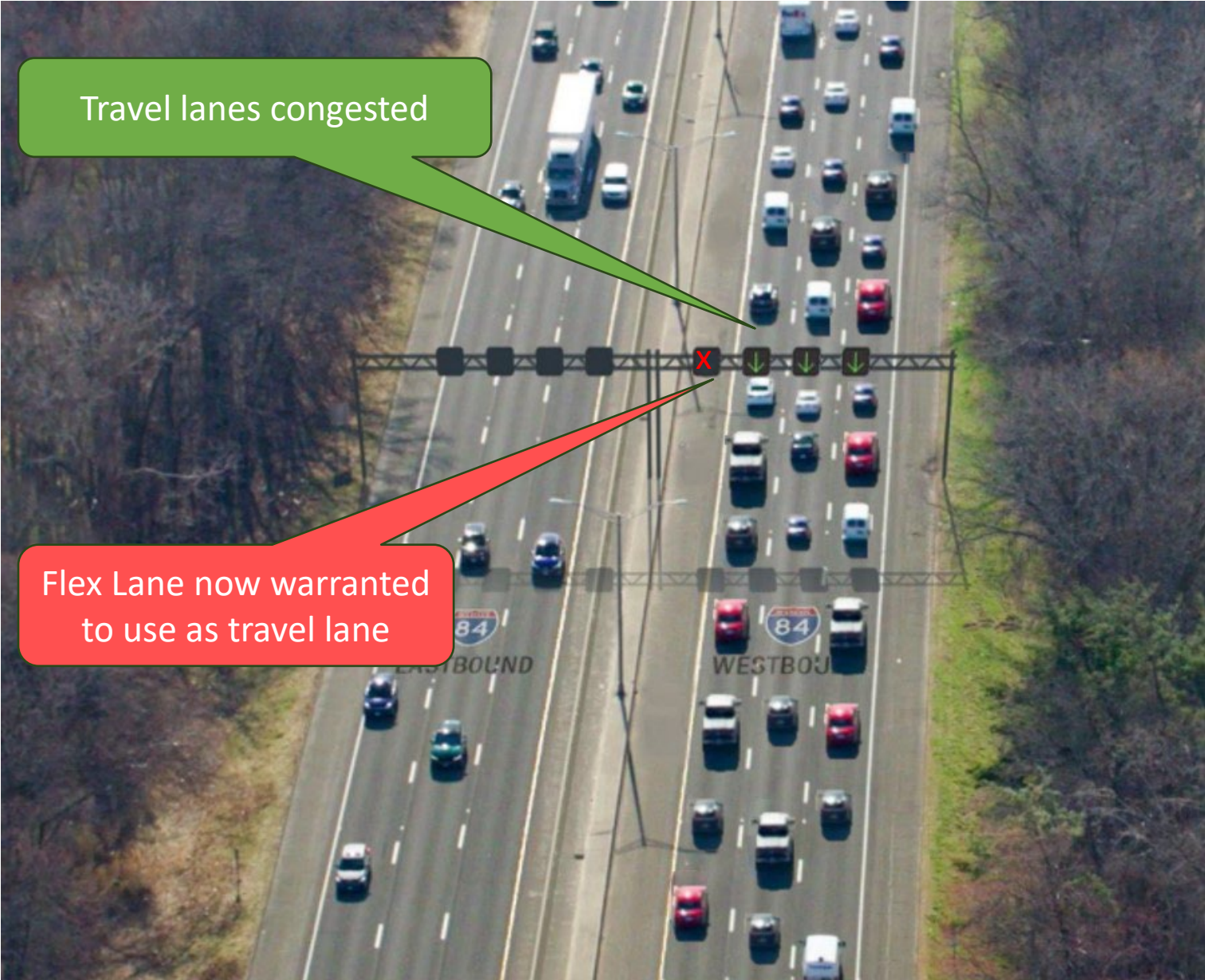
Flex Lane

(previously Dynamic Lane Use)

Flex Lane: Free Flow Condition



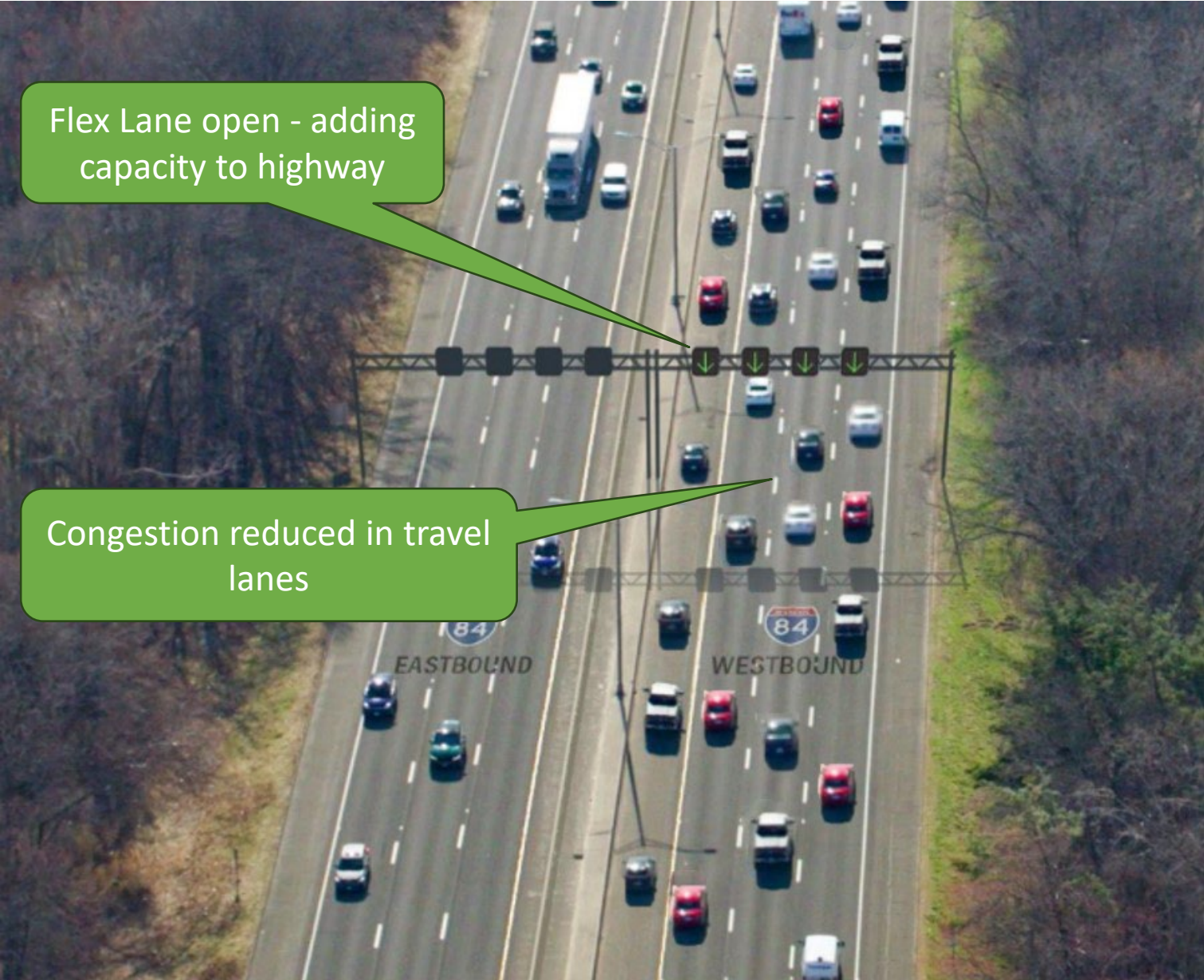
Flex Lane: Congestion Trigger



Travel lanes congested

Flex Lane now warranted to use as travel lane

Flex Lane: Lane in Operation



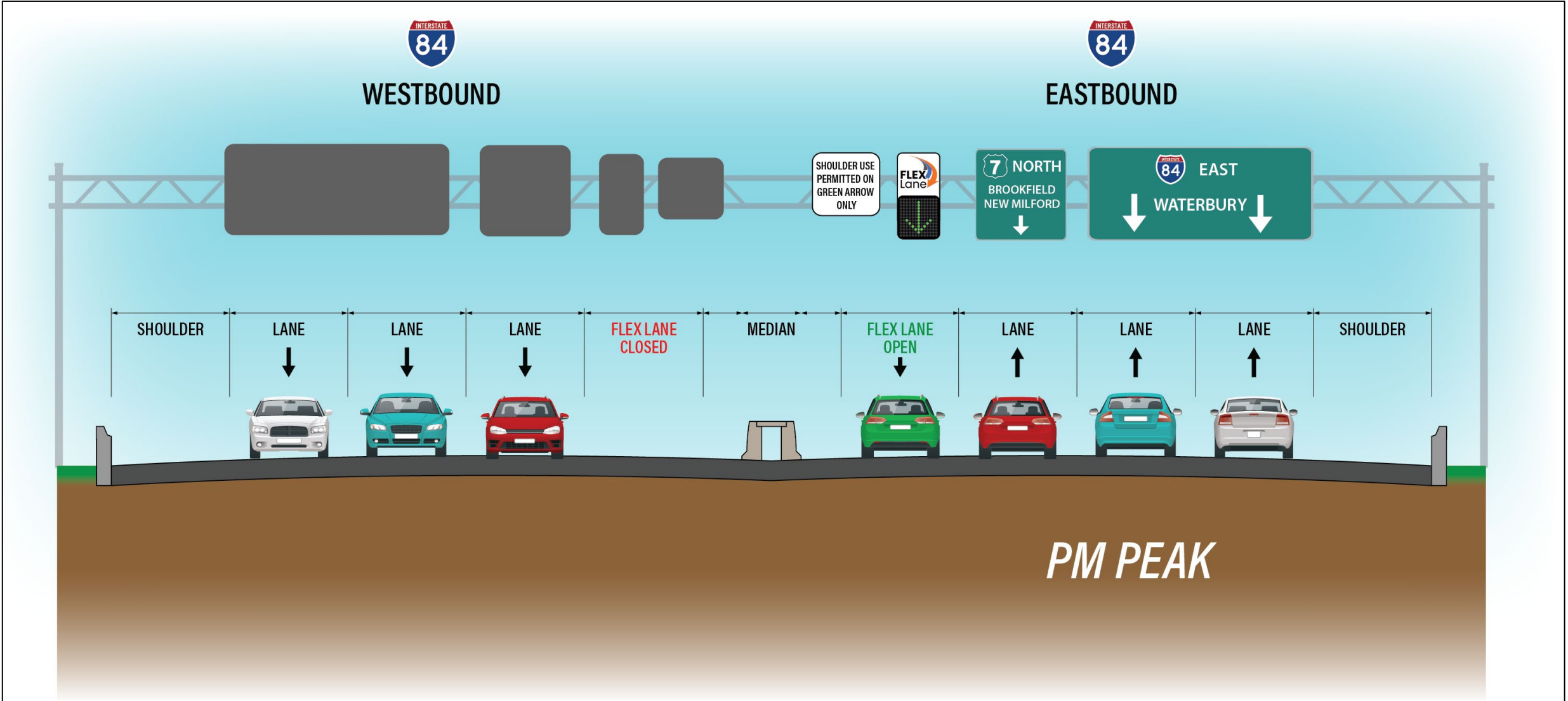
Flex Lane open - adding capacity to highway

Congestion reduced in travel lanes

Flex Lane Project Limits



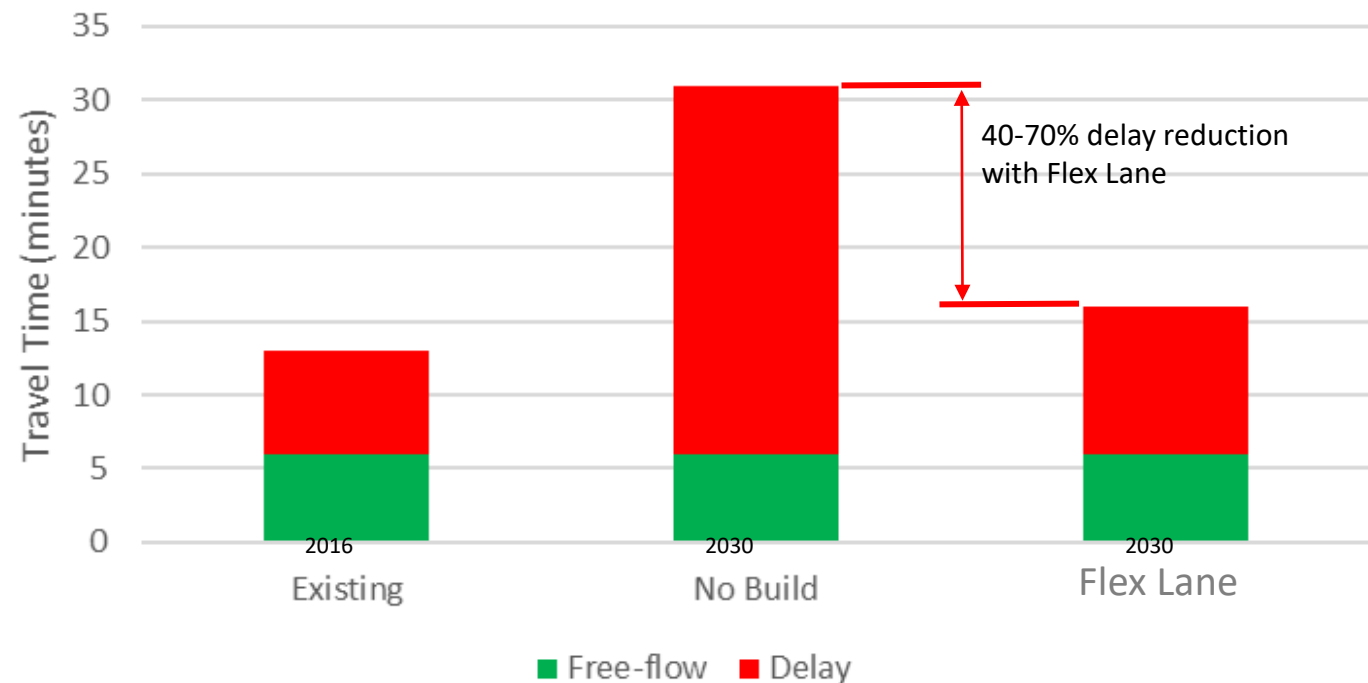
Flex Lane Project Limits



Flex Lane Benefits

- + Peak hour delay reduced
- + Constructed within existing right-of-way (ROW)
- + Limited impacts
- + Short timeframe for implementation
- + Safety benefits for some states

Average Travel Time and Delay I-84 and Route 7



Breakout Projects: Next Steps

- ✓ Main St / Downs St / North St:
 - Continue outreach to business owners
 - Identify funding and initiate project
 - Design / ROW (4 - 5 years)
- ✓ Potential transit options:
 - Conduct service analysis for regional and local service (CTDOT Public Transportation)
- ✓ Mill Plain Rd bicycle and pedestrian improvements:
 - Continue shared use path analysis

Breakout Projects: Next Steps



Flex Lane:

- Continue stakeholder and public outreach
- Environmental review
- Design (ongoing)
- Begin construction (late 2027 / early 2028)
- Estimated construction cost (\$220-\$250 million)

An aerial photograph of a city, likely in winter, with a multi-lane highway curving through the center. The scene is overlaid with a semi-transparent blue filter. The text "Thank You!" is centered in a white, sans-serif font.

Thank You!