

I-84 Danbury Project

Project Advisory Committee (PAC) Meeting No. 6

May 26, 2021





Welcome / Providing Feedback

Presenters (in order)



Yolanda Antoniak
CTDOT
Project Engineer



Sharat K. Kalluri
CDM Smith
Project Manager



Ray Culver
CDM Smith
Project Engineer



Jeanine Armstrong Gouin
SLR Consulting
Environmental Documentation



Andy Fesenmeyer
CTDOT
Project Manager

Moderator



Marcy Miller, AICP (FHI)



Housekeeping Items

- Meeting is live and recorded
- Meeting presentation is posted to the project website at http://www.i84danbury.com/course_cat/public-advisory-committee/
- Participants can video conference in or call in via phone and follow along to presentation posted on web
- Participants should mute themselves when not speaking
- At select times during meeting, moderator will read questions / comments out loud for speaker to answer or will ask interested participants to unmute and provide comments
- Meeting recording will be posted to project website after meeting



07:47 Request control [Icons] Leave

1-84 Danbury Project

storymaps.arcgis.com/stories/02a1bae5164828f022e8f55e6d6d0

I-84 Danbury Project

I-84 Danbury Project

Project Advisory Committee Meeting No. 5

Locations of these controls may be different depending on the device and screen you are using

Patrick Gallagher

Type here to search [Taskbar icons]

9:11 AM 10/22/2025

PG

TG

TD

MM

LM

DS

AF

JG

SK

MC

Doyle, Thomas H

McMillan, Mark J

Murphy, Lynn D

Sousa, David

Fesenmeyer, Andy A

Jeanine Cousin

Kallun, Sharat K

Calabrese, Michael N



Video on / off

Mic on / off

The screenshot shows a Zoom meeting interface. At the top, there is a 'Request control' button. To its right are icons for participants, chat, hand raise, and a menu. The video and microphone icons are highlighted with green and blue boxes, respectively, with callouts 'Video on / off' and 'Mic on / off'. A red 'Leave' button is on the far right. Below the controls is a browser window showing a paused video player with the URL '055cbd0d2'. The video player has an 'Edit story' button and a profile picture. The video content shows a landscape with the text 'I-84 Danbury Project' overlaid at the bottom.

Locations of these controls may be different depending on the device and screen you are using

I-84 Danbury Project



07:47 Request control

Turn on participant list

I-84 Danbury Project
Project Advisory Committee Meeting No. 5

Locations of these controls may be different depending on the device and screen you are using

Patrick Gallagher

Type here to search

PG

TG

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Doyle, Thomas H

McMillan, Mark J

Murphy, Lynn D

Sousa, David

Fesenmeyer, Andy A

Jeanine Cousin

Kallun, Sharat K

Calabrese, Michael N



08:39 Request controls         Leave

Turn on participant list

I-84 Danbury Project
Project Advisory Committee Meeting No. 5
November 16, 2020

Participants 

Invite someone or dial a number 

In this meeting (11) 

-  Marcy Miller 
-  Calabrese, Michael N
Outside your organization 
-  Doyle, Thomas H
Outside your organization 
-  Fesenmeyer, Andy A.
Outside your organization 
-  Gaffey, Timothy J.
Outside your organization 
-  Jeanine Gouin
Outside your organization 
-  Kalluri, Sharat K
Organizer
Outside your organization 
-  McMillan, Mark J.
Outside your organization 
-  Murphy, Lynn D.
Outside your organization 
-  Patrick Gallagher
Outside your organization 
-  Sousa, David
Outside your organization 

Patrick Gallagher Type here to search   9:14 AM 10/22/2020

PG TG TD MM LM DS AF JG SK MC
Murphy, Lynn D. Sousa, David Fesenmeyer, Andy A. Jeanine Gouin Kalluri, Sharat K Calabrese, Michael N

Type here to search  9:08 AM 10/22/2020



07:47

Request control

Turn on chat pane

I-84 Danbury Project

Project Advisory Committee Meeting No. 5

Locations of these controls may be different depending on the device and screen you are using

Patrick Gallagher

Type here to search

8:11 AM 10/22/2025

PG

TG

TD

MM

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DS

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SK

MC

Doyle, Thomas H

McMillan, Mark J

Murphy, Lynn D

Sousa, David

Fesenmeyer, Andy A

Jeanine Cousin

Kallun, Sharat K

Calabrese, Michael N



07:47

Request control

Turn on chat pane

I-84 Danbury Project

Project Advisory Committee Meeting No. 5

November 16, 2020

That's a really great comment!

Submit here

Patrick Gallagher

Type here to search

PG TG TD MM LM DS AF JG SK MC

Doyle, Thomas H. J. | McMillan, Mark J. | Murphy, Lynn D. | Sousa, David | Fesenmeyer, Andy A. | Jeanine Cousin | Kalluri, Sharat K. | Calabrese, Michael N.

Turn on chat pane

Type your question/comment here

That's a really great comment!

Submit here





07:47

Request control

Zoom toolbar icons: Hand icon (highlighted), Chat, Video, Microphone, Screen Share, Leave

1-84 Danbury Project

storymaps.arcgis.com/series/02a1baed19448288022e6855e6d6d0

I-84 Danbury Project

I-84 Danbury Project

Project Advisory Committee Meeting No. 5

Locations of these controls may be different depending on the device and screen you are using

Patrick Gallagher

Type here to search

Windows taskbar: Start, Edge, Chrome, Firefox, File Explorer, Microsoft Store, OneDrive, Outlook, Teams, Zoom

System tray: Network, Volume, Power, 9:11 AM 10/22/2025

Raise your hand

Locations of these controls may be different depending on the device and screen you are using

PG

TG

TD

MM

LM

DS

AF

JG

SK

MC

Doyle, Thomas H.

McMillan, Mark J.

Murphy, Lynn D.

Sousa, David

Fesenmeyer, Andy A.

Jeanine Cousin

Kallun, Sharat K.

Calabrese, Michael N.



10:24

Request control



Leave

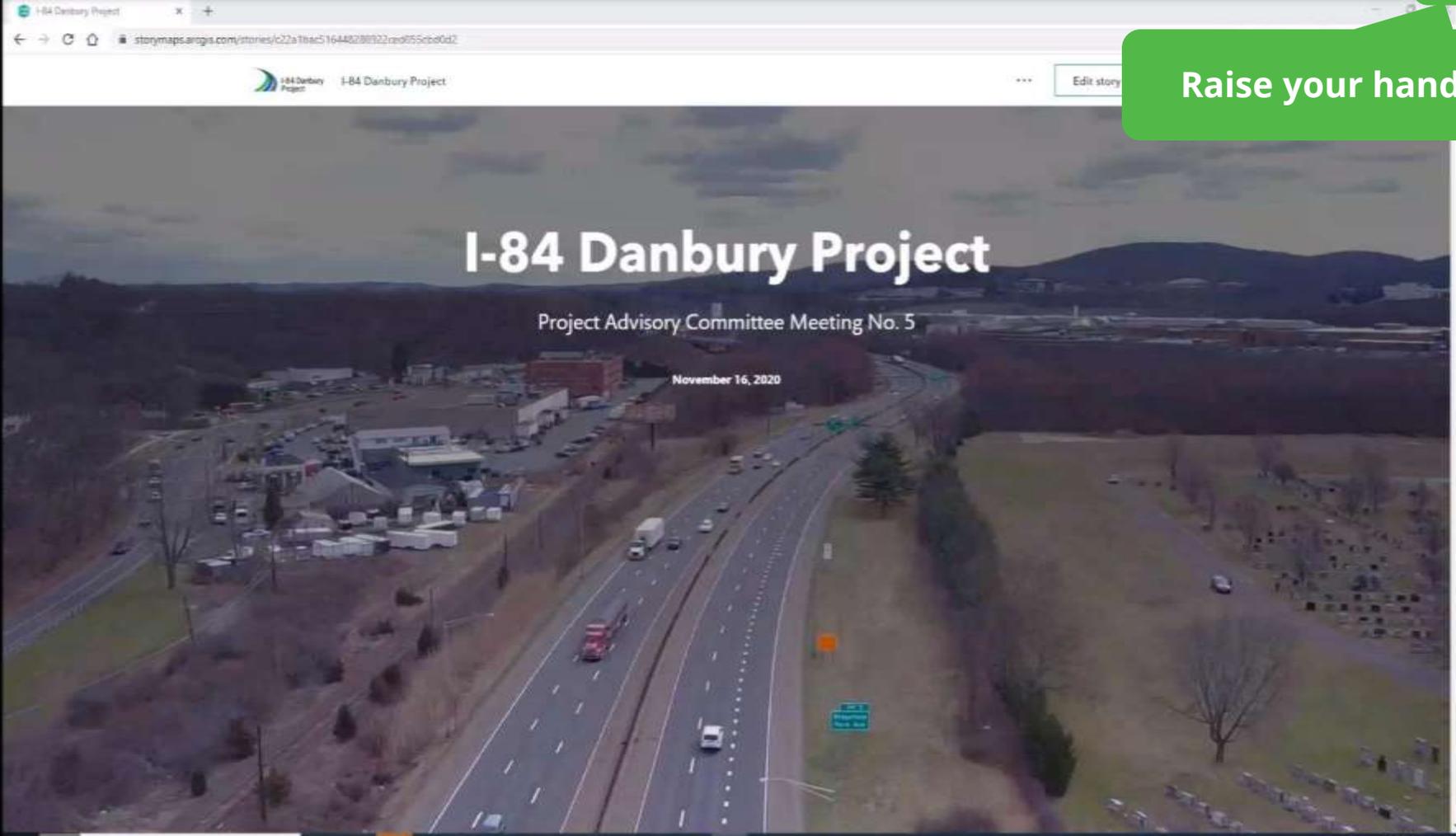
Raise your hand

Participants

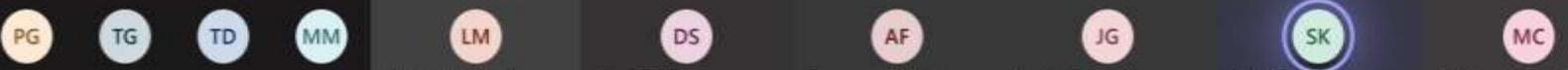
Invite someone or dial a number

In this meeting (11) Mute all

- Marcy Miller
- Calabrese, Michael N Outside your organization
- Doyle, Thomas H Outside your organization
- Fesenmeyer, Andy A. Outside your organization
- Gaffey, Timothy J. Outside your organization
- Jeanine Gouin Outside your organization
- Kalluri, Sharat K Organizer
Outside your organization
- McMillan, Mark J. Outside your organization
- Murphy, Lynn D. Outside your organization
- Patrick Gallagher Outside your organization
- Sousa, David Outside your organization



Patrick Gallagher



Murphy, Lynn D. Sousa, David Fesenmeyer, Andy A. Jeanine Gouin Kalluri, Sharat K Calabrese, Michael N.



Other functions

Locations of these controls may be different depending on the device and screen you are using



I-84 Danbury Project

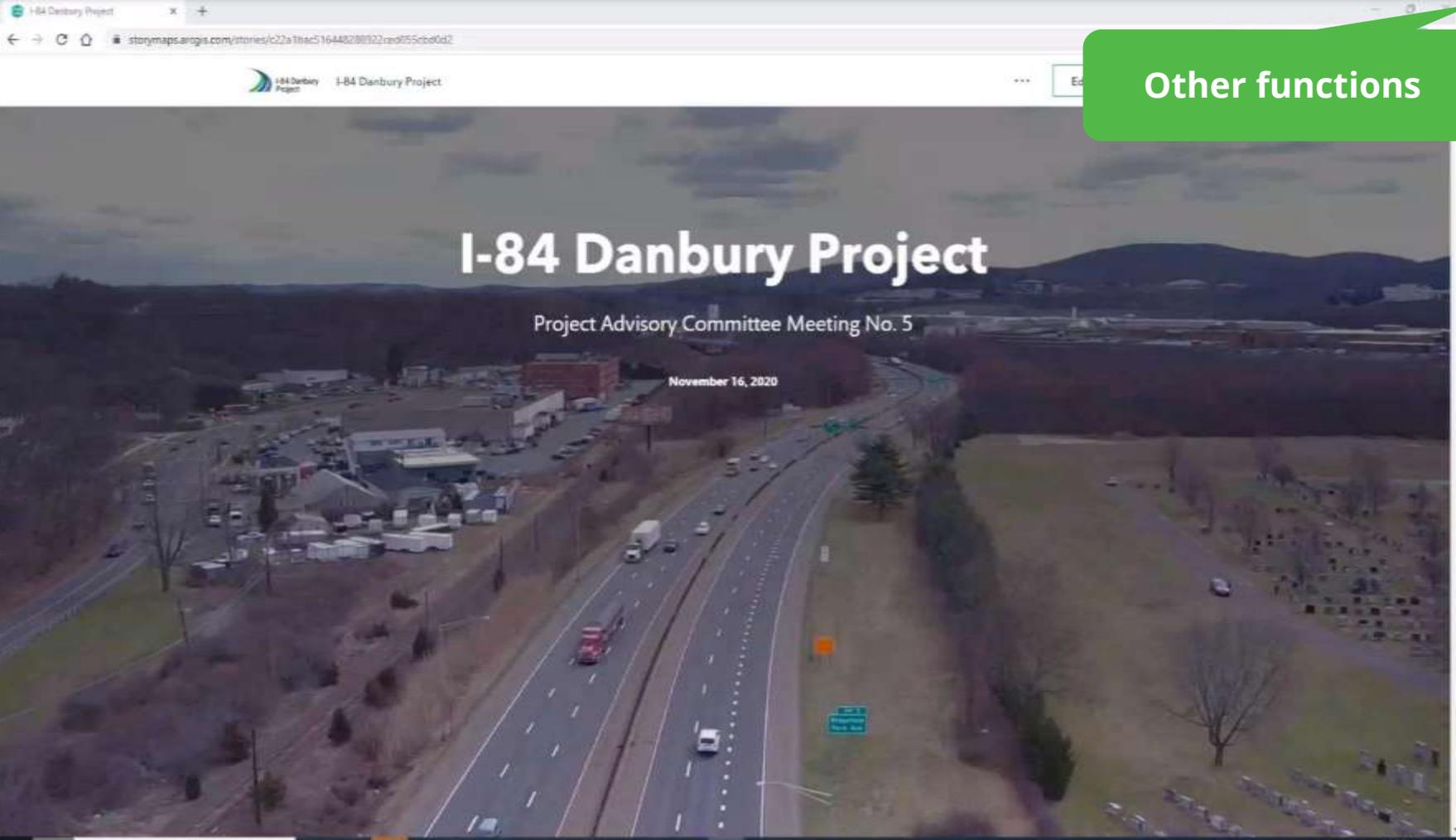


10:24

Request control



Leave



Other functions

- Device settings
- Meeting details
- Gallery
- Large gallery (Preview)
- Together mode (Preview)
- Focus
- Full screen
- Call me
- Apply background effects
- Turn on live captions
- Start recording
- Dial pad
- Turn off incoming video

Patrick Gallagher

Search here to search



9:15 AM 10/22/2020

PG

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LM

DS

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JG

SK

MC

Murphy, Lynn D.

Sousa, David

Fesenmeyer, Andy A.

Jeanine Gouin

Kalluri, Sharat K.

Calabrese, Michael N.



Questions



Agenda

- PAC Update
- Concept Evaluation
 - ✓ Concept #2 – CD Road - Center
 - ✓ Concept #6 – Interchanges 3 & 4 Segar Street Ramp Eastbound
 - ✓ Concept #9 – Route 7 Median – Mainline
 - ✓ Concept #7 – Tunnel – West
- Upcoming Concepts
- Next Steps
- Discussion/Questions



PAC Update



Since our last meeting.....

- Attended Chamber of Commerce Leadership Meeting
- Published Fall Newsletter
- Launched Concepts Page on the website
- Continuing to create social media content



www.i84danbury.com



I-84 Danbury Project



@i84danbury



Draft Purpose Statement:

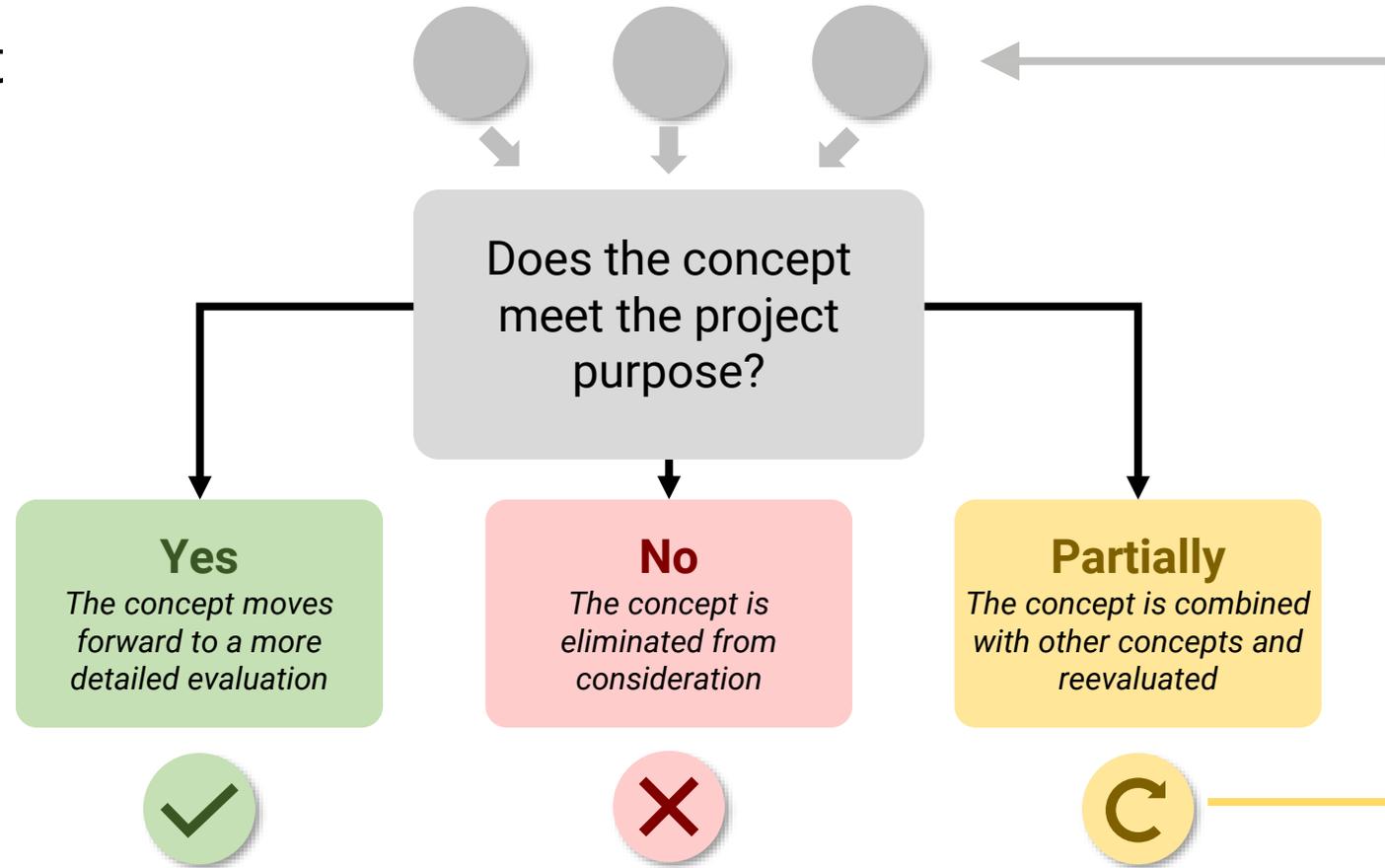
The purpose of the I-84 Danbury Project is to reduce **congestion** and improve the **mobility** of people and goods in the I-84 corridor in greater Danbury.



How will the Project Purpose be used?

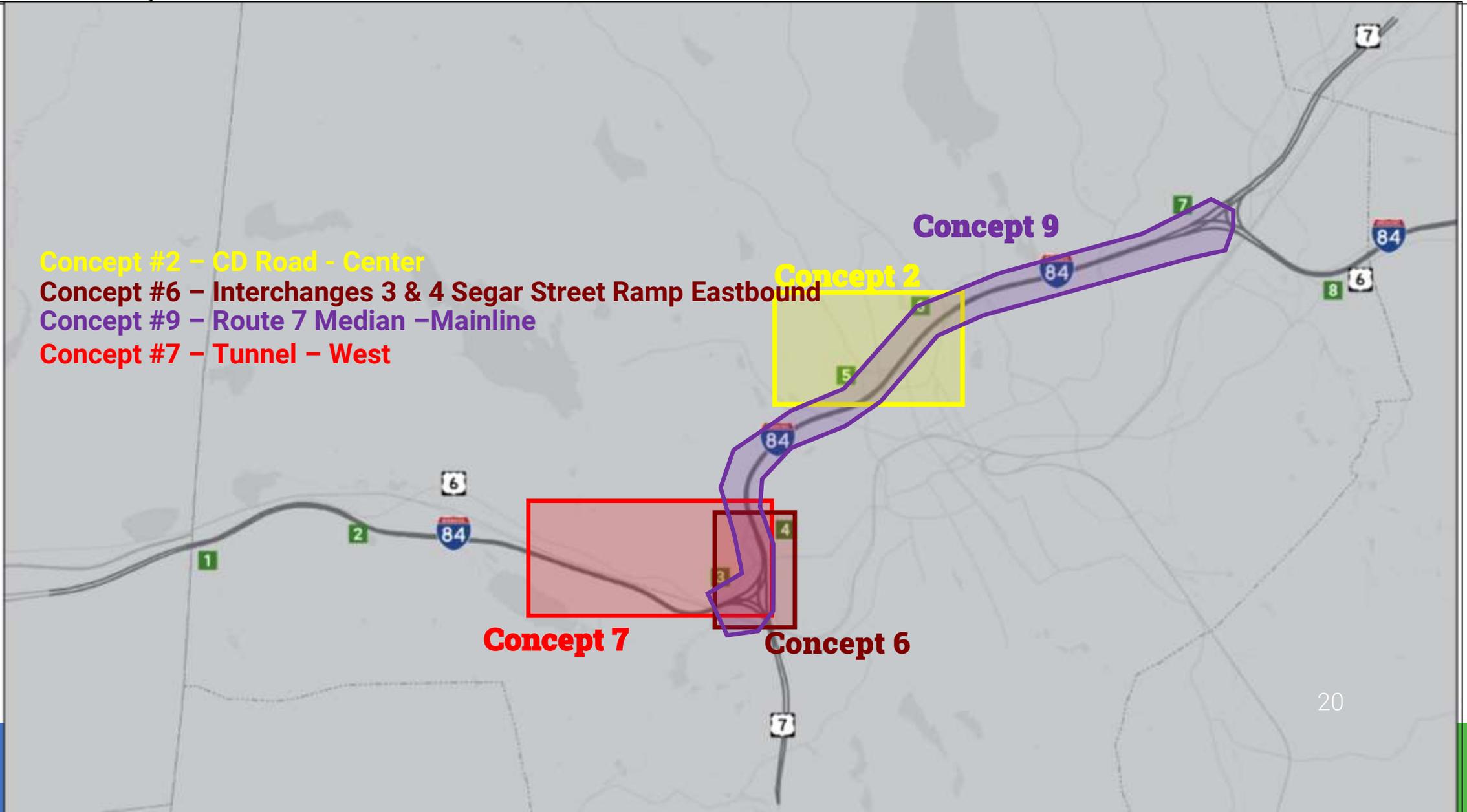
1. Concept Development

2. Concept Evaluation





Concepts Location Map



Concept #2 – CD Road - Center

Concept #6 – Interchanges 3 & 4 Segar Street Ramp Eastbound

Concept #9 – Route 7 Median –Mainline

Concept #7 – Tunnel – West



Concept Evaluation



Evaluating the Concept

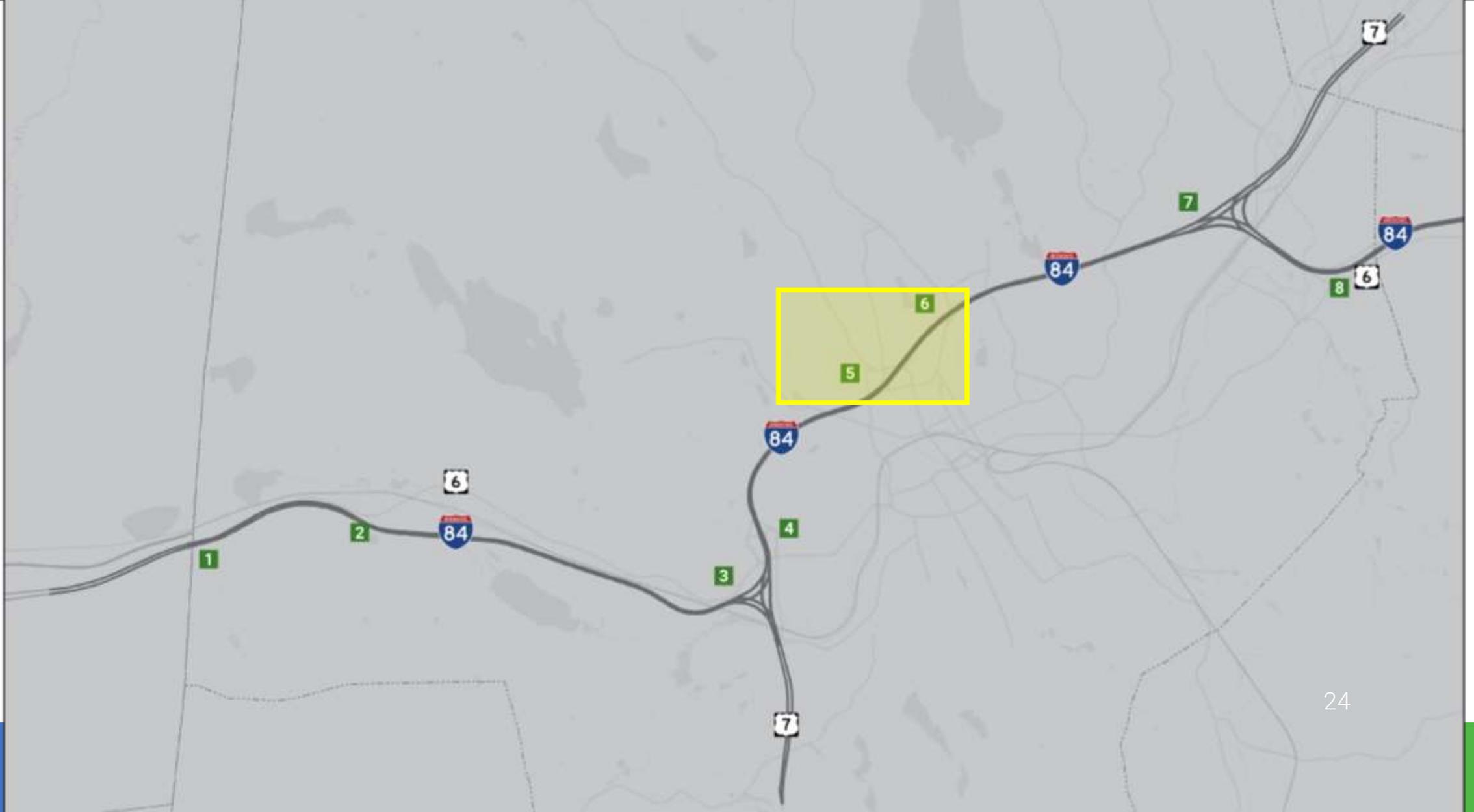
- Traffic operations
- Effects to mainline I-84
- Key constructability elements
- Environmental resource analysis
- Construction cost estimate



Concept 2 CD Road- Center

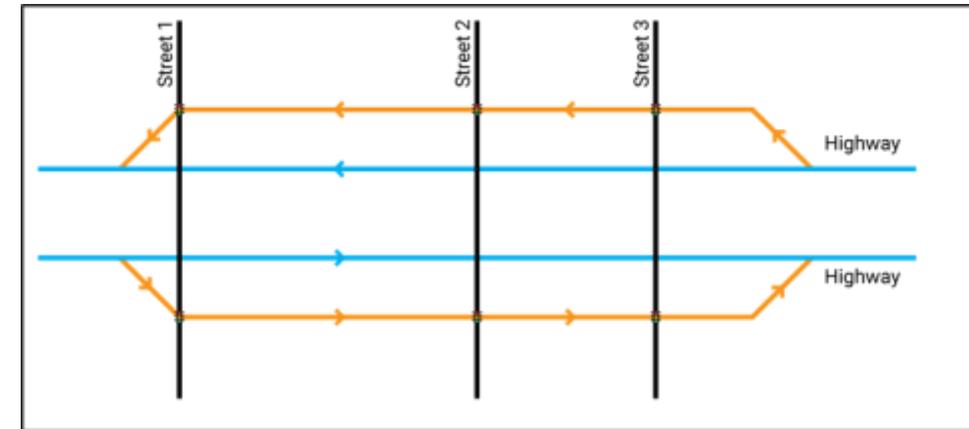


Concept Location Map



Concept 2 - Overview

- Collector Distributor (CD) Road is provided parallel to I-84.
- About one third of the traffic is local in the project corridor.
- Connections to Main Street, North Street, and Tamarack Avenue.
- Access to the Danbury Hospital and Downtown.
- Opportunities to enhance pedestrian and bicycle use.

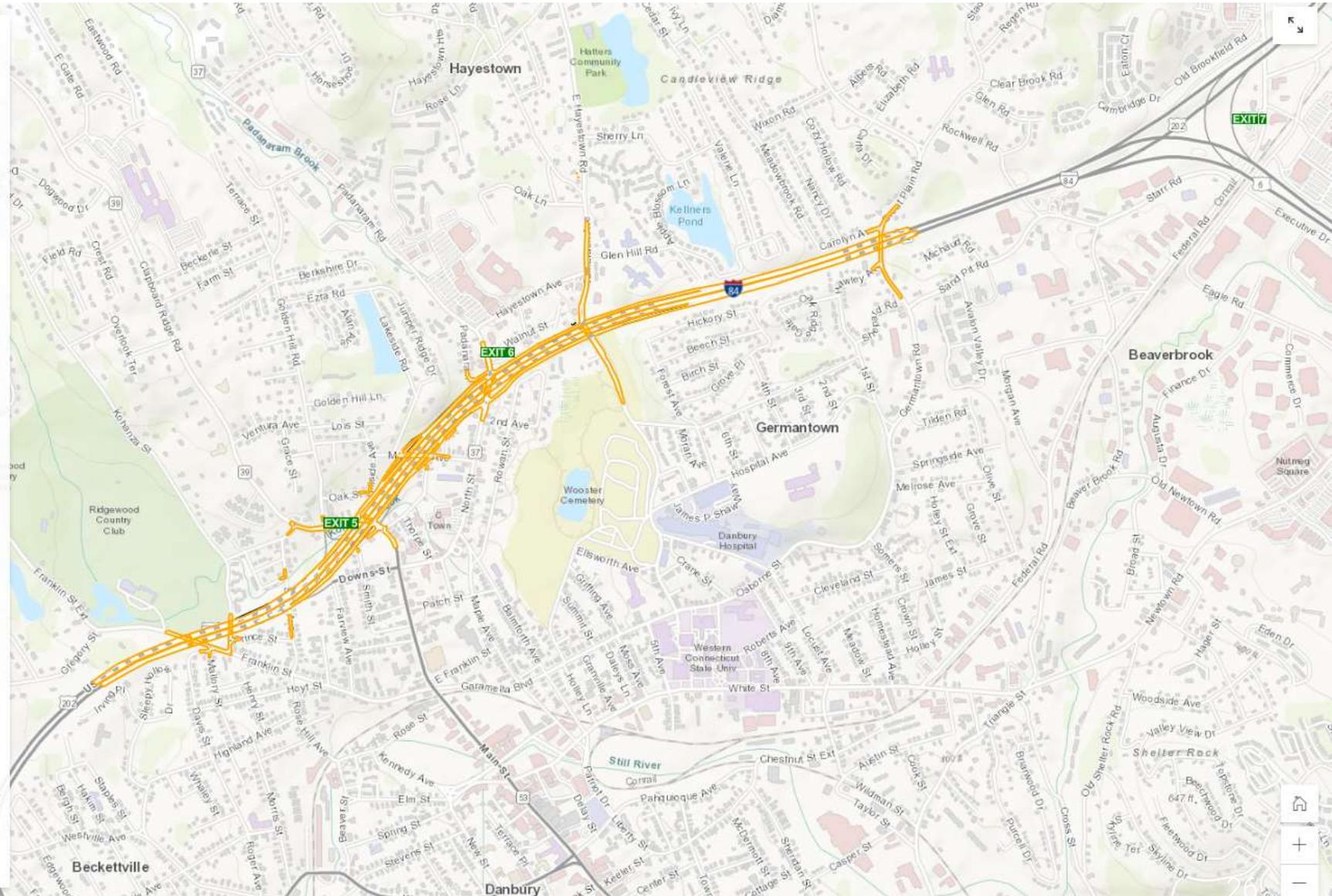
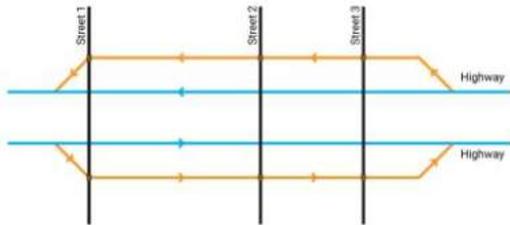


Collector Distributor Roads



C2: CD Road - Center

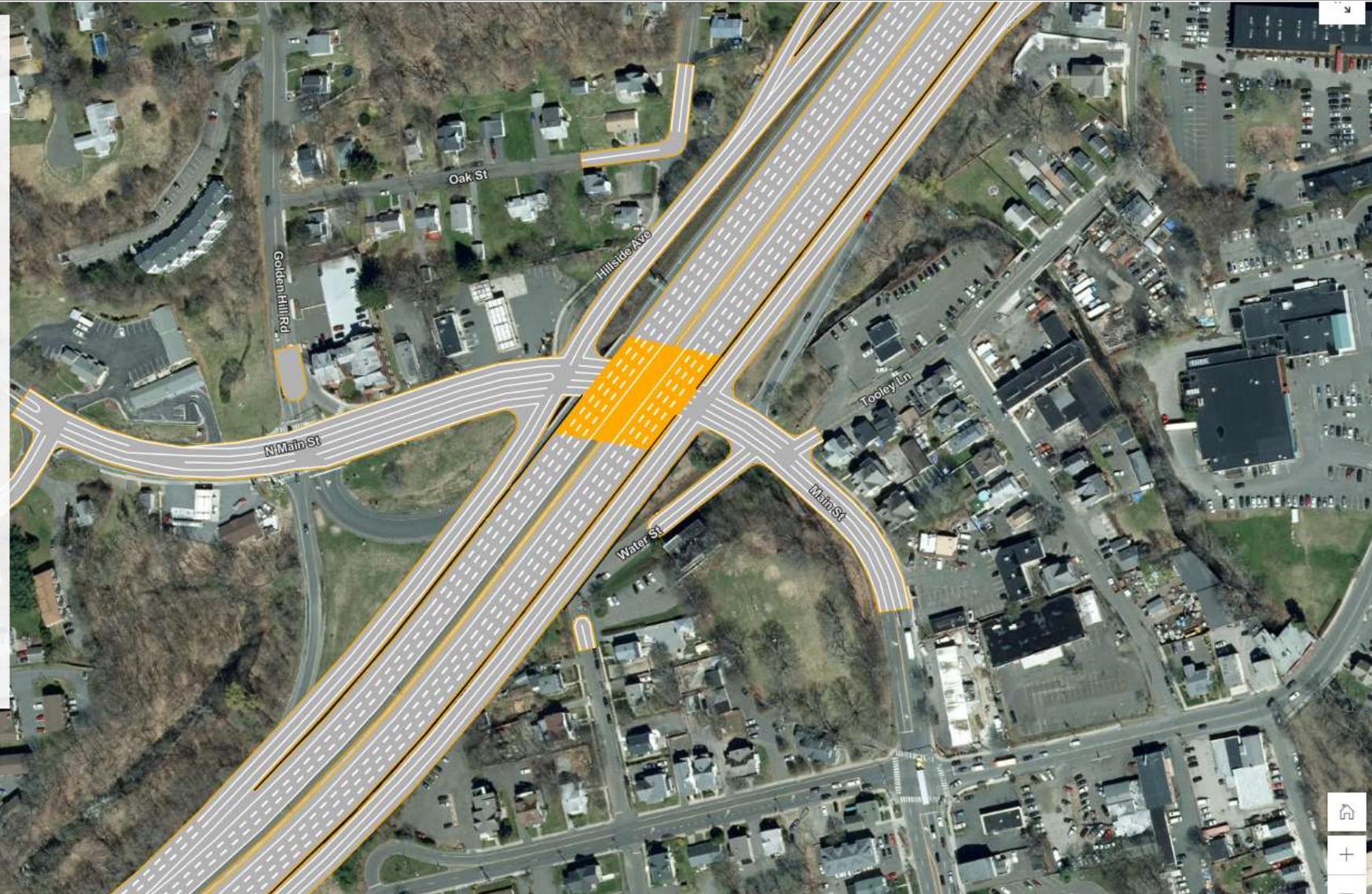
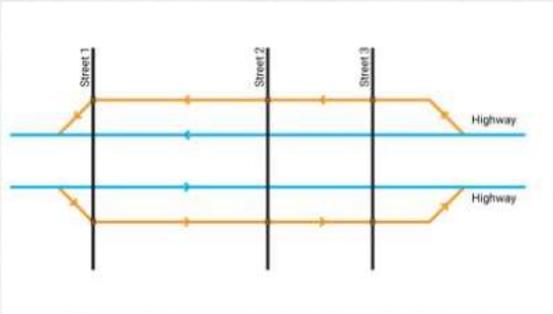
1. CD Road is approximately 1.5 miles in length in the eastbound direction and will begin east of Interchange 4 (Lake Avenue) and end east of Tamarack Avenue to merge onto I-84.
2. CD Road is approximately 1.3 miles in the westbound direction and will begin east of Tamarack Avenue and end west of Main Street and merge onto I-84.
3. CD Road will be a one-way pair parallel to I-84 and will consist of two travel lanes in each direction.
4. CD Road will have at-grade intersections with Main Street, North Street, and Tamarack Avenue.
5. CD Road will be grade separated at Madison Avenue, but ramps will be provided to/from the CD Road and Madison Avenue.
6. I-84 will remain three lanes in each direction.





Main Street

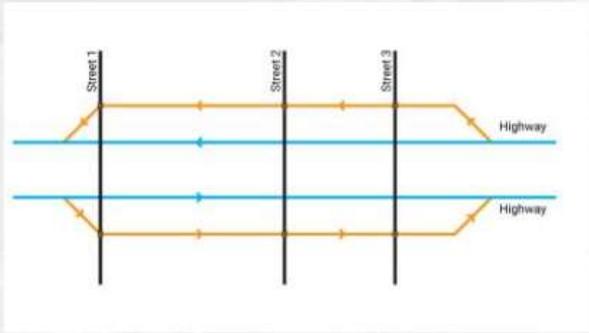
1. Main Street will consist of a five-lane cross section between the directional CD Roads.
2. Traffic signals will be provided at each of the CD Road intersections.
3. The Golden Hill Road approach to Main Street will be closed and the intersection will be eliminated.
4. The Golden Hill Road traffic can use the Madison Avenue connection to access the CD Road and I-84.





North Street

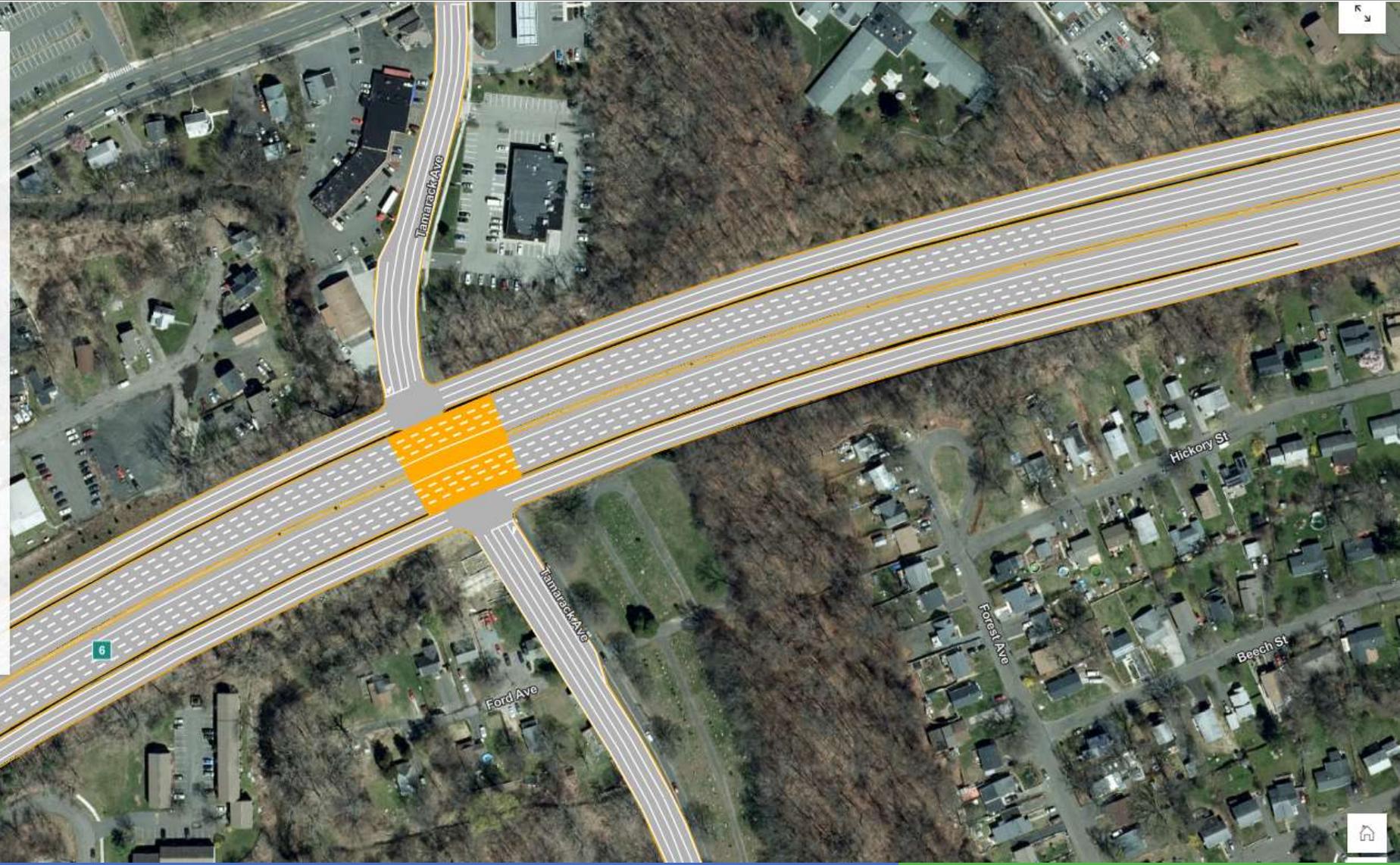
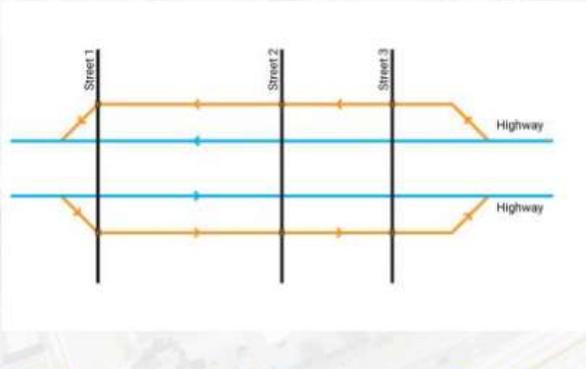
1. North Street will consist of a four-lane cross section between the CD Roads.
2. Traffic signals will be provided at each of the CD Road intersections





Tamarack Avenue

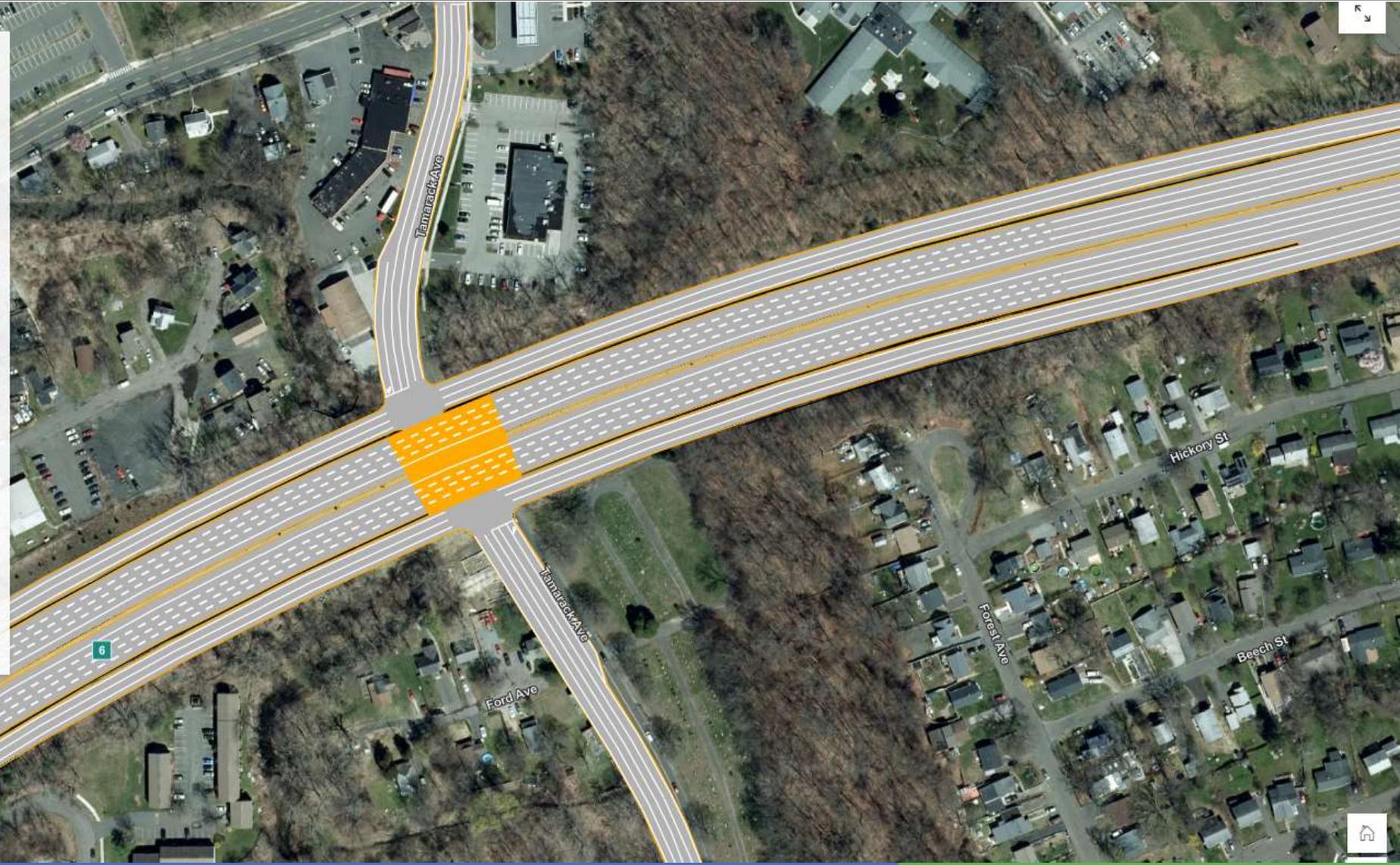
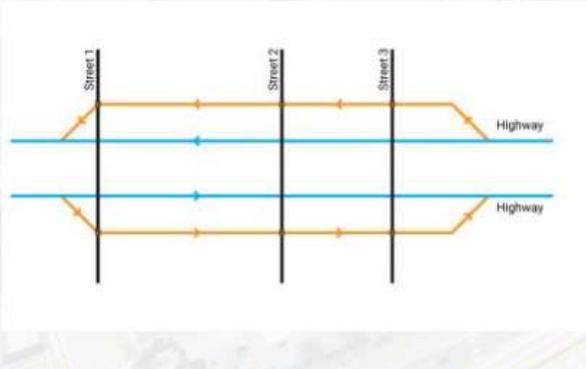
1. Tamarack Avenue will consist of a five-lane cross section between the CD Roads.
2. Traffic signals will be provided at each of the CD Road intersections.
3. Tamarack Avenue will have to be widened south of the eastbound CD Road from a two-lane to a five-lane cross-section.





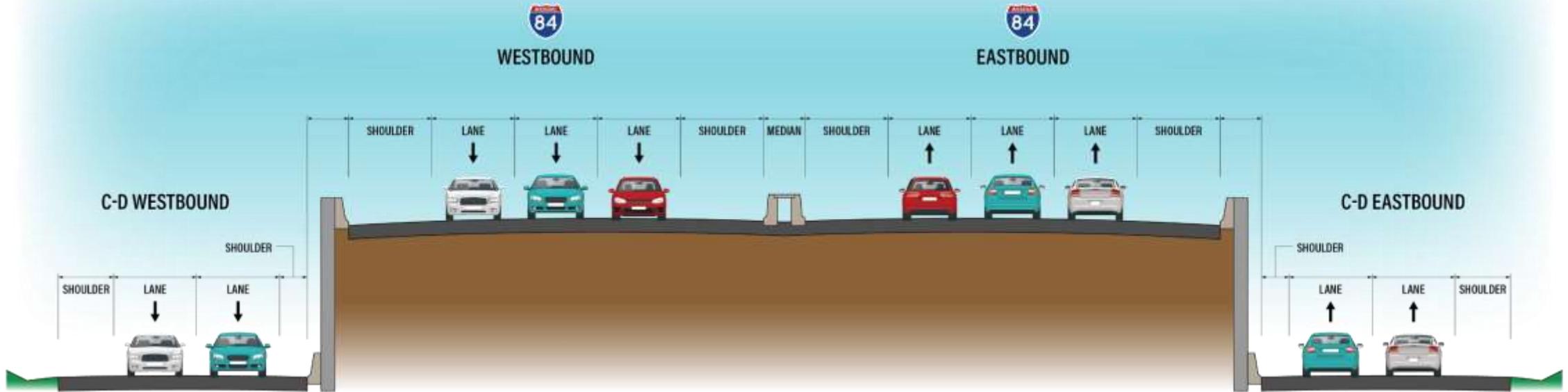
Tamarack Avenue

1. Tamarack Avenue will consist of a five-lane cross section between the CD Roads.
2. Traffic signals will be provided at each of the CD Road intersections.
3. Tamarack Avenue will have to be widened south of the eastbound CD Road from a two-lane to a five-lane cross-section.



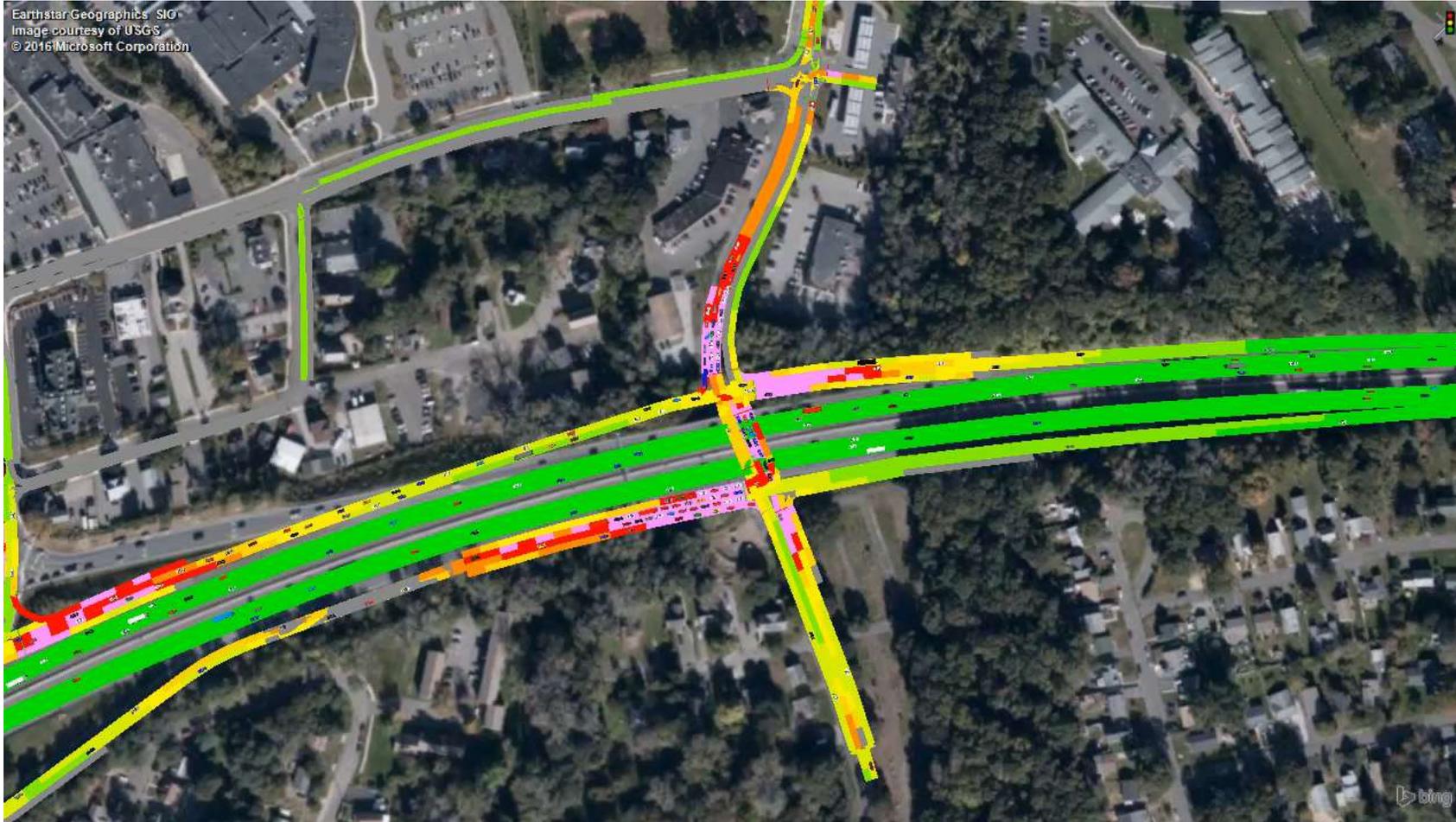


Concept 2 Cross Section





Weekday A.M. Peak Period

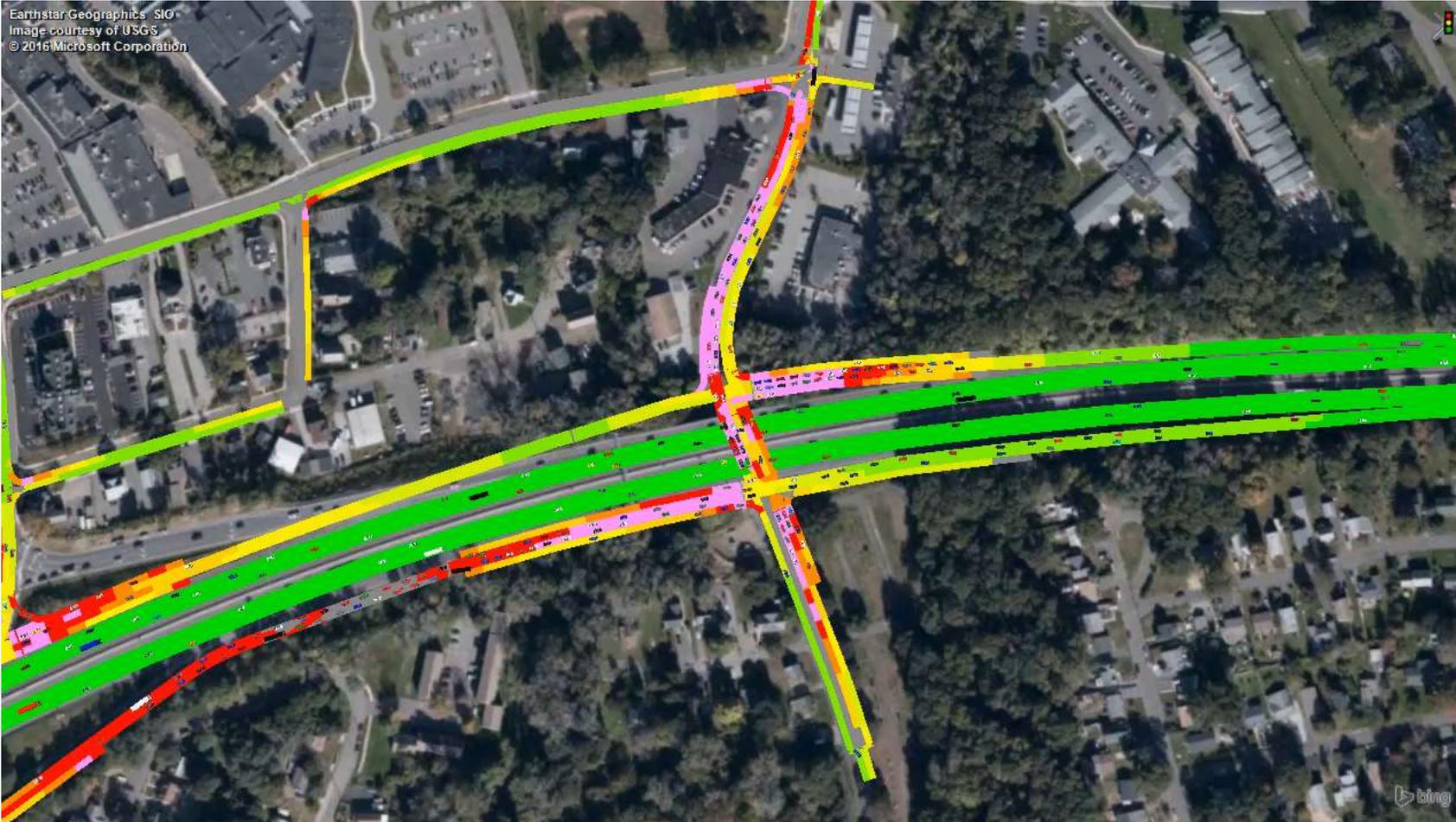


Speed Distribution

Min.	Max.	Color Code
0	5	
5	10	
11	20	
21	25	
26	30	
31	40	
41	50	
51	60	
	>60	



Weekday P.M. Peak Period



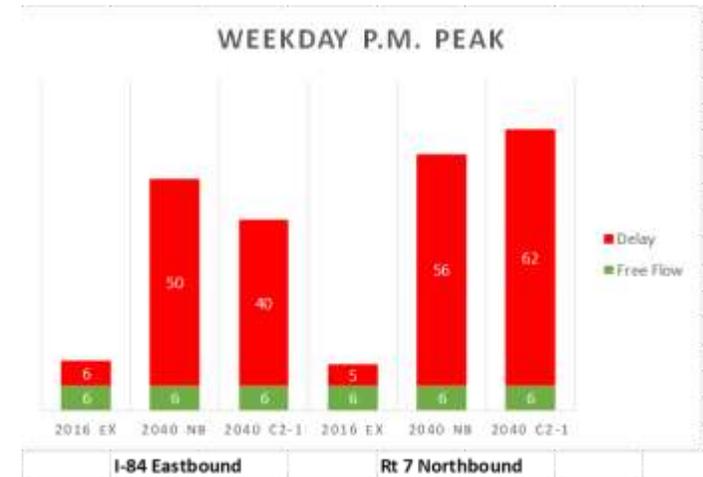
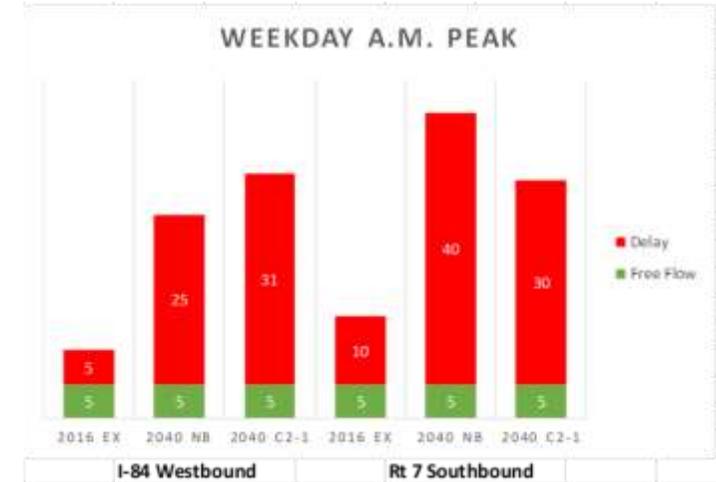
Speed Distribution

Min.	Max.	Color Code
0	5	Pink
5	10	Red
11	20	Orange
21	25	Yellow
26	30	Light Green
31	40	Green
41	50	Dark Green
51	60	Very Dark Green
	>60	Black



Traffic Analysis Summary

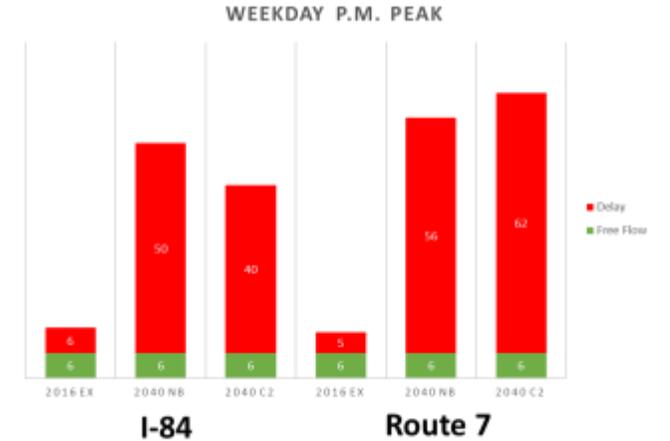
- Reduces congestion on I-84 within concept limits.
- Increases congestion on I-84 outside of concept limits.
- Experiences congestion on CD Road during peak periods.
- Experiences congestion on local street intersections at Main St., North St., and Tamarack Avenue.
- Requires widening at local street intersections.





PROS

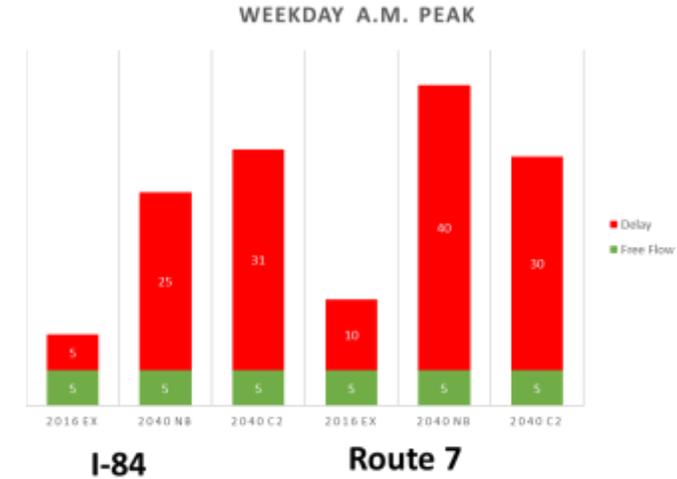
- + Reduces congestion on I-84 within concept limits.
- + Improves connection to the Danbury Hospital.
- + Improves connection to the downtown.
- + North Street and Tamarack Avenue have full access to I-84.
- + Opportunities to enhance pedestrian and bicycle use.





CONS

- CD Road will experience some congestion and delay.
- Wide intersections.
- Construction will require multiple stages and phases.
- Right of way impacts.





Construction Cost Estimate

Cost Range	Rating
Less than \$0.5 billion	\$
\$0.5 billion to \$1 billion	\$\$
\$1 billion to \$3 billion	\$\$\$
\$3 billion to \$5 billion	\$\$\$\$
Greater than \$5 billion	\$\$\$\$\$

*Note: The construction cost estimate is inflated to mid-point of construction not including right-of-way and engineering costs.



Recommendation:

This concept has merit for reducing congestion and improving mobility on the highway within the concept limits and should be evaluated further in the next phase.



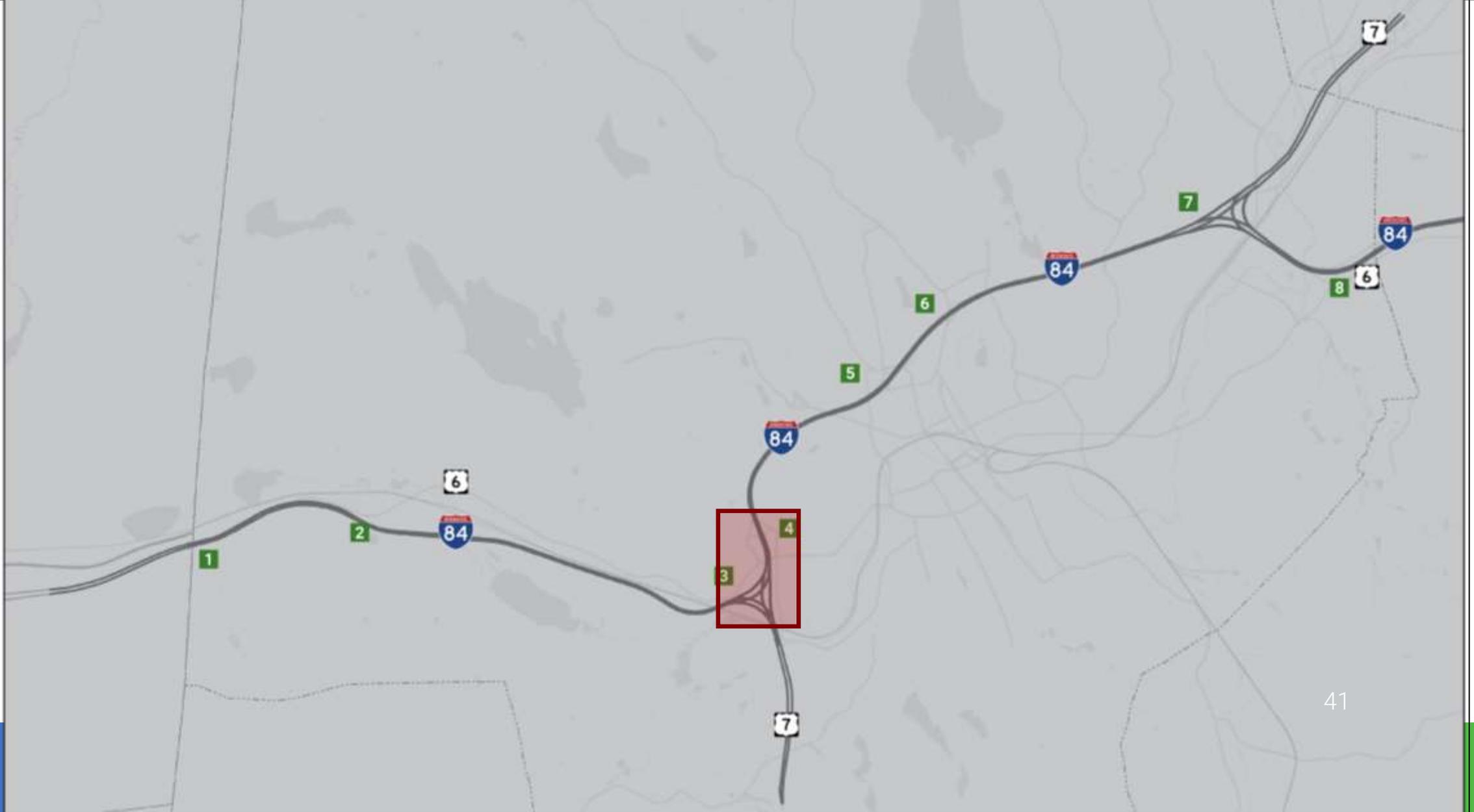
Discussion/Questions



Concept 6 Interchanges 3 and 4 – Segar Street - Eastbound



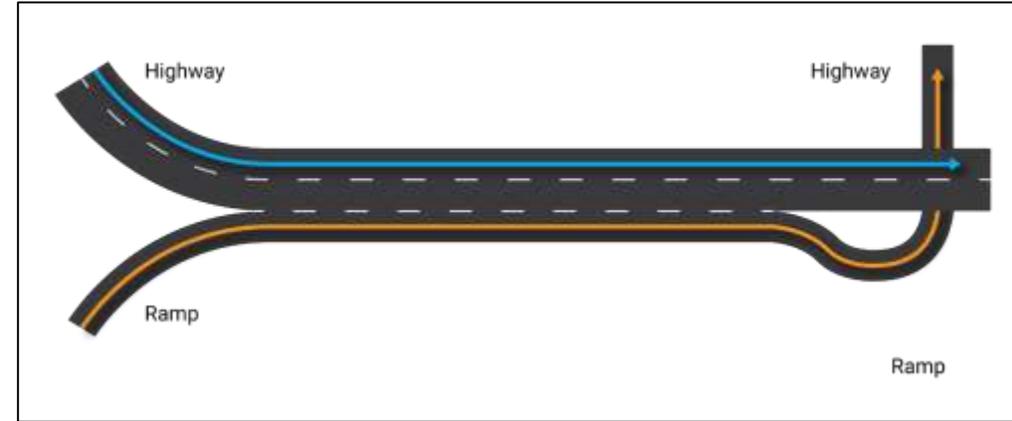
Concept Location Map



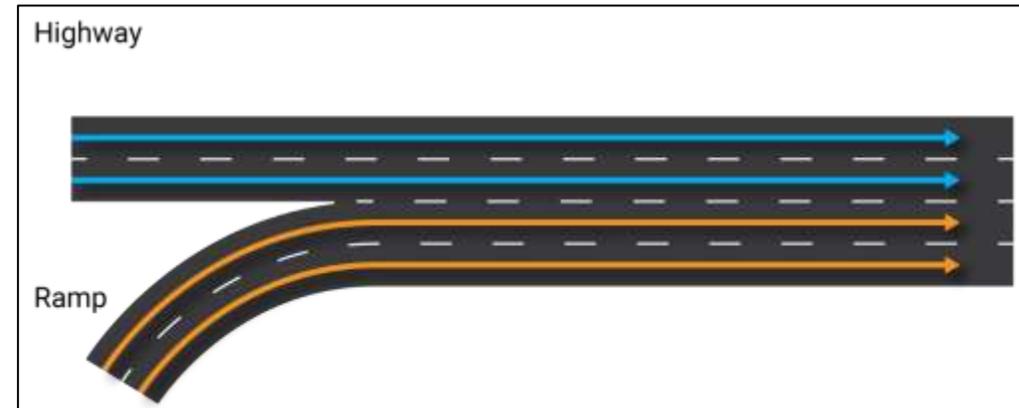


Concept 6 - Overview

- Eliminates weave between Interchanges 3 and 4.
- Provides a connection to Segar Street from I-84.
- Provides lane continuity on Route 7.



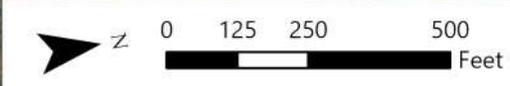
Weaving



Lane Continuity



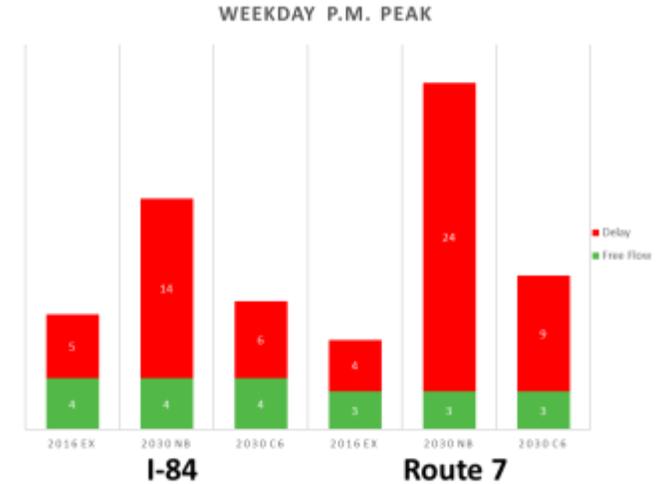
Concept 6 – Interchanges 3 & 4 – Segar Street - Eastbound





PROS

- + Reduces congestion on I-84 and Route 7.
- + Eliminates weaving between I-84 and Lake Avenue.
- + Occurs mostly within existing CTDOT right-of-way.
- + Requires typical construction methods.
- + Minimal environmental impacts.





Construction Cost Estimate

Cost Range	Rating
Less than \$0.5 billion	\$
\$0.5 billion to \$1 billion	\$\$
\$1 billion to \$3 billion	\$\$\$
\$3 billion to \$5 billion	\$\$\$\$
Greater than \$5 billion	\$\$\$\$\$

*Note: The construction cost estimate is inflated to mid-point of construction not including right-of-way and engineering costs.



Recommendation:

This concept has merit for reducing congestion and improving mobility on the highway at Interchanges 3 and 4 and should be evaluated further in the next phase.



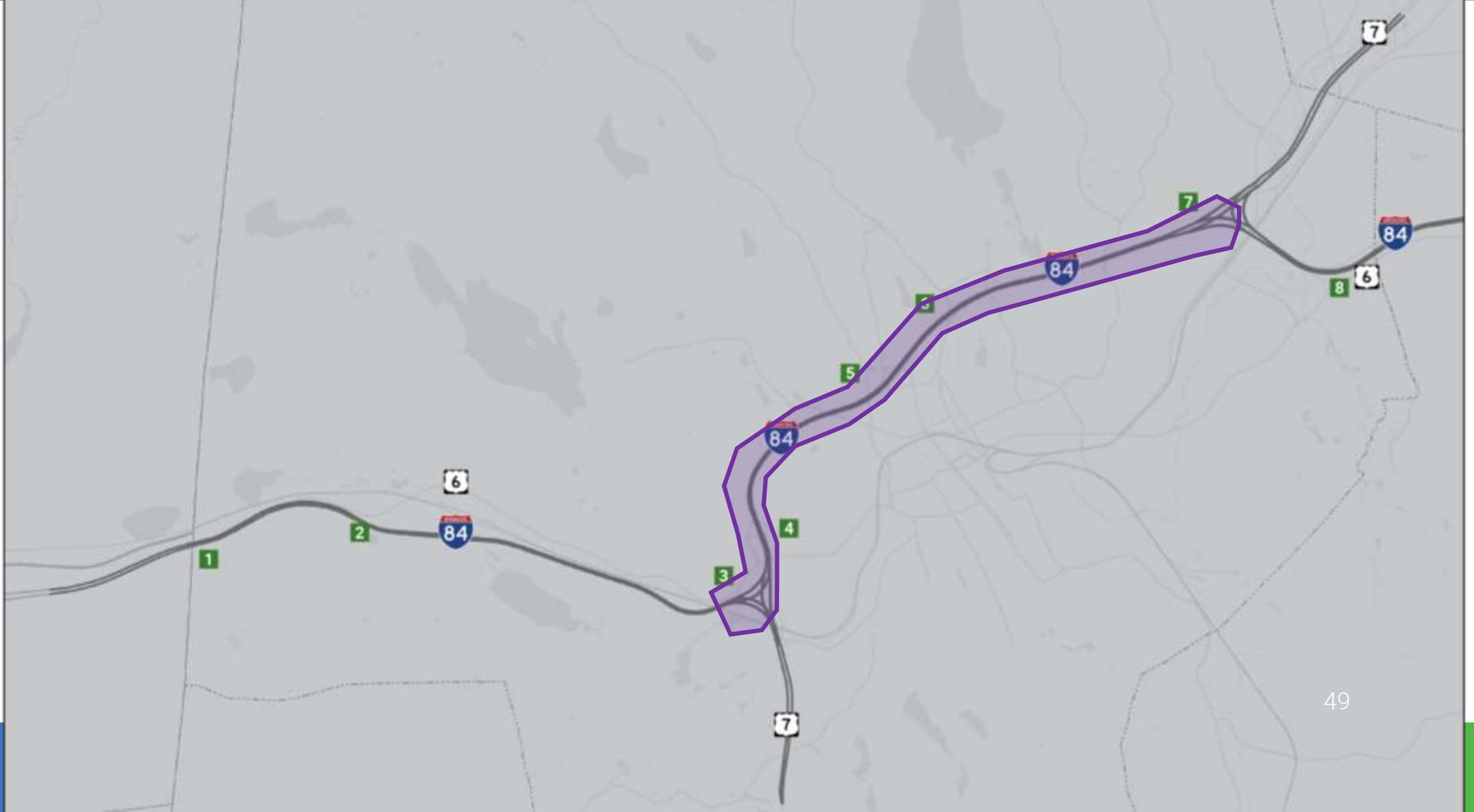
Discussion/Questions



Concept 9 Route 7 Median - Mainline



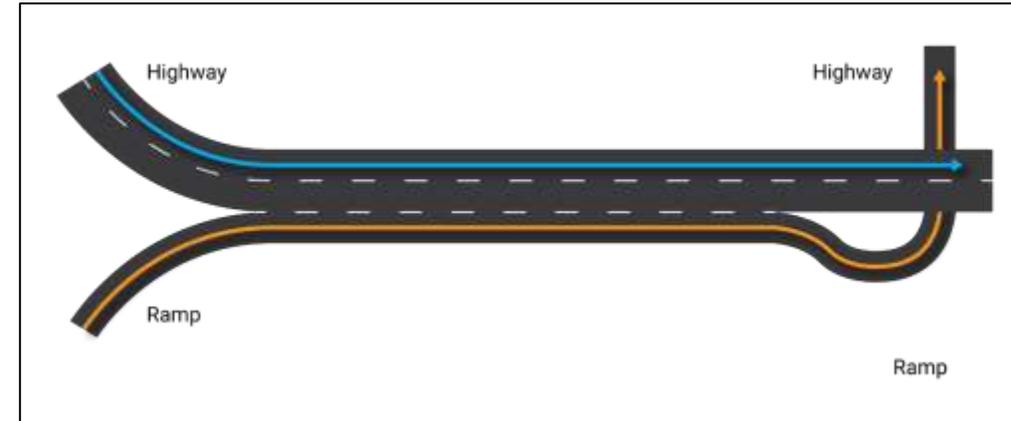
Concept Location Map



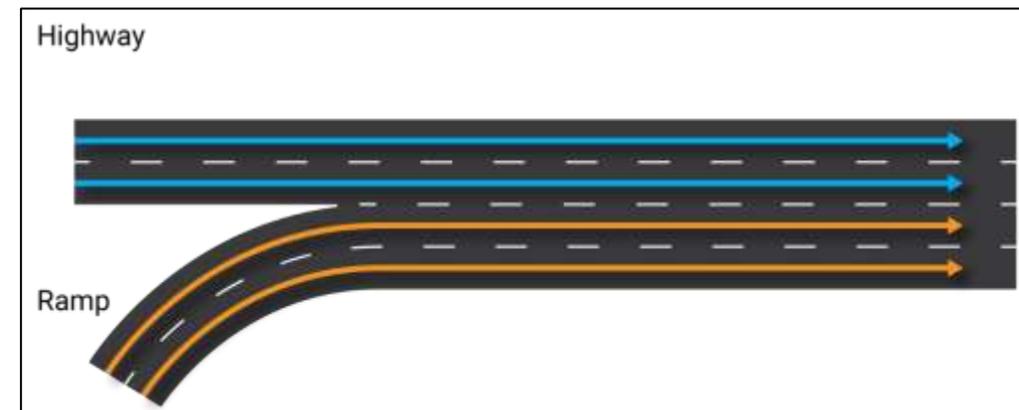


Concept 9 - Overview

- Eliminates weaving of Route 7 traffic.
- Route 7 as an express facility with no local access.
- Eliminates left hand ramps.
- Provides lane continuity on I-84 and Route 7.
- Results in no changes to the local interchanges.



Weaving

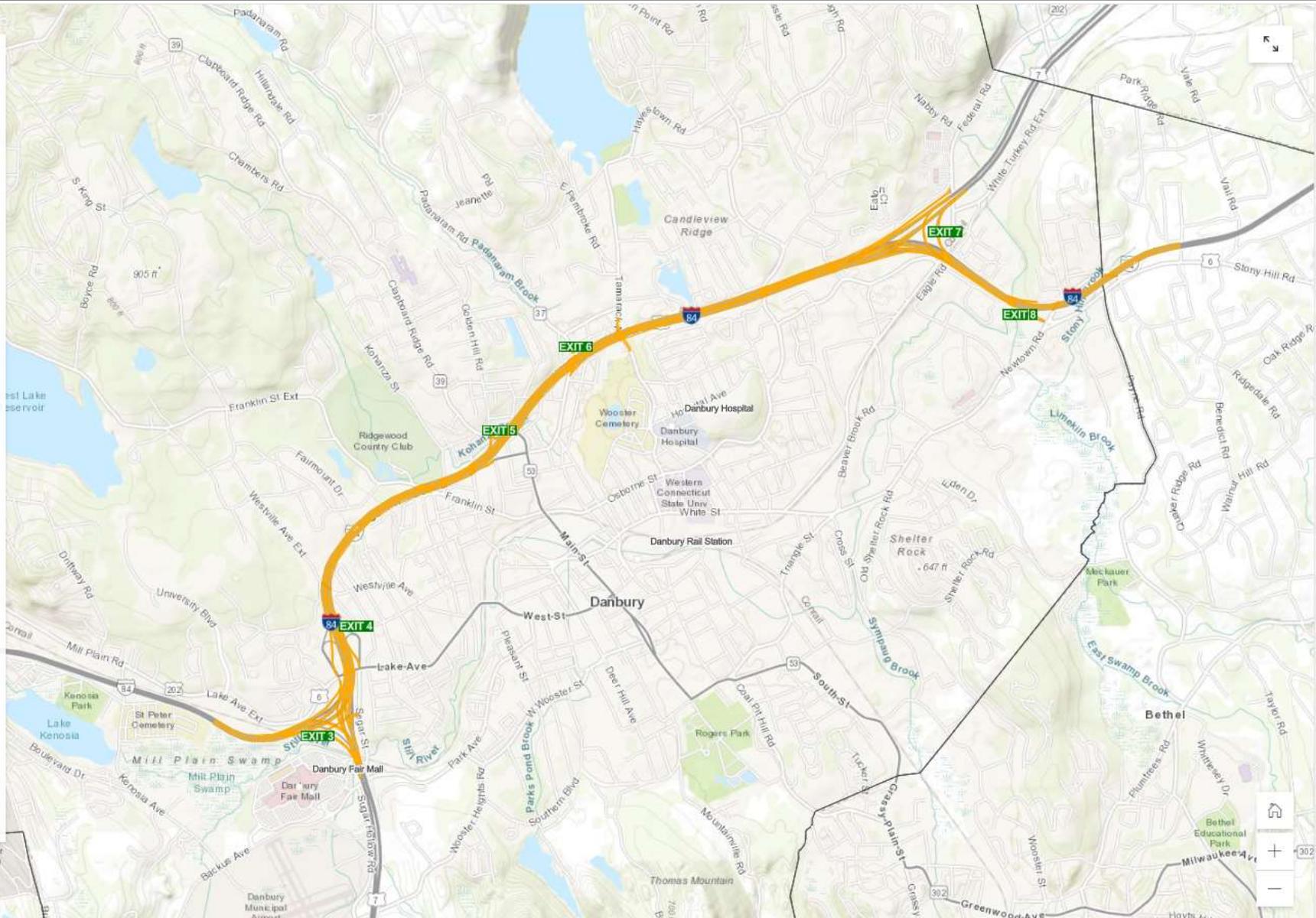
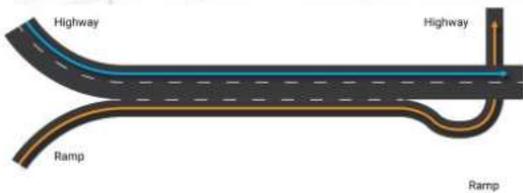


Lane Continuity



Concept 9: Route 7 Median - Mainline

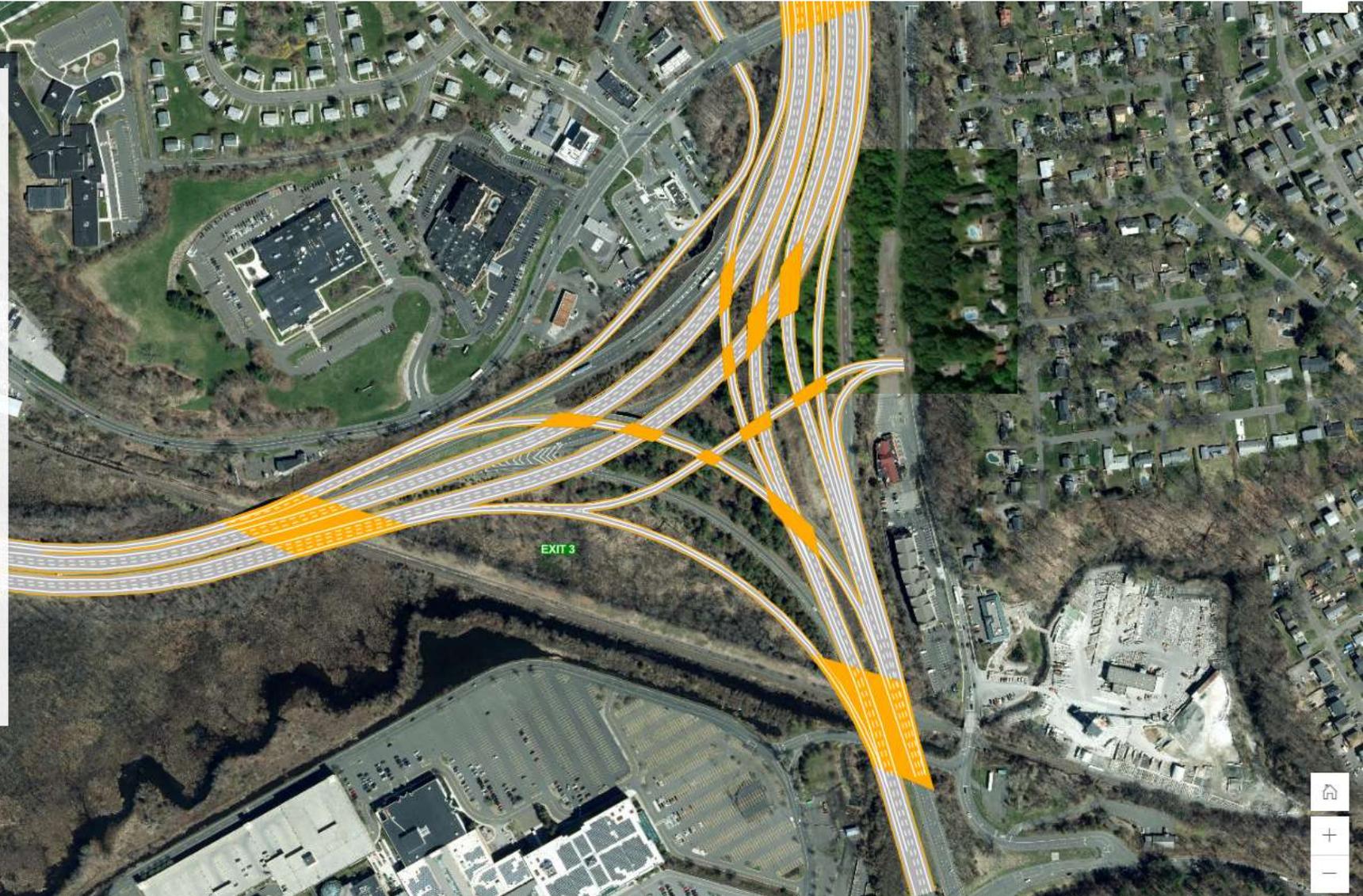
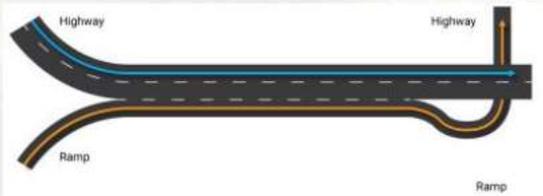
1. Route 7 will be shifted into the median section of I-84 and will be an express facility with no local connections between Interchanges 3 and 7.
2. New median barrier separating Route 7 by direction and separating I-84 with Route 7.
3. I-84 will be on the right-side providing access to local streets.
4. I-84 will be three lanes in each direction between Interchanges 3 and 7.
5. Route 7 will be two lanes in each direction in the median section.
6. Lane continuity will be maintained on I-84 and Route 7.
7. Existing left-hand ramps will be removed to/from Route 7 at Interchanges 3 and 7 and replaced with right-hand ramps.





Interchange 3 Area

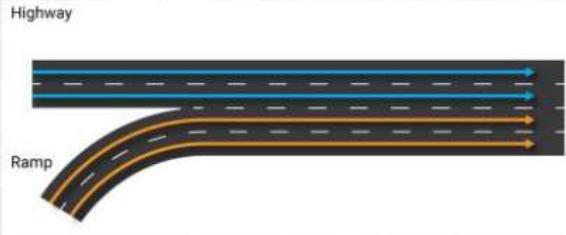
1. Horizontal curve at Interchange 3 meets design standards.
2. Left-hand exit ramp to Route 7 southbound from I-84 westbound changed to a right-hand ramp at Interchange 3.
3. Left-hand entrance ramp to I-84 westbound from Route 7 northbound changed to a right-hand ramp at Interchange 3.
4. Weaving of traffic is addressed between Interchanges 3 and 4.
5. I-84 eastbound off-ramp to Segar Street.





Interchange 4 Area

1. Lane continuity is maintained on I-84 and Route 7.
2. Route 7 express has no local access.
3. Lake Avenue on-ramp configuration is changed to I-84 eastbound.
4. Lake Avenue on and off ramps are also changed in configuration to/from I-84 westbound.





Interchange 5 Area

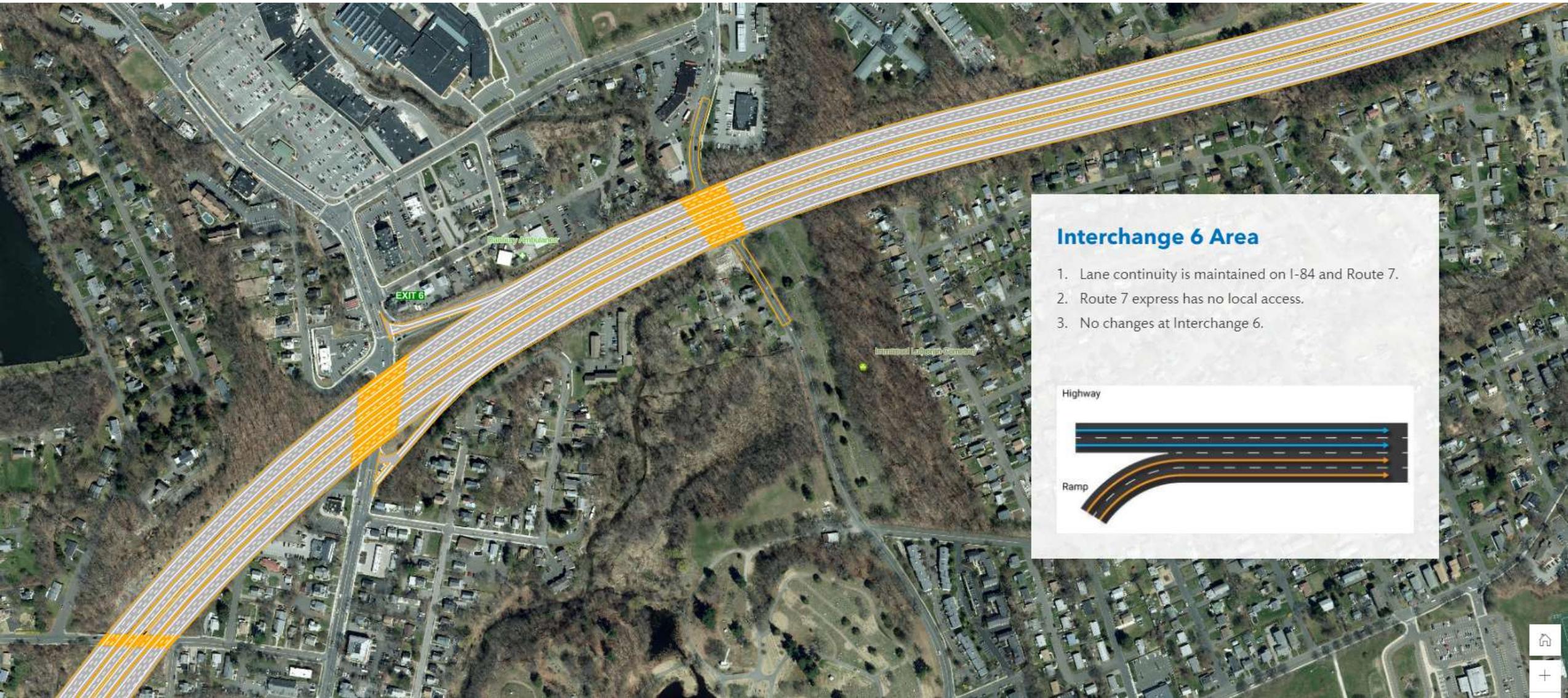
1. Lane continuity is maintained on I-84 and Route 7.
2. Route 7 express has no local access.
3. No changes at Interchange 5.

Highway



Ramp





Interchange 6 Area

1. Lane continuity is maintained on I-84 and Route 7.
2. Route 7 express has no local access.
3. No changes at Interchange 6.

Highway



Ramp





Interchange 7 Area

1. Horizontal curve at Interchange 7 meets design standards.
2. Left-hand exit ramp to Route 7 northbound from I-84 eastbound changed to a right-hand exit ramp at Interchange 7.
3. Left-hand entrance ramp to I-84 eastbound from Route 7 southbound changed to a right-hand exit ramp at Interchange 7.
4. Weaving of traffic is addressed between Interchanges 7 and 8.





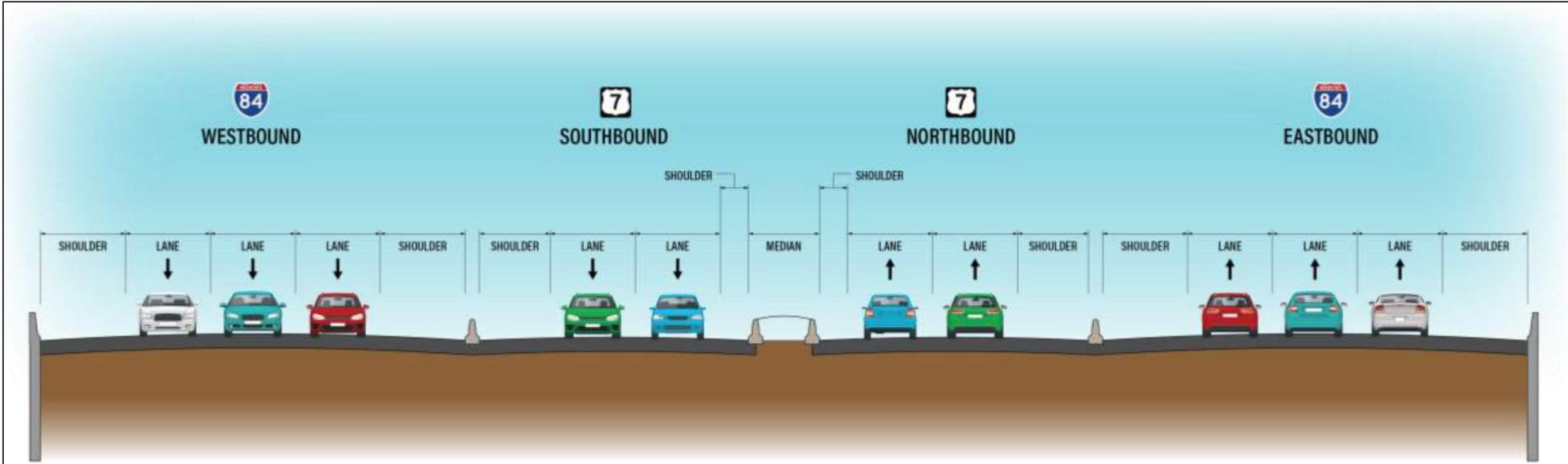
Interchange 8 Area

1. Lane continuity is maintained on I-84.
2. No changes at Interchange 8.



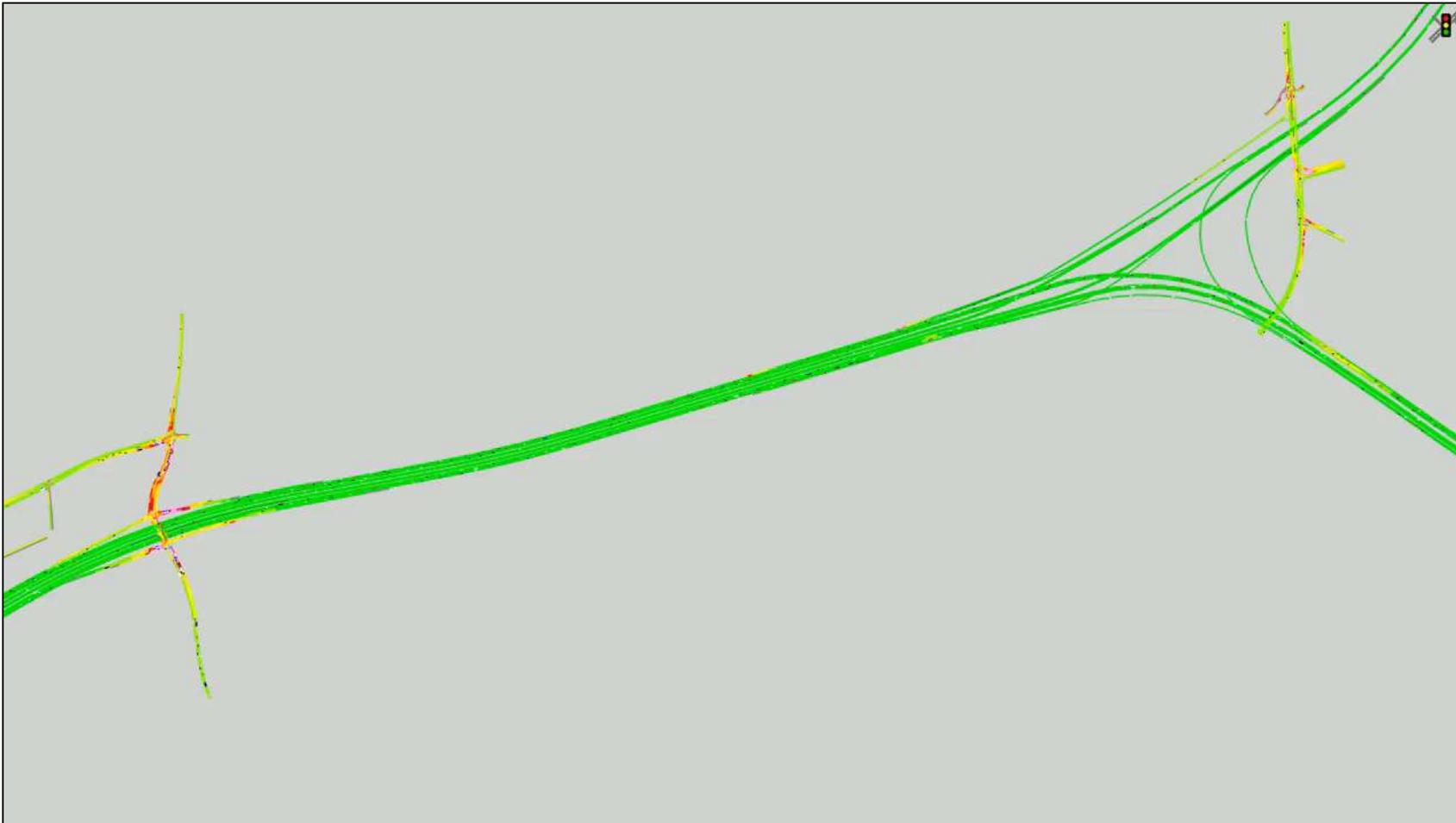


Concept 9 Cross Section





Weekday A.M. Peak Period

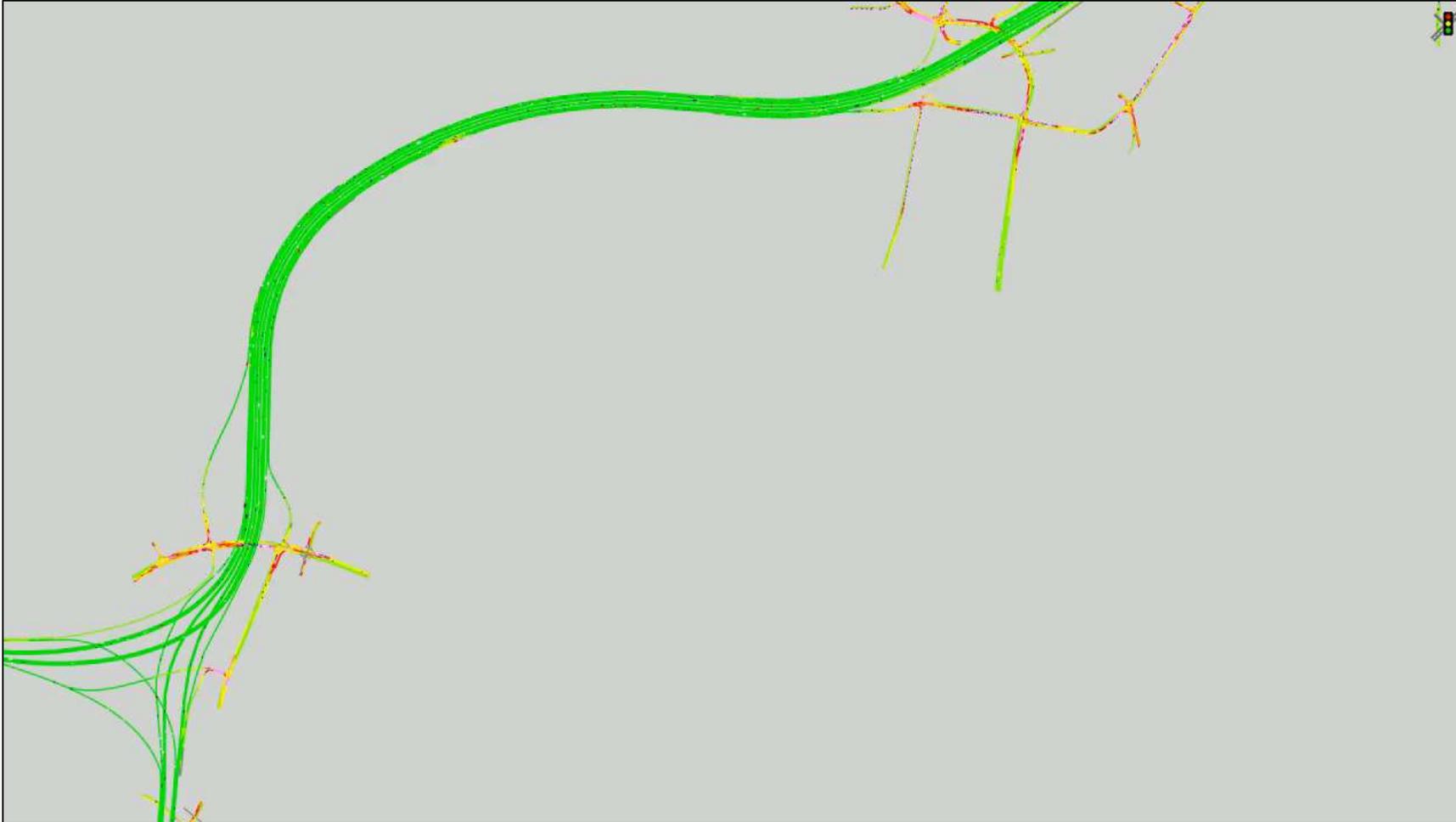


Speed Distribution

Min.	Max.	Color Code
0	5	Pink
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11	20	Orange
21	25	Yellow-Orange
26	30	Yellow
31	40	Light Green
41	50	Green
51	60	Dark Green
>60		Very Dark Green



Weekday P.M. Peak Period



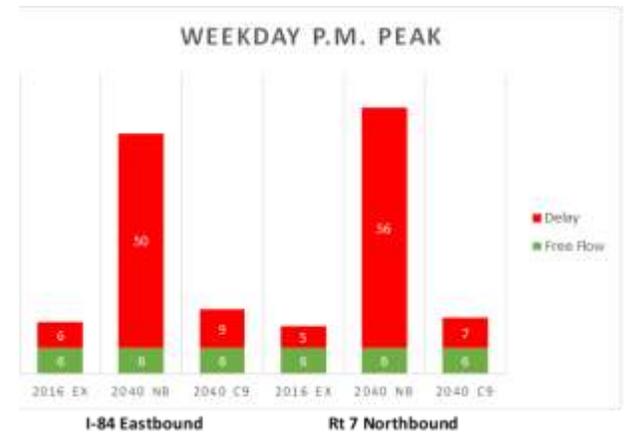
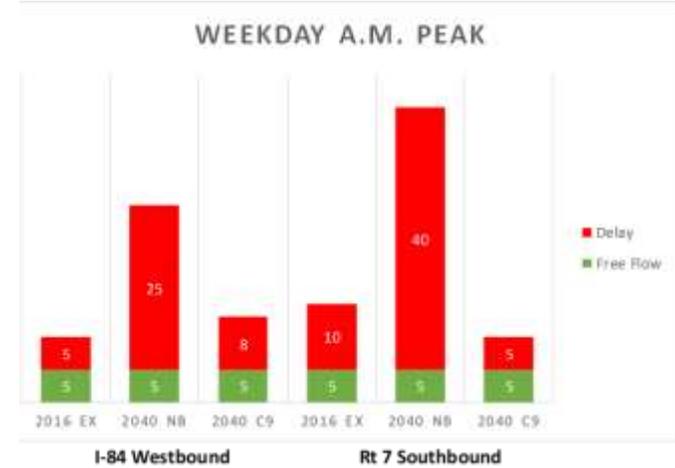
Speed Distribution

Min.	Max.	Color Code
0	5	Pink
5	10	Red
11	20	Orange
21	25	Yellow-Orange
26	30	Yellow
31	40	Light Green
41	50	Green
51	60	Dark Green
>60		Very Dark Green



Traffic Analysis Summary

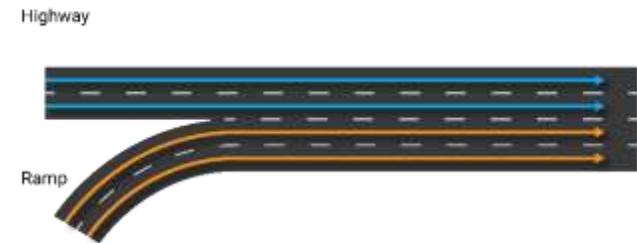
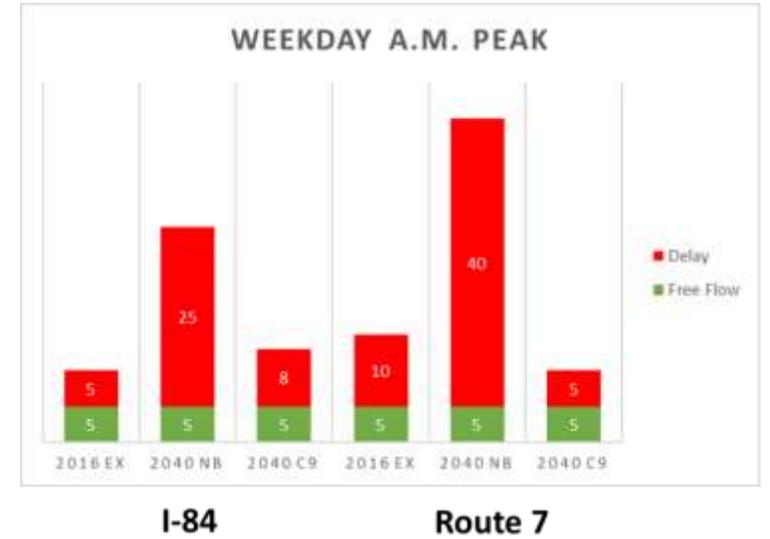
- Reduces congestion on I-84 and Route 7.
- Increases average speed on I-84 and Route 7.
- Reduces number of stops on I-84 and Route 7.





PROS

- + Reduces congestion on I-84 and Route 7.
- + Eliminates weaving of Route 7 traffic.
- + Eliminates left hand ramps.
- + Maintains lane continuity.
- + Requires typical construction methods.





CONS

- Route 7 traffic has no access to Interchanges 4, 5, and 6.
- Right of way impacts.
- Does not improve pedestrian and bicycle movements.
- Does not improve access to Danbury Hospital and downtown.
- Impacts streams and watercourses parallel to the highway.





Construction Cost Estimate

Cost Range	Rating
Less than \$0.5 billion	\$
\$0.5 billion to \$1 billion	\$\$
\$1 billion to \$3 billion	\$\$\$
\$3 billion to \$5 billion	\$\$\$\$
Greater than \$5 billion	\$\$\$\$\$

*Note: The construction cost estimate is inflated to mid-point of construction not including right-of-way and engineering costs.



Recommendation:

This concept has merit for reducing congestion and improving mobility on the highway and should be evaluated further in the next phase.



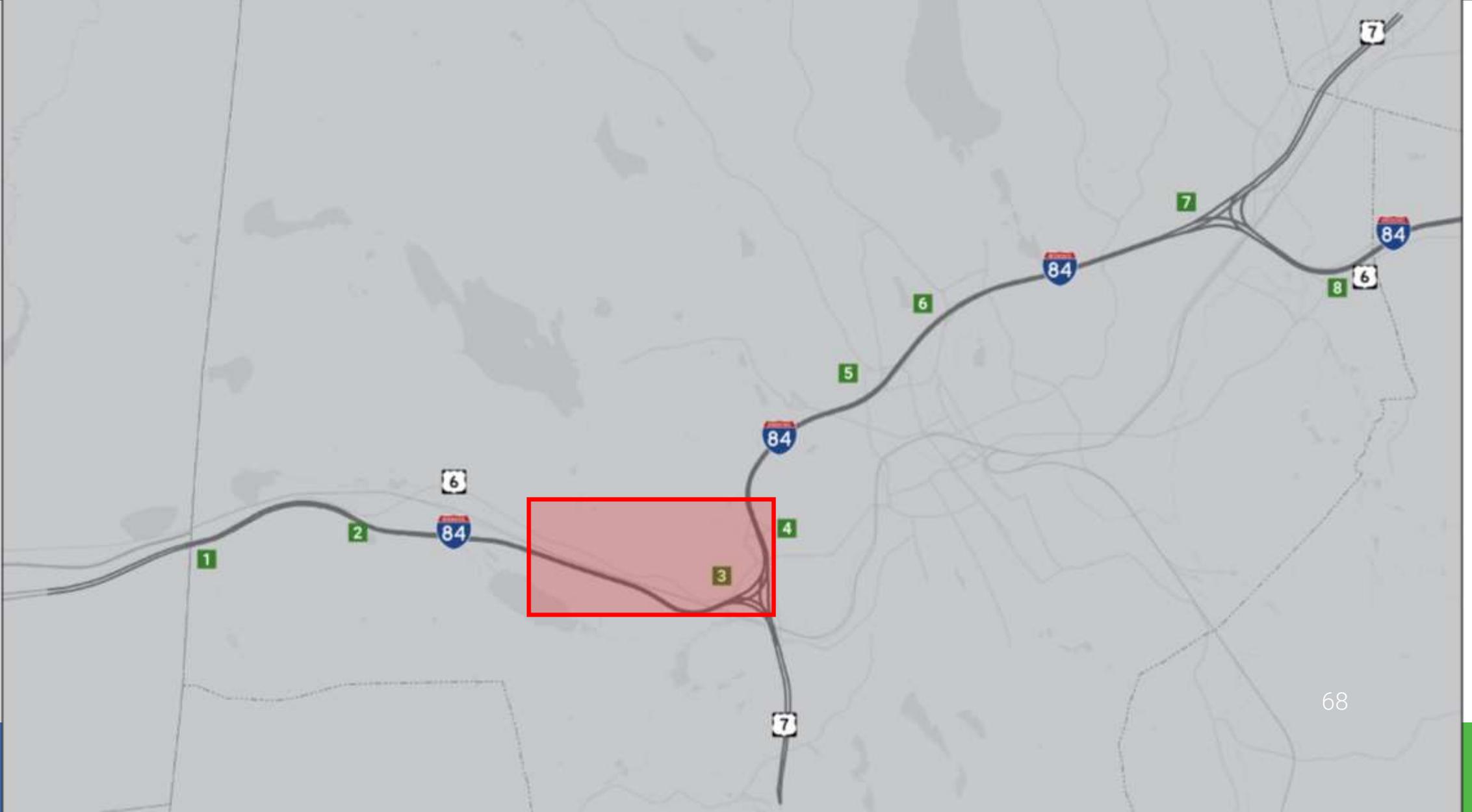
Discussion/Questions



Concept 7 Tunnel - West



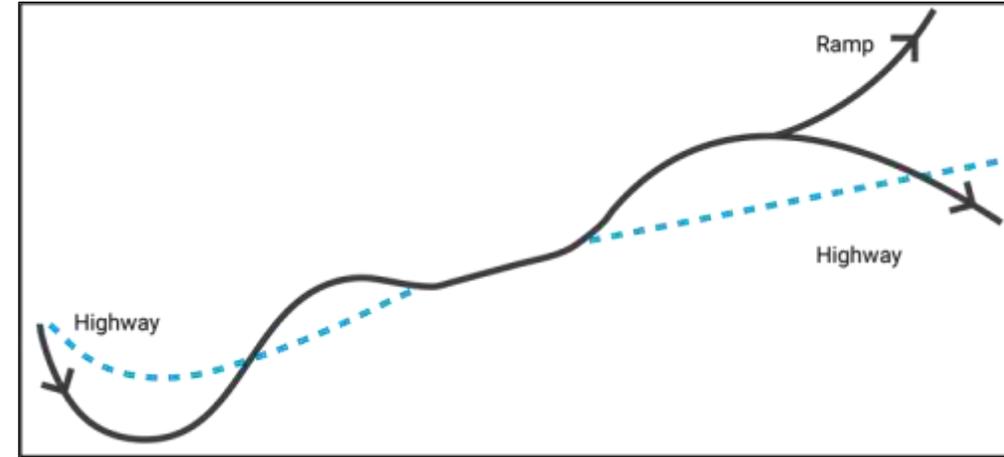
Concept Location Map



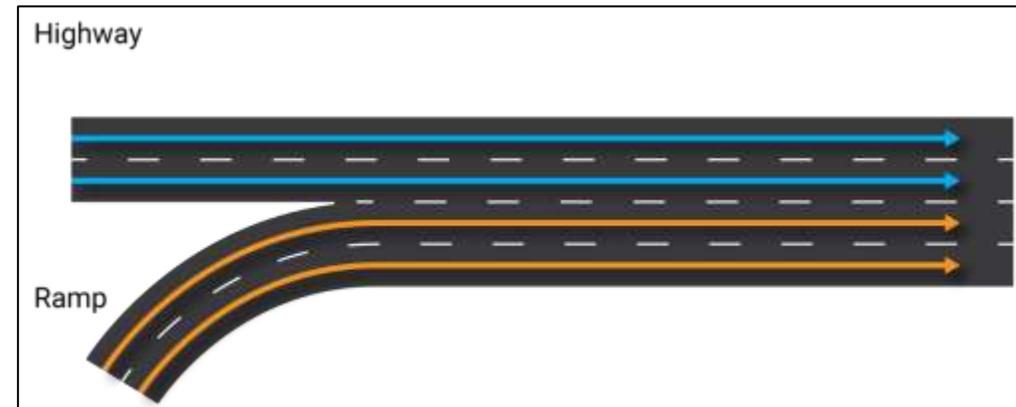


Concept 7 - Overview

- Straightens the highway between Interchanges 2 and 5.
- Eliminates left hand ramps at Interchange 3.
- Provides lane continuity on I-84.



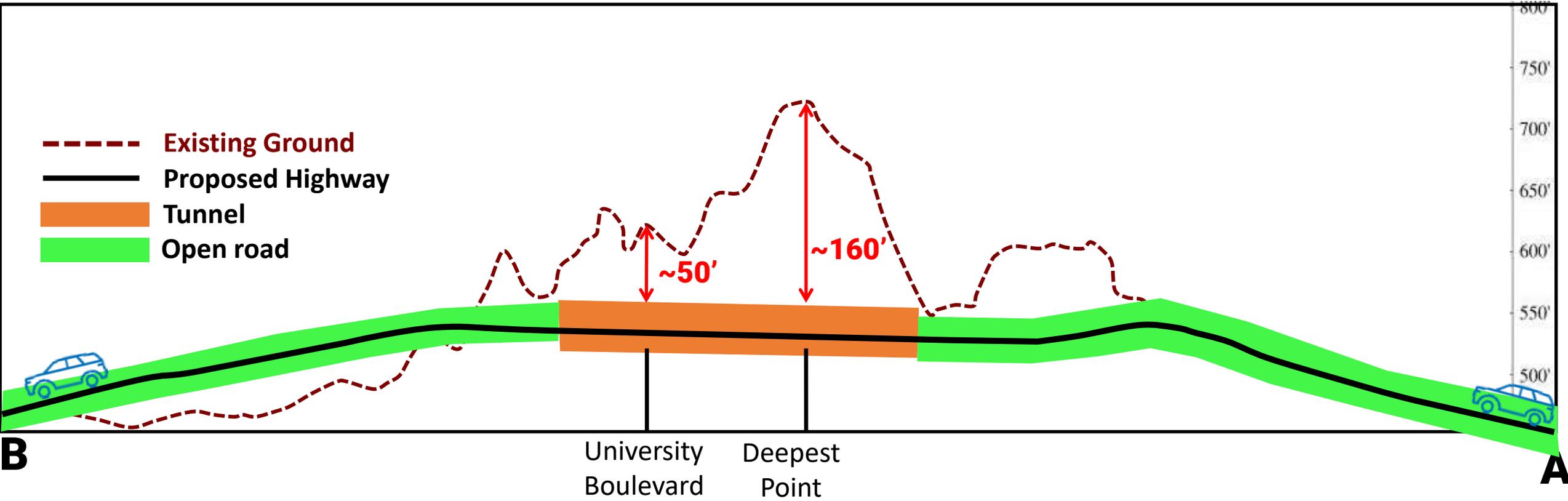
Roadway Curvature



Lane Continuity



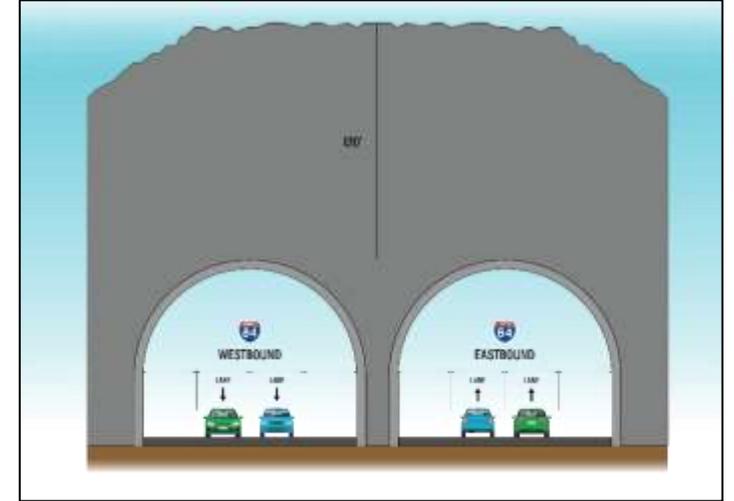
Concept 7 – Tunnel – West



PROPOSED HIGHWAY

Key Constructability Issues:

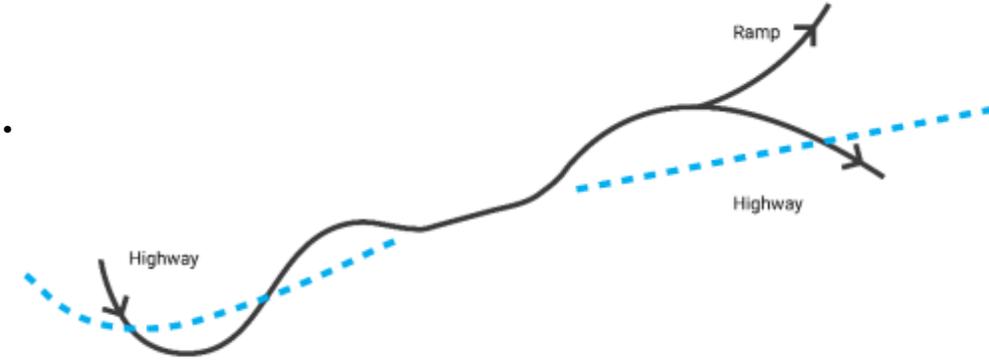
- Size and availability of equipment.
- Duration of construction.
- Staging and sequencing of work.
- Staging area for equipment.
- Specialized staff to perform the work.
- Disposal of excavated material.





PROS

- + Improves horizontal curvature near Interchange 3.
- + Can be built while maintaining existing traffic.
- + Traffic impacts during construction are minimal.
- + Maintains lane continuity within concept limits.



CONS

- Results in property impacts i.e. West Lake Water Treatment Plant facility.
- Disturbs previously undisturbed neighborhoods and community cohesion.
- Does not reduce congestion at merge areas.
- Creates a redundant highway system.
- Poses concerns with safety and security.
- Introduces the operation and maintenance of a tunnel on a long-term basis.





Construction Cost Estimate

Cost Range	Rating
Less than \$0.5 billion	\$
\$0.5 billion to \$1 billion	\$\$
\$1 billion to \$3 billion	\$\$\$
\$3 billion to \$5 billion	\$\$\$\$
Greater than \$5 billion	\$\$\$\$\$

*Note: The construction cost estimate is inflated to mid-point of construction not including right-of-way and engineering costs.



Recommendation:

This concept should be dismissed from further consideration.



Discussion/Questions



Upcoming Concepts

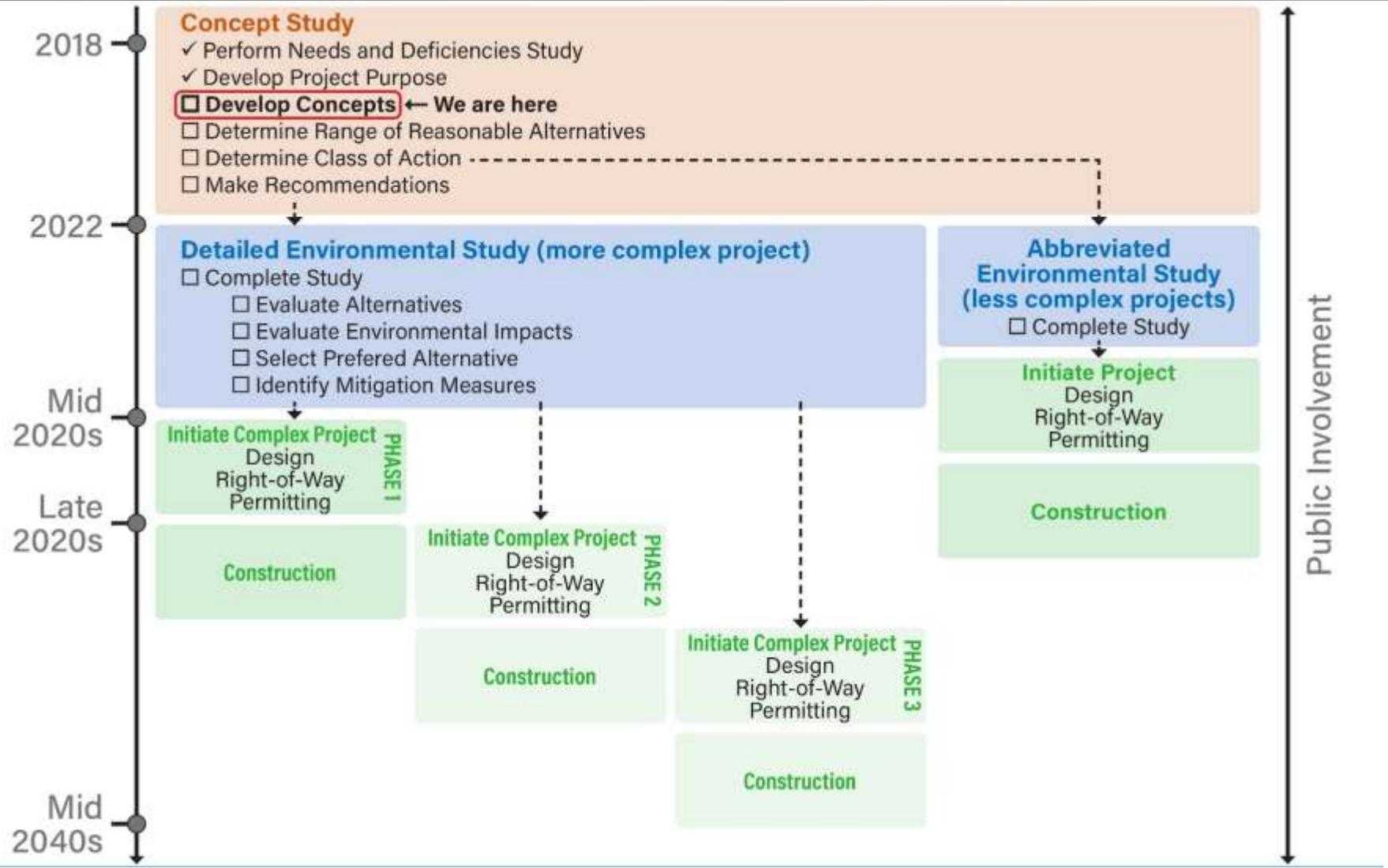


Concept 4 - Non-Highway Option





Process and Timeline





Next Steps



Next Steps

- Complete concept development
- Establish screening criteria and performance measures
- Next PAC Meeting – Summer 2021
 - ✓ Focus on Concept 4 (Non-highway option)
 - ✓ Possibly present other concepts and discuss screening criteria
- Develop a range of reasonable alternatives to move forward into the environmental phase



Discussion/Questions



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Thank You!