

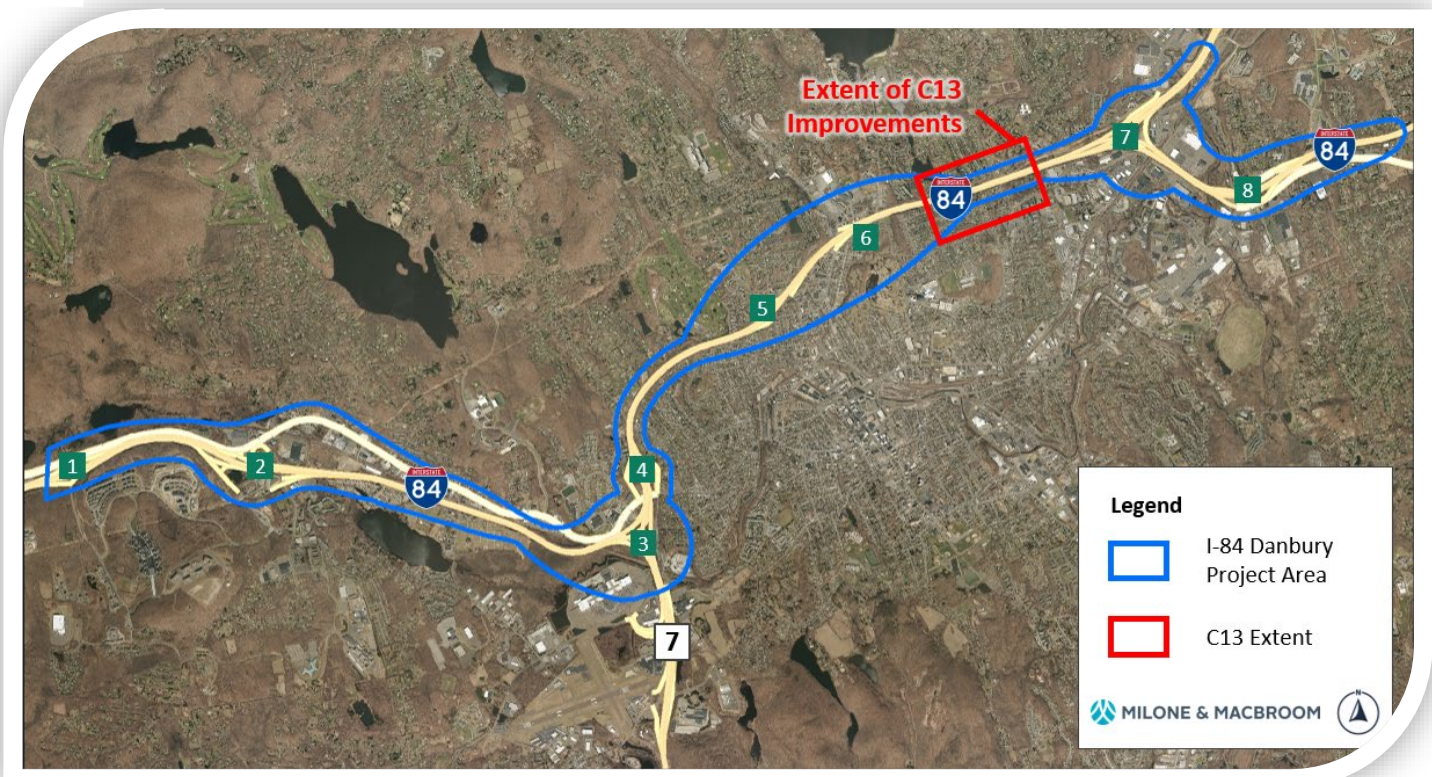
Concept 13 Summary: Great Plains Road - Center

DESCRIPTION

Concept 13 seeks to provide a new partial interchange on I-84 at Great Plains Road in the center section of the corridor. The Great Plains Road interchange will improve access between I-84 and the Danbury Hospital for points west of the Hospital.

Elements of C13 include:

- New partial interchange on Great Plains Road for points west of the Danbury Hospital.
- No changes in horizontal alignment to I-84.
- I-84 is raised in elevation to meet vertical clearance standards over Great Plains Road.
- I-84 has three lanes in each direction within the concept limits.
- The ramps to and from I-84 and Great Plains Road are in a diamond configuration.
- The existing interchange 6 (North Street) remains and provides access between I-84 and the Danbury Hospital for points east of the Hospital.
- Acceleration and deceleration lane lengths will be provided to meet design standards at the Great Plains Road interchange with I-84.
- 1 existing bridge will be replaced.



PROS

- The size of the impact area is small and largely occurs within properties along one street.
- No full takes would be necessary to implement this concept.
- The concept largely occurs within the existing highway right-of-way.
- There are no impacts to known historic resources.
- There are no impacts to known 4(f) properties.
- No direct impacts to wetlands, watercourses, or flood zones.
- Improves connection to the Danbury Hospital.
- Improves connection to downtown.
- Provides an opportunity for pedestrian and bicycle travel where there is none today.
- Provides an opportunity to enhance public transit use.
- Typical construction methods.

CONS

- The improvements in this concept are located in close proximity to the natural gas transmission pipeline in the vicinity of Great Plains Road and Carolyn Avenue.
- The highway will be closer to certain residential properties as compared to existing conditions, thus potentially impacting aesthetics and noise.
- Does not reduce congestion and improve mobility on I-84 during the weekday A.M. peak hour in the westbound direction.
- Does not reduce congestion and improve mobility on Route 7 during the weekday P.M. peak hour in the eastbound direction.
- Does not meet driver expectation because North Street and Great Plains Road are split interchanges.
- Does not address lane continuity on I-84.
- Does not address the left-hand entrance and exit ramps in the I-84 corridor.
- Lacks consistent design speed throughout the I-84 corridor.
- Does not propose changes to the existing interfaces other local street interchanges.
- Increases traffic volumes on Great Plains Road.

RECOMMENDATION

Anticipated impacts associated with the C13 option are minor, with no full property takes. As long as impacts to the natural gas pipelines can be avoided, this concept has a low probability of causing significant or irreparable harm to the natural or human environment.