



I-84 Danbury Project

Project Advisory Committee (PAC) Meeting No. 10

August 24, 2022







Welcome / Providing Feedback



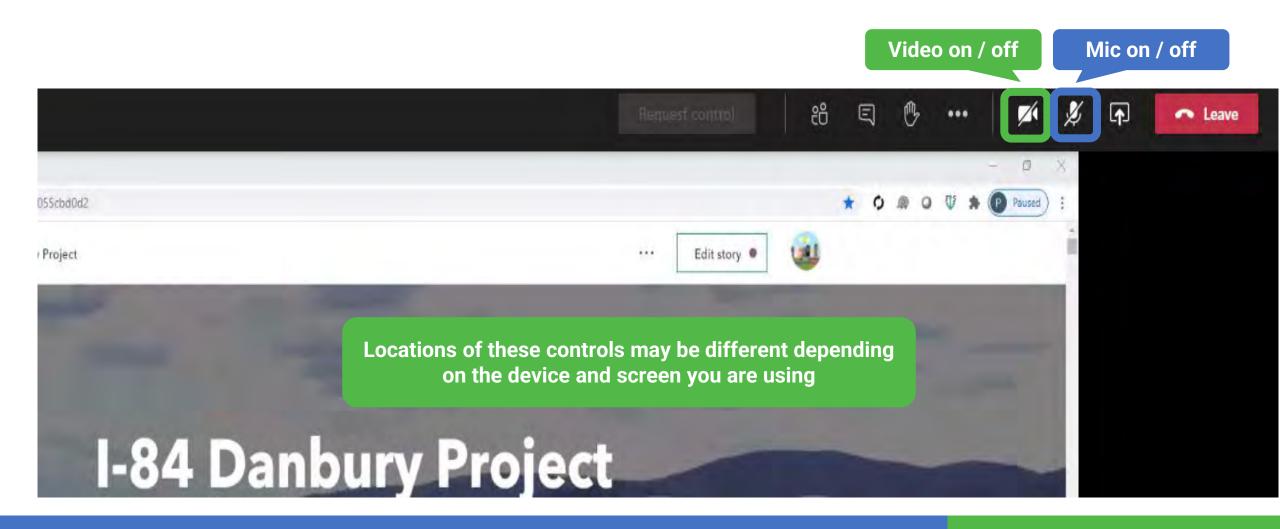


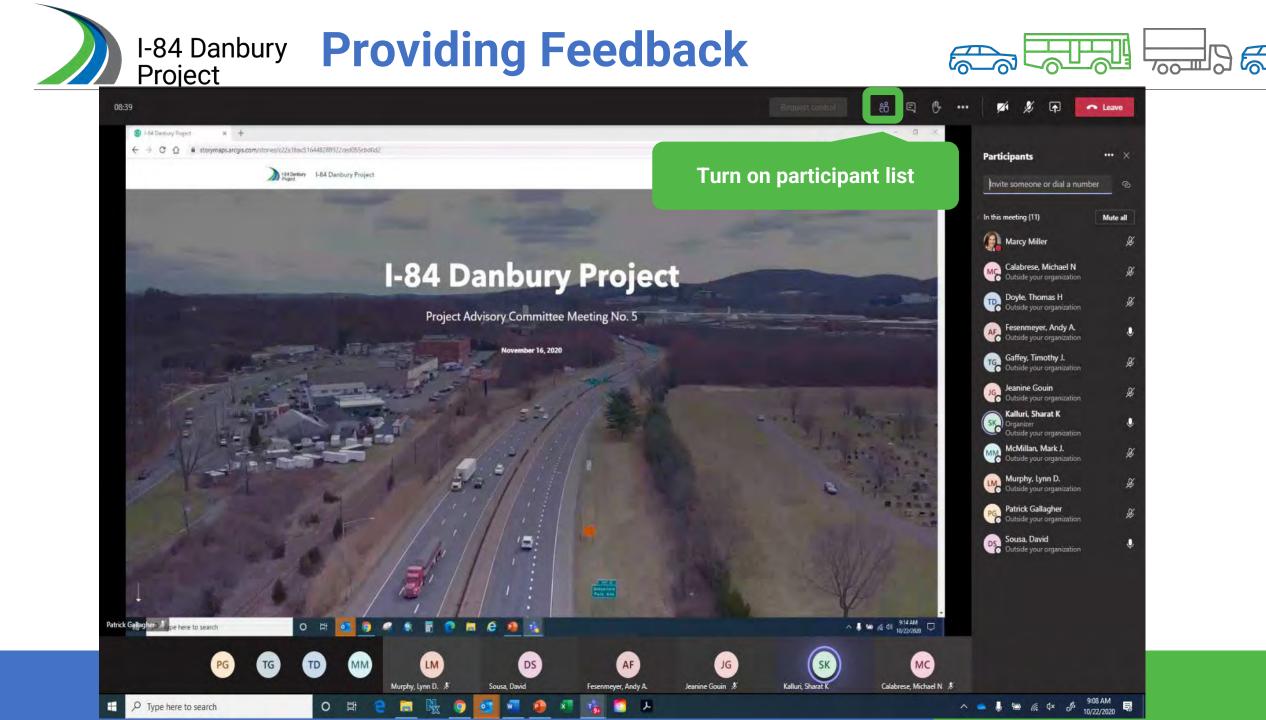
Housekeeping Items

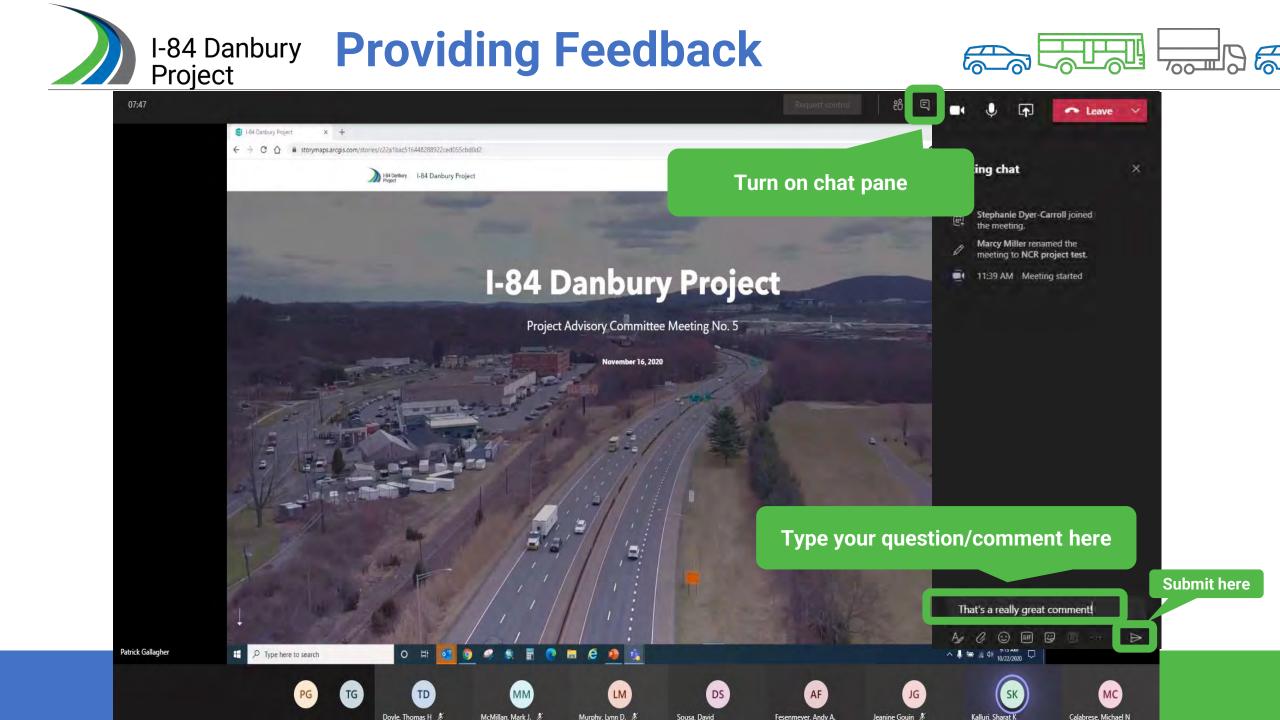
- Meeting is live and recorded
- Meeting presentation is posted to the project website at <u>http://www.i84danbury.com/course_cat/public-advisory-committee/</u>
- Participants can video conference in <u>or</u> call in via phone and follow along to presentation posted on web
- Participants should mute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

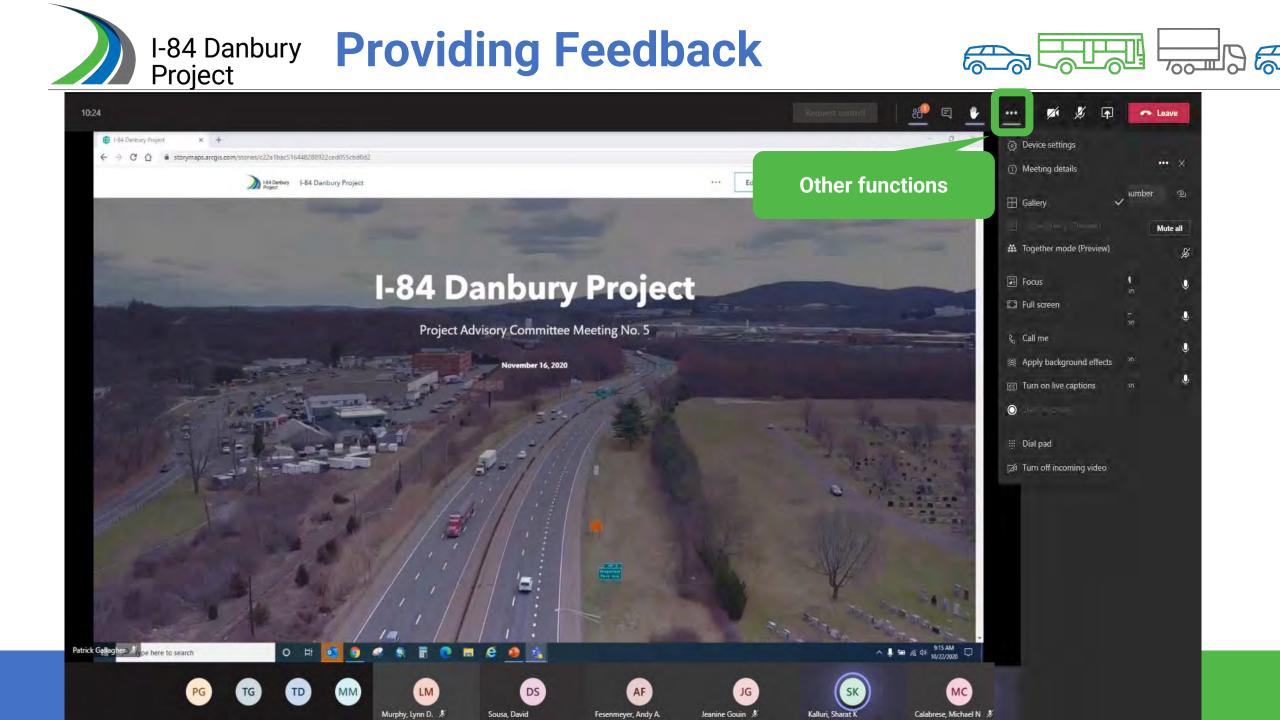


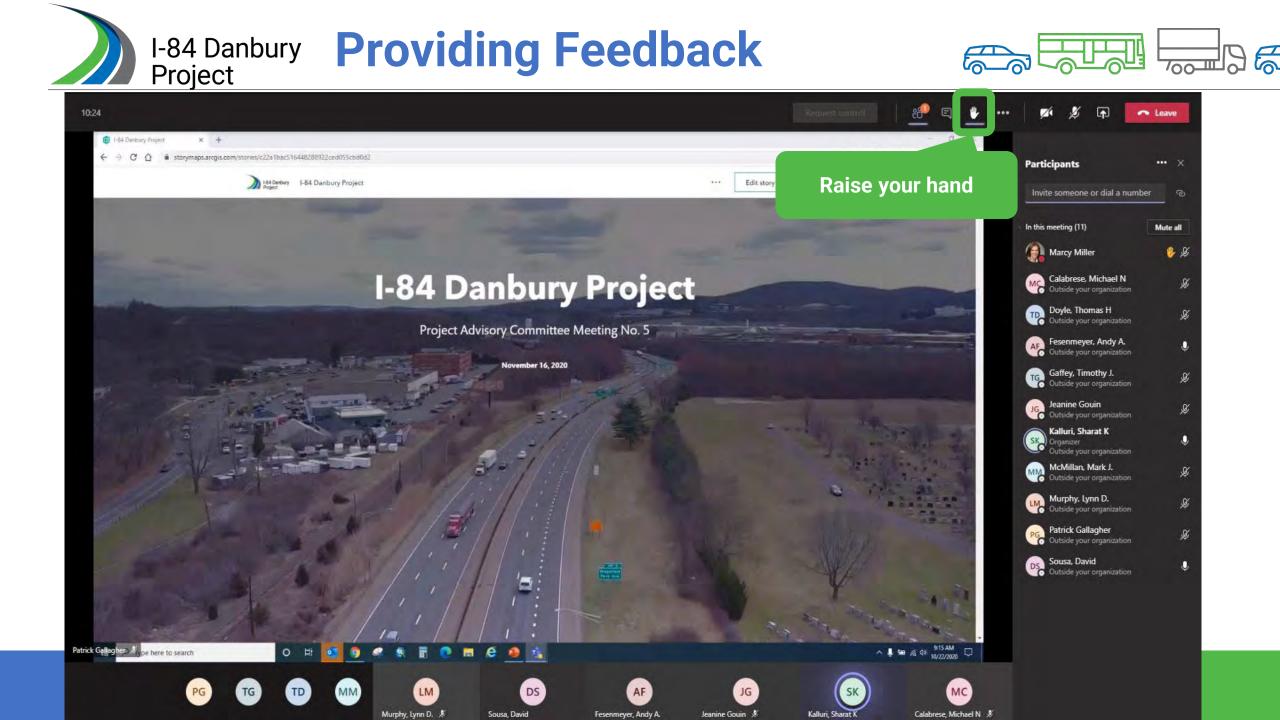
















Questions





Presenters



Krishalyn Macrohon CTDOT Project Engineer



Rick Black SLR Consulting Environmental Documentation



Sharat K. Kalluri CDM Smith Project Manager

Team Members



Nilesh Patel CTDOT Principal Engineer



Kevin Burnham CTDOT Project Manager



Jeanine Armstrong Gouin SLR Consulting Environmental Documentation

Moderator



Marcy Miller, AICP (FHI)







- PAC Update
- Recap of Where We are in the Process
- Mainline Segment Concept Fatal Flaw Analysis
- Mainline Segment Concept Impact Screening Analysis
- Screening Criteria/Rating Criteria
- Discussion / Questions





PAC Update



Since Our Last Meeting

- Added more concepts to website
- Attended the Leadership Meeting hosted by the Danbury Chamber of Commerce
- Attended pop-up events in Danbury
- Continue to create social media content
- No changes to the PAC membership







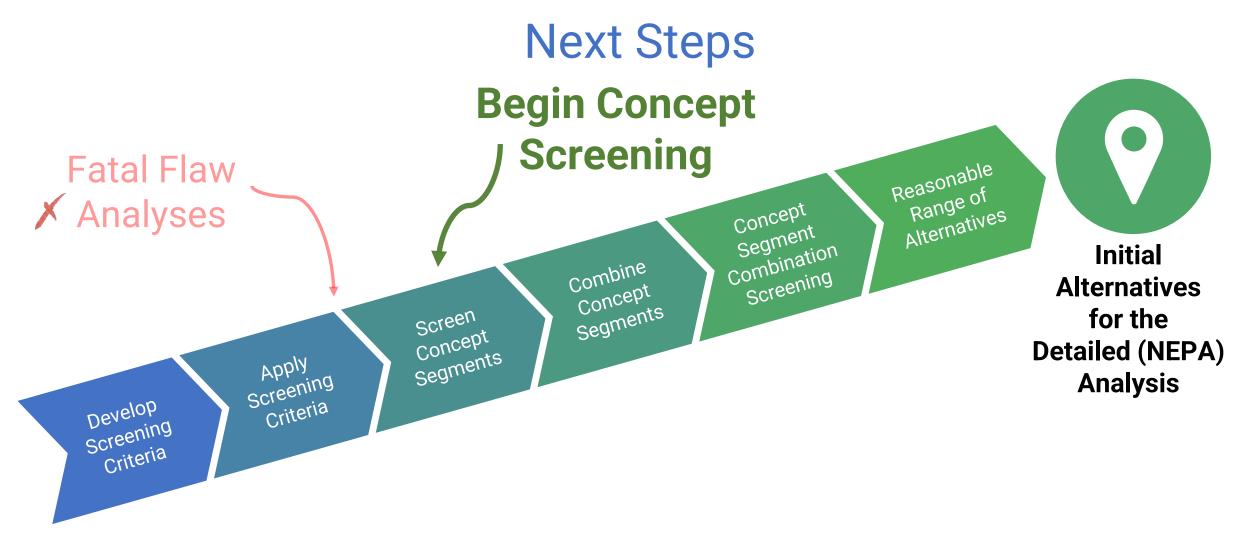






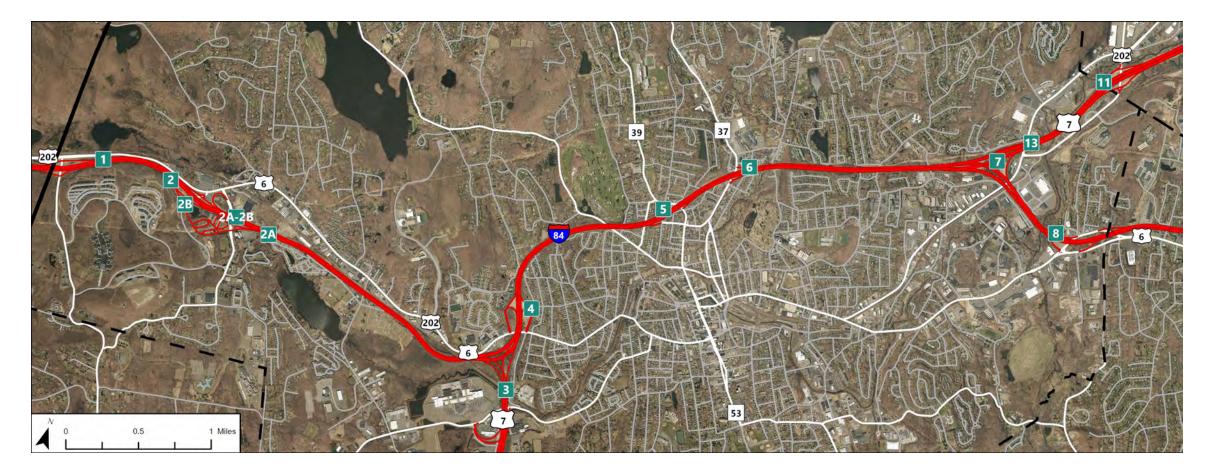






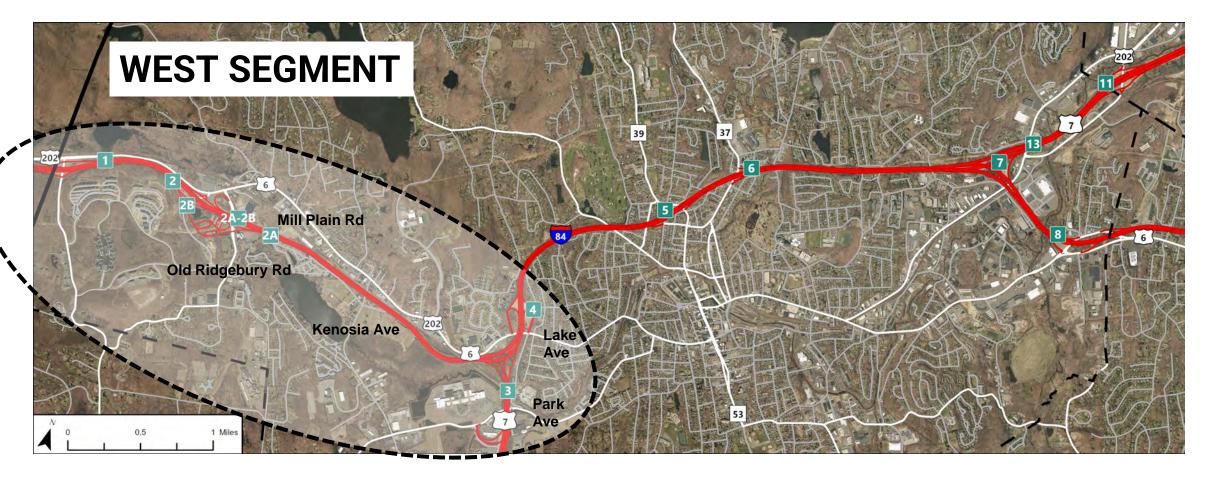






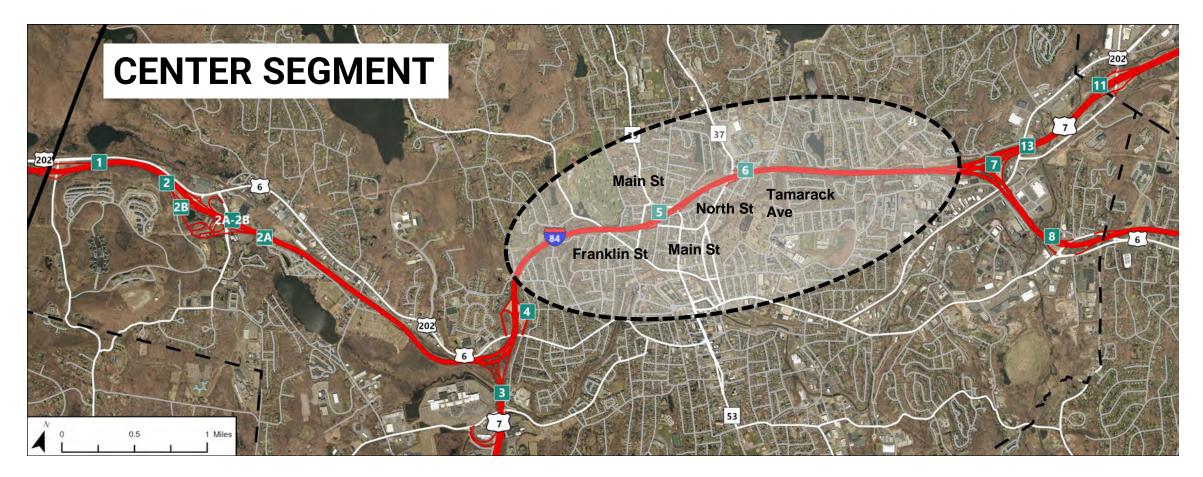






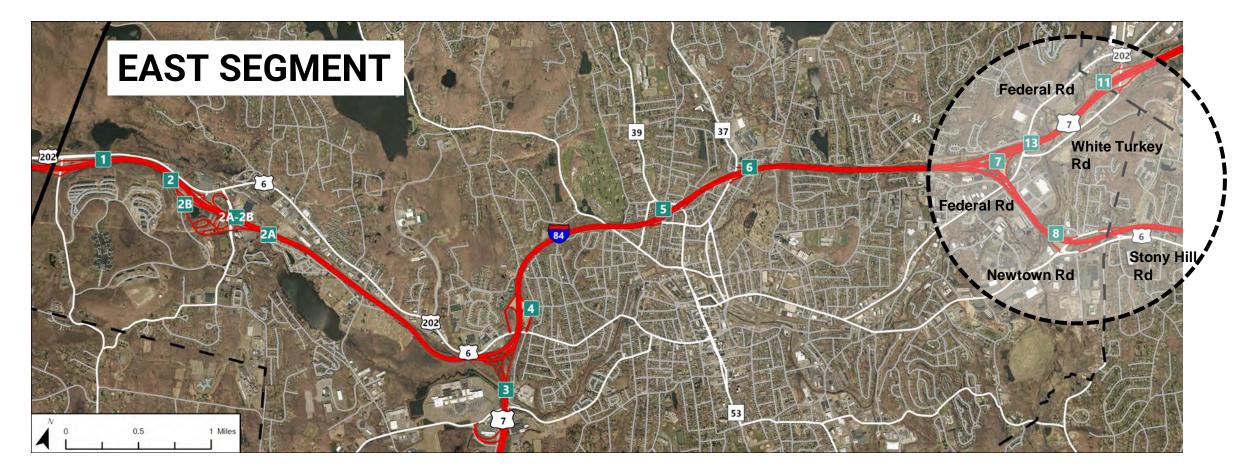






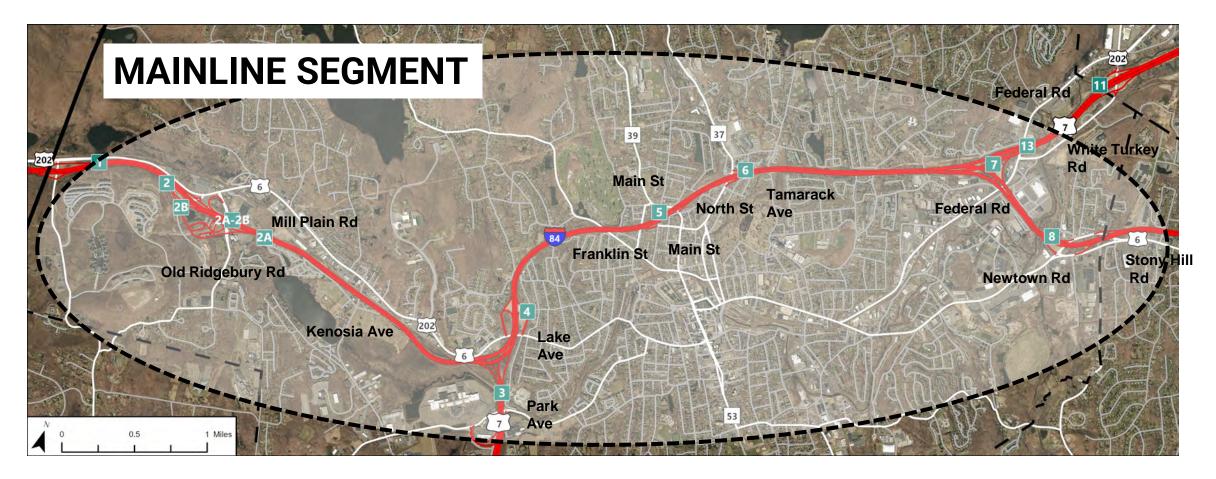
















I-84 Concept Screening (Mainline)

Corridor Segment		Mainline						
	Concept # by Segment	<u>C1</u> Lane Add	<u>C5</u> Left to Right hand Ramps	<u>C8</u> I-84 Under CD Road	<u>C9</u> Rt 7 Median	<mark>C22</mark> I-84 Express		
tegory	Fatal Flaw							
Screening Category	Redundancy							
Screer	Matrix Analysis							

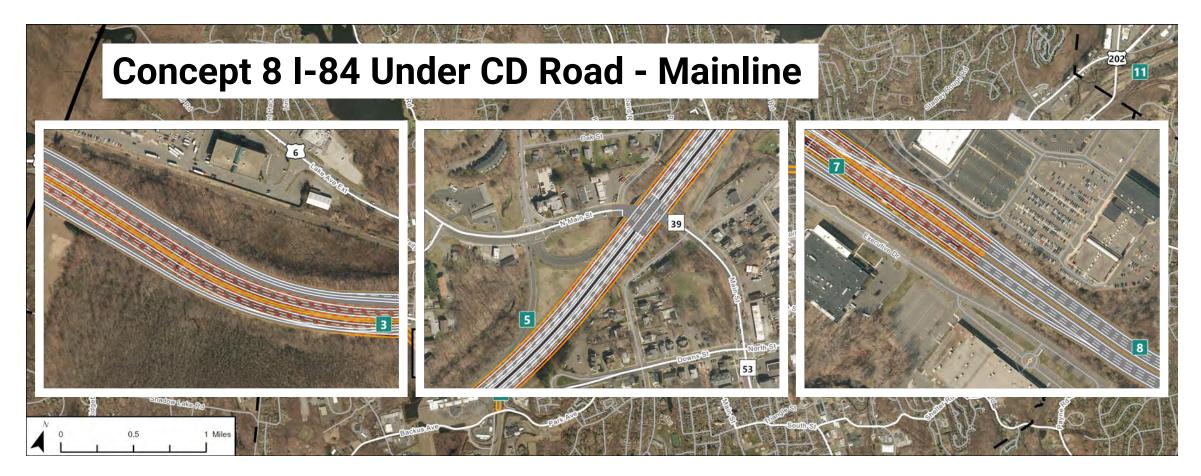










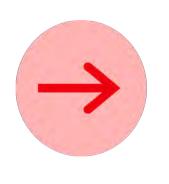






Fatal Flaw Screening Mainline

- Concept C5 Left to Right hand Ramps
 - Lacks Ability to meet PEL Study Purpose
 - Failed to Reduce Congestion
 - Failed to Improve Mobility
- Concept C8 I-84 Under CD Road
 - Numerous Constructability Issues
 - High Complexity
 - Major Traffic Disruption
 - Problematic Connection to RT 7



C5 & C8 Removed From Further Analyses



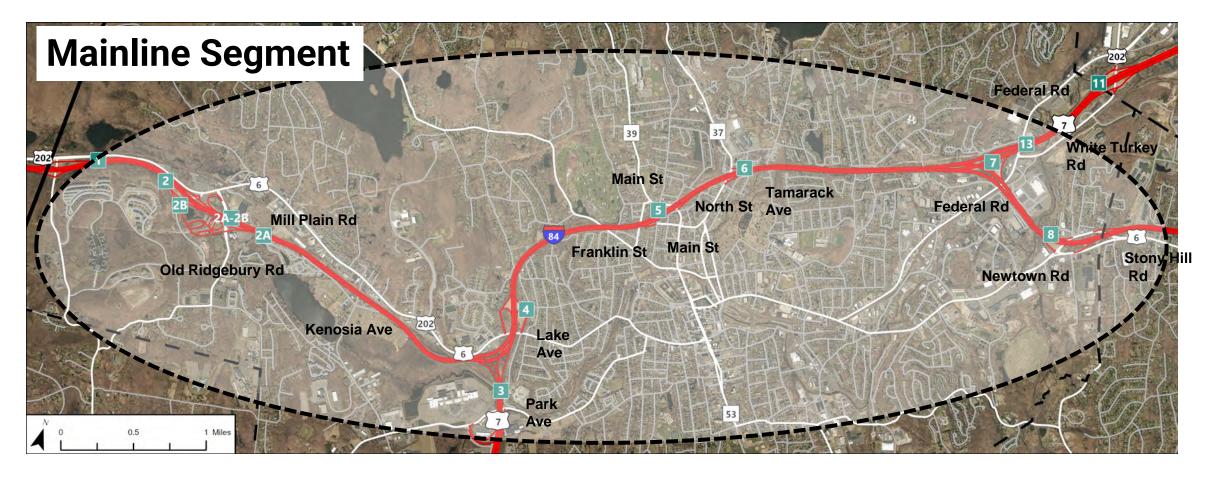


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tegory	Fatal Flaw		×	×			
Screening Category	Redundancy						
Screer	Matrix Analysis	V			*	*	

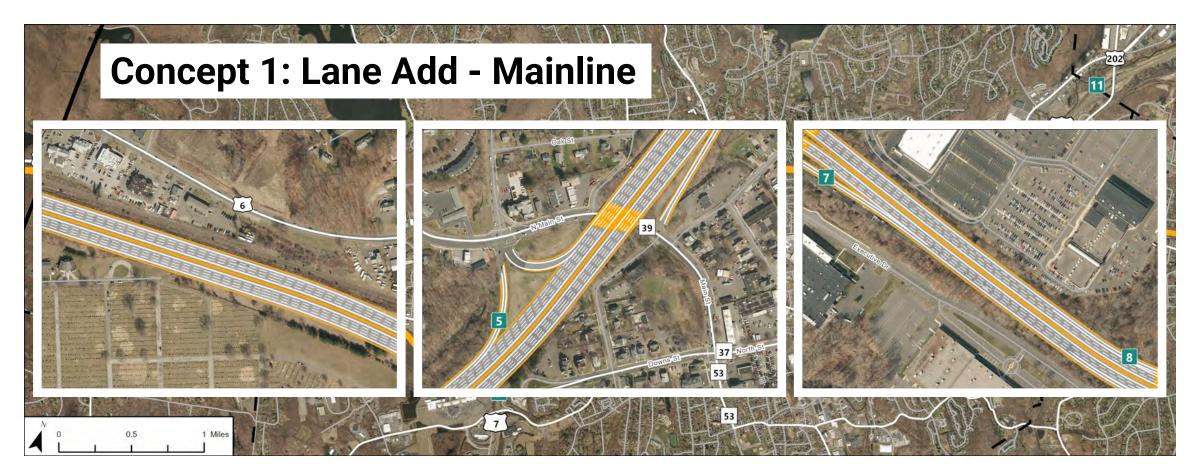






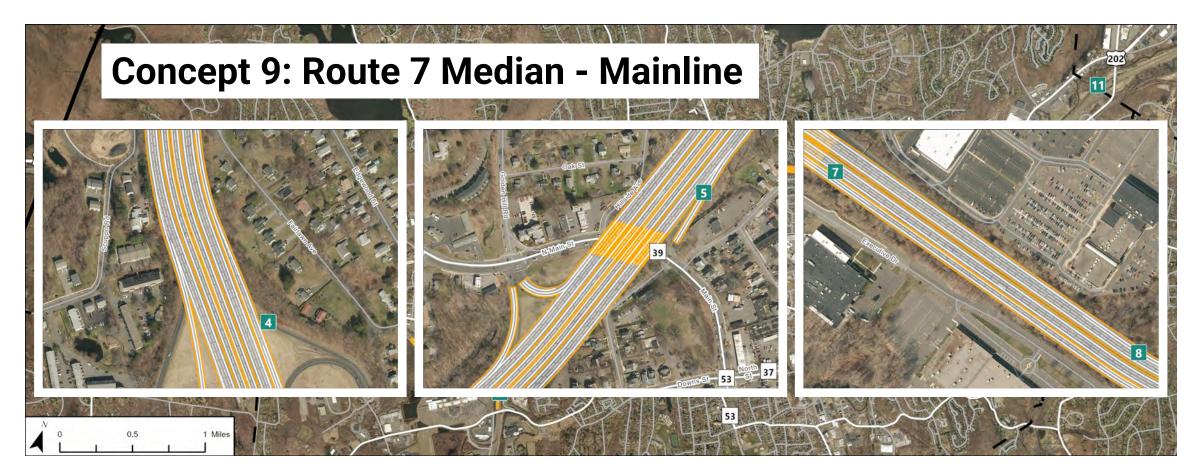






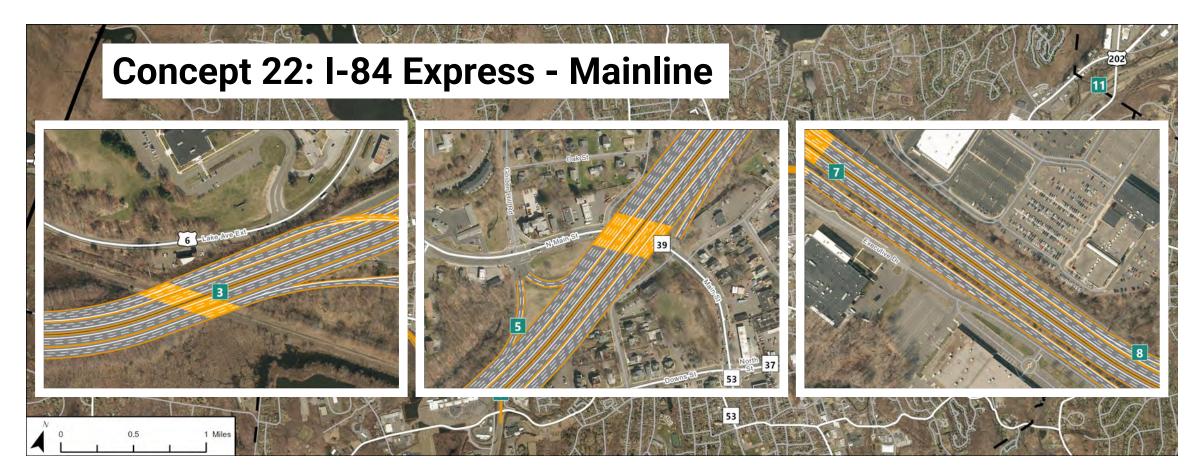
















I-84 Matrix Analysis (Mainline)

	Concept 1	Concept 9	Concept 22			
Engineering Considerations	Lane Add	Lane Add Rt 7 Median		Rating Criteria		
	rating	rating	rating	ightarrow	0	
Key Engineering Considerations						
Congestion and Mobility						
I-84 (AM) reduction in travel time (minutes)	-84 (AM) reduction in travel time (minutes) No differentiation amongst concepts				10-24*	<10*
I-84 (PM) reduction in travel time (minutes)	\bigcirc	\bigcirc	0	≥ 50*	15-49*	< 15*
Rt. 7 (AM) reduction in travel time (minutes)	\bigcirc	0	0	≥ 40*	15-39*	< 15*
Rt. 7 (PM) reduction in travel time (minutes)	\bigcirc	\bigcirc	0	≥ 55*	15-54*	< 15*
Corrections of weaving	0	0	0	Betters	None	Worsens
Additional Engineering Considerations						
Schedule and Budget						
Construction Complexity and Staging	\bigcirc	\bigcirc	\bigcirc	Low	Medium	High
Construction cost (billions)	\bigcirc	\bigcirc	\bigcirc	≤\$1 B	>\$1-2 B	>\$2 B
				*compared to	o no-build	





Other Factors Considered						
	Engineering Considerations with NO differentiators					
\bigcirc	Addresses lane continuity (Yes)					
\bigcirc	Elimination of left-hand ramps (Yes)					
\bigcirc	Reduction in peak hour delay (Yes)					
\bigcirc	Consistent design speed (Yes, I-84 curve - Intchg 3, eastbound)					
\bigcirc	Consistent design speed (Yes, I-84 curve - Intchg 7, westbound)					
\bigcirc	Stopping sight distance improved (Yes, Intchg 3 (eastbound) & Intchg 7 (westbound))					
\bigcirc	Acceleration/deceleration lane lengths improved at all interchanges (Yes)					
\bigcirc	Vertical geometry improvements (Yes)					
\bigcirc	Maintain I-84 traffic during construction (Yes)					
\bigcirc	I-84 (AM) reduction in travel time (minutes)					

* Note: Local mobility not addressed in any Mainline Concepts





I-84 Matrix Analysis (Mainline)

	Concept 1	Concept 9	Concept 22			
Environmental Considerations	Lane Add	Rt 7 Median	I-84 Express	Rating Criteria		
	rating	rating	rating	\bigcirc	\bigcirc	
Key Environmental Considerations						
Built Considerations						
Full property takes (numbers)	0	•	\bigcirc	<15	15-25	>25
Sensitive and EJ neighborhood impacts	\bigcirc			None/Minimal	Moderate	Strong
Natural Considerations - No Differentialtors						
Additional Environmental Considerations						
Built Considerations					· · · · ·	
Partial property takes (numbers)	\bigcirc	\bigcirc	\bigcirc	<40	40-80	>80
Potential for community facility impacts	\bigcirc	0	\bigcirc	None	Minimal	Strong
Natural Considerations - No Differentialtors						





I-84 Matrix Analysis (Mainline)

	Other Factors Considered							
	Environmental Considerations with NO differentiators							
	Wetland impacts (IP needed)							
	Stream impacts (Permit needed)							
	Cemetary Property Impacts (likely)							
	Potentail habitat for state-listed species							
\bigcirc	Potential visual/aesthetic impacts (Yes)							
\bigcirc	Potential to impact NGPL (Yes, between Intchg 6 & 7)							
\bigcirc	Potential for 100-year floodplain impacts (Minor pier installation)							
0	Detailed noise analysis (needed)							
	Potential Section 4(f) impacts (None)							
	Critical environmental area impacts (None)							
	Historic property impacts (None)							
\bigcirc	Listed species impacts: northern long-eared bat (None)							
\bigcirc	Listed species impacts: bog turtle (None)							





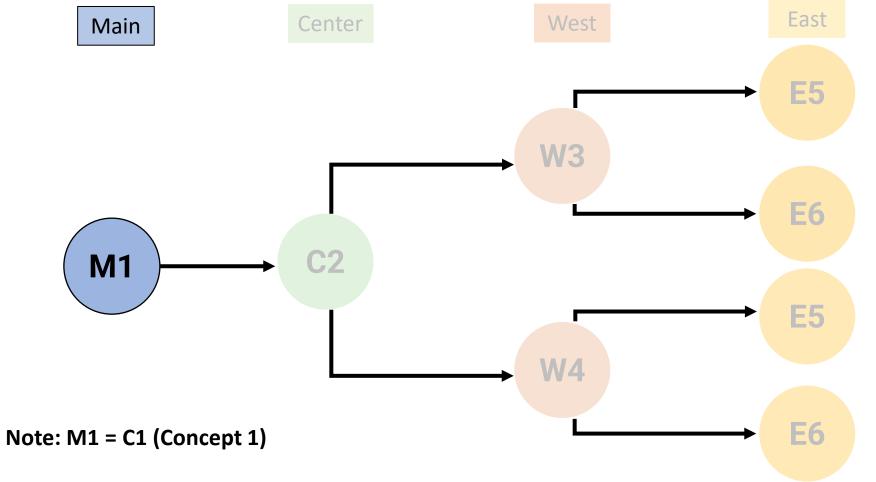
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tegory	Fatal Flaw		×	×			
Screening Category	Redundancy						
	Matrix Analysis				×	×	





Concept Combinations – EXAMPLE



Example:

4 segment **Concept Combinations** will be further screened.

- M1, C2, W3, E5
- M1, C2, W3, E6
- M1, C2, W4, E5
- M1, C2, W4, E6





Screening of Concept Combinations - EXAMPLE

4 segment **Concept Combinations** to be further screened.

- M1, C2, W3, E5
- M1, C2, W3, E6
- M1, C2, W4, E5
- M1, C2, W4, E6

Feasibility Analysis

Congestion/Mobility Analysis

> Redundancy Analysis

> > Matrix Analysis

Reasonable Range of Alternatives

Beginning of Selection for the detailed environmental (NEPA) Analysis





Next Steps

- Provide Screening Criteria materials for review
- Screen remaining concept segments (West, Center, East)
- Next PAC Meeting September/October 2022
 - **Discussion of Screening Criteria**
 - Presentation of Concept Screening Results
- Combine concepts
- Begin screening of Concept Combinations
- Develop a range of reasonable alternatives to move forward into the environmental study phase





Discussion / Questions





Project Contacts

Kevin Burnham, P.E. Project Manager, Consultant Design Kevin.Burnham@ct.gov

Krishalyn Macrohon, P.E. Project Engineer, Consultant Design Krishalyn.Macrohon@ct.gov





Thank you!