

# Concept 26 Summary: North Street On-Ramp Interchange 6 - Center

## DESCRIPTION

Concept 26 seeks to provide a collector-distributor (CD) Road between Main Street (Interchange 5) and North Street (Interchange 6) in the eastbound direction. In the westbound direction, the existing westbound ramps at Interchange 5 (Main Street) remain and a new on-ramp is introduced at North Street. Other elements of Concept 26 include:

- CD Road is approximately 0.9 miles in length in the eastbound direction and will begin at the Starr Avenue underpass and end east of North Street to merge onto I-84.
- CD Road will be a one-way roadway parallel to I-84 and will consist of two travel lanes in the eastbound direction.
- CD Road will have at-grade intersections with Main Street and North Street in the eastbound direction.
- I-84 will be reconstructed and have four lanes in each direction between the Franklin Street Extension underpass and Tamarack Avenue.
- North Street will have full access to and from I-84 in both directions.
- An auxiliary lane is provided in the westbound direction on I-84 between the North Street on-ramp and Main Street off-ramp.
- Acceleration and deceleration lane lengths will be provided to meet design standards at Interchange 5 (Main Street/CD Road) and Interchange 6 (North Street).
- Replace 7 existing bridges.



## PROS

- Improves connection to the Danbury Hospital.
- Improves connection to downtown.
- North Street has full access to I-84.
- Typical construction methods could be used.
- Provides an opportunity for pedestrian and bicycle travel where there is none today.
- Provides an opportunity to enhance public transit use.
- There are no known impacts to historic, or 4(f) properties.
- No direct impacts to watercourses, wetlands, or floodplains.
- No impacts to community facilities.

## CONS

- Does not reduce congestion or improve mobility on I-84 and Route 7.
- CD Road will experience some congestion and delay.
- Creates a weaving movement between the North Street on-ramp and the Main Street off-ramp in the westbound direction.
- 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 to local streets at interchanges 1, 2, 3, 4, 7, and 8.
- Several stages of construction involving closures to local streets will be required.
- Implementation of this concept would result in residential and commercial property impacts. The majority of impacts would occur in an environmental justice community.
- Some disruption of community cohesion would occur associated with dead-ending of 6 local streets.
- Increases in noise levels are likely to occur at some locations near Main Street.
- Impacts to a wooded area would occur at the cemetery along Main Street.
- The highway would be closer to certain residential properties as compared to existing conditions, thus impacting aesthetics.

## RECOMMENDATION

This concept provides a partial solution. It does not address congestion or mobility outside the limits of the concept. This concept will have constructability challenges and will impact multiple properties. Anticipated impacts associated are expected to be moderate, with mitigation alternatives available to offset most impacts. Therefore, this concept should be advanced further and be combined with a concept that addresses congestion and mobility outside the limits of the concept.