

I-84 Danbury Project

Public Information Meeting

December 14, 2022



CTDOT Team



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Title VI - Civil Rights

- No Person shall, on the basis of race, color or national origin, be excluded from participation or subject to discrimination in the development of this project.
- Voluntary Post-Meeting Survey:
 - <https://portal.ct.gov/ctdotsurvey>
- Title VI Rights:
 - <https://portal.ct.gov/DOT/Business/Contract-Compliance/Title-VI-Page>



CONNECTICUT DEPARTMENT OF TRANSPORTATION



Departamento de Transporte de Connecticut

Título VI Aviso al Público

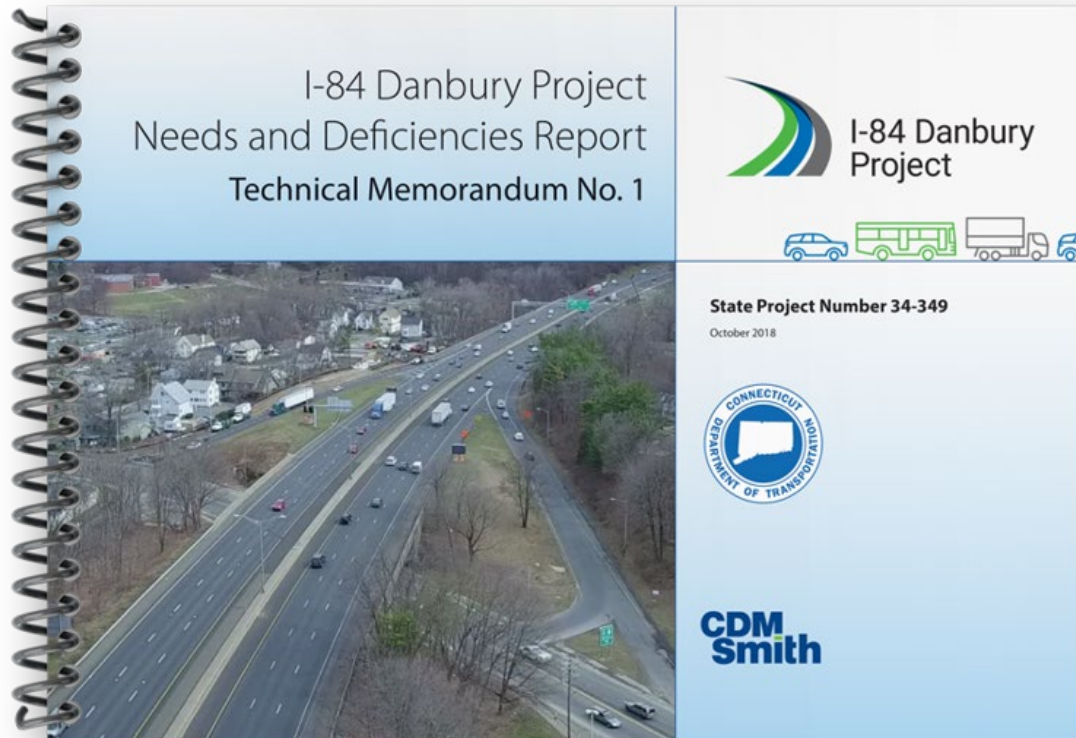
- ♦ El Departamento de Transporte de Connecticut (CTDOT) se compromete a asegurar que ninguna persona sea excluida de participar en, o le sean negados los beneficios de, sus servicios de transporte basándose en la raza, color o país de origen de la persona protegida por el Título VI de la Ley de los Derechos Civiles. Si a usted le parece que ha sido objeto de discriminación en lo que corresponde al Título VI, puede presentar una queja al CTDOT.
- ♦ Para más información sobre el programa de derechos civiles del CTDOT y el proceso de presentar una queja, comuníquese con el Coordinadora del Título VI del CTDOT al teléfono (860) 594-2169, TRS 711; Debra.Goss@ct.gov. También puede visitar nuestra oficina administrativa en 2800 Berlin Turnpike, Newington, CT 06131. Para más información, visite www.ct.gov/dot.
- ♦ Un denunciante puede presentar una queja directamente ante la Federal Transit Administration si lo hace ante la FTA Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.
- ♦ Un denunciante podrá presentar una queja directamente ante la Federal Highway Administration si lo hace ante la FHWA Office of Civil Rights, Attention: Title VI Program Coordinator, 8th Floor E81-105, 1200 New Jersey Ave., SE, Washington, DC 20590.
- ♦ Para recibir más información o ayuda gratuita en otros idiomas, llame al (860) 594-2109.

Agenda

- Study Limits
- PEL Study Process
- Study Segments – Mainline, West, Center, and East
- Non-highway options – Bus, Rail, and Bicycle
- Next steps

Existing Conditions

Key Takeaways



Congestion

Causes:

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

Congestion: I-84 Traffic Volumes


 = 10,000
vehicles per day

**Original Design
Capacity:**


 15,000
vehicles per day



2016:
(Observed Traffic Volumes)

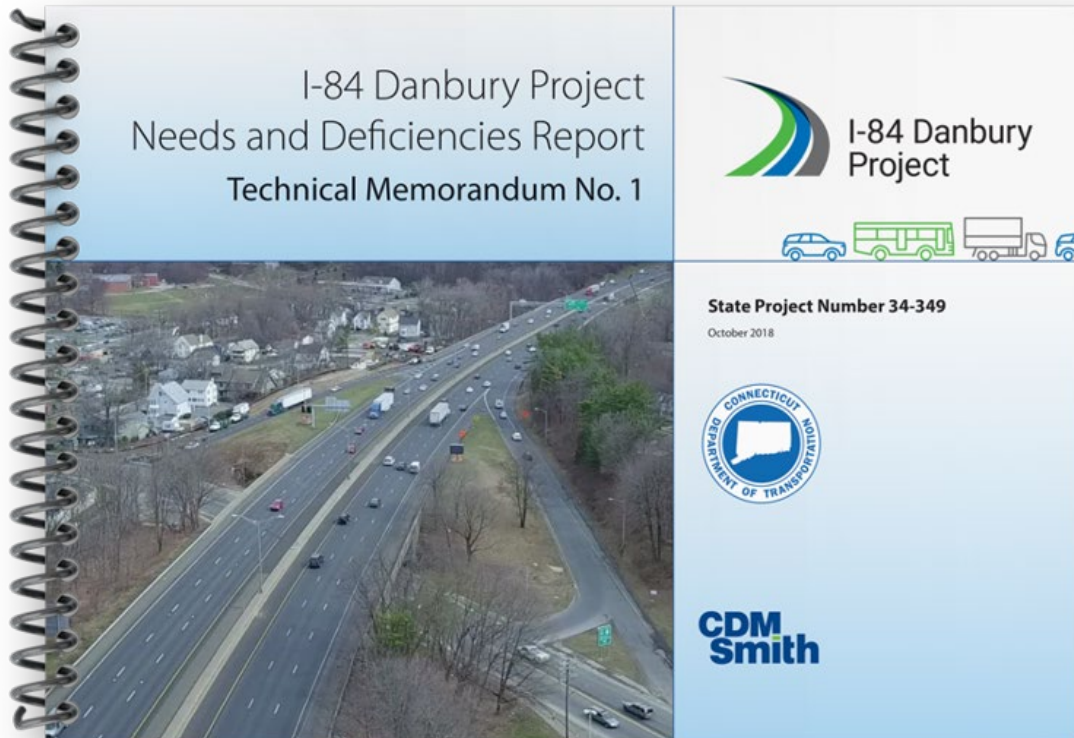
 110,000
vehicles per day

2040:
(Projected Traffic Volumes)

 130,000
vehicles per day

Existing Conditions

Key Takeaways



Poor Mobility

Causes:

- Local traffic patterns
- Poor connections between highway and local destinations
- Increased travel demand
- Low use of transit, bicycling, and walking

PEL Connects Planning and Environmental Processes

Planning =

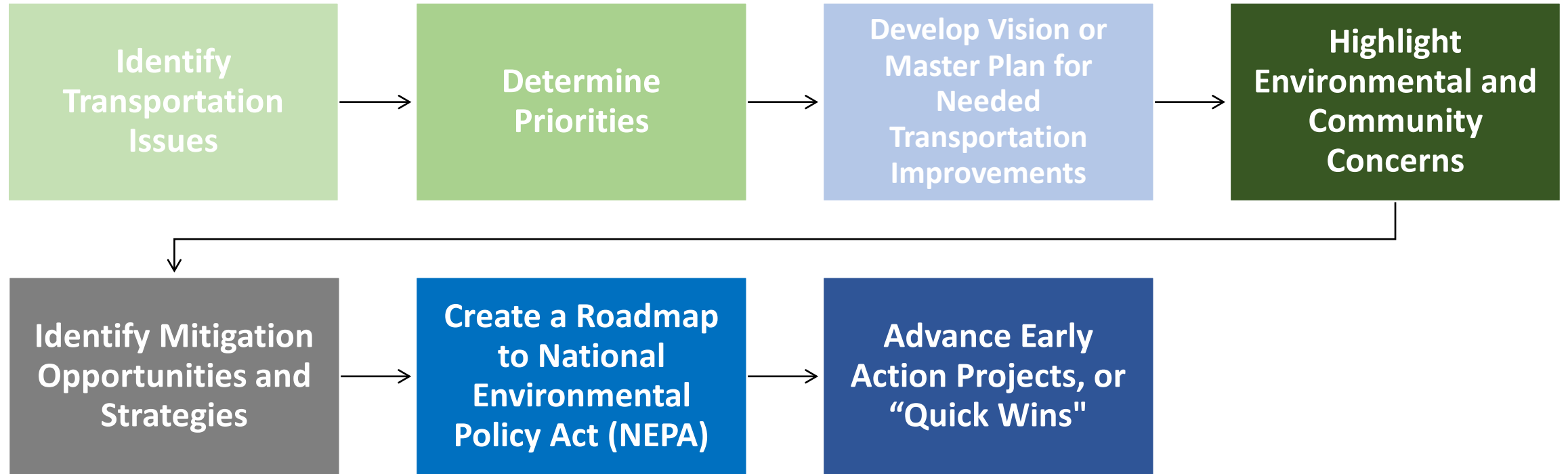
- Land use
- Transportation
- Water resources
- Natural resources
- Cultural and social resources
- Community neighborhoods and businesses

Environment =

- Environmental analyses required under National Environmental Policy Act (NEPA)
 - Categorical Exclusion, Environmental Assessment, or Environmental Impact Analysis, as well as permits

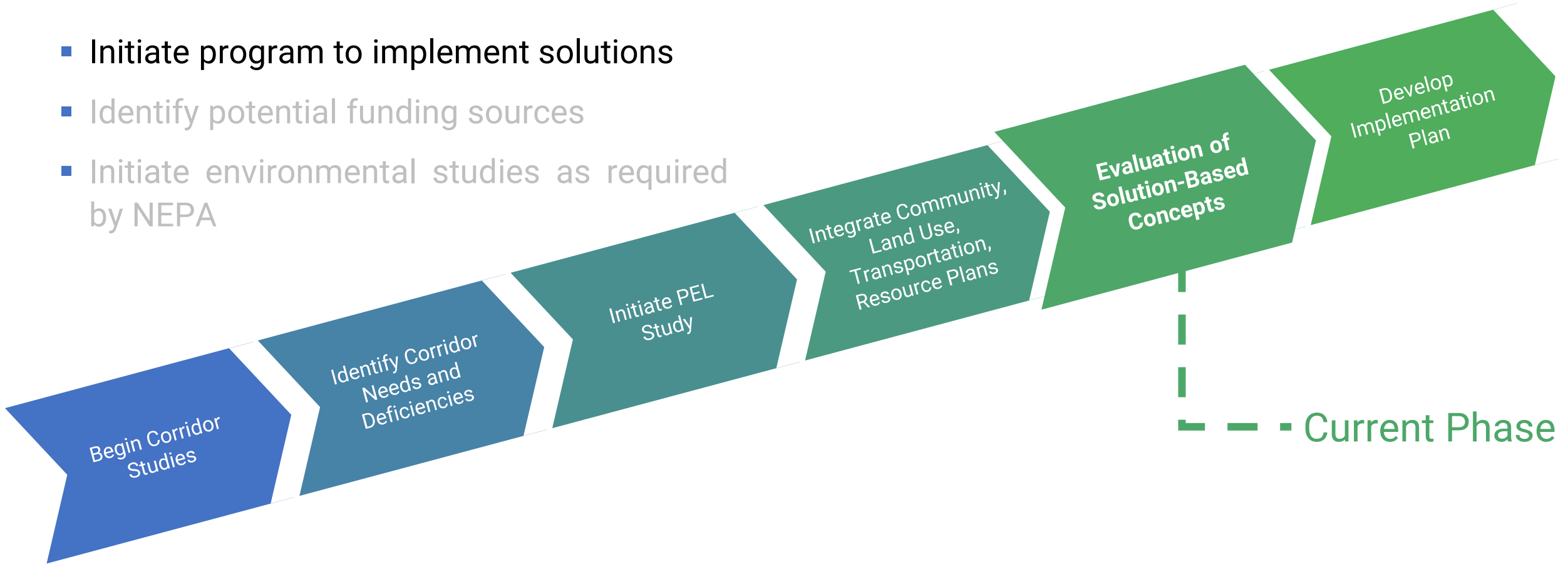


PEL Study Process

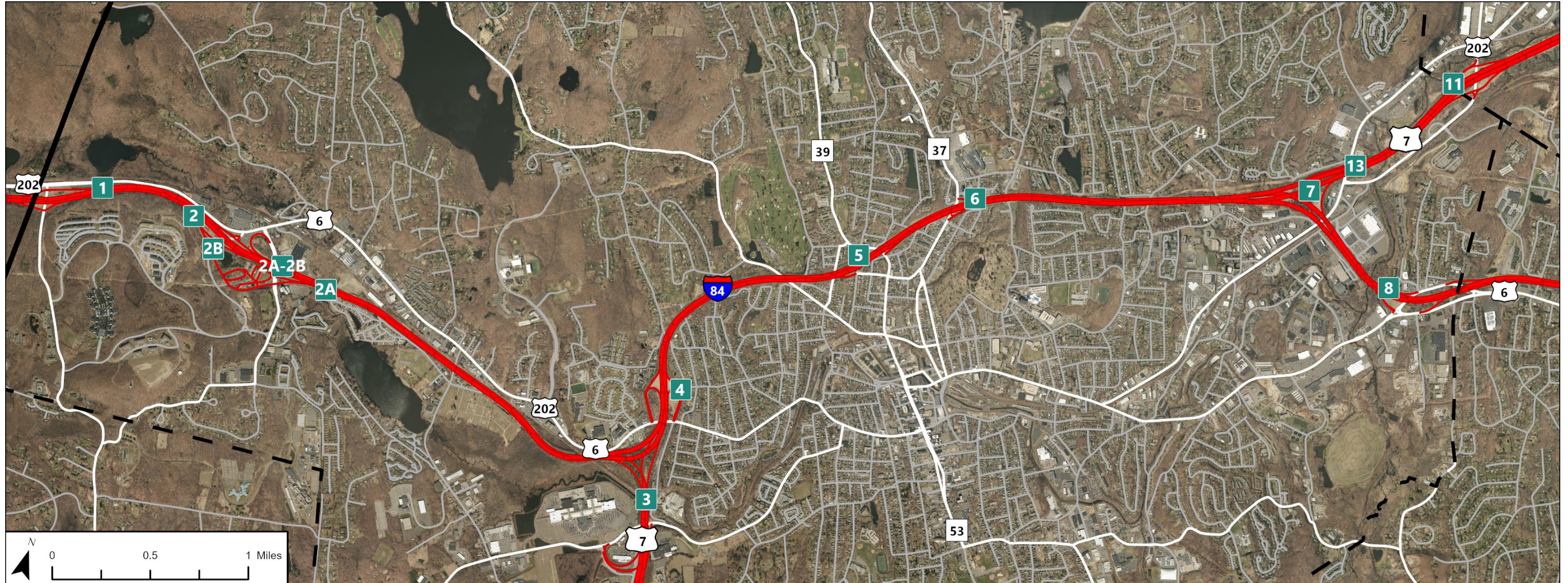


Next Step

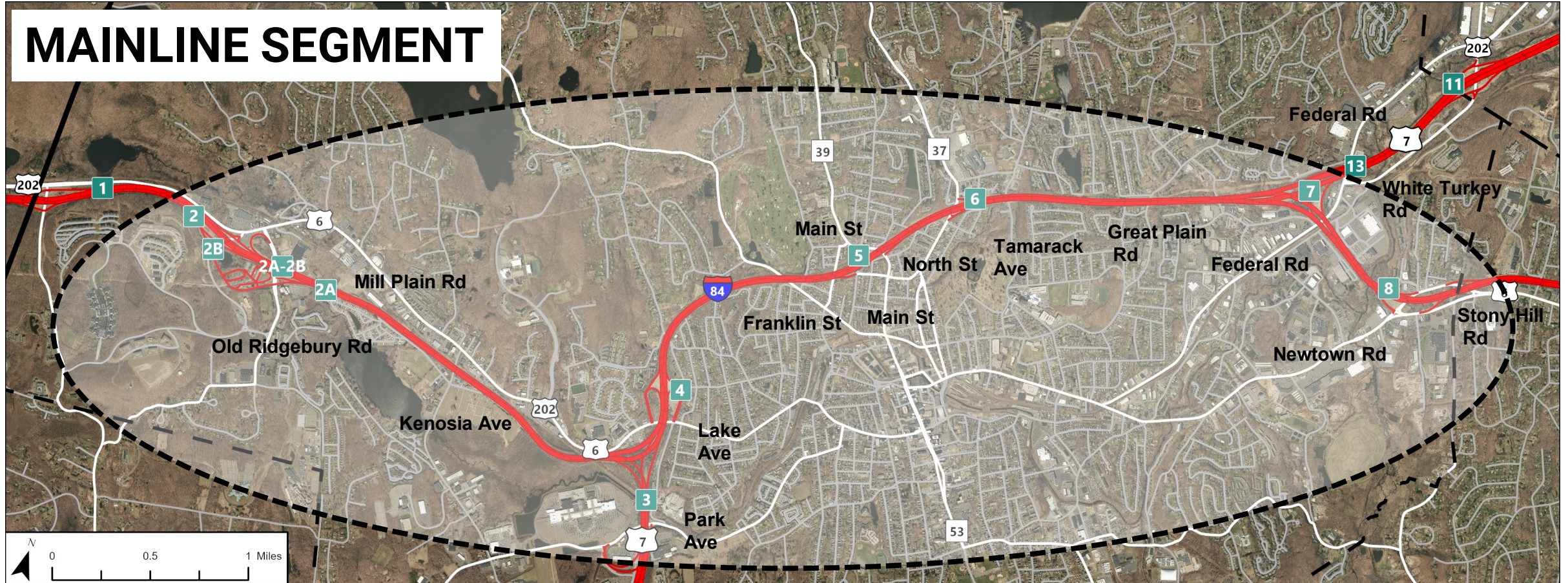
- Initiate program to implement solutions
- Identify potential funding sources
- Initiate environmental studies as required by NEPA



Study Limits



Study Segments – Mainline Segment

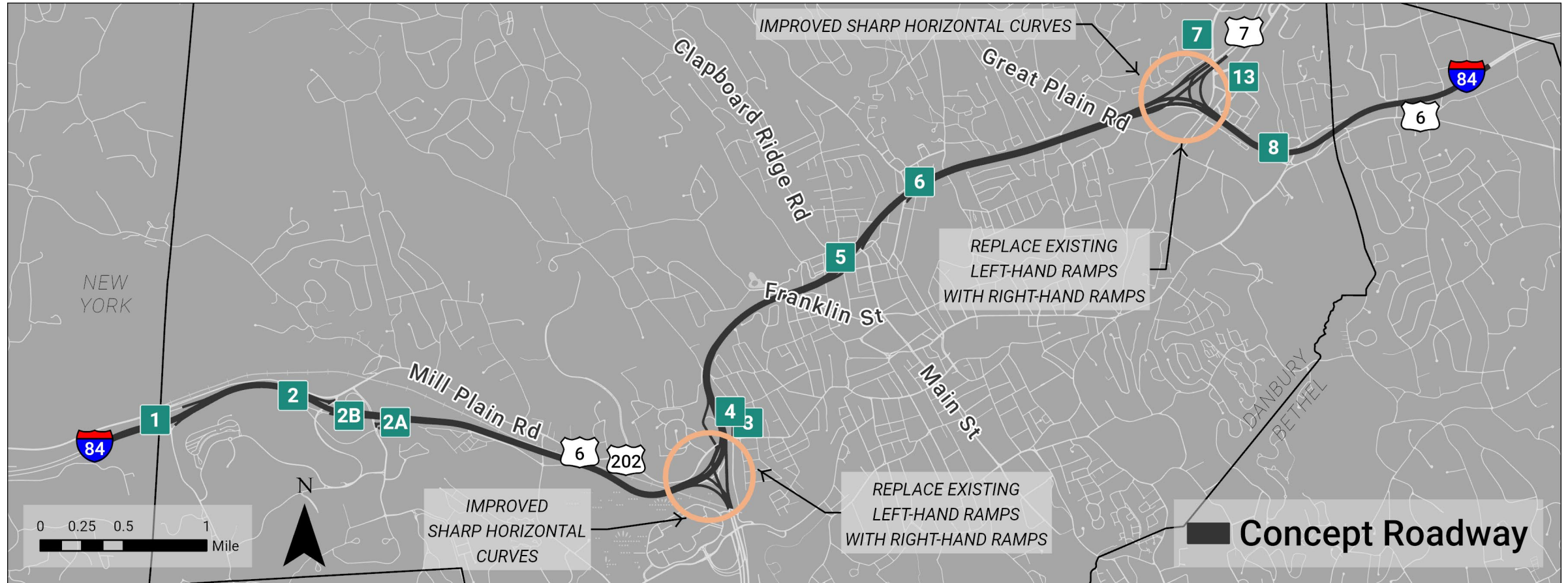


Mainline - Key Deficiencies

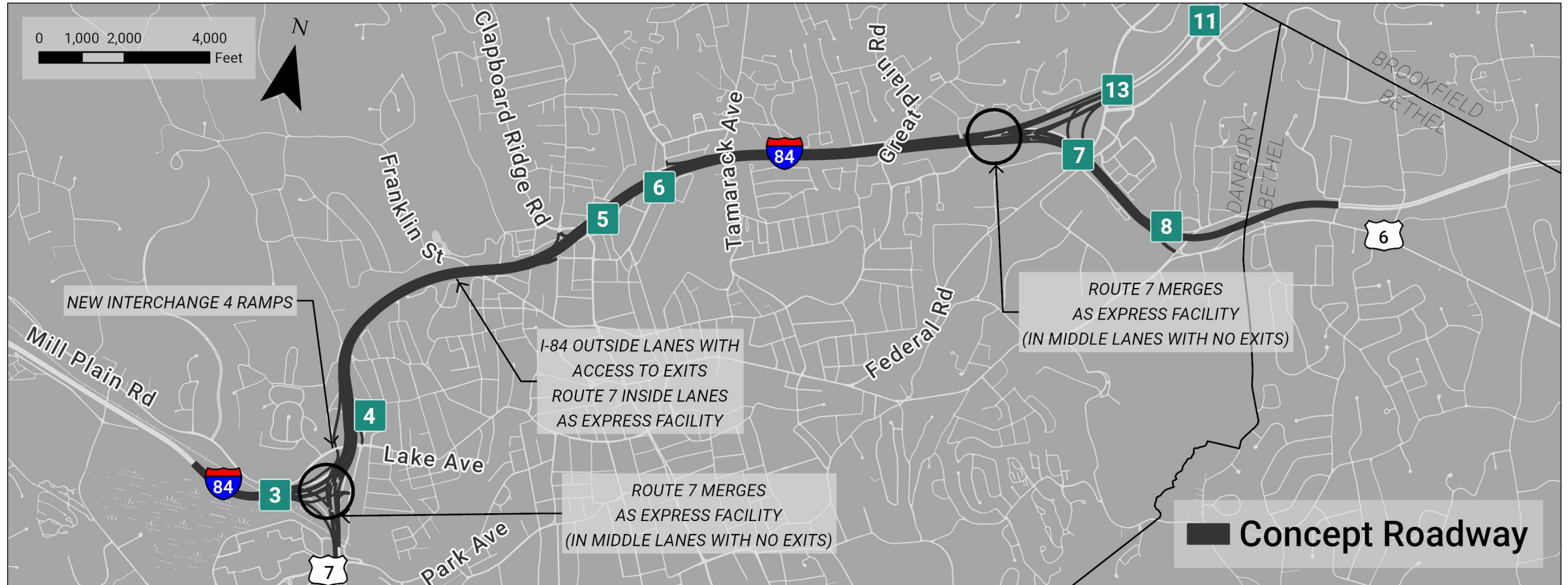
- **Peak Hour Congestion on a Typical Weekday**
- **Left Hand Entrance and Exits to Route 7**
- Insufficient **Acceleration/Deceleration Lane Lengths**
- **Design Speed of Curves**
- **Poor Sight Distance at Hills and Curves**
- **Lack of Lane Continuity Through Corridor**



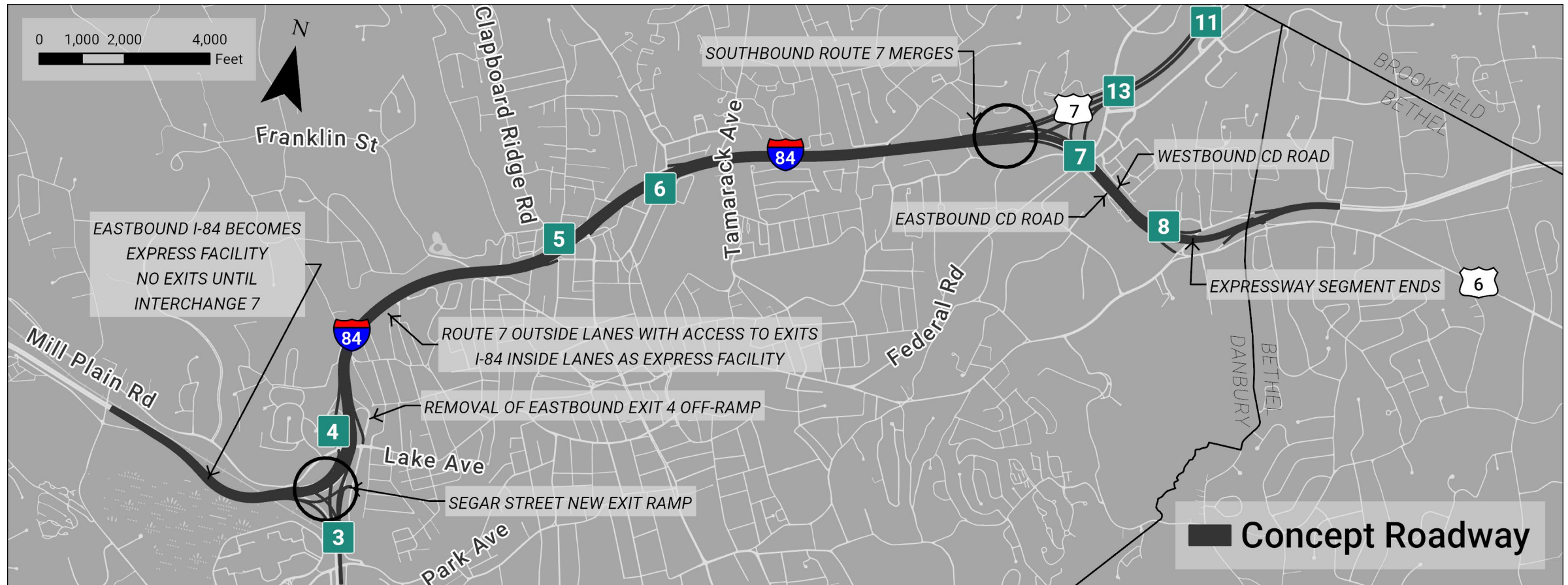
Mainline Segment – Concept 1 (Lane Add)



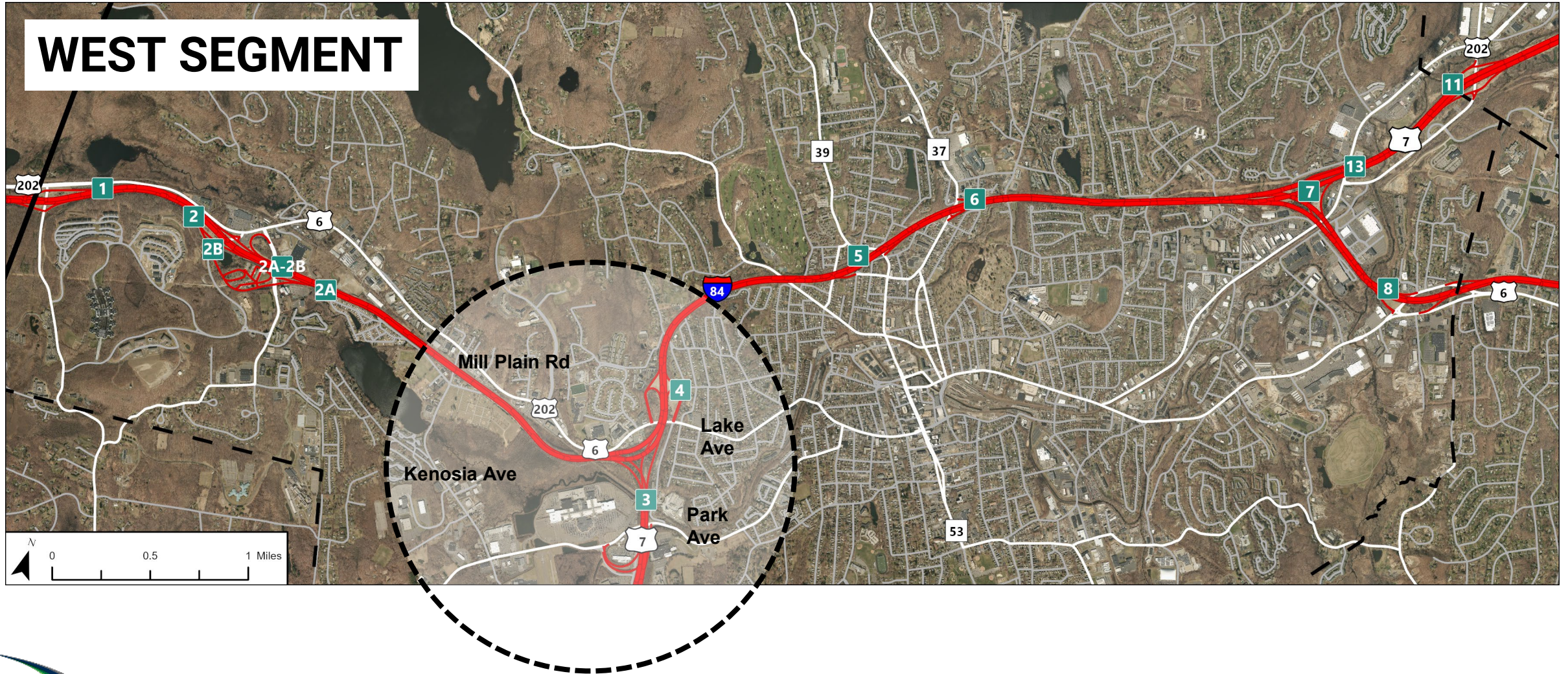
Mainline Segment – Concept 9 (Route 7 Median)



Mainline Segment – Concept 22 (I-84 Expressway)



Study Segments – West Segment



West – Key Deficiencies

- **Weave** Between Exits 3 and 4
- **Left Hand Exits**
- **Sharp Curve Sight Distance**
- **Short Merging Distances**



Left Hand Exit (Exit 3)

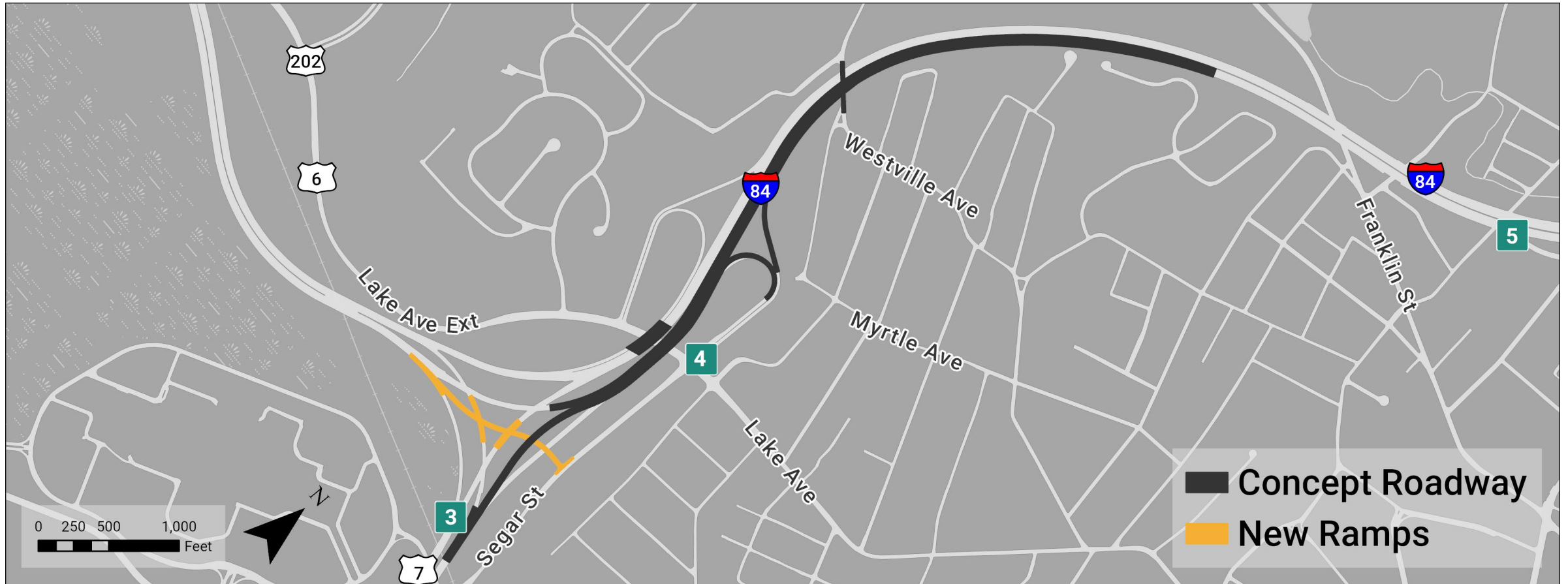


Short Merging Distances (Exit 4)



Sharp Curves Limit Sight Distance (Exit 3)

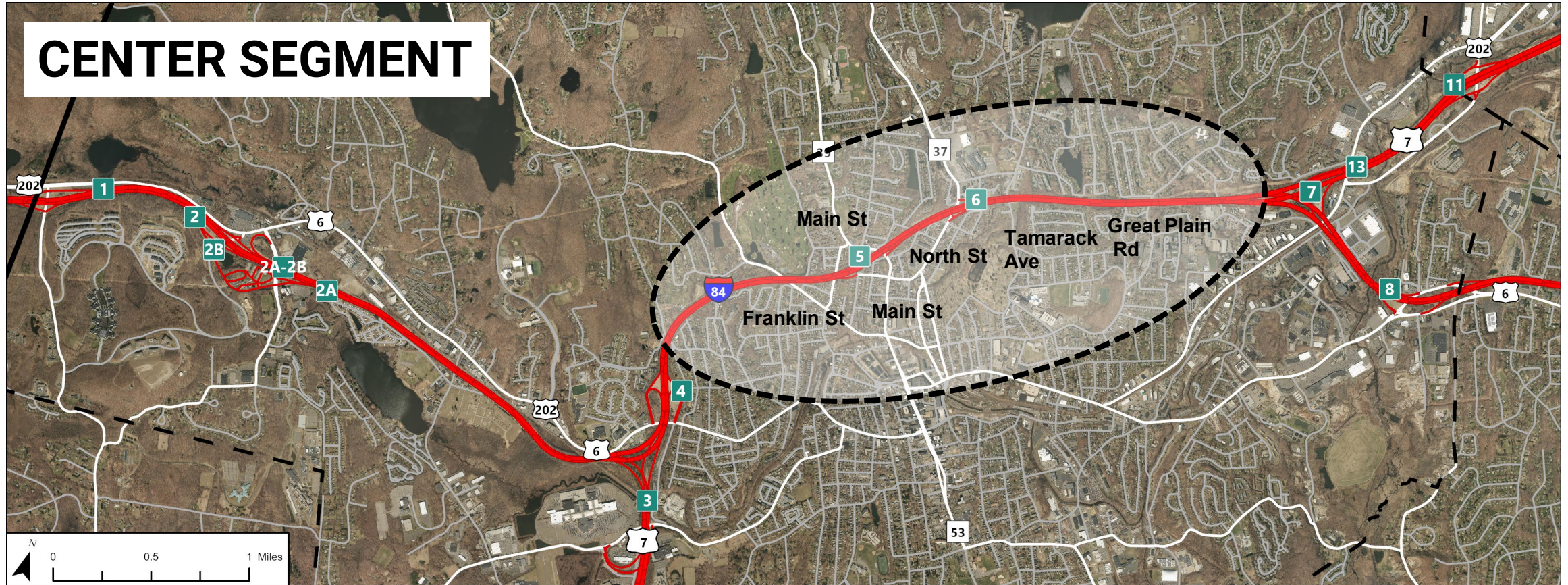
West Segment – Concept 6 (Interchanges 3 & 4 – Segar St Ramp)



West Segment – Concept 12 (Interchanges 3 & 4 – CD Road)



Study Segments – Center Segment

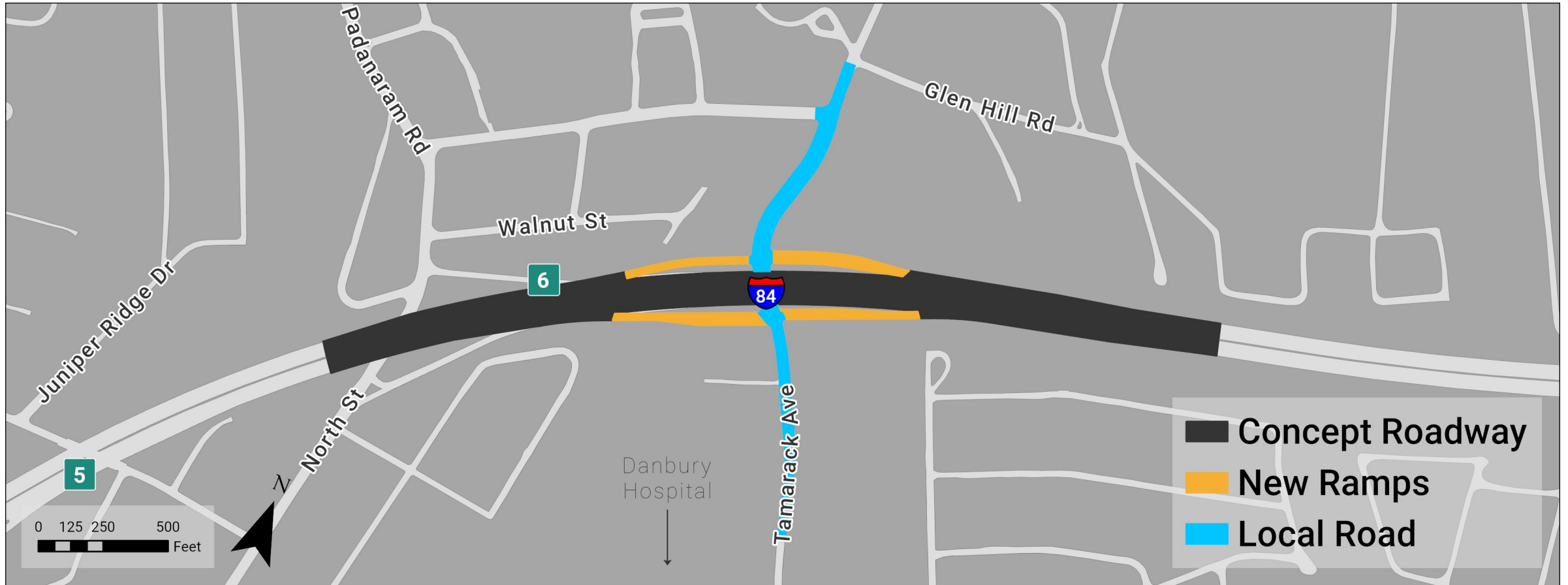


Center - Key Deficiencies

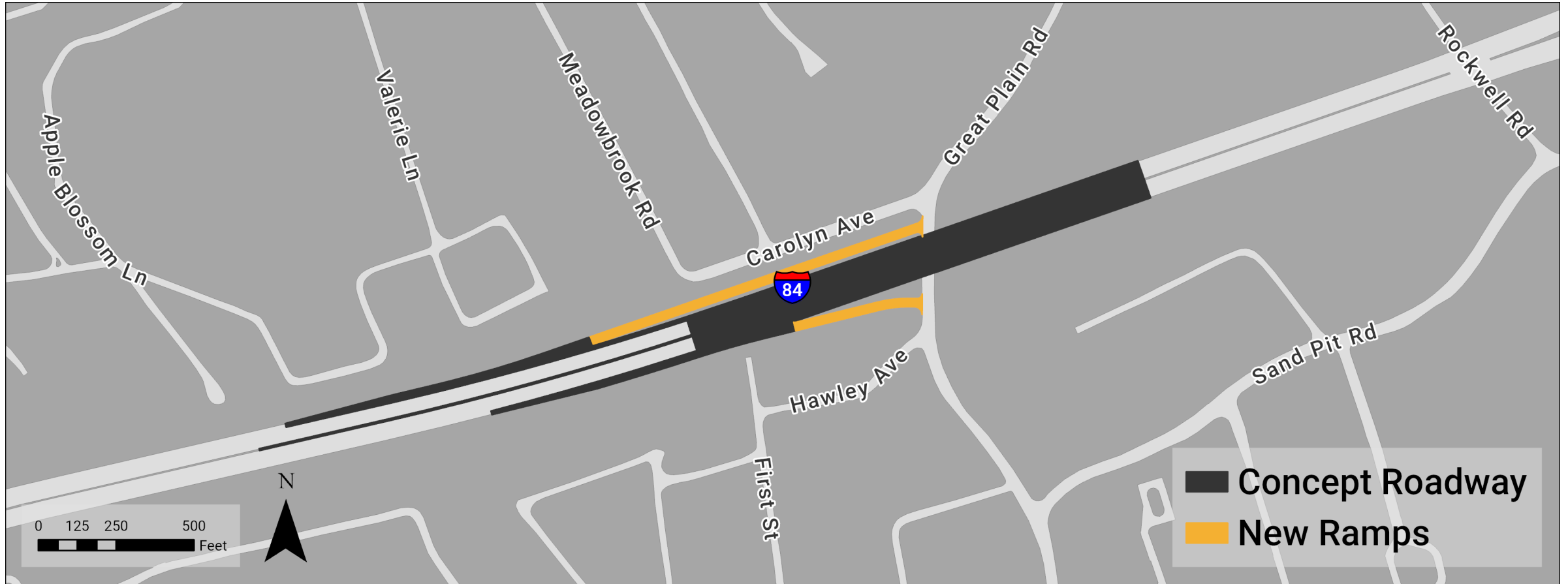
- **Increased Congestion**
 - I-84 used for local trips within Greater Danbury
- **Poor Mobility (Current Local Roadway Network)**
 - Poor access to downtown
 - Poor access to the Danbury Hospital
 - Lack of pedestrian connections
 - Lack of bicycle connections



Center Segment – Concept 3 (Hospital Access – Tamarack Ave)



Center Segment – Concept 13 (Great Plain Road)



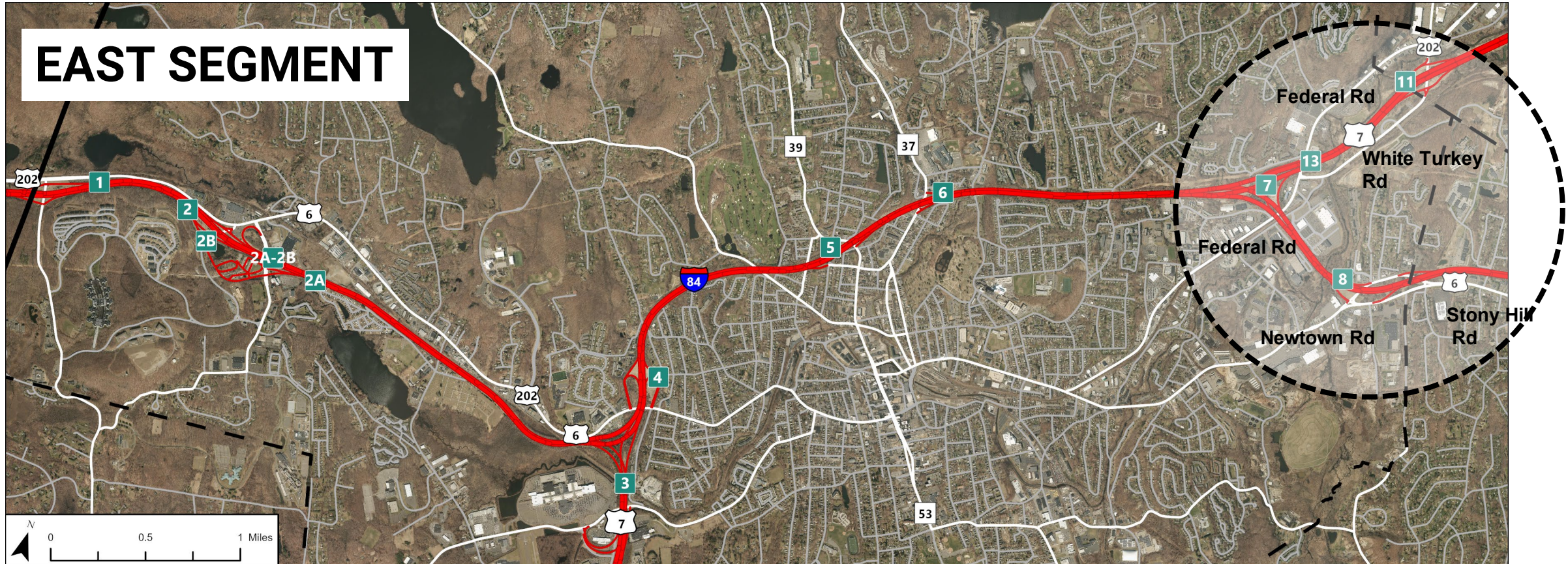
Center Segment – Concept 16 (Interchange 6 – CD Road)



Center Segment – Concept 26 (Interchange 6 North Street Full Access)



Study Segments – East Segment



East - Key Deficiencies

- **Weave** Between Exits 7 and 8
- **Left Hand exits**

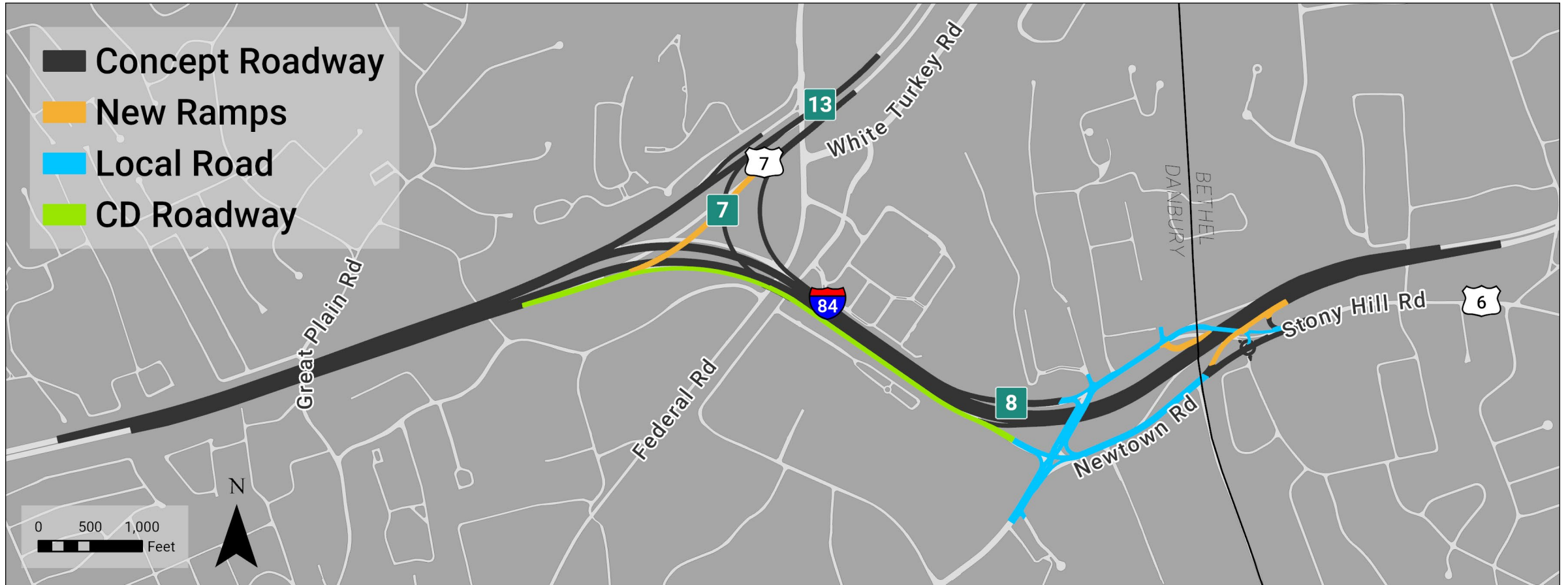


Weave Between Exits 7 and 8 (Exit 8)

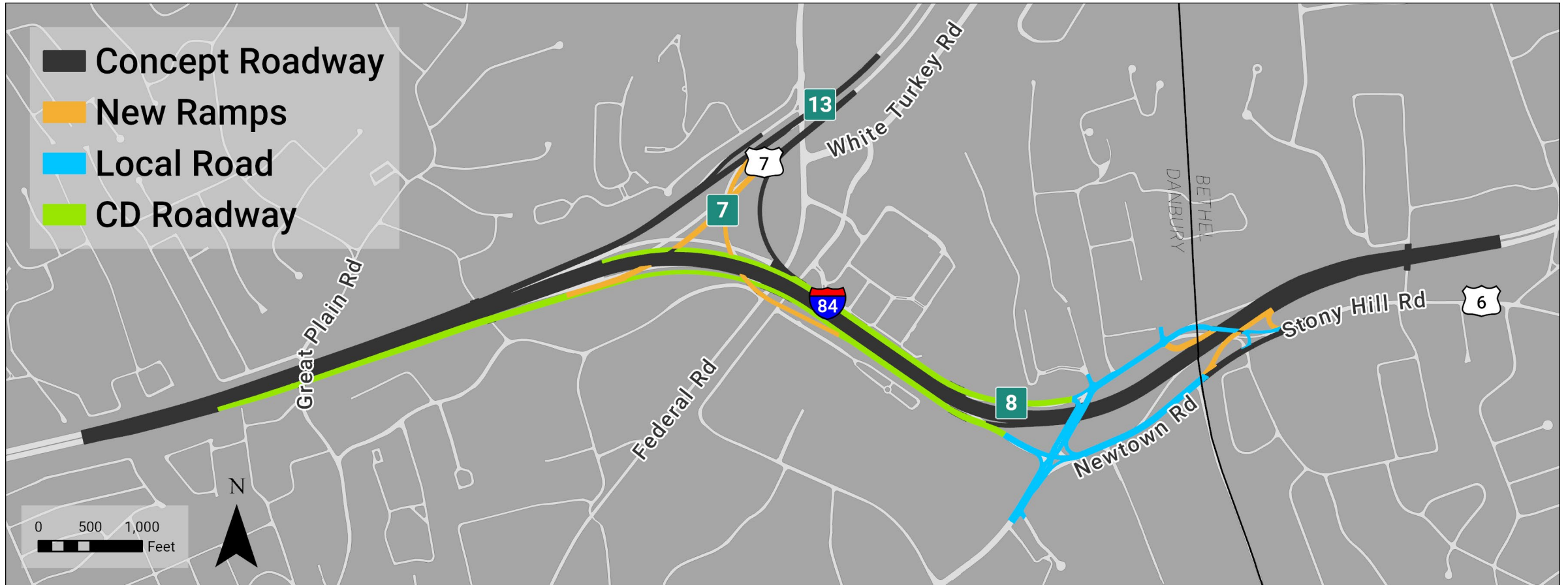


Left Hand exit (Exit 7)

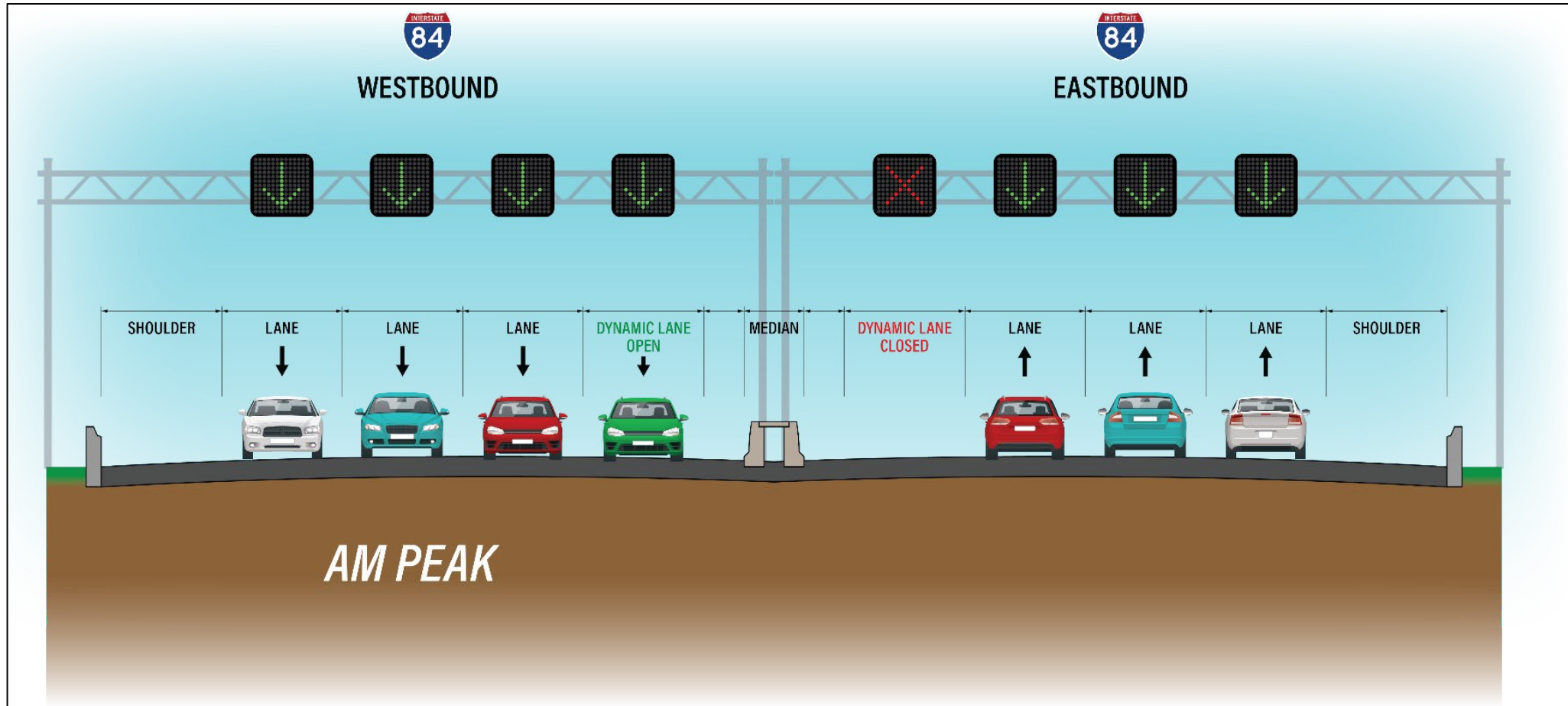
East Segment – Concept 14 (CD Road Eastbound)



East Segment – Concept 15 (CD Road)

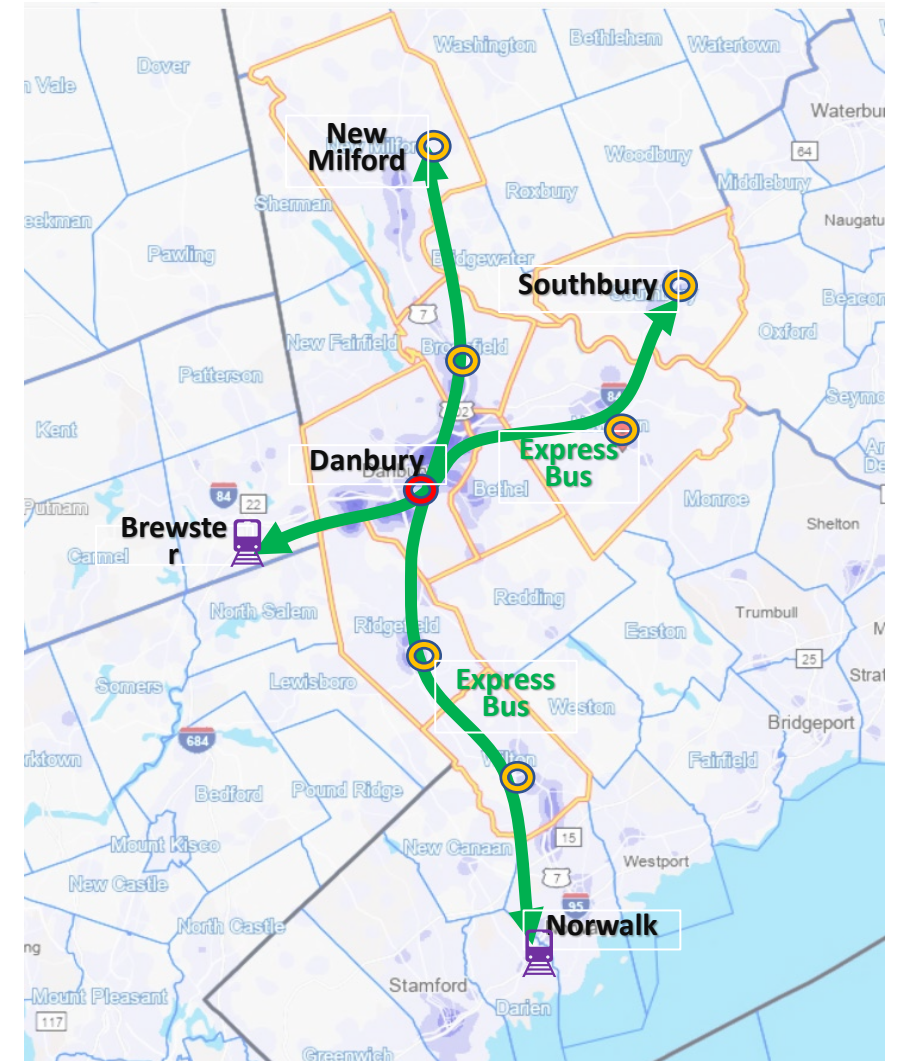


Dynamic Lane Use - Median



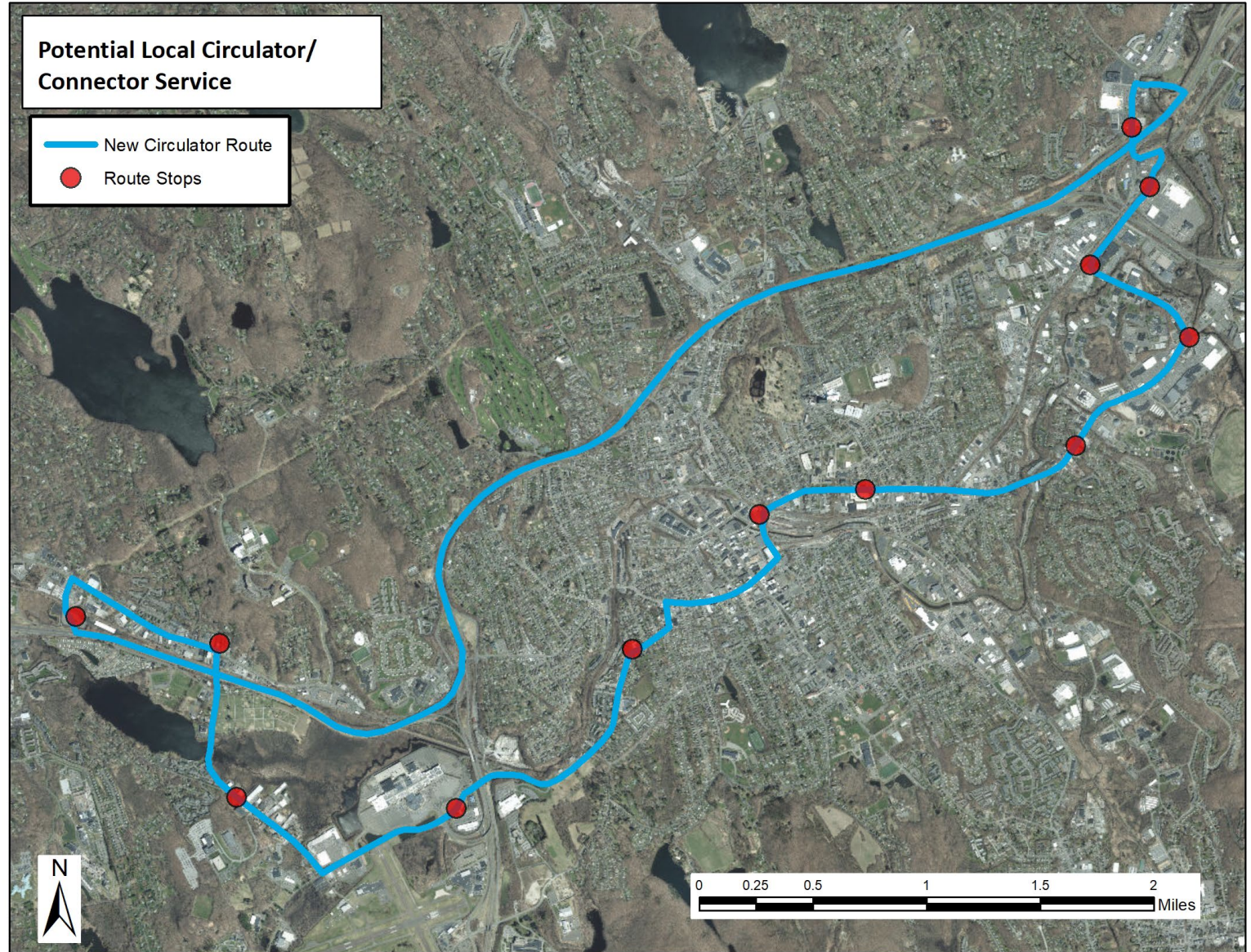
Potential Regional Transit Service

- New express bus routes could provide regional connectivity through Danbury
- Improved express bus routes could provide better regional access to commuter rail stations

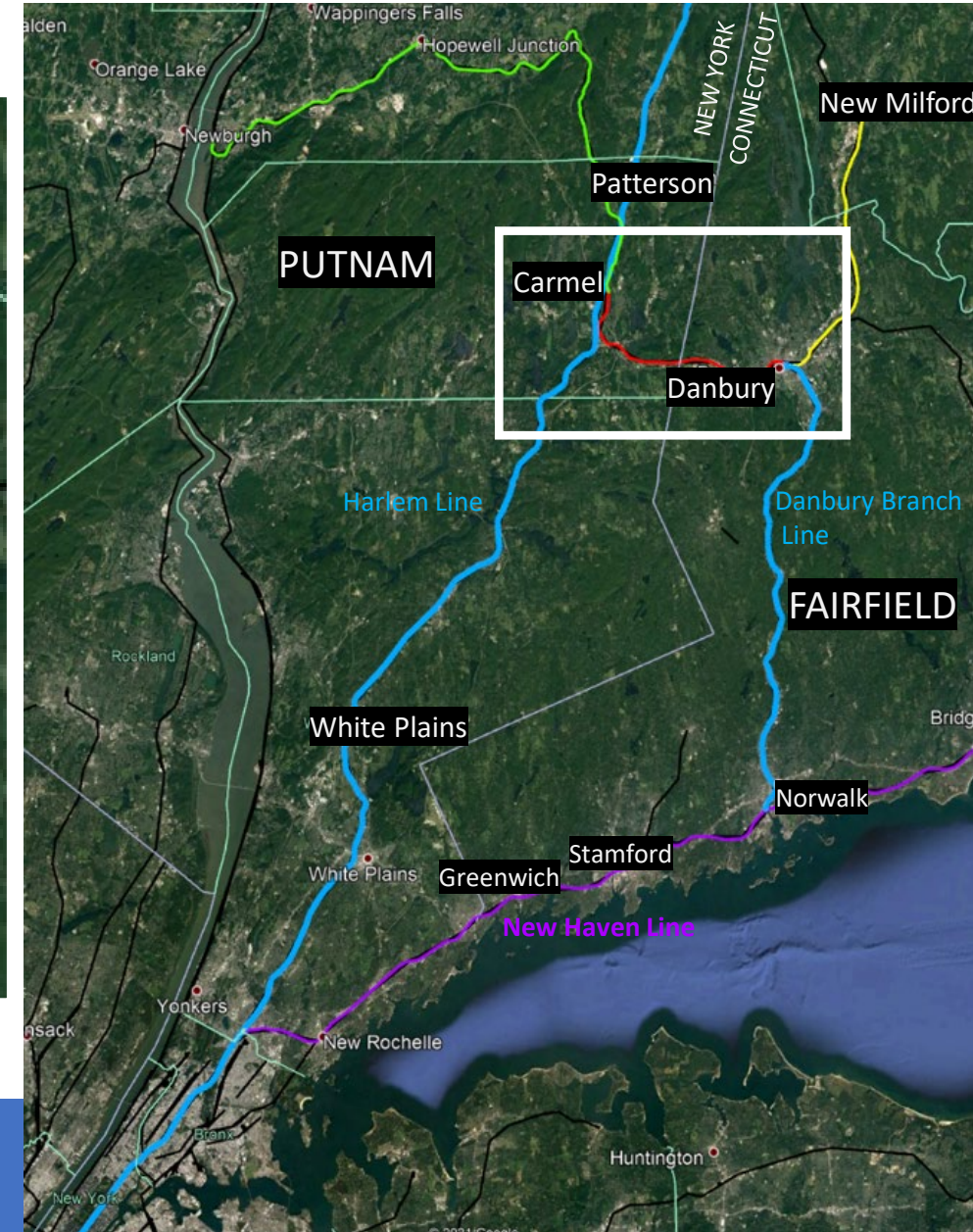
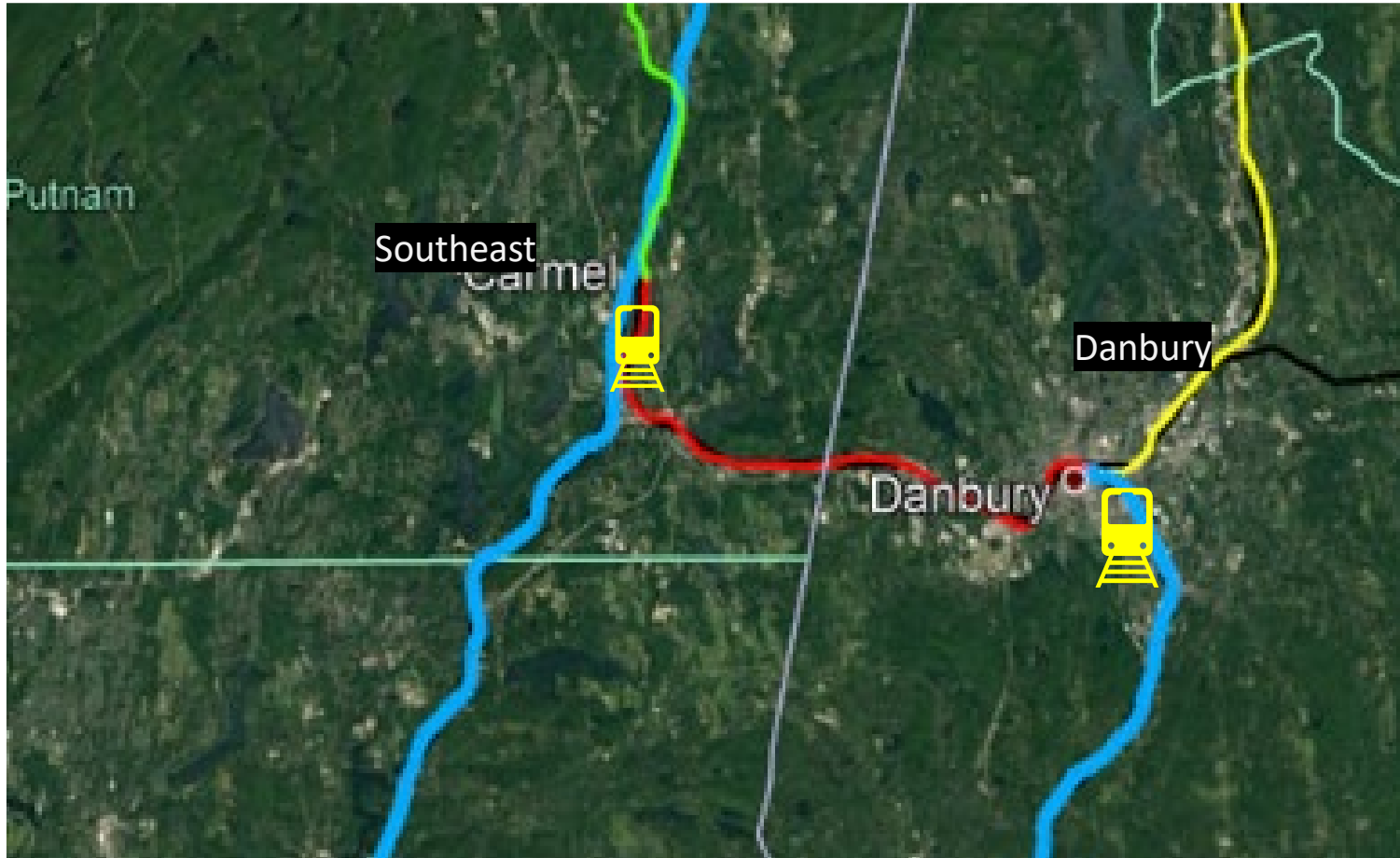


Potential Local Circulator/Connector Service

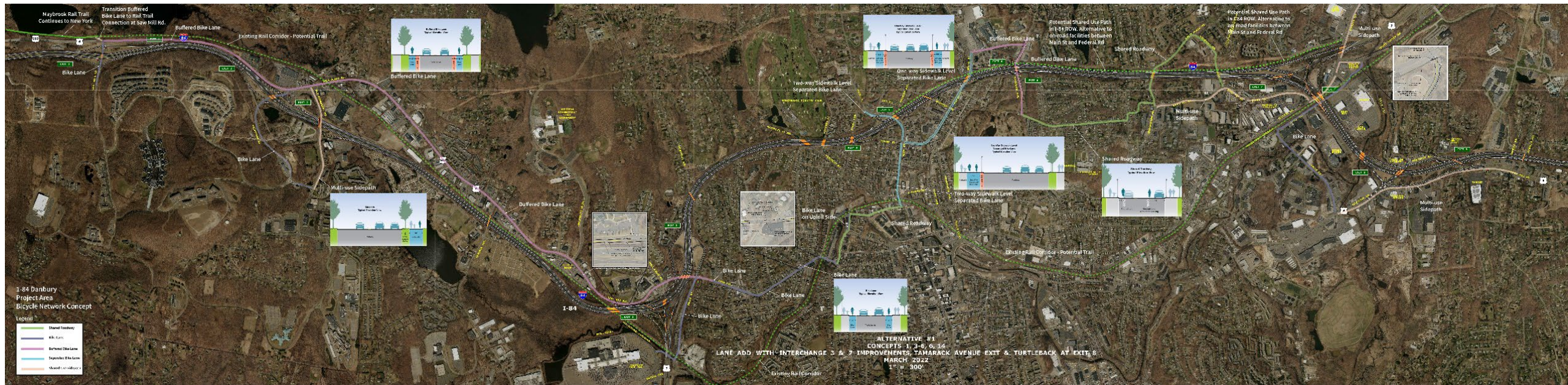
- New circulator route could enhance access to work and shopping destinations
- New circulator route could provide transfers between HART and the new express services



Planned Maybrook Line Rail Service



Potential Bicycle Plan



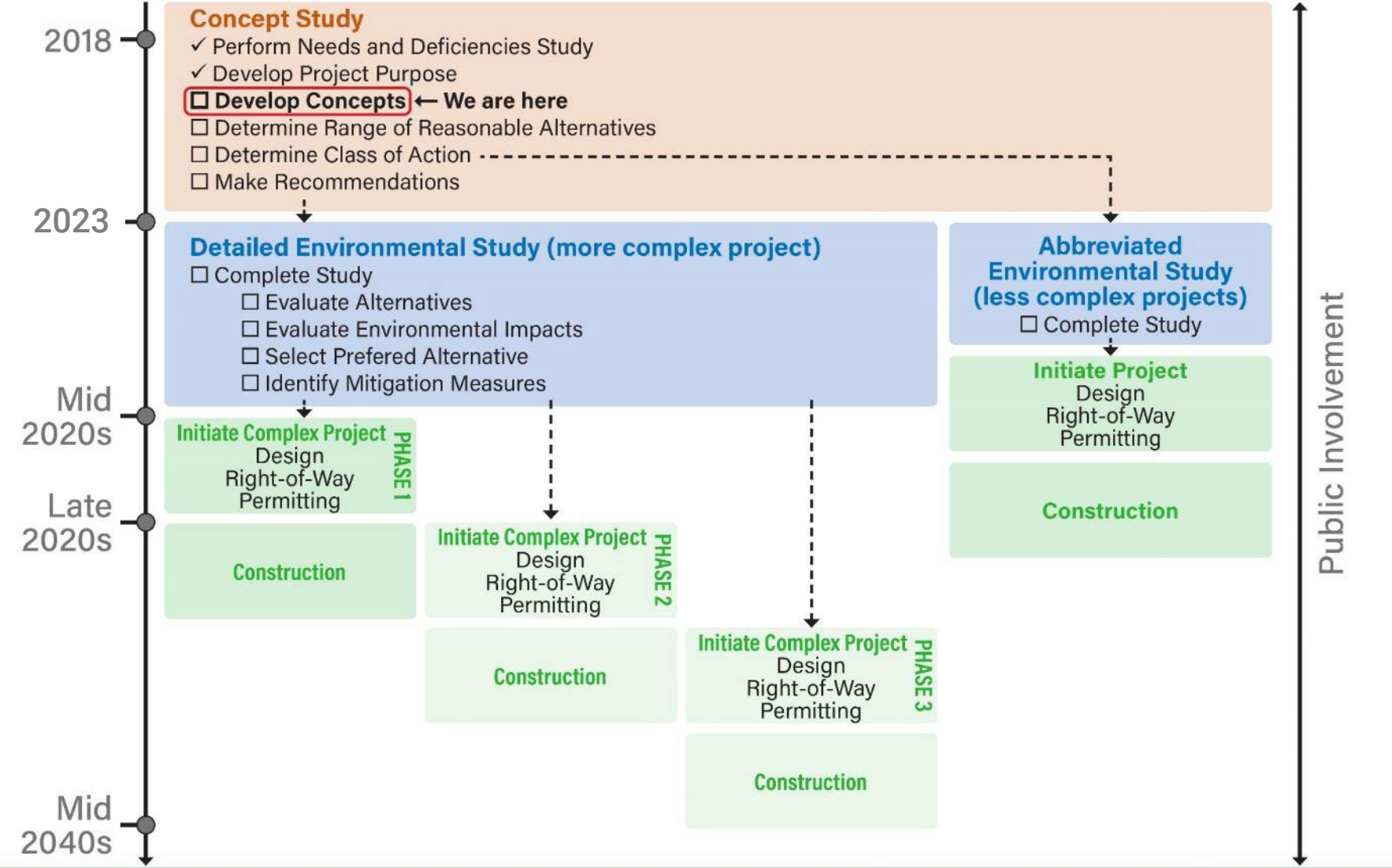
Additional Potential Early Action Projects

- Traffic Incident Management Improvements
- Arterial Traffic Management
- Corridor Traffic Management
- Intersection improvement at Main Street and Downs Street
- Interchange 8 Improvements – U.S. Route 6/Newtown Road
- Travel Demand Management Opportunities




What is Next?

- **Completion of the PEL Study**
 - Estimated Completed Draft Date - Early 2023
 - Next Opportunity for Public Comment – Public Information Meeting Spring/Summer 2023
- **Recommendation of Projects**
 - Early action – Break Out Projects
 - Long-term Projects
- **Detailed Environmental Analysis (NEPA)**
- **Design/Construction**

Study Process and Timeline



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- Talk to us at events in Danbury
- Contact us directly at: info@i84danbury.com

