I-84 Danbury Project

I-84 Danbury Project

Project Advisory Committee (PAC) Meeting No. 13

March 9, 2023

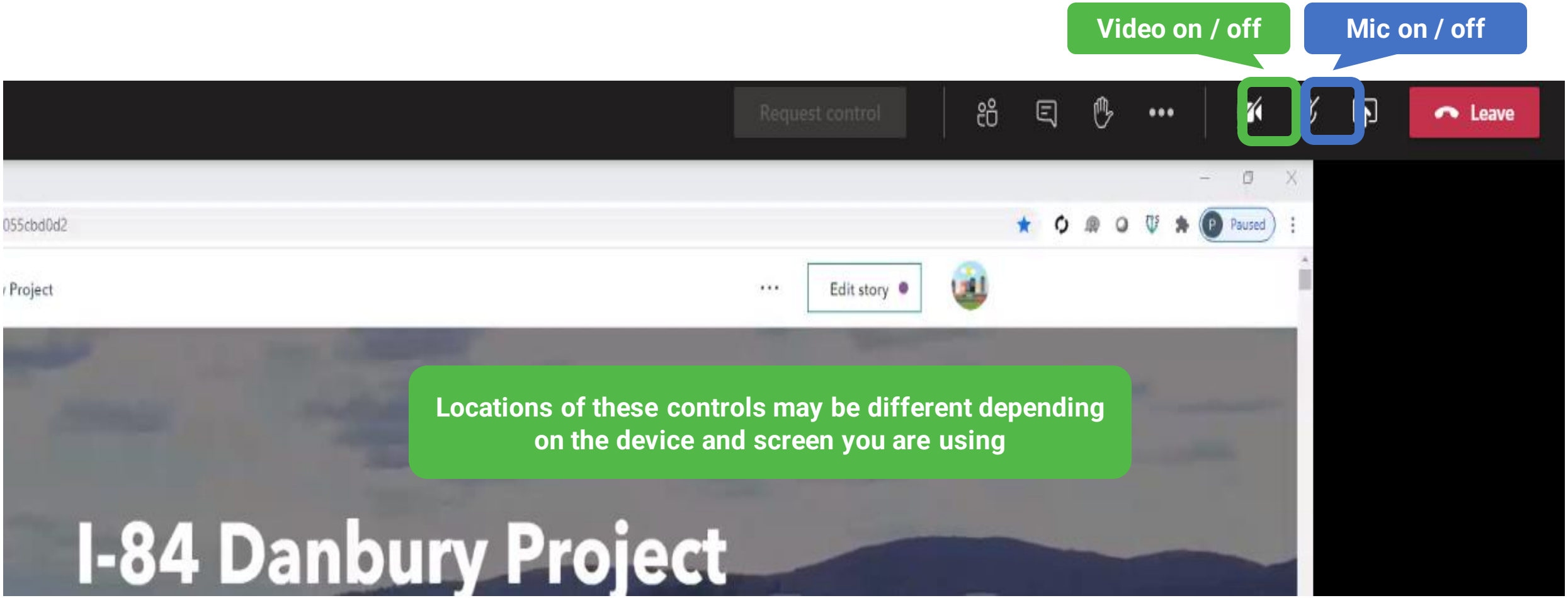
Welcome / Providing Feedback

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

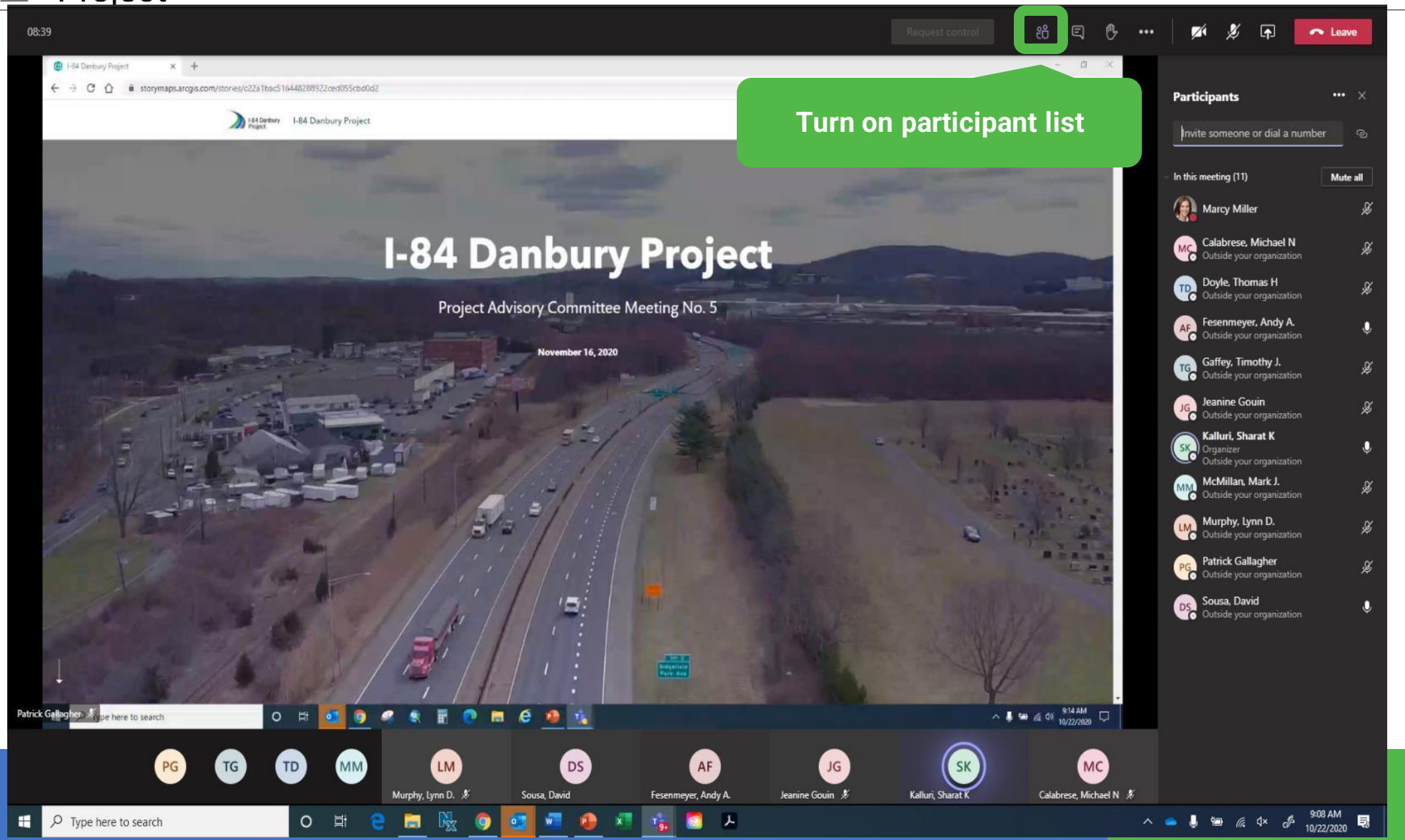
I-84 Danbury Project

Providing Feedback



I-84 Danbury Project

Providing Feedback



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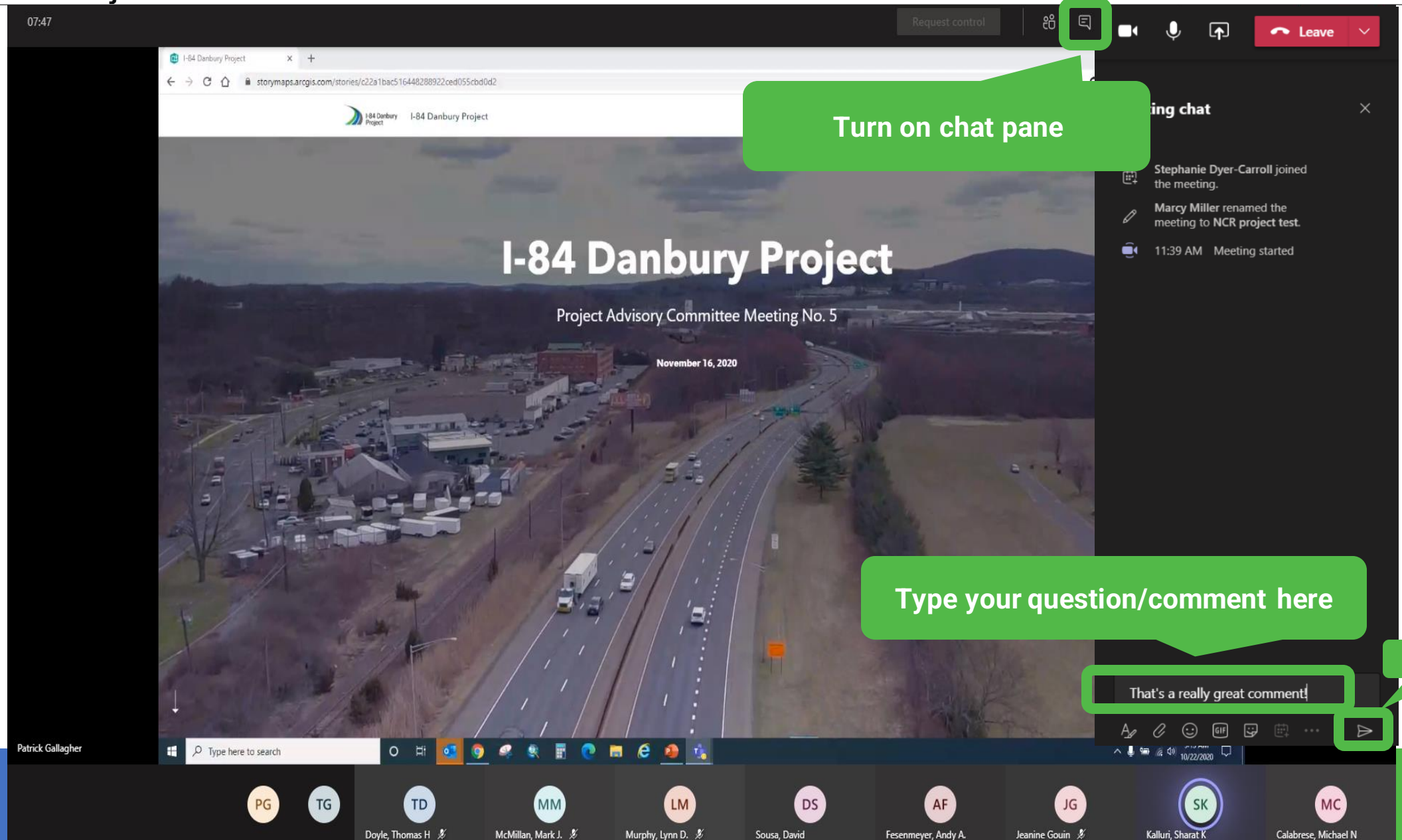
Providing Feedback



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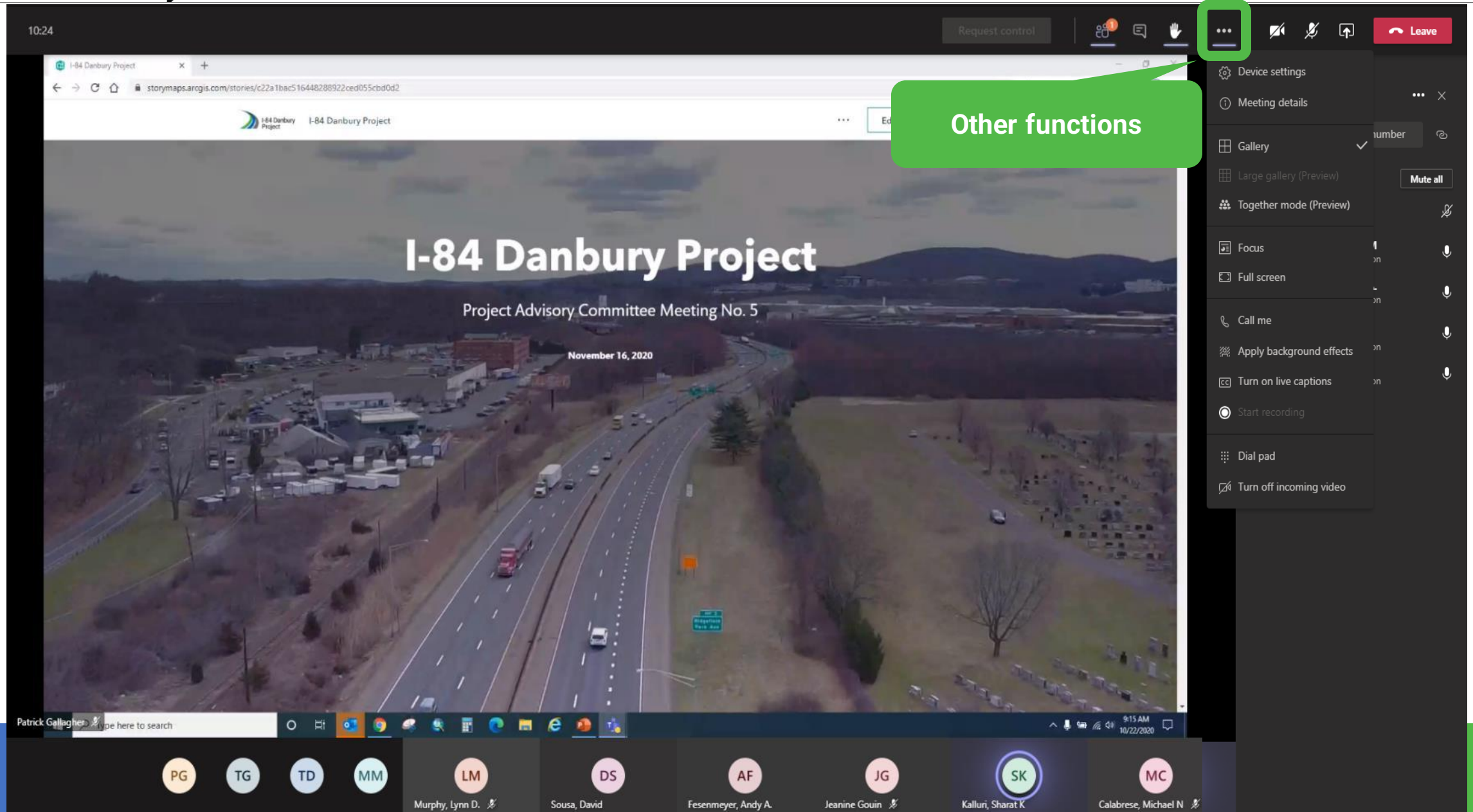
Providing Feedback



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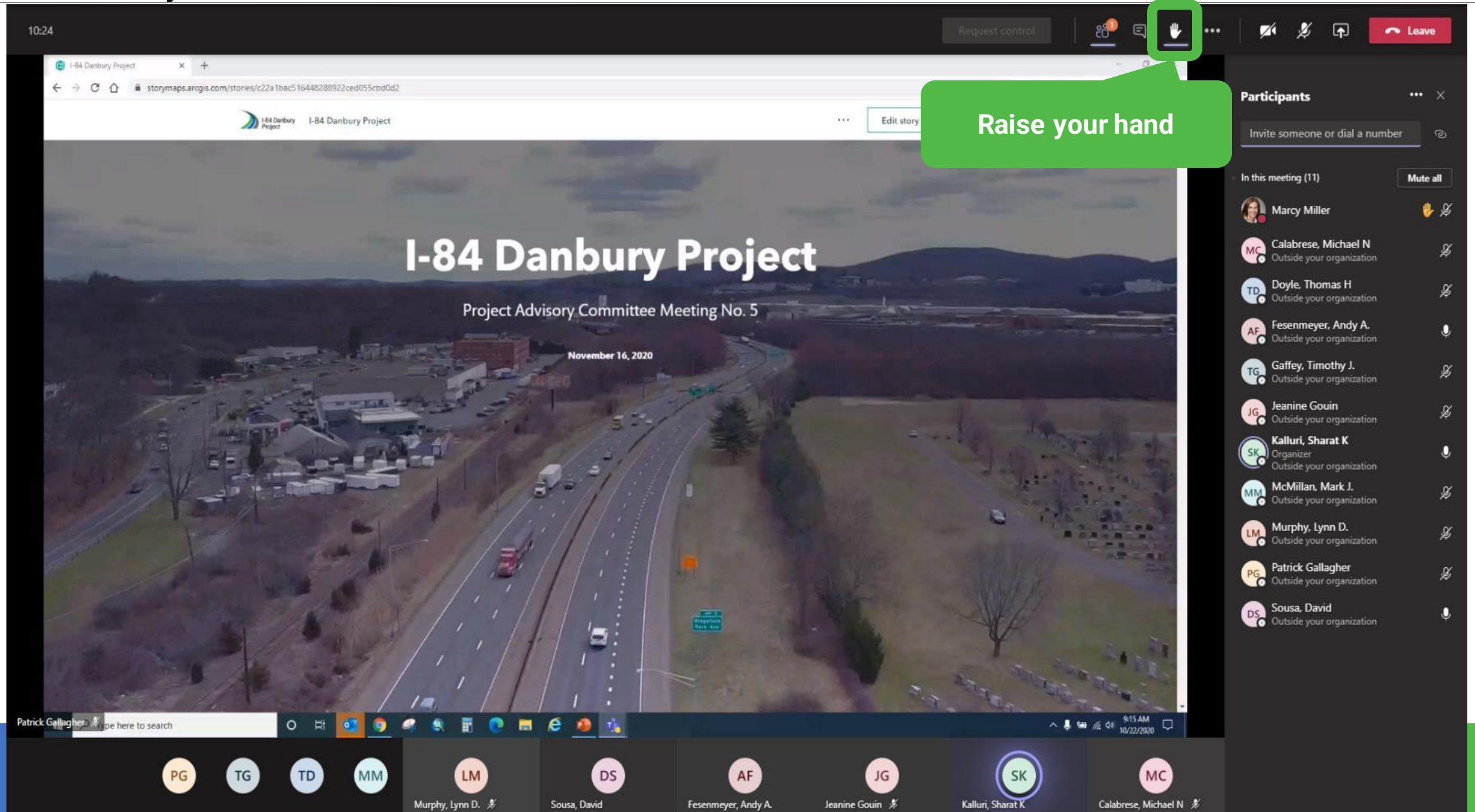
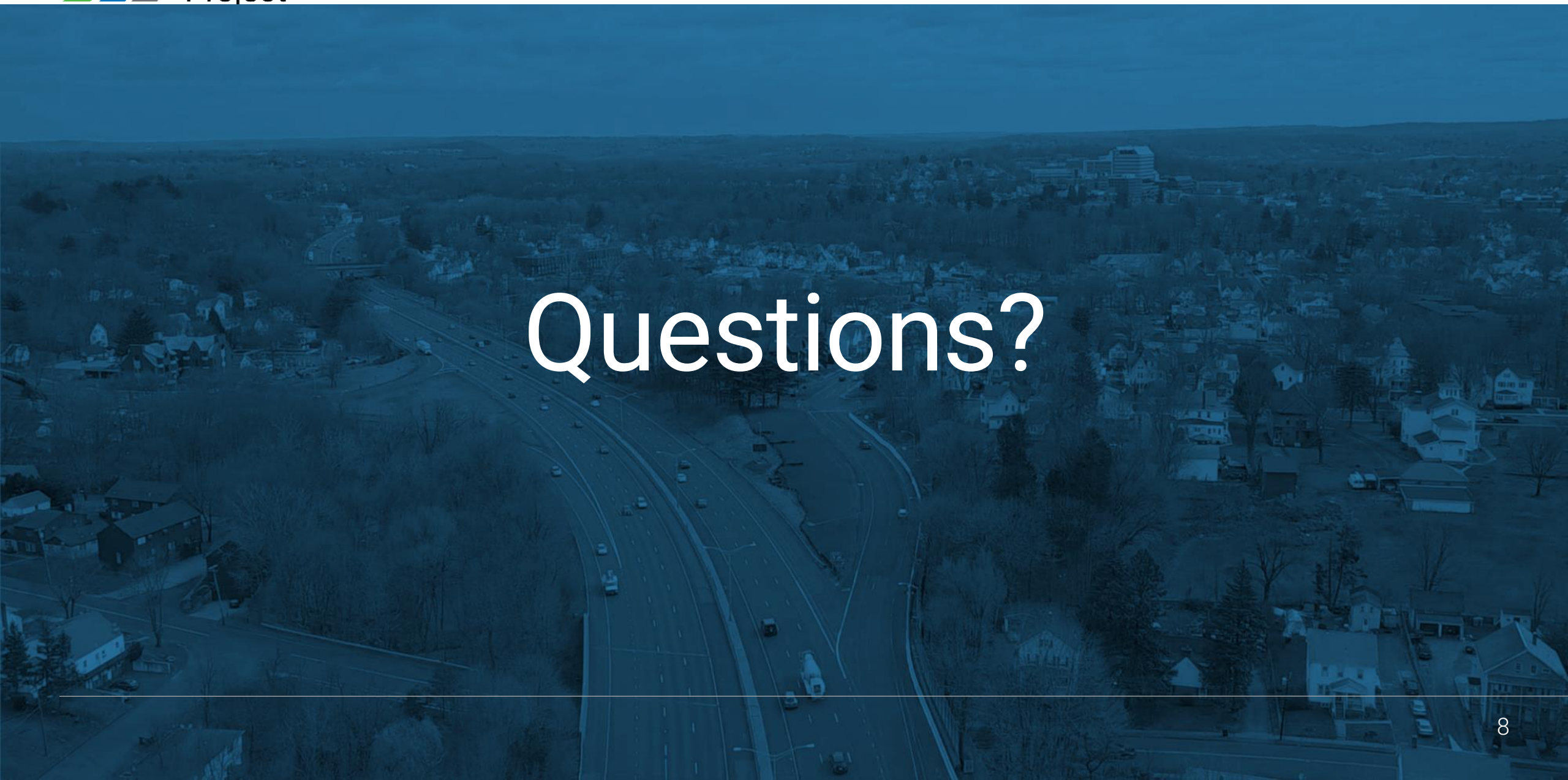
Providing Feedback





Questions?

CTDOT Team

Nilesh Patel
Principal Engineer

Kevin Burnham
Project Manager

Krishalyn Macrohon
Project Engineer

Consultant Team

Sharat K. Kalluri
Project Manager

Jeanine Armstrong Gouin
Environmental Documentation

Rick Black
Environmental Documentation

Marcy Miller
Community Engagement

Agenda

- PAC Update
- Discussion on the Screening of Concept Combinations
- Potential Early-Action/Break-Out projects
- Next Steps
- Discussion / Questions

PAC Update

Since Our Last Meeting

- Public Information Meeting was held on December 14, 2022
- Screening of Concept Combinations
- All Segment Concepts are on the website
- Continued to Update Social Media
- Documented the Decisions in a Draft PEL Report

www.i84danbury.com

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Screening of Concept Combinations

Concept Screening - Update

	Mainline							West			Center									East						
	Concept Number																									
	1	4	5	8	9	22	23	6	7	12	2	3	11	13	16	17	24	25	26	10	14	15	18	19	20	21
Fatal Flaw																										
Redundancy																										
Screening Matrix																										

Concept Screening - Update

	Mainline							West			Center									East						
	Concept Number																									
	1	4	5	8	9	22	23	6	7	12	2	3	11	13	16	17	24	25	26	10	14	15	18	19	20	21
Fatal Flaw	↓	*	X	X	↓	↓	*	↓	X	↓	↓	↓	X	↓	↓	X	↓	X	↓	X	↓	↓	X	X	↓	↓
Redundancy																										
Screening Matrix																										

** Early Action Concepts*

Concept Screening - Update

	Mainline							West			Center									East						
	Concept Number																									
	1	4	5	8	9	22	23	6	7	12	2	3	11	13	16	17	24	25	26	10	14	15	18	19	20	21
Fatal Flaw	↓	*	X	X	↓	↓	*	↓	X	↓	↓	↓	X	↓	↓	X	↓	X	↓	X	↓	↓	X	X	↓	↓
Redundancy	↓				↓	↓		↓		↓	X	↓		↓	↓		X		↓		↓	↓			X	X
Screening Matrix																										

** Early Action Concepts*

Concept Screening - Update

	Mainline							West			Center									East						
	Concept Number																									
	1	4	5	8	9	22	23	6	7	12	2	3	11	13	16	17	24	25	26	10	14	15	18	19	20	21
Fatal Flaw	↓	*	X	X	↓	↓	*	↓	X	↓	↓	↓	X	↓	↓	X	↓	X	↓	X	↓	↓	X	X	↓	↓
Redundancy	↓				↓	↓		↓		↓	X	↓		↓	↓		X		↓		↓	↓			X	X
Screening Matrix	↓				X	X		↓		↓		↓		↓	X				↓		↓	↓				

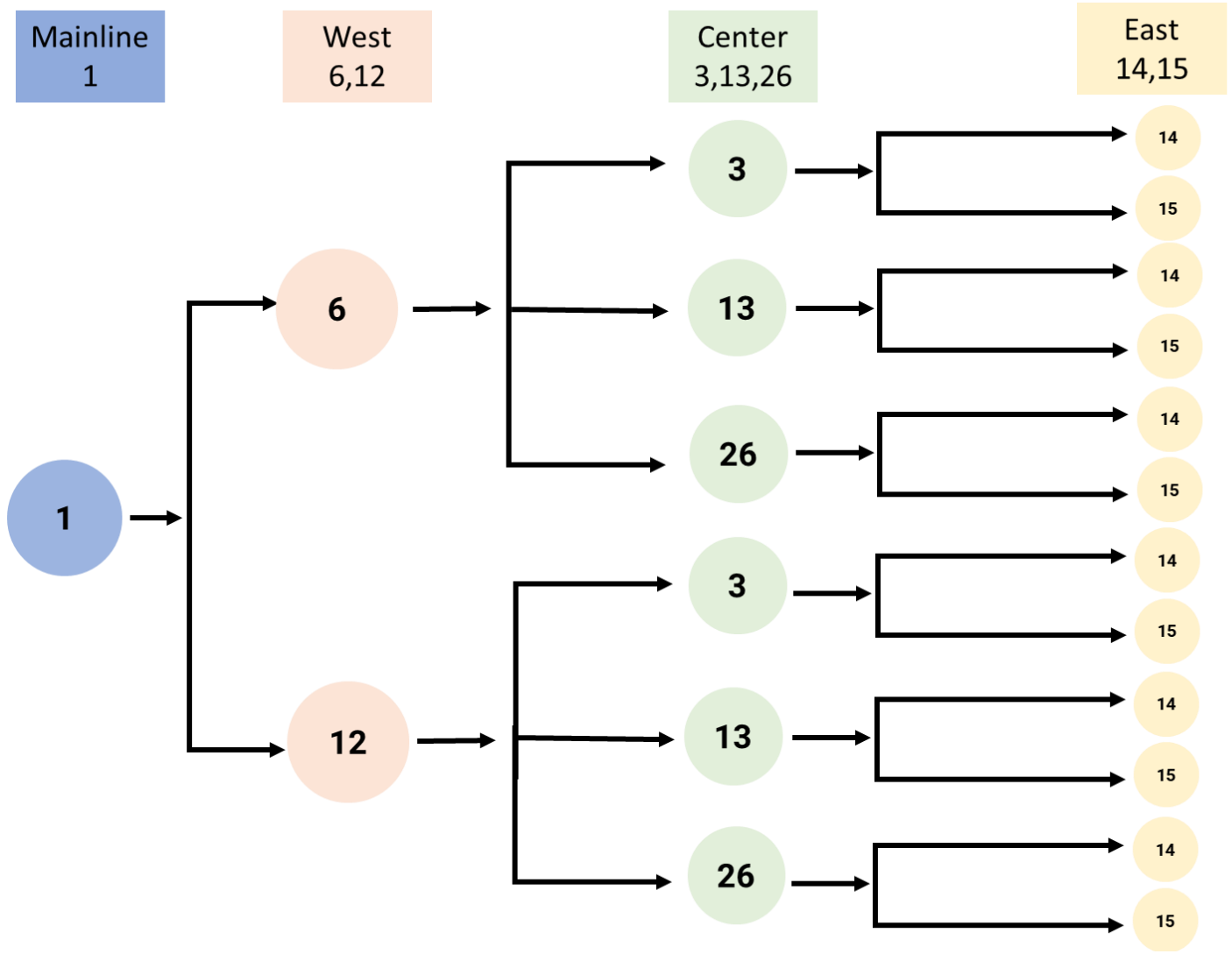
** Early Action Concepts*

Concept Screening - Update

	Mainline							West			Center									East						
	Concept Number																									
	1	4	5	8	9	22	23	6	7	12	2	3	11	13	16	17	24	25	26	10	14	15	18	19	20	21
Fatal Flaw	↓	*	X	X	↓	↓	*	↓	X	↓	↓	↓	X	↓	↓	X	↓	X	↓	X	↓	↓	X	X	↓	↓
Redundancy	↓				↓	↓		↓		↓	X	↓		↓	↓		X		↓		↓	↓			X	X
Screening Matrix	↓				X	X		↓		↓		↓		↓	X				↓		↓	↓				

M1 W6 W12 C3 C13 C26 E14 E15

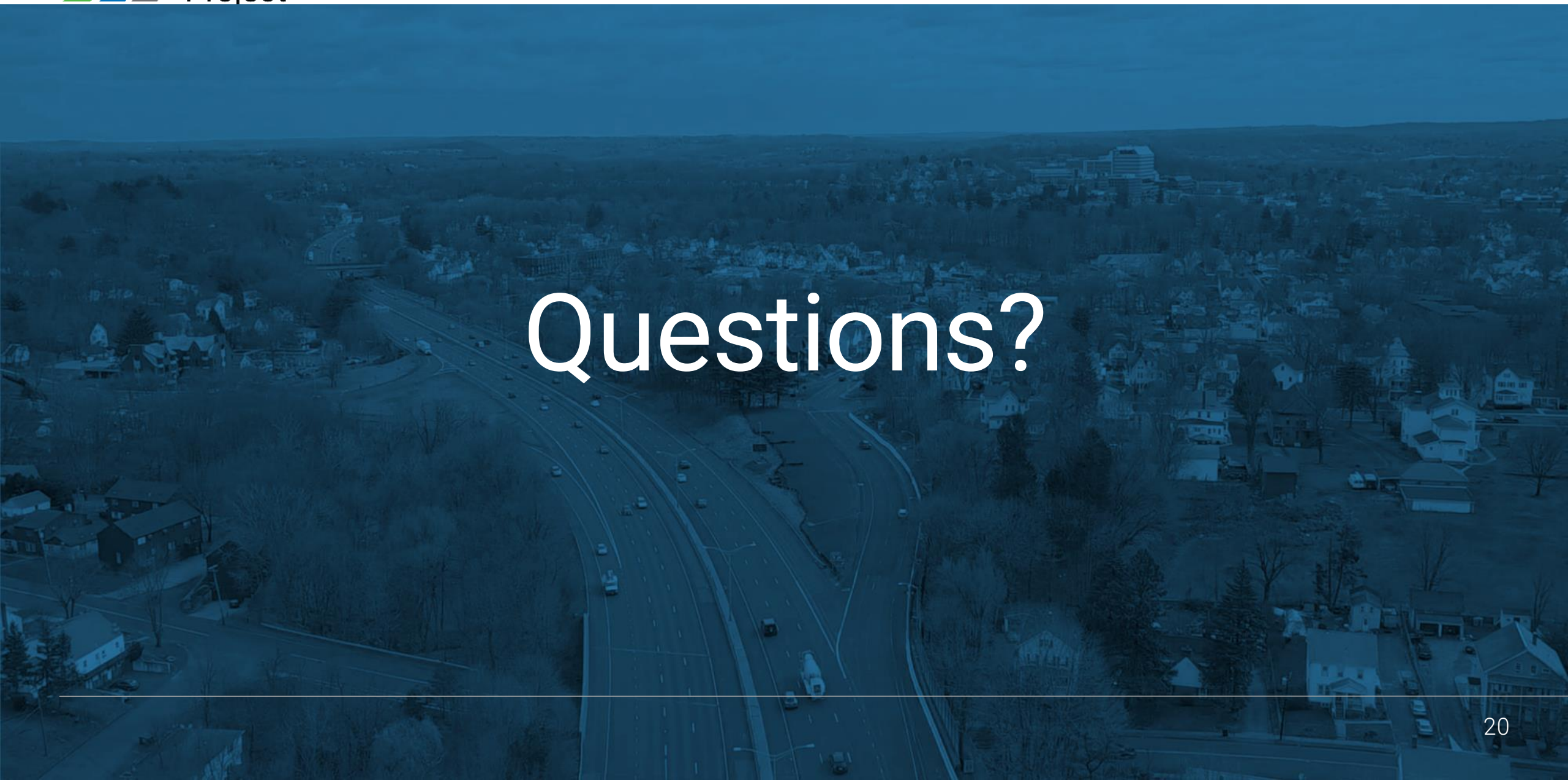
** Early Action Concepts*



12 combinations are left to assess and compare against one another in:

Concept Combinations

CC-A (M1, W6, C3, E14)
CC-B (M1, W6, C3, E15)
CC-C (M1, W6, C13, E14)
CC-D (M1, W6, C13, E15)
CC-E (M1, W6, C26, E14)
CC-F (M1, W6, C26, E15)
CC-G (M1, W12, C3, E14)
CC-H (M1, W12, C3, E15)
CC-I (M1, W12, C13, E14)
CC-J (M1, W12, C13, E15)
CC-K (M1, W12, C26, E14)
CC-L (M1, W12, C26, E15)

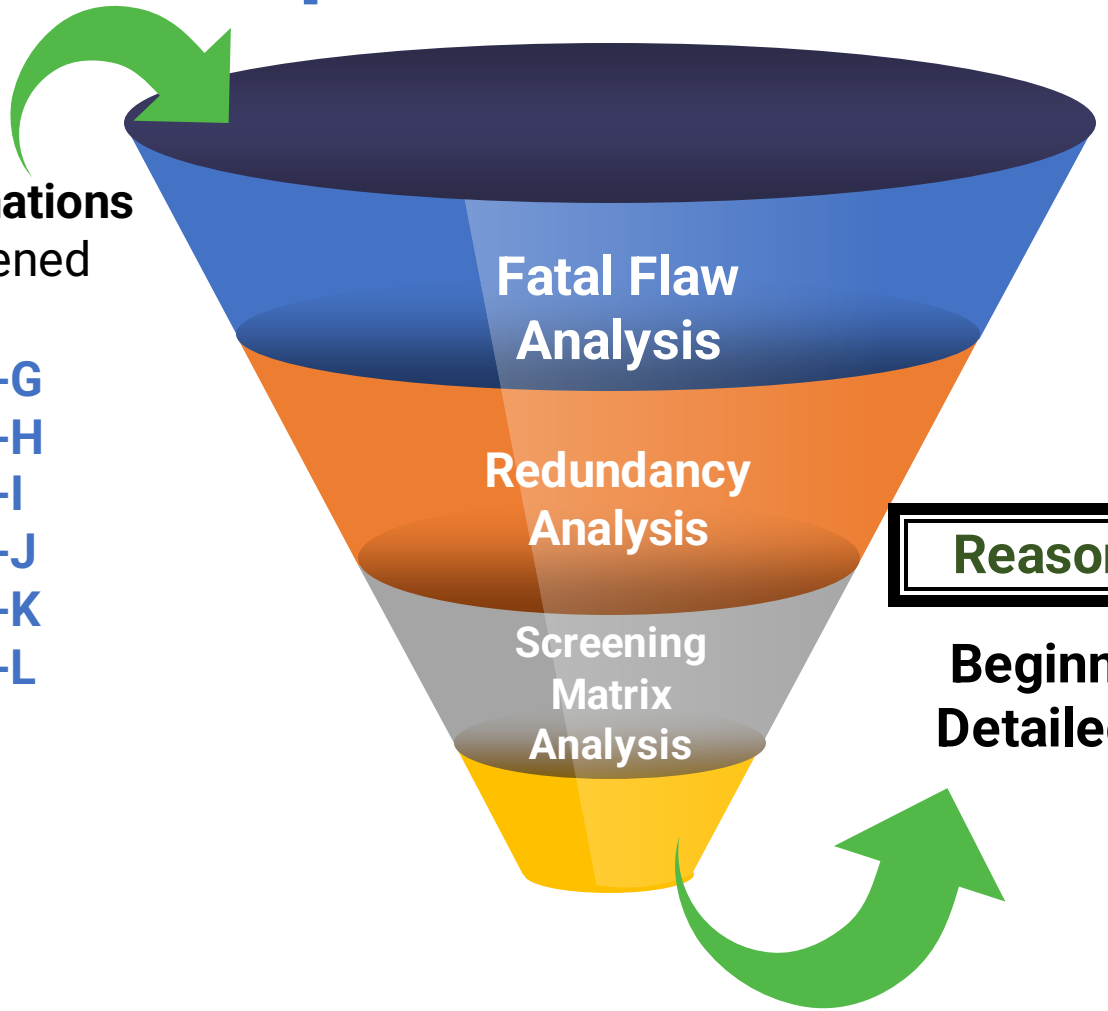


Questions?

Screening of Concept Combinations

12 **Concept Combinations** to be further screened

- CC-A
- CC-B
- CC-C
- CC-D
- CC-E
- CC-F
- CC-G
- CC-H
- CC-I
- CC-J
- CC-K
- CC-L



Reasonable Range of Alternatives

Beginning of Selection for the Detailed Environmental (NEPA) Analysis

Fatal Flaw

PEL Study Purpose ✓

- Reduced Congestion
- Improved Mobility

Feasibility ✓

- Construction
- Funding

Environmental Impact ✓

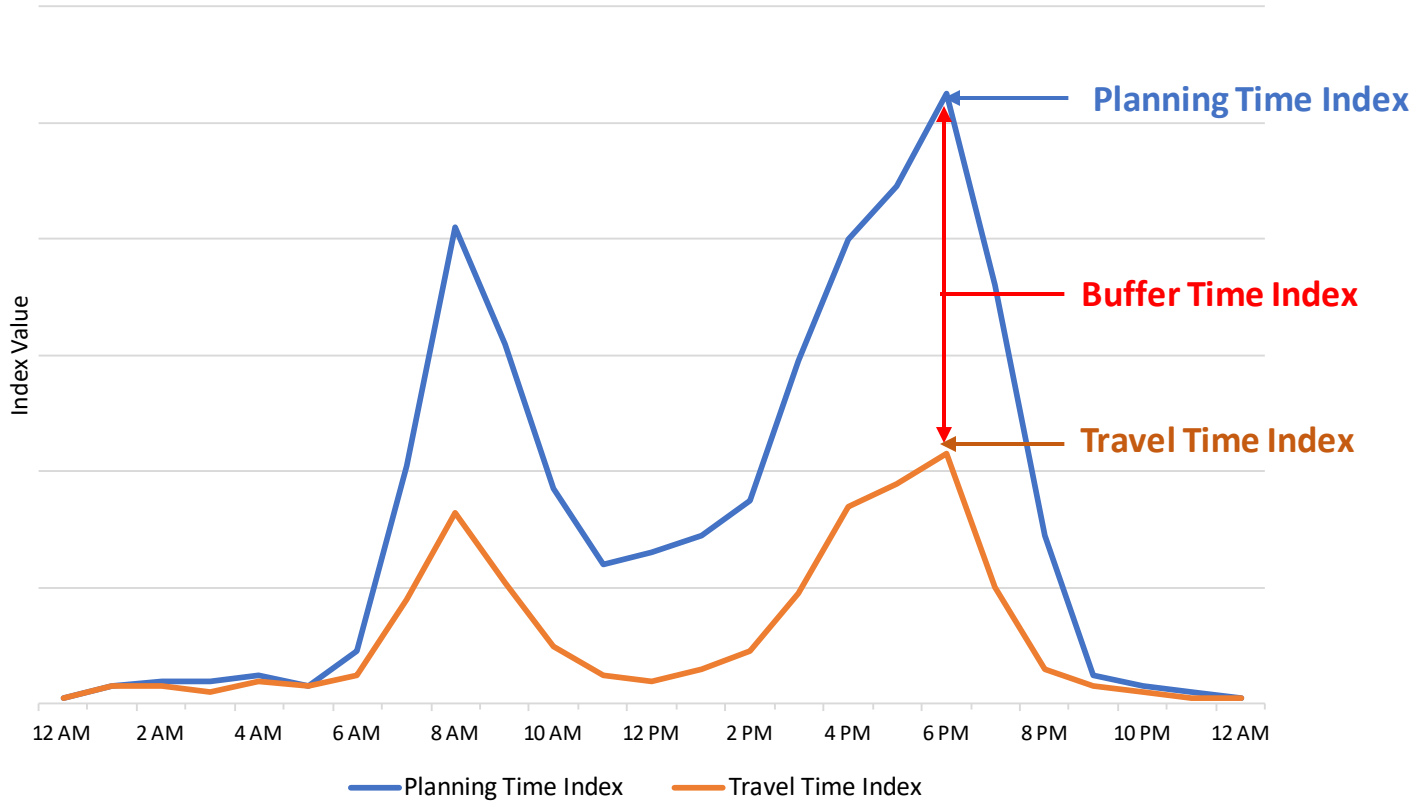
- Not Excessive
- Not Disproportionate

	CC-A	CC-B	CC-C	CC-D	CC-E	CC-F	CC-G	CC-H	CC-I	CC-J	CC-K	CC-L
Fatal Flaw	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Redundancy												
Screening Matrix												

Redundancy

- Serves similar functions
- No advantage in which the function is met
- More disadvantages from impacts

Travel Time Reliability Indices



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Redundancy

Travel Reliability Indices		CC-A	CC-B	CC-C	CC-D	CC-E	CC-F	CC-G	CC-H	CC-I	CC-J	CC-K	CC-L
Planning Time Index	I-84 (A.M.)	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡
	I-84 (P.M.)	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Route 7 (A.M.)	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Route 7 (P.M.)	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Buffer Time Index	I-84 (A.M.)	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	I-84 (P.M.)	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Route 7 (A.M.)	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Route 7 (P.M.)	🟢	🟢	🟡	🟡	🟢	🟢	🟢	🟢	🟡	🟡	🟢	🟢
Travel Time Index	I-84 (A.M.)	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡
	I-84 (P.M.)	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Route 7 (A.M.)	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
	Route 7 (P.M.)	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢

Colors Defined as Follows: 🟢 Best Performance 🟡 Average Performance 🟤 Worst Performance

I-84 Danbury Project

Redundancy

Travel Reliability Indices		CC-A	CC-B	CC-C	CC-D	CC-E	CC-F	CC-G	CC-H	CC-I	CC-J	CC-K	CC-L
Planning Time Index	I-84 (A.M.)	●	●	●	●	●	●	●	●	●	●	●	●
	I-84 (P.M.)	●	●	●	●	●	●	●	●	●	●	●	●
	Route 7 (A.M.)	●	●	●	●	●	●	●	●	●	●	●	●
	Route 7 (P.M.)	●	●	●	●	●	●	●	●	●	●	●	●
Buffer Time Index	I-84 (A.M.)	●	●	●	●	●	●	●	●	●	●	●	●
	I-84 (P.M.)	●	●	●	●	●	●	●	●	●	●	●	●
	Route 7 (A.M.)	●	●	●	●	●	●	●	●	●	●	●	●
	Route 7 (P.M.)	●	●	●	●	●	●	●	●	●	●	●	●
Travel Time Index	I-84 (A.M.)	●	●	●	●	●	●	●	●	●	●	●	●
	I-84 (P.M.)	●	●	●	●	●	●	●	●	●	●	●	●
	Route 7 (A.M.)	●	●	●	●	●	●	●	●	●	●	●	●
	Route 7 (P.M.)	●	●	●	●	●	●	●	●	●	●	●	●

Colors Defined as Follows: ● Best Performance ● Average Performance ● Worst Performance

Environmental Consideration | Concept Combination	CC-A	CC-B	CC-C	CC-D	CC-E	CC-F	CC-G	CC-H	CC-I	CC-J	CC-K	CC-L
Built												
Full Property Takes - Total	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡
Partial Property Takes - Total	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡
EJ and Sensitive Neighborhood Impacts - Full	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡
Potential Cemetery Property Impacts	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠
Section 4(f) Property Impacts	🟡	🟡	🟢	🟢	🟢	🟢	🟡	🟡	🟢	🟢	🟢	🟢
Historic Property Impacts	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Environmental Consideration | Concept Combination	**CC-A**	**CC-B**	**CC-C**	**CC-D**	**CC-E**	**CC-F**	**CC-G**	**CC-H**	**CC-I**	**CC-J**	**CC-K**	**CC-L**
Natural												
Wetland Impacts (Acres)	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠
Stream Impacts (Linear ft)	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠
Potential for Floodplain Impacts (Acres)	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡
Listed Species Impacts	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Impacts to Habitat for State-Listed Plant Species	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠

Colors Defined as Follows: 🟢 Best Performance 🟡 Average Performance 🟠 Worst Performance

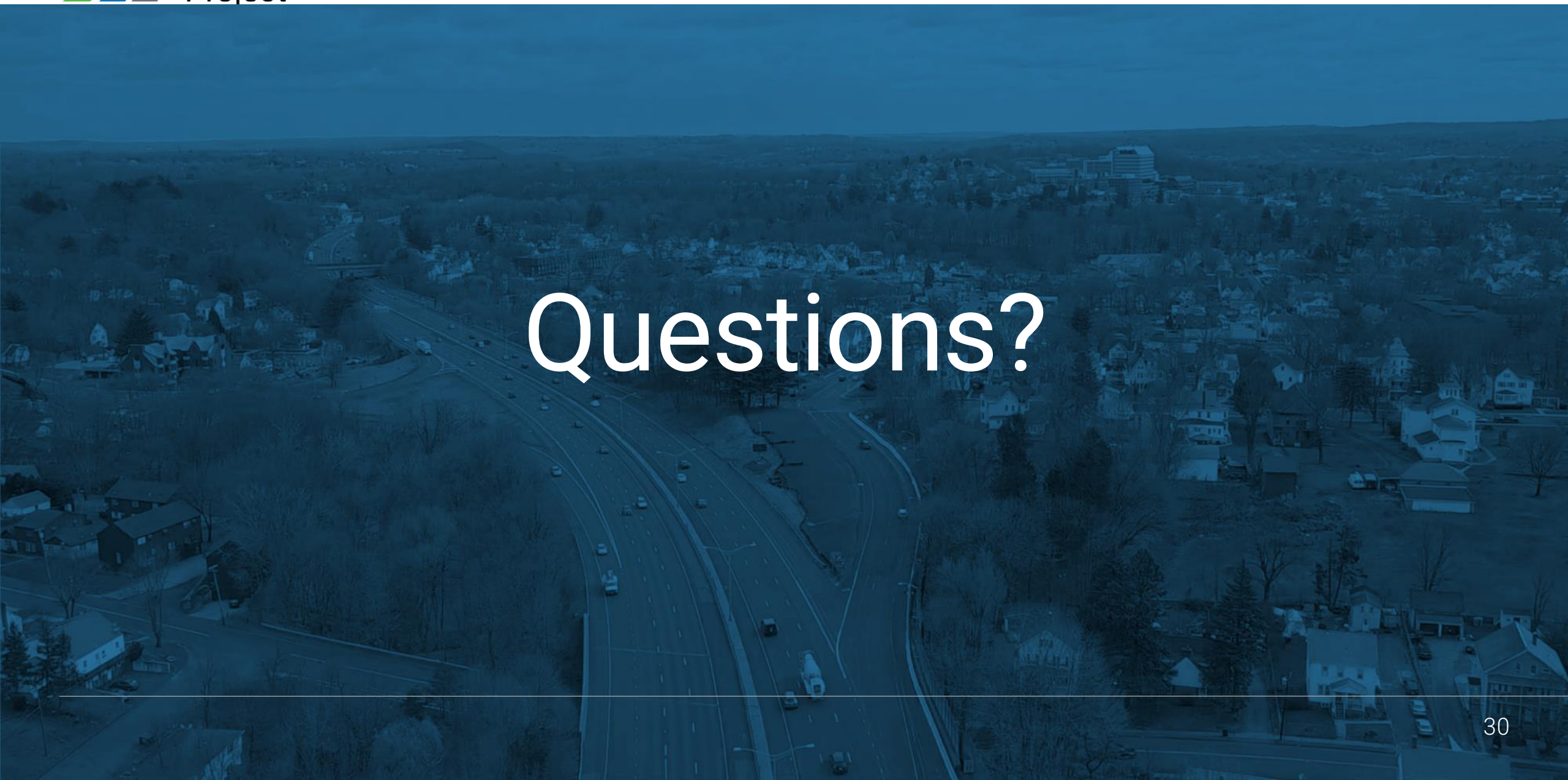
Environmental Consideration | Concept Combination	CC-A	CC-B	CC-C	CC-D	CC-E	CC-F	CC-G	CC-H	CC-I	CC-J	CC-K	CC-L
Built												
Full Property Takes - Total	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡
Partial Property Takes - Total	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡
EJ and Sensitive Neighborhood Impacts - Full	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡
Potential Cemetery Property Impacts	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠
Section 4(f) Property Impacts	🟡	🟡	🟢	🟢	🟢	🟢	🟡	🟡	🟢	🟢	🟢	🟢
Historic Property Impacts	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Environmental Consideration | Concept Combination	**CC-A**	**CC-B**	**CC-C**	**CC-D**	**CC-E**	**CC-F**	**CC-G**	**CC-H**	**CC-I**	**CC-J**	**CC-K**	**CC-L**
Natural												
Wetland Impacts (Acres)	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠
Stream Impacts (Linear ft)	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠
Potential for Floodplain Impacts (Acres)	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡	🟡
Listed Species Impacts	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢	🟢
Impacts to Habitat for State-Listed Plant Species	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠	🟠

Colors Defined as Follows: 🟢 Best Performance 🟡 Average Performance 🟠 Worst Performance

Categorical Engineering Metrics

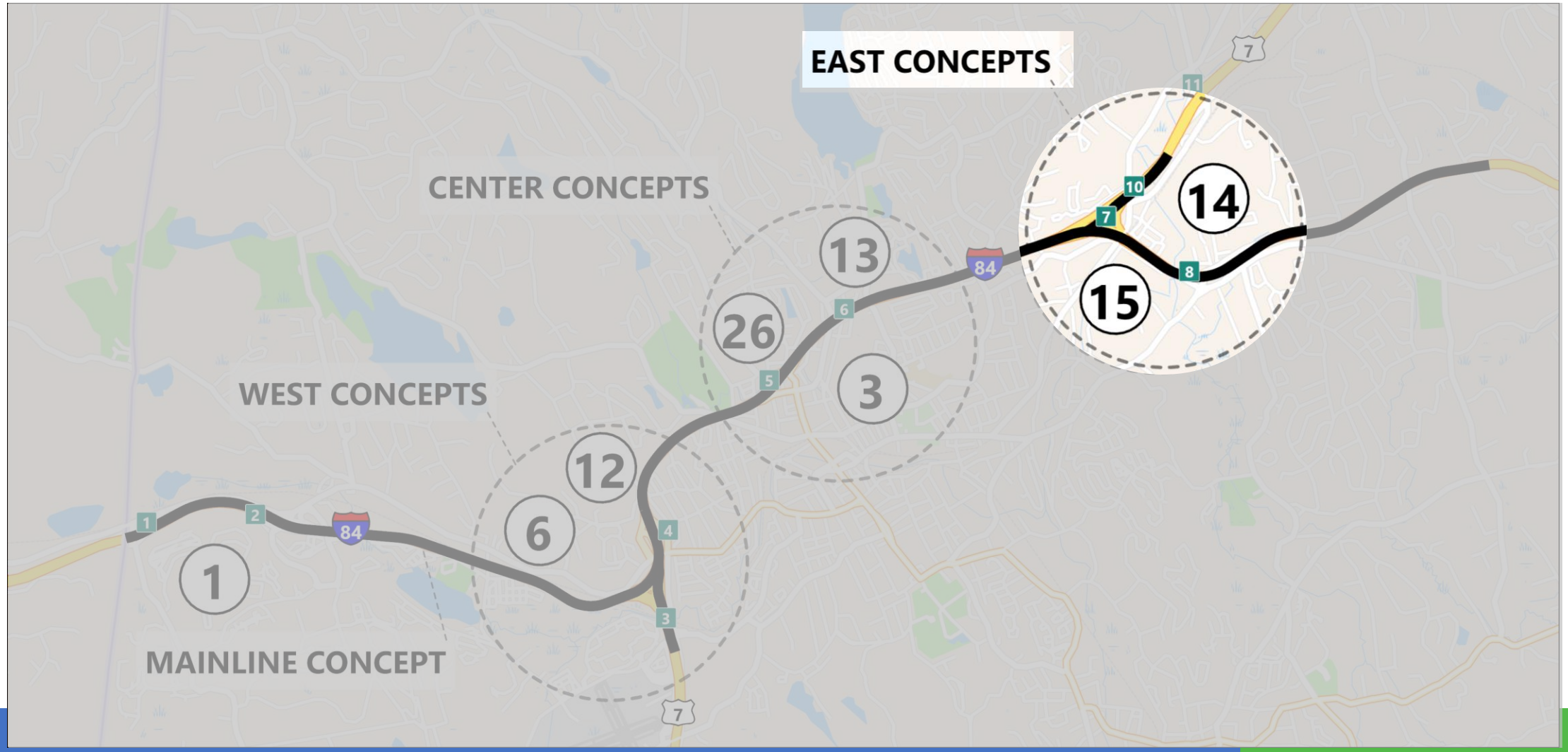
Engineering Consideration	CC-A	CC-B	CC-C	CC-D	CC-E	CC-F	CC-G	CC-H	CC-I	CC-J	CC-K	CC-L
Corrections of Weaving	🟡	🟢	🟡	🟢	🟡	🟢	🟠	🟢	🟠	🟡	🟠	🟡
Maintains Direct Access to Businesses on North Street	🟠	🟠	🟡	🟡	🟢	🟢	🟠	🟠	🟡	🟡	🟢	🟢
Construction Complexity and Staging	🟢	🟢	🟢	🟢	🟡	🟡	🟢	🟢	🟢	🟢	🟡	🟡
Meets Driver Expectation	🟢	🟢	🟠	🟠	🟢	🟢	🟢	🟢	🟠	🟠	🟢	🟢
Distance Between Adjacent Ramps	🟡	🟡	🟠	🟡	🟠	🟠	🟠	🟢	🟠	🟡	🟠	🟠

Colors Defined as Follows: 🟢 Best Performance 🟡 Average Performance 🟠 Worst Performance



Questions?

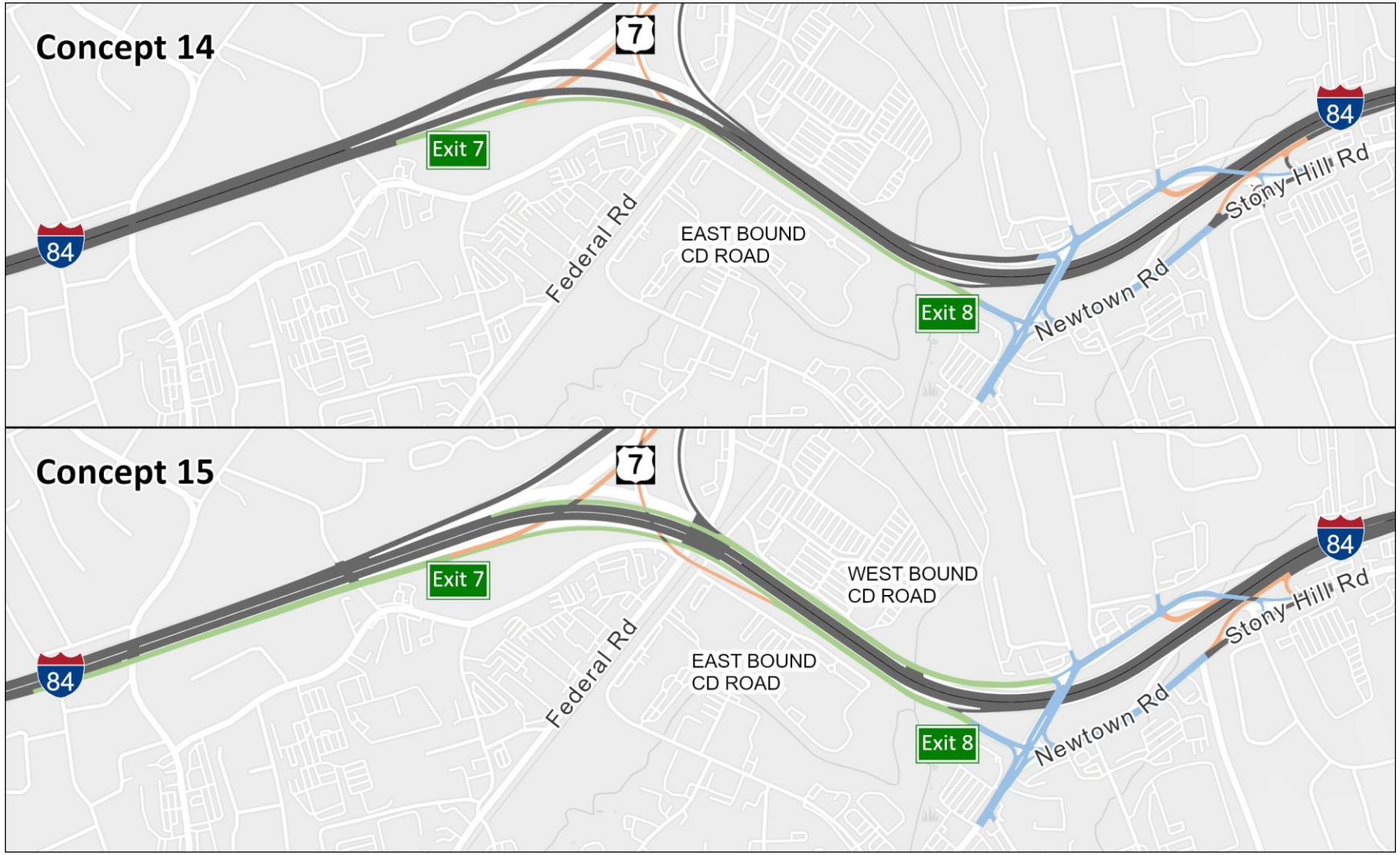
Concept Combinations in Consideration



East Concepts

- Concept 14 CD road provide local movement in eastbound travel only

- Concept 15
  CD roads will provide local movement in both directions



Engineering Categorical Metrics by East Concepts

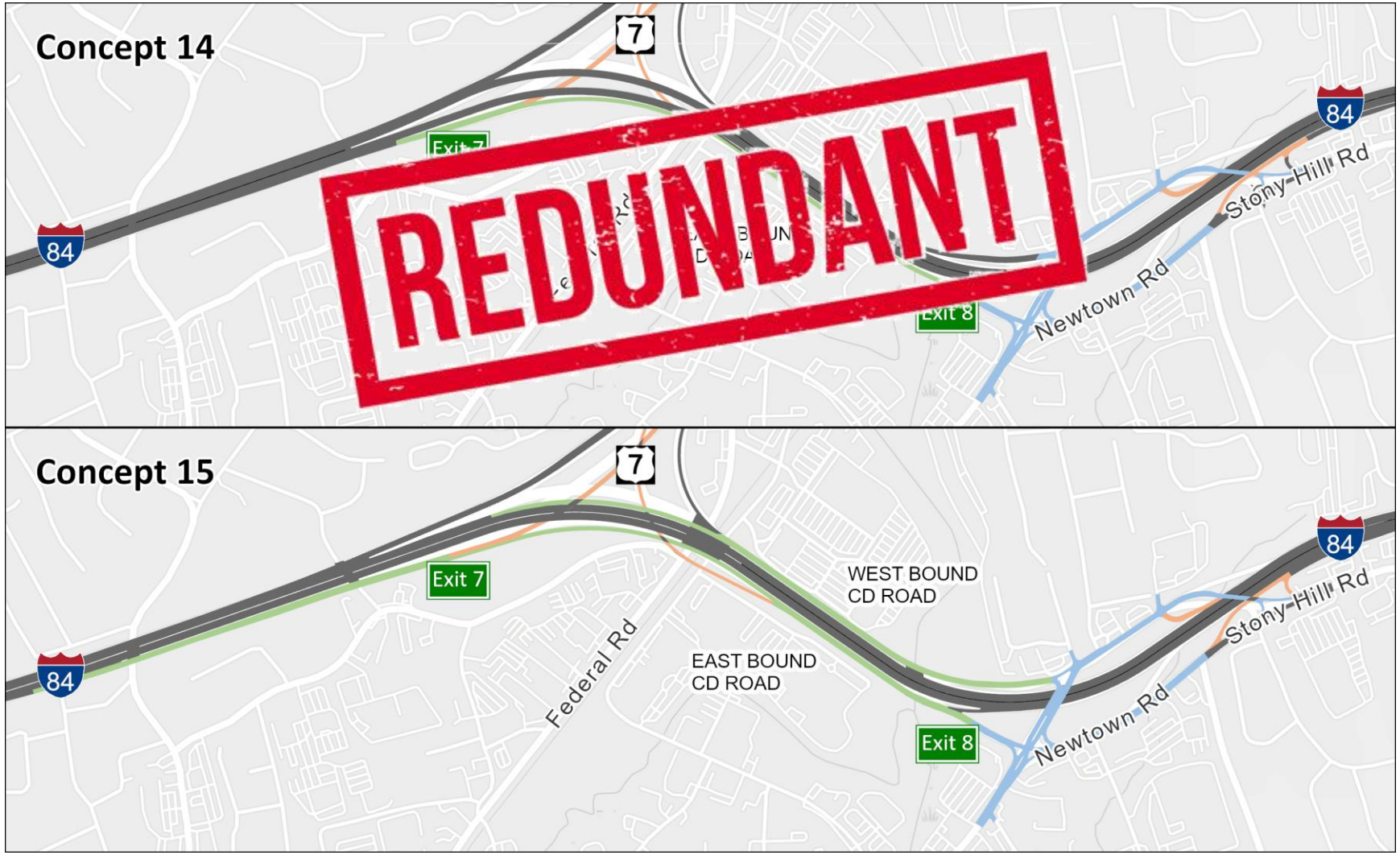
	Concept 14 Combinations						Concept 15 Combinations					
Engineering Consideration	**CC-A**	**CC-C**	**CC-E**	**CC-G**	**CC-I**	**CC-K**	**CC-B**	**CC-D**	**CC-F**	**CC-H**	**CC-J**	**CC-L**
Corrections of Weaving	Average	Average	Average	Worst	Worst	Worst	Best	Best	Best	Average	Average	Average
Maintains Direct Access to Businesses on North Street	Worst	Average	Best	Worst	Average	Best	Worst	Average	Best	Worst	Average	Best
Construction Complexity and Staging	Best	Best	Average	Best	Best	Average	Best	Best	Average	Best	Best	Average
Meets Driver Expectation	Best	Worst	Best	Best	Worst	Best	Best	Worst	Best	Best	Worst	Best
Distance Between Adjacent Ramps	Average	Worst	Worst	Worst	Worst	Worst	Average	Average	Worst	Average	Average	Worst

Colors Defined as Follows: Best Performance; Average Performance; Worst Performance

East Concepts

Concept 14

- Similar function
- Less advantageous
  - No WB CD Road
  - Less weave elimination



Concept Combinations

CC-B (M1, W6, C3, E15)

CC-D (M1, W6, C13, E15)

CC-F (M1, W6, C26, E15)

CC-H (M1, W12, C3, E15)

CC-J (M1, W12, C13, E15)

CC-L (M1, W12, C26, E15)

CC-A (M1, W6, C3, E14)

CC-C (M1, W6, C13, E14)

CC-E (M1, W6, C26, E14)

CC-G (M1, W12, C3, E14)

CC-I (M1, W12, C13, E14)

CC-K (M1, W12, C26, E14)

Concept Combinations

CC-B (M1, W6, C3, E15)

CC-D (M1, W6, C13, E15)

CC-F (M1, W6, C26, E15)

CC-H (M1, W12, C3, E15)

CC-J (M1, W12, C13, E15)

CC-L (M1, W12, C26, E15)

X **CC-A** (M1, W6, C3, E14)

X **CC-C** (M1, W6, C13, E14)

X **CC-E** (M1, W6, C26, E14)

X **CC-G** (M1, W12, C3, E14)

X **CC-I** (M1, W12, C13, E14)

X **CC-K** (M1, W12, C26, E14)

Concept Combinations

- **CC-B (M1, W6, C3, E15)** →
- **CC-D (M1, W6, C13, E15)** →
- **CC-F (M1, W6, C26, E15)** →
- **CC-H (M1, W12, C3, E15)** →
- **CC-J (M1, W12, C13, E15)** →
- **CC-L (M1, W12, C26, E15)** →

X **CC-A** (M1, W6, C3, E14)

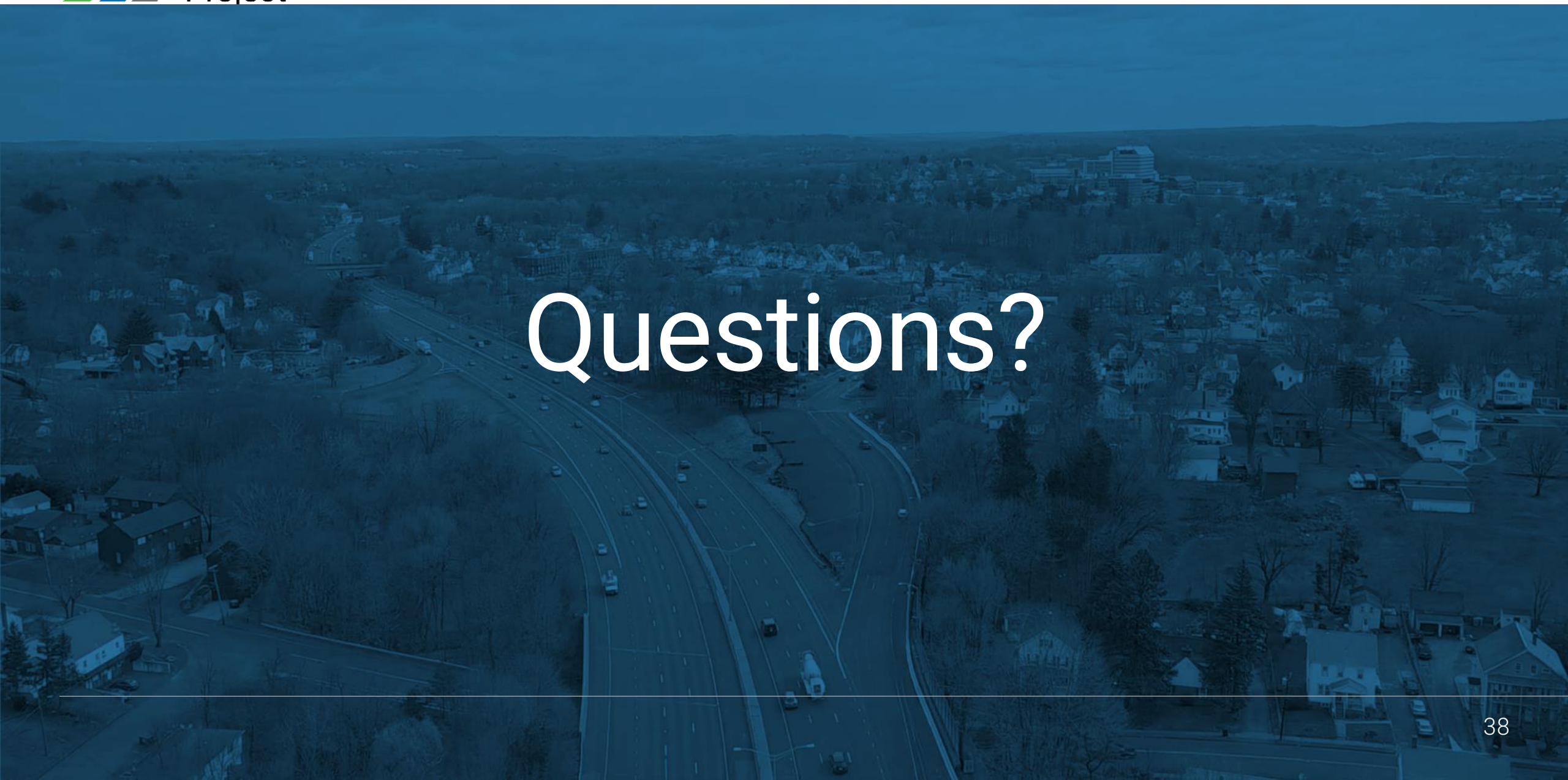
X **CC-C** (M1, W6, C13, E14)

X **CC-E** (M1, W6, C26, E14)

X **CC-G** (M1, W12, C3, E14)

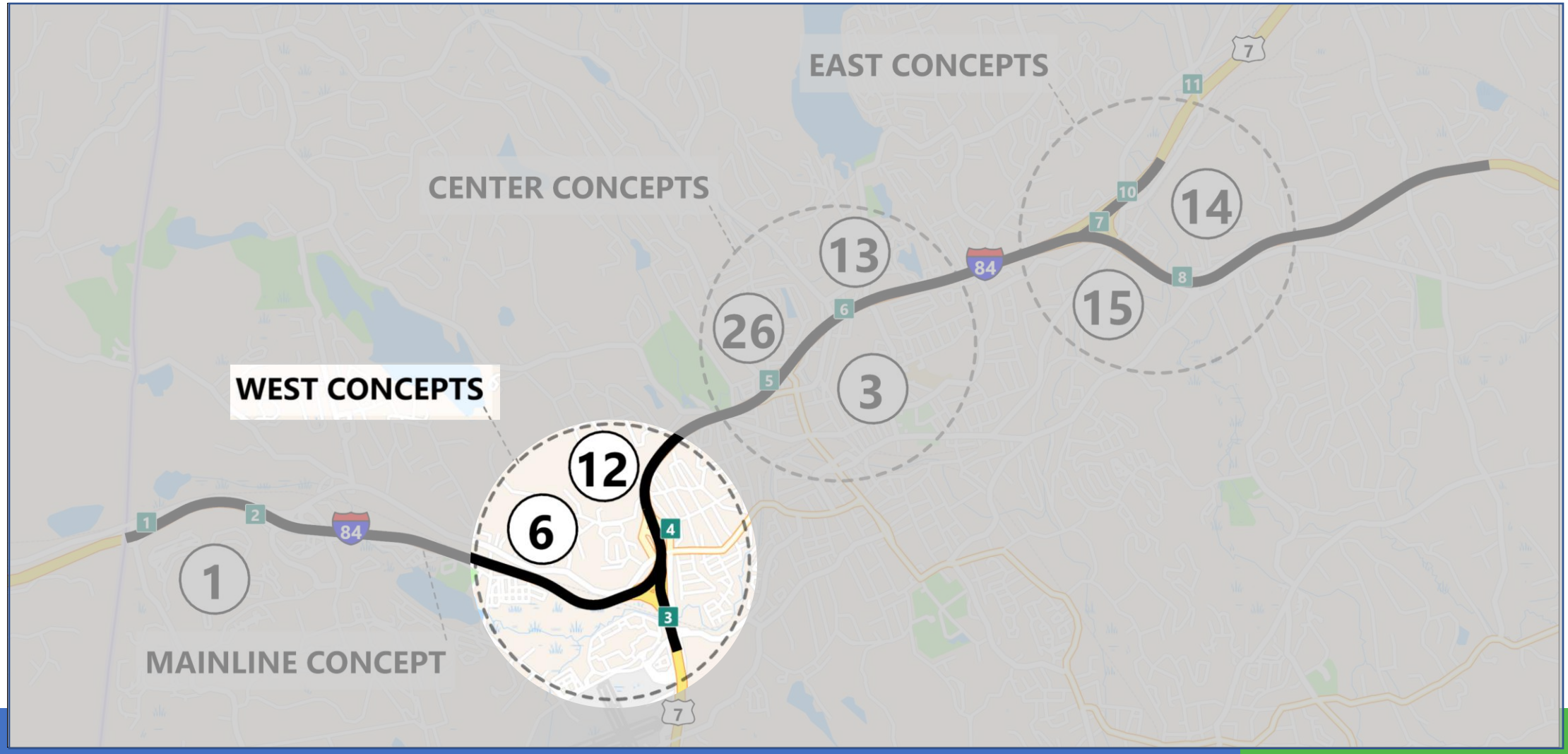
X **CC-I** (M1, W12, C13, E14)

X **CC-K** (M1, W12, C26, E14)



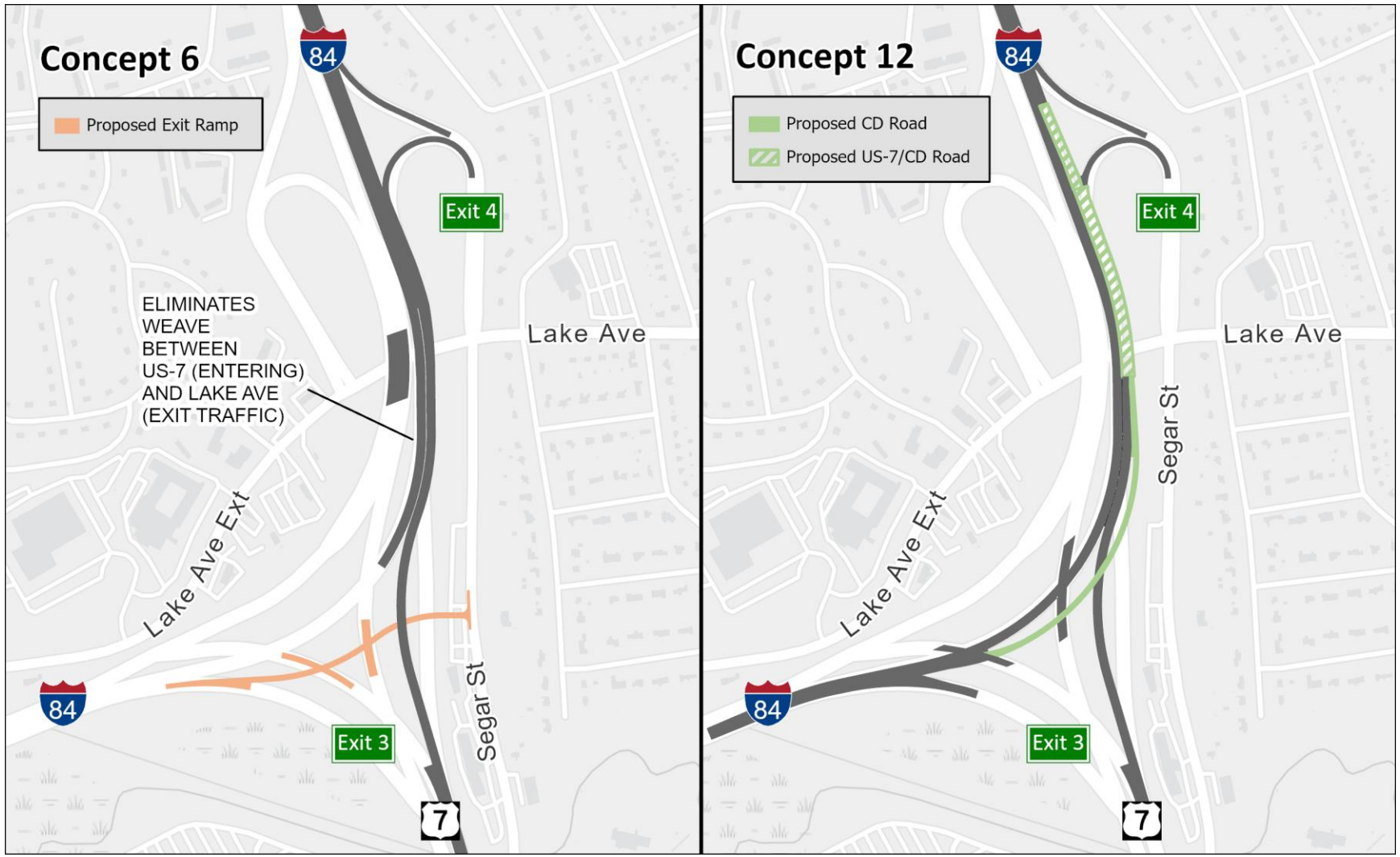
Questions?

Concept Combinations in Consideration



West Concepts

- Concept 6: Access to Segar Street through proposed exit ramp.
- Concept 12: Access to Exit 4 through proposed CD road.



Engineering Categorical Metrics by West Concepts

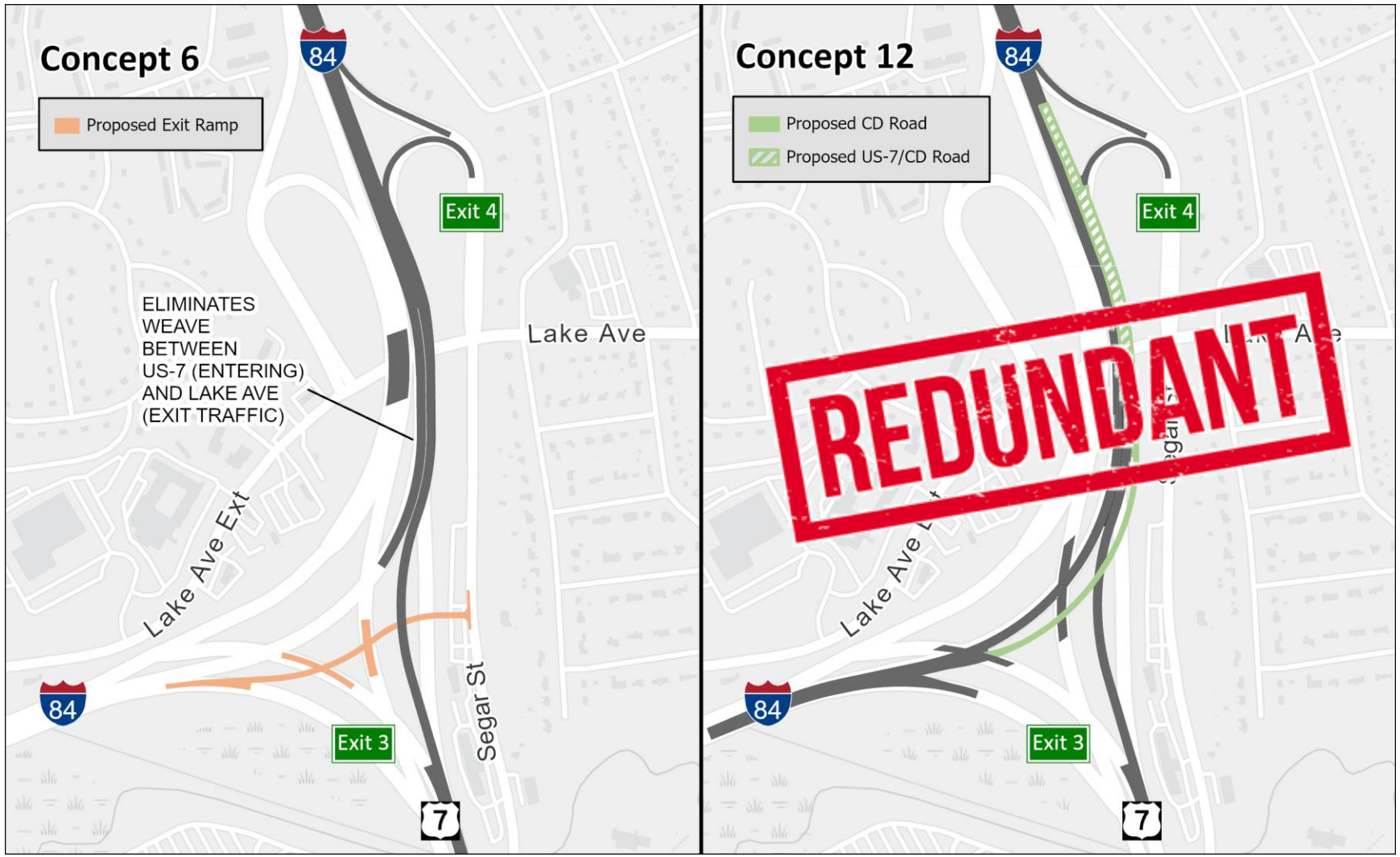
	Concept 6 Combination			Concept 12 Combination		
Engineering Consideration	**CC-B**	**CC-D**	**CC-F**	**CC-H**	**CC-J**	**CC-L**
Corrections of Weaving	●	●	●	●	●	●
Maintains Direct Access to Businesses on North Street	●	●	●	●	●	●
Construction Complexity and Staging	●	●	●	●	●	●
Meets Driver Expectation	●	●	●	●	●	●
Distance Between Adjacent Ramps	●	●	●	●	●	●

Colors Defined as Follows: ● Best Performance ● Average Performance ● Worst Performance

West Concepts

Concept 12

- Similar function
- Less advantageous
  - Less weave elimination



Concept Combinations

CC-B (M1, W6, C3, E15)

CC-D (M1, W6, C13, E15)

CC-F (M1, W6, C26, E15)

CC-H (M1, W12, C3, E15)

CC-J (M1, W12, C13, E15)

CC-L (M1, W12, C26, E15)

Concept Combinations

CC-B (M1, W6, C3, E15)

CC-D (M1, W6, C13, E15)

CC-F (M1, W6, C26, E15)

X CC-H (M1, W12, C3, E15)

X CC-J (M1, W12, C13, E15)

X CC-L (M1, W12, C26, E15)

Concept Combinations

CC-B (M1, W6, C3, E15) →

CC-D (M1, W6, C13, E15) →

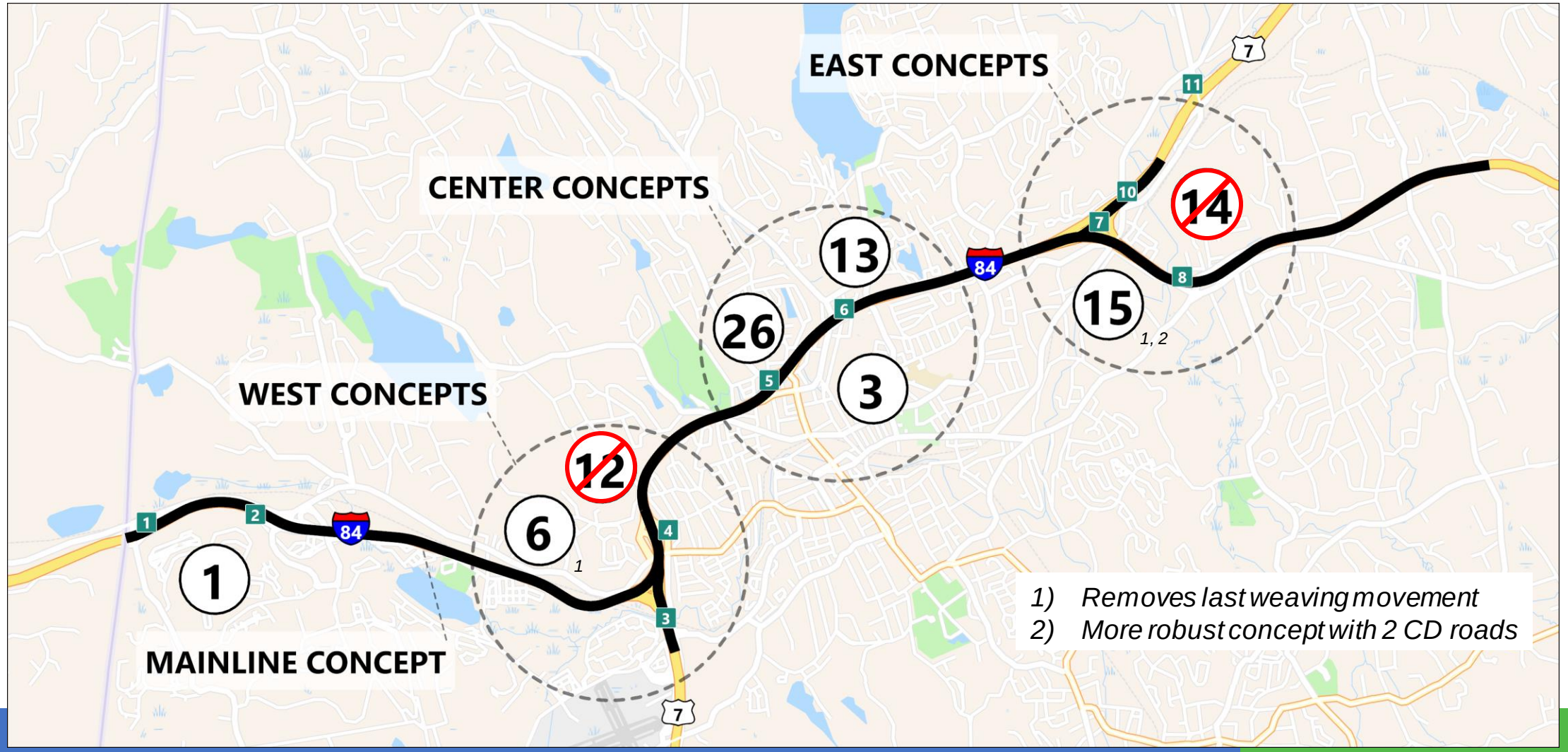
CC-F (M1, W6, C26, E15) →

X CC-H (M1, W12, C3, E15)

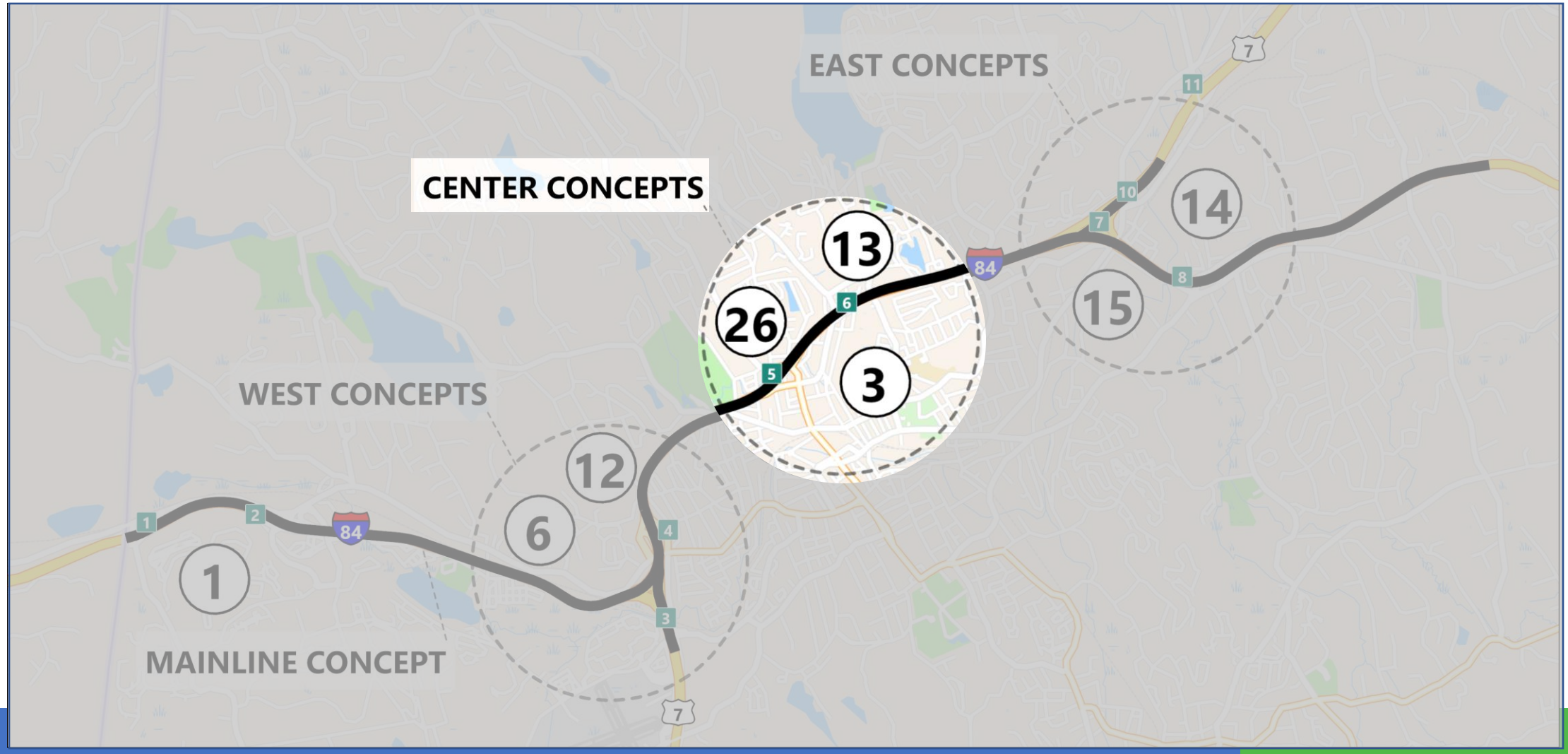
X CC-J (M1, W12, C13, E15)

X CC-L (M1, W12, C26, E15)

Concept Combinations in Consideration

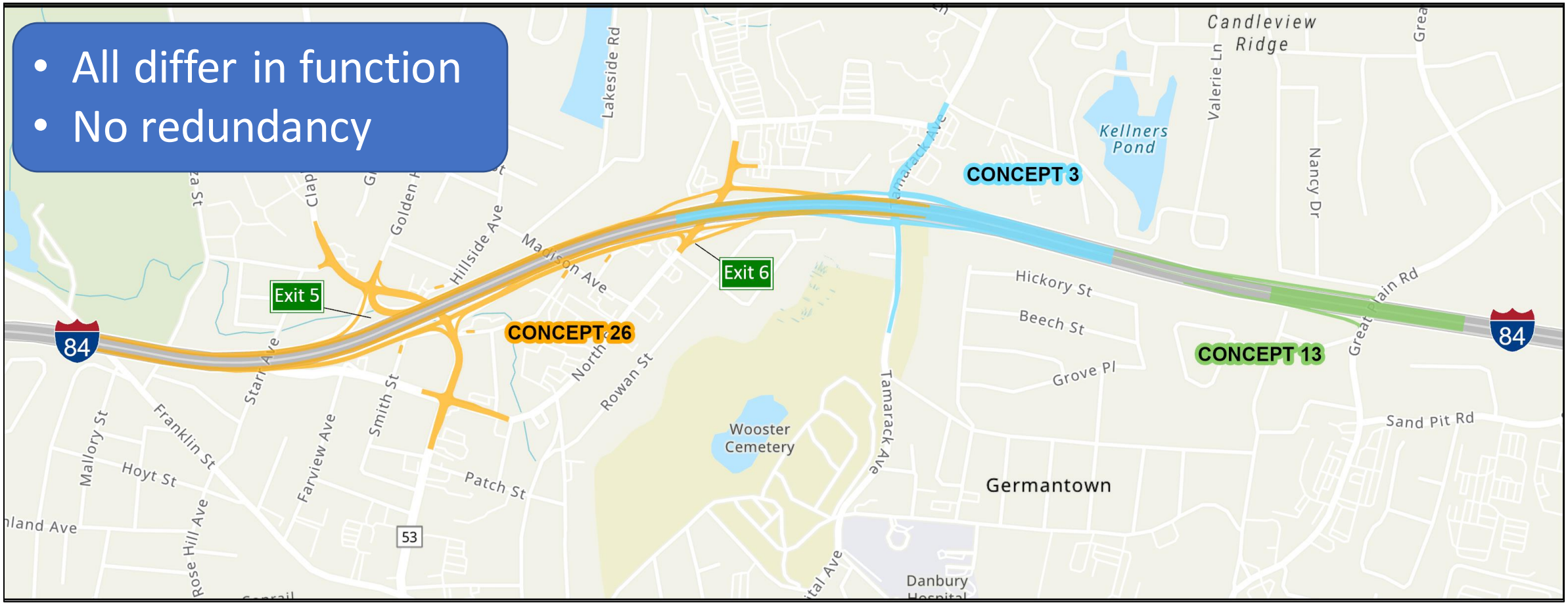


Concept Combinations in Consideration



Center Concepts

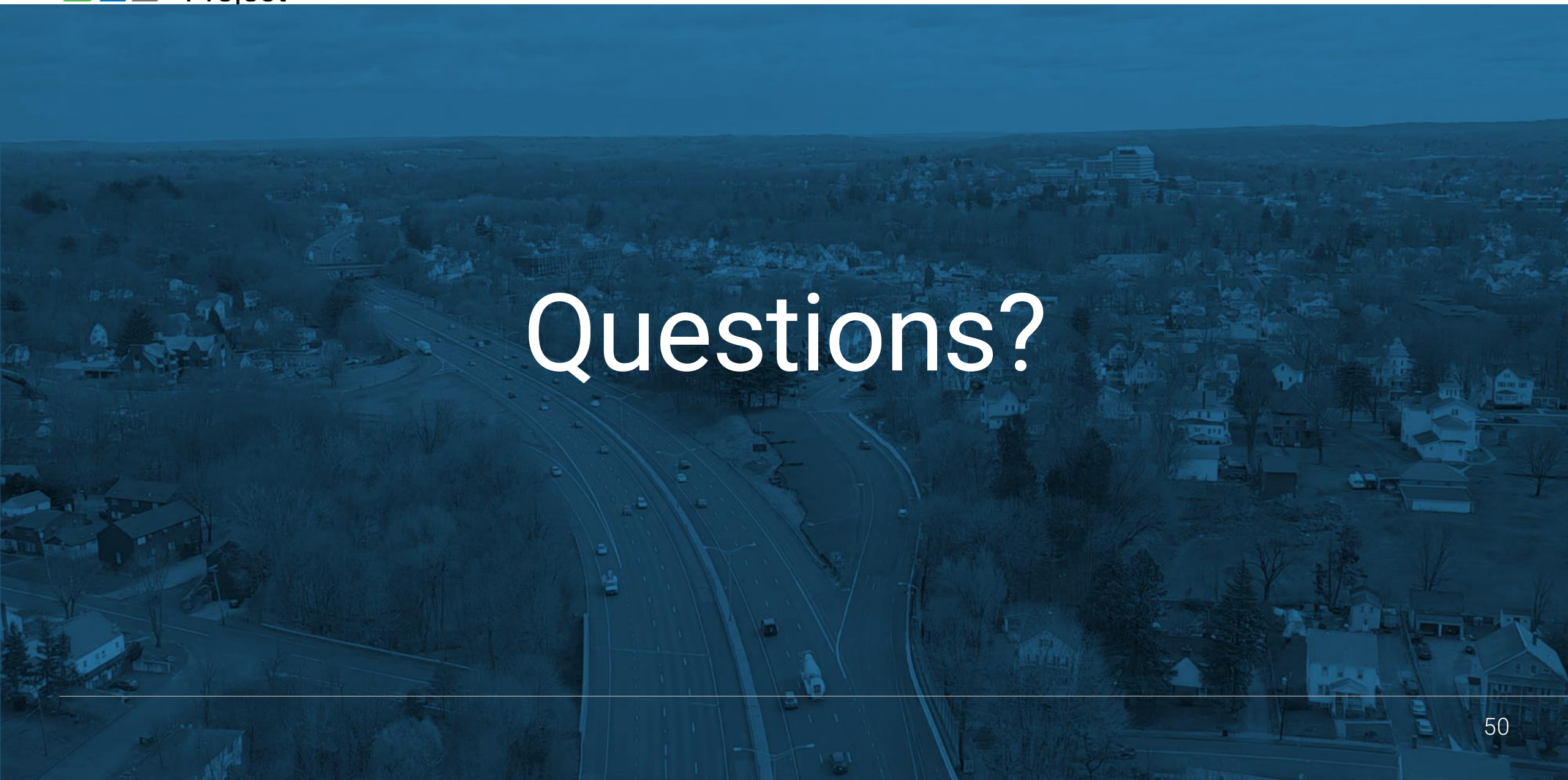
- All differ in function
- No redundancy



Redundancy

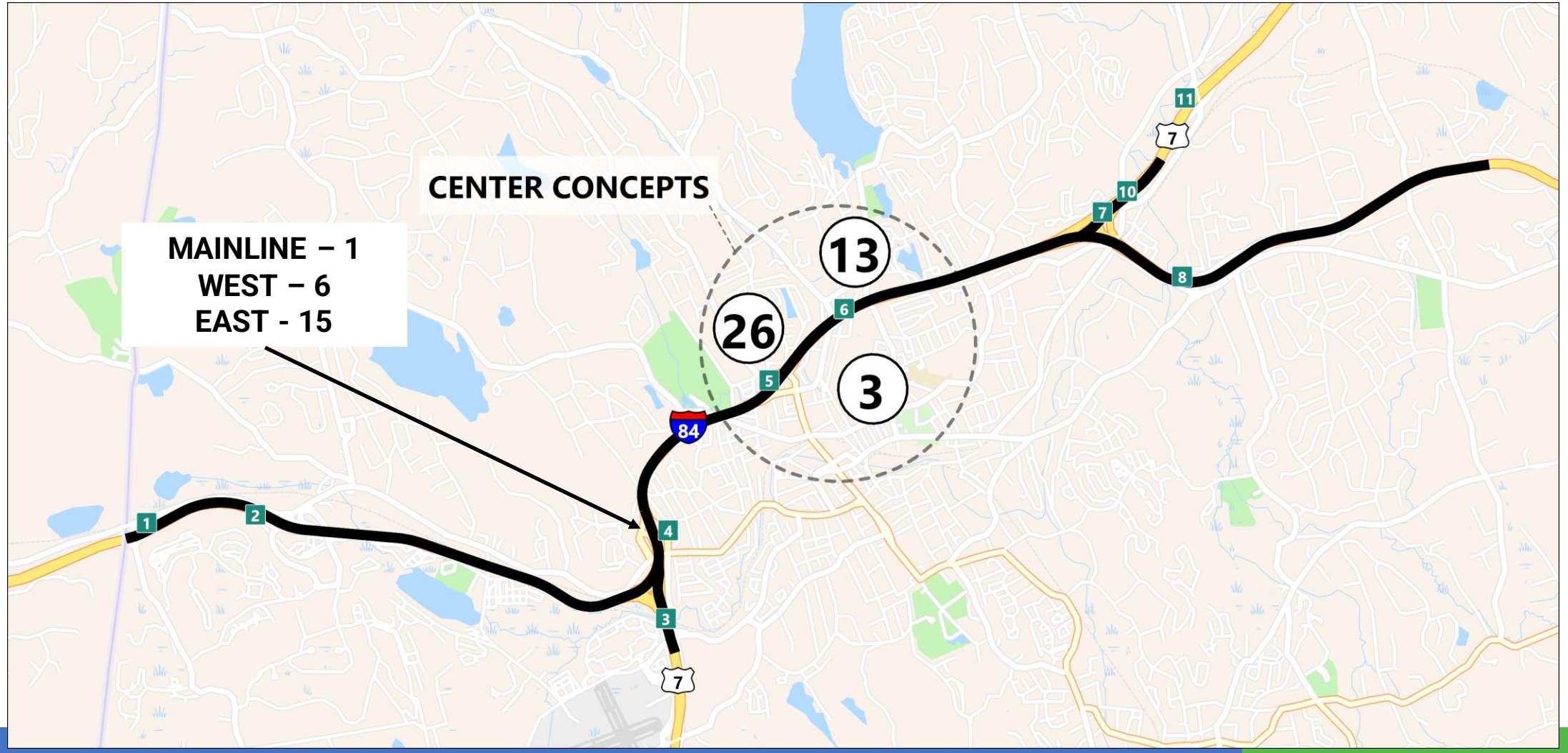
- Serves similar functions
- No distinct advantage/disadvantage to function and impacts

	CC-A	CC-B	CC-C	CC-D	CC-E	CC-F	CC-G	CC-H	CC-I	CC-J	CC-K	CC-L
Fatal Flaw	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Redundancy	X	↓	x	↓	X	↓	X	X	X	X	X	X
Screening Matrix												



Questions?

Recommended Concept Combinations



Screening Matrix Analysis

Engineering Consideration	CC-B	CC-D	CC-F
Corrections of Weaving	●	●	●
Maintains Direct Access to Businesses on North Street	●	●	●
Construction Complexity and Staging	●	●	●
Meets Driver Expectation	●	●	●
Distance Between Adjacent Ramps	●	●	●

Colors Defined as Follows: ● Best Performance ● Average Performance ● Worst Performance

Travel Reliability Indices		CC-B	CC-D	CC-F
Planning Time Index	I-84 (A.M.)	Average	Average	Average
	I-84 (P.M.)	Best	Best	Best
	Route 7 (A.M.)	Best	Best	Best
	Route 7 (P.M.)	Best	Best	Best
Buffer Time Index	I-84 (A.M.)	Best	Best	Best
	I-84 (P.M.)	Best	Best	Best
	Route 7 (A.M.)	Best	Best	Best
	Route 7 (P.M.)	Best	Average	Best
Travel Time Index	I-84 (A.M.)	Average	Average	Average
	I-84 (P.M.)	Best	Best	Best
	Route 7 (A.M.)	Best	Best	Best
	Route 7 (P.M.)	Best	Best	Best

Colors Defined as Follows: Best Performance Average Performance Worst Performance

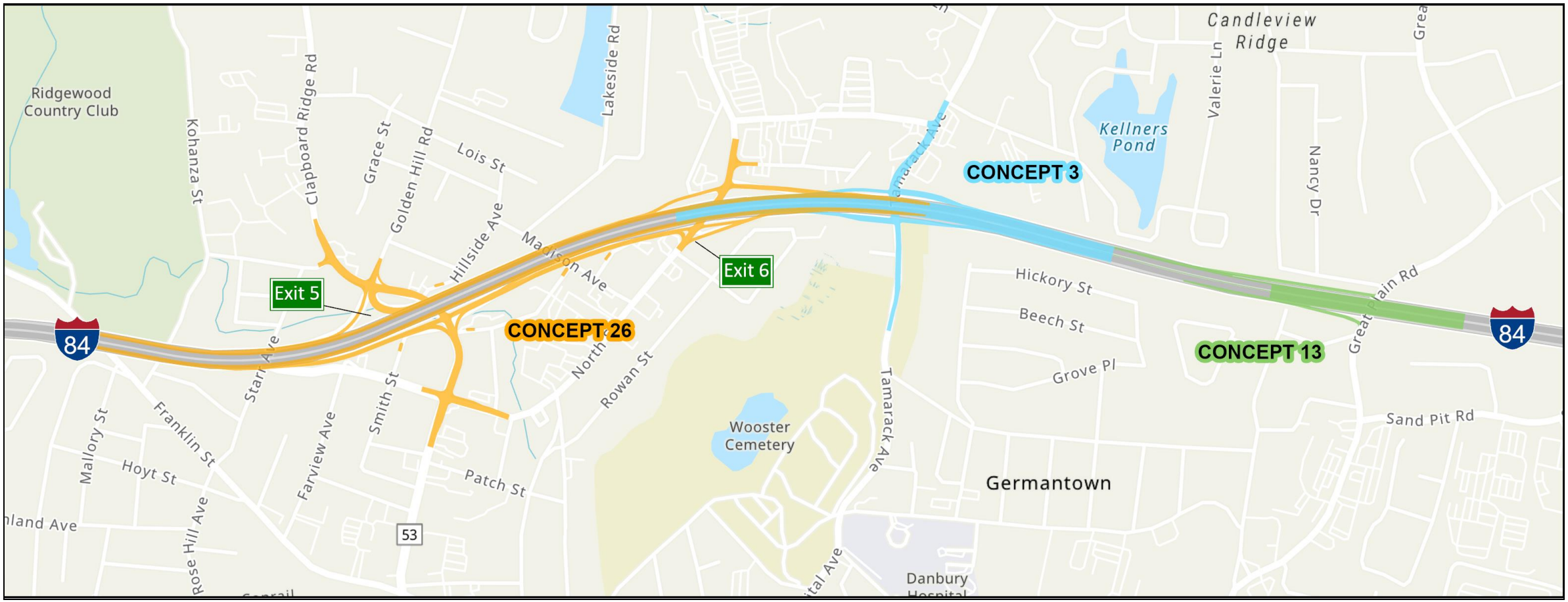
Environmental Consideration | Concept Combination	CC-B	CC-D	CC-F
Built	**6-3-15**	**6-13-15**	**6-26-15**
Full Property Takes - Total	🟡	🟡	🟡
Partial Property Takes - Total	🟡	🟡	🟡
EJ and Sensitive Neighborhood Impacts - Full	🟡	🟡	🟡
Potential cemetery property impacts	🟤	🟤	🟤
Section 4(f) Property Impacts	🟡	🟢	🟢
Historic property impacts	🟢	🟢	🟢
Environmental Consideration | Concept Combination	**CC-B**	**CC-D**	**CC-F**
Natural	**6-3-15**	**6-13-15**	**6-26-15**
Wetland Impacts (Acres)	🟡	🟡	🟡
Stream Impacts (Linear ft)	🟡	🟡	🟡
Potential for Floodplain Impacts (Acres)	🟡	🟡	🟡
Listed species impacts	🟢	🟢	🟢
Impacts to habitat for state-listed plant species	🟤	🟤	🟤

Colors Defined as Follows: 🟢 Best Performance 🟡 Average Performance 🟤 Worst Performance

Environmental Consideration | Concept Combination	CC-B	CC-D	CC-F
Built	**6-3-15**	**6-13-15**	**6-26-15**
Full Property Takes - Total	🟡	🟡	🟡
Partial Property Takes - Total	🟡	🟡	🟡
EJ and Sensitive Neighborhood Impacts - Full	🟡	🟡	🟡
Potential cemetery property impacts	🟤	🟤	🟤
Section 4(f) Property Impacts	🟡	🟢	🟢
Historic property impacts	🟢	🟢	🟢
Environmental Consideration | Concept Combination	**CC-B**	**CC-D**	**CC-F**
Natural	**6-3-15**	**6-13-15**	**6-26-15**
Wetland Impacts (Acres)	🟡	🟡	🟡
Stream Impacts (Linear ft)	🟡	🟡	🟡
Potential for Floodplain Impacts (Acres)	🟡	🟡	🟡
Listed species impacts	🟢	🟢	🟢
Impacts to habitat for state-listed plant species	🟤	🟤	🟤

Colors Defined as Follows: 🟢 Best Performance 🟡 Average Performance 🟤 Worst Performance

Proposed Alternatives with Center Treatments

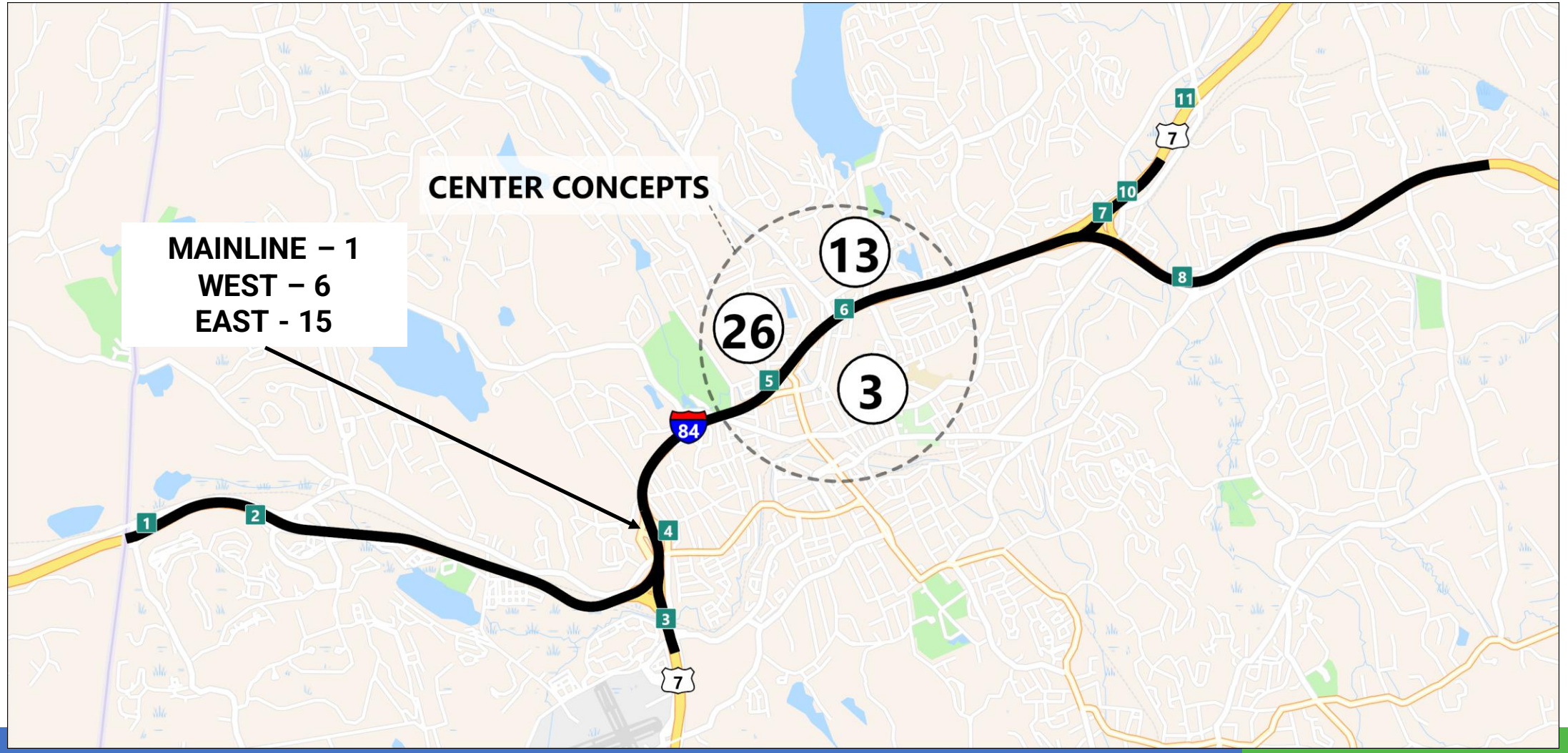


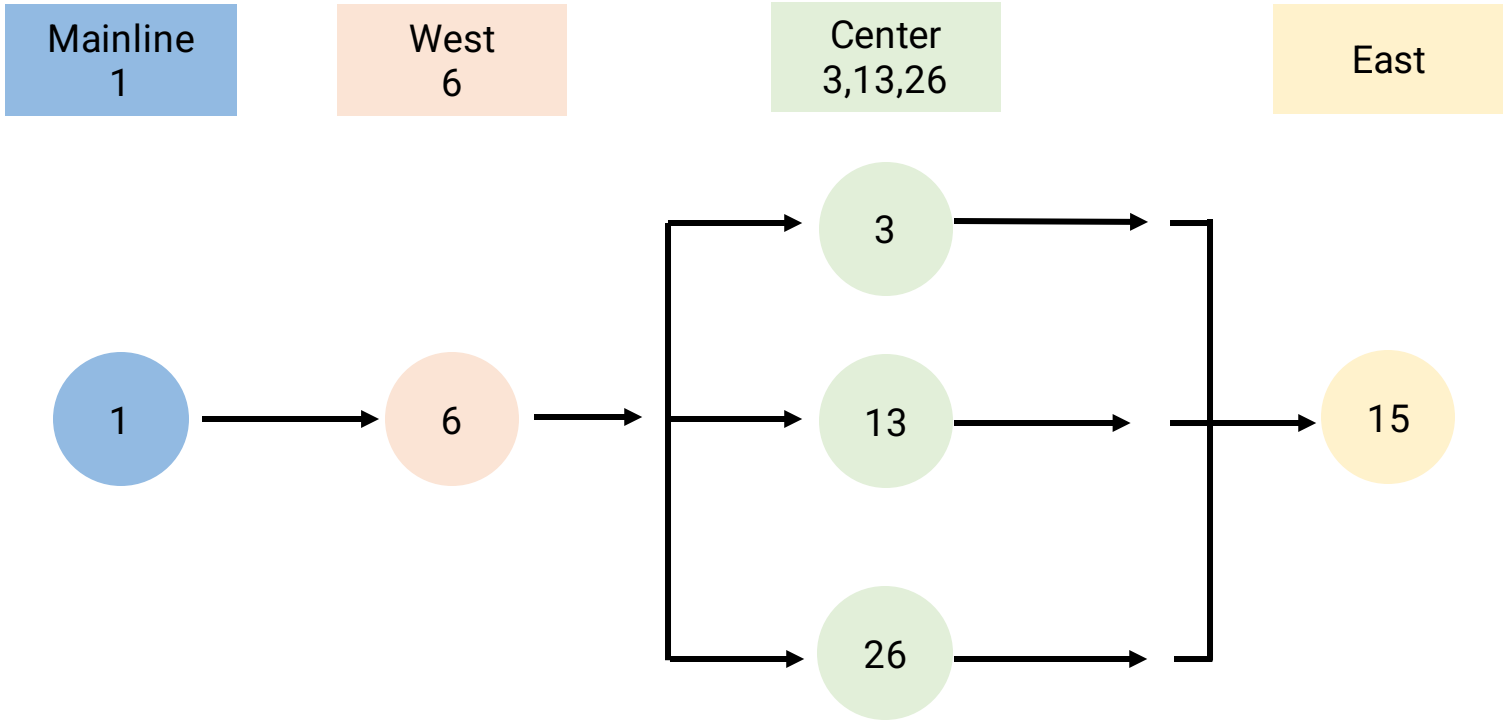
Screening Matrix Analysis

- No distinct differences in impacts
- All serve different functions

	CC-A	CC-B	CC-C	CC-D	CC-E	CC-F	CC-G	CC-H	CC-I	CC-J	CC-K	CC-L
Fatal Flaw	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Redundancy	X	↓	x	↓	X	↓	X	X	X	X	X	X
Screening Matrix		↓		↓		↓						

Recommended Concept Combinations





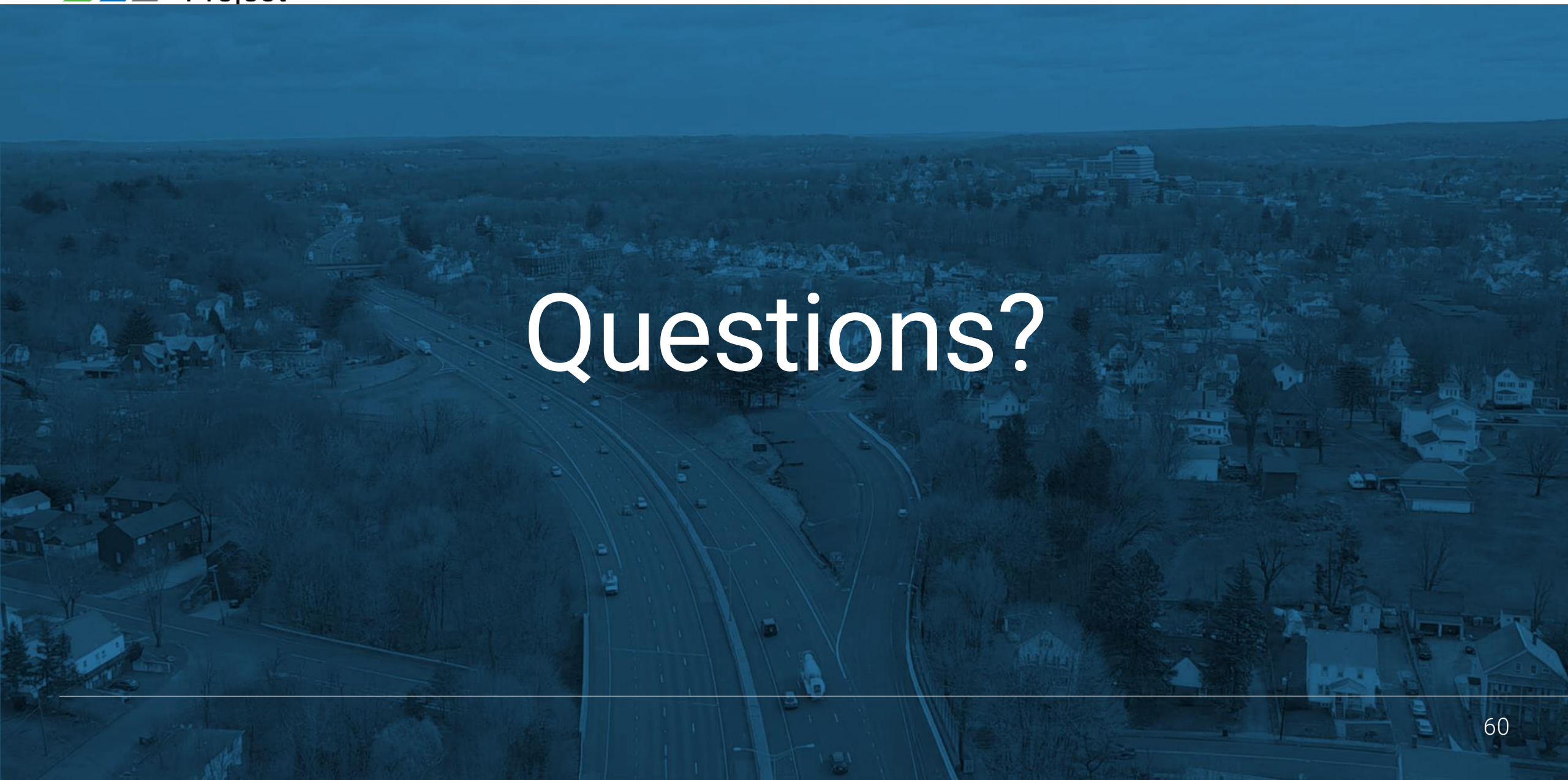
Concept Combinations

CC-B (M1, W6, C3, E15)

CC-D (M1, W6, C13, E15)

CC-F (M1, W6, C26, E15)

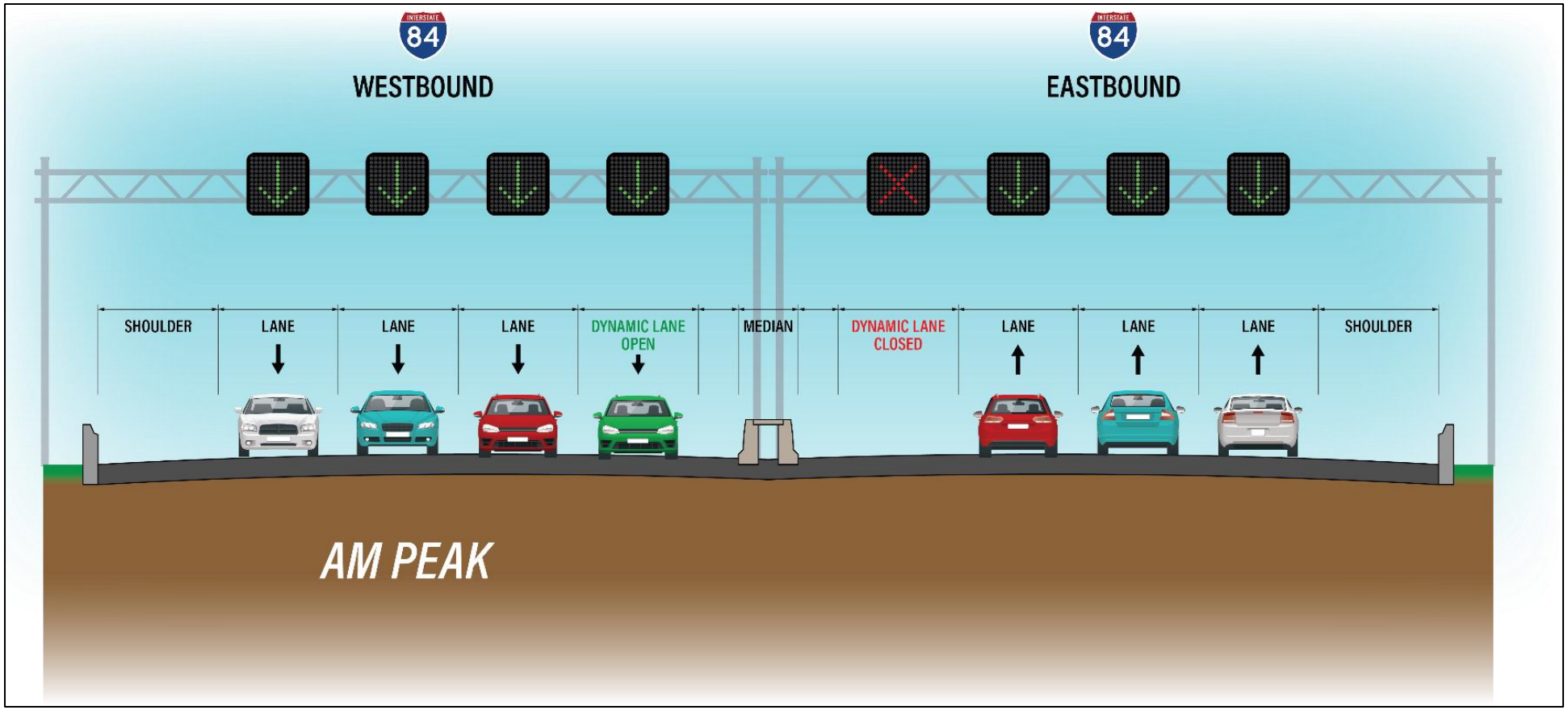
The remaining 3 concept combinations will be recommended to be included in Reasonable Range of Alternatives as three separate alternatives to be evaluated in the NEPA analysis.



Questions?

Potential Early-Action /Break-Out Projects

Dynamic Lane Use - Median



I-84 Danbury Project

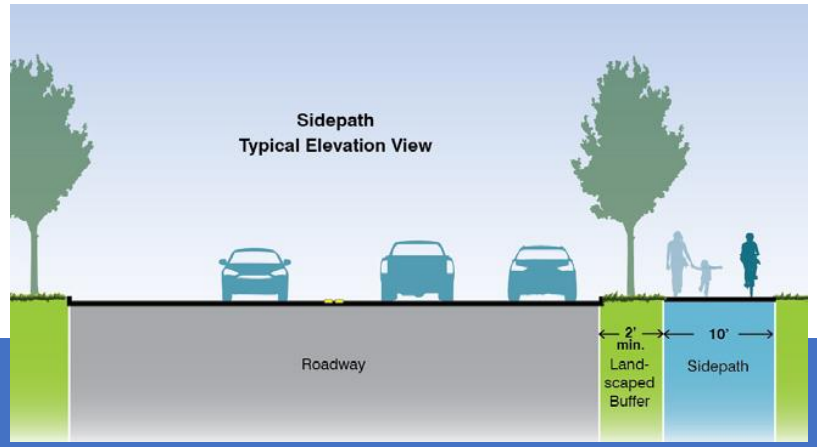
Main Street and Downs Street

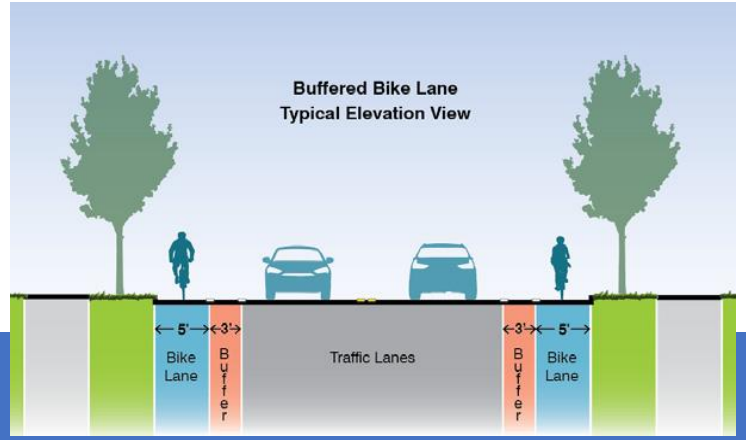
- Poor traffic operations
- Poor sight lines on Main St. from north
- Crashes caused by congestion
- Concept development and evaluation
- Project has an independent utility
- Project could be initiated early
- Public involvement during design phase

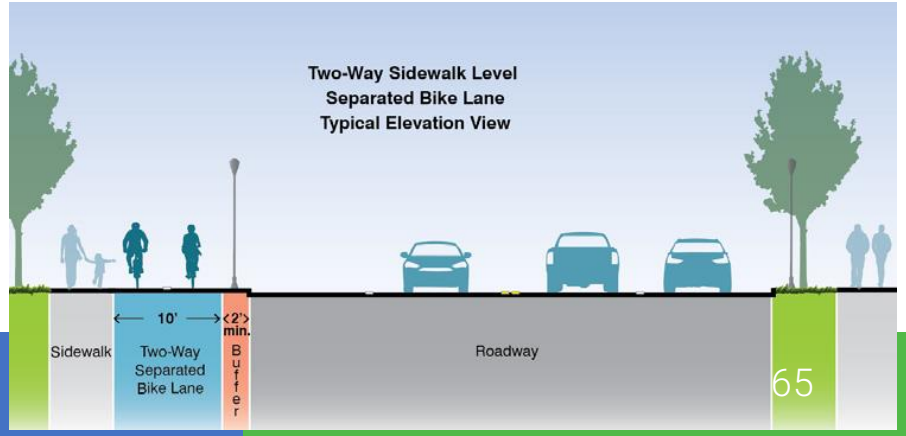
Interchange 8 Improvements

I-84 Danbury Project

Potential Bicycle Plan

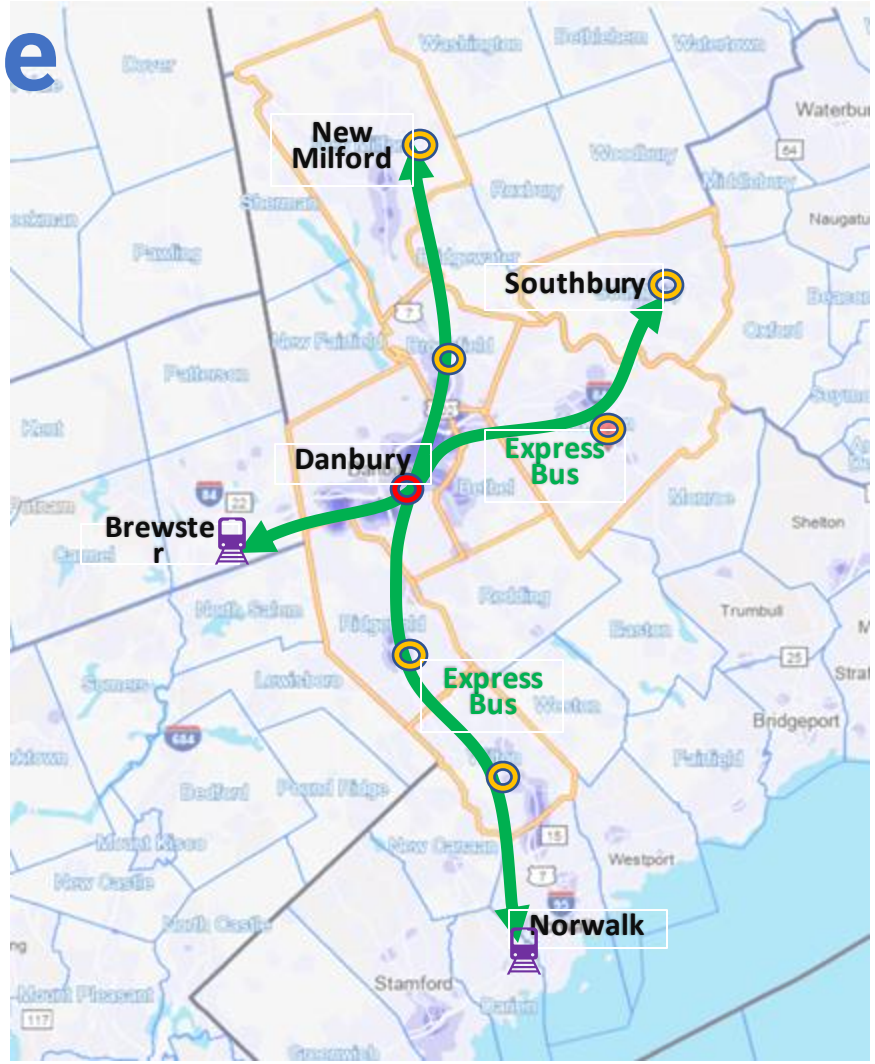






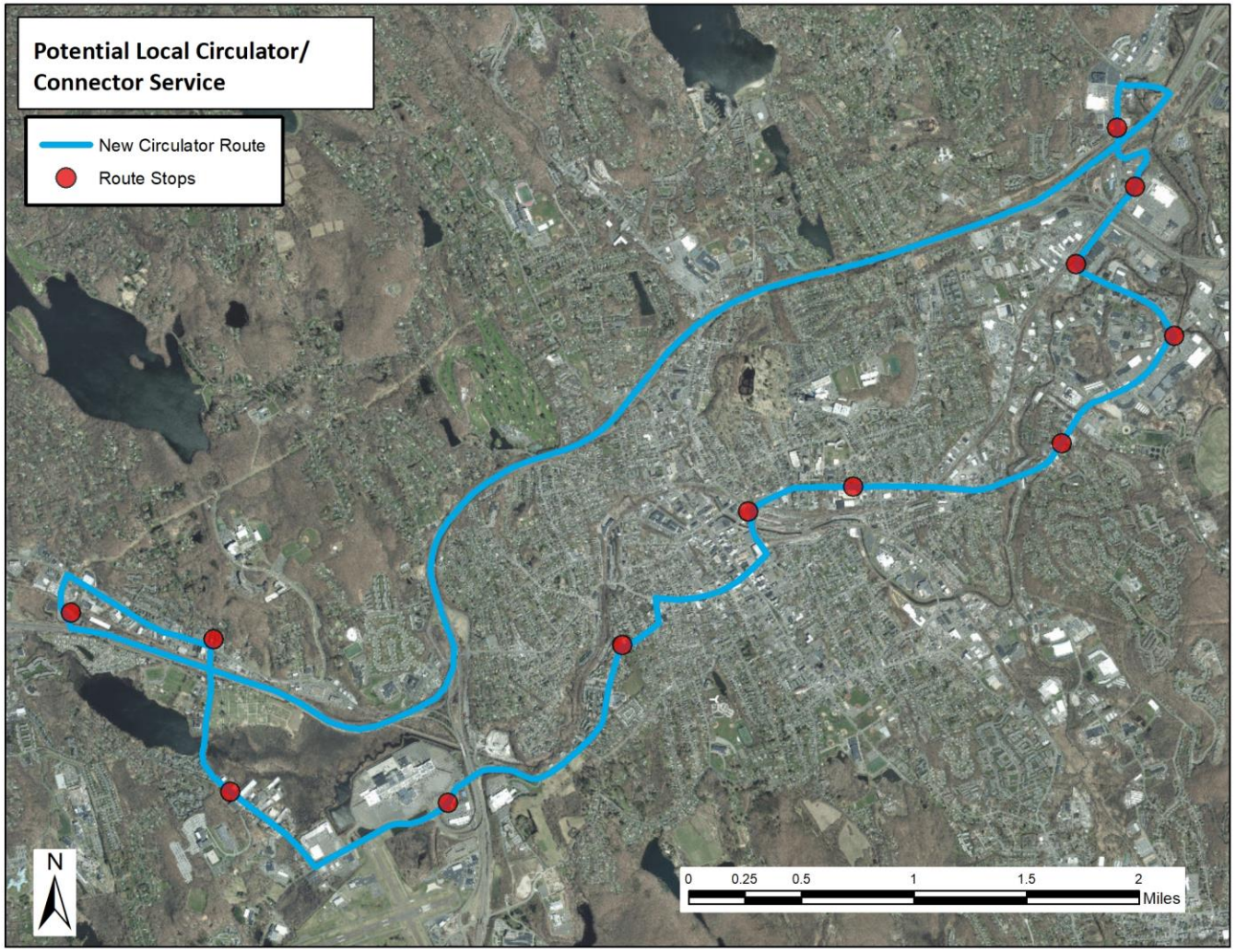
Potential Regional Transit Service

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



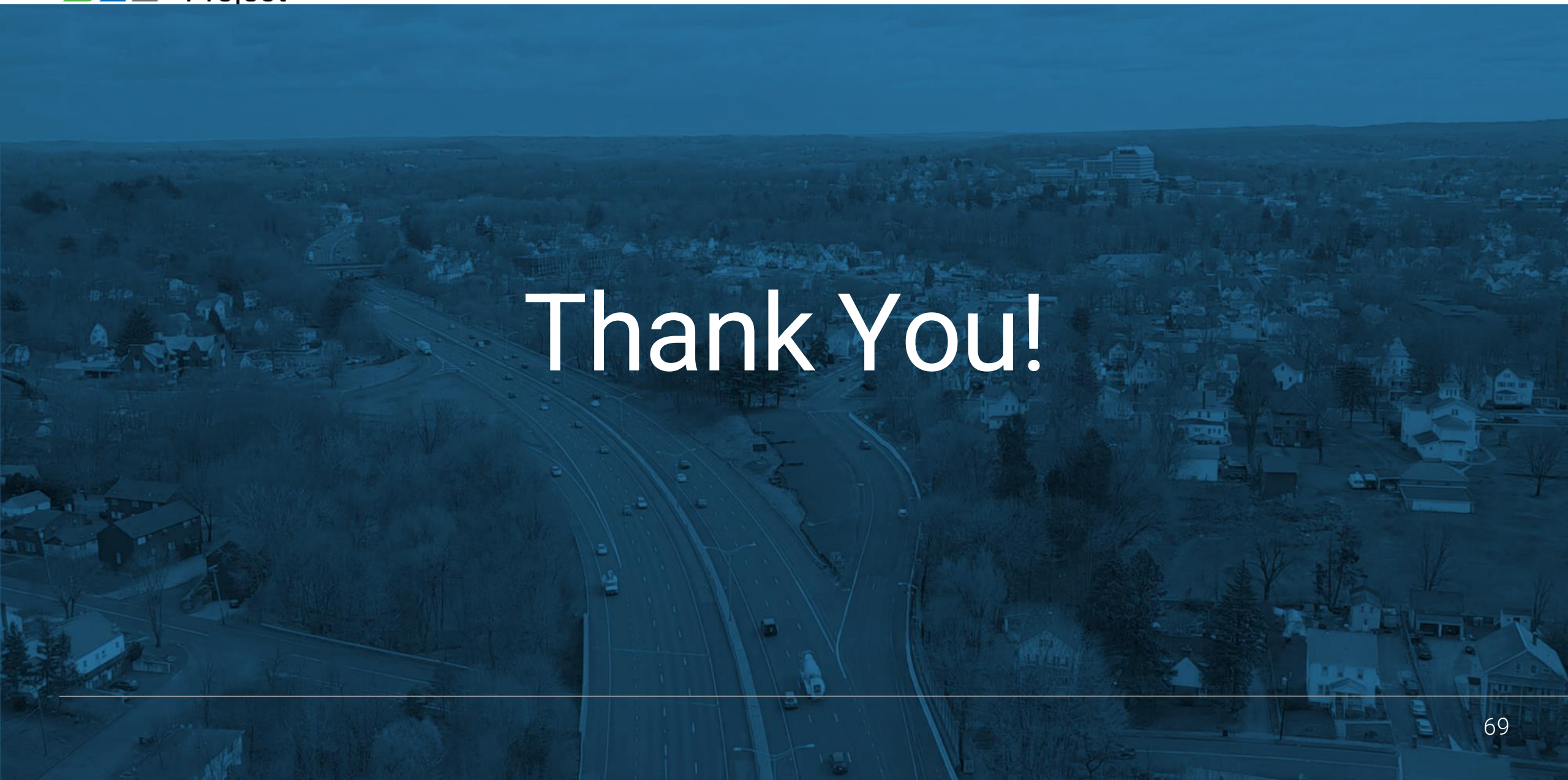
Potential Local Circulator/Connector Service

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



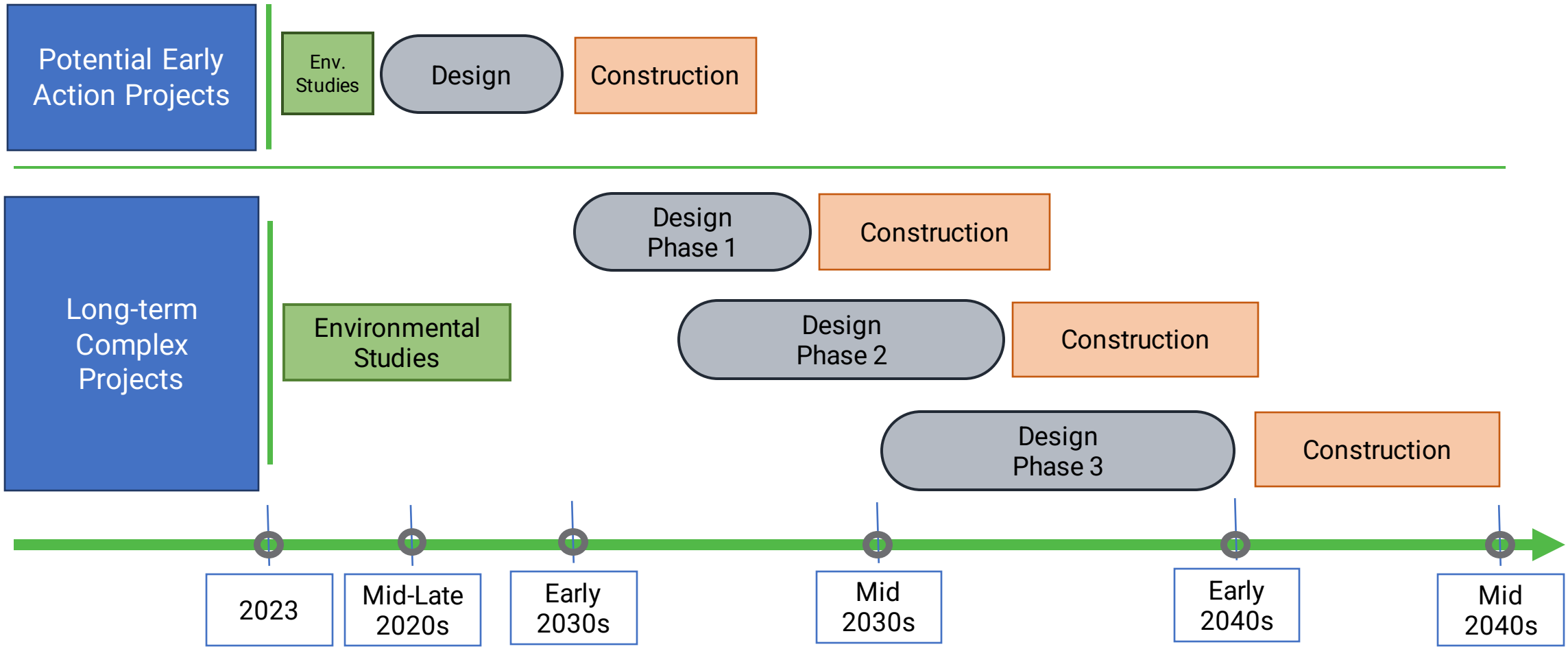
Next Steps

- Recommend a Range of Reasonable Alternatives to move Forward into the Environmental Study Phase
- Finalize the PEL Study Report
- Agency coordination
- Website updates
- Public Information Meeting Spring/Summer 2023
- Initiating the break-out projects



Thank You!

Potential Timing & Breakout Project Schedule



Center Concept Combinations Community Access

Local Community Access Metrics	Center Concept Combinations		
	CC-B	CC-D	CC-F
Maintains Direct Access to Businesses on North Street	Worst	Average	Best
Full Access at Tamarack Avenue	Best	Worst	Worst
Access at Great Plain Road	Worst	Best	Worst
Minor Improvements to Main Street	Average	Average	Best
Improvements to Danbury Hospital Access	Best	Best	Average

Colors Defined as Follows: Best Performance; Average Performance; Worst Performance