



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



Video on / off

Mic on / off








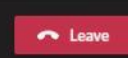
The screenshot shows a Zoom meeting interface. At the top, there is a dark toolbar with several icons. A 'Request control' button is on the left. To its right are icons for participants, chat, hand raise, and a menu. The video and audio controls are highlighted with green and blue boxes. A green box highlights the video icon, and a blue box highlights the microphone icon. A red 'Leave' button is on the far right. Below the toolbar is a browser window showing a paused video player. The video player has a 'Paused' button and a 'P' icon. The video content shows a landscape with hills and the text 'I-84 Danbury Project' at the bottom. A green callout box is overlaid on the video player, containing the text: 'Locations of these controls may be different depending on the device and screen you are using'.

Locations of these controls may be different depending on the device and screen you are using

I-84 Danbury Project









08:39 Request control        























Turn on participant list



I-84 Danbury Project
Project Advisory Committee Meeting No. 5
November 16, 2020


Participants  


Invite someone or dial a number 

In this meeting (11) 

-  Marcy Miller 
-  Calabrese, Michael N
Outside your organization 
-  Doyle, Thomas H
Outside your organization 
-  Fesenmeyer, Andy A.
Outside your organization 
-  Gaffey, Timothy J.
Outside your organization 
-  Jeanine Gouin
Outside your organization 
-  Kalluri, Sharat K
Organizer
Outside your organization 
-  McMillan, Mark J.
Outside your organization 
-  Murphy, Lynn D.
Outside your organization 
-  Patrick Gallagher
Outside your organization 
-  Sousa, David
Outside your organization 

Patrick Gallagher Type here to search   9:14 AM 10/22/2020


PG TG TD MM LM DS AF JG SK MC
Murphy, Lynn D. Sousa, David Fesenmeyer, Andy A. Jeanine Gouin Kalluri, Sharat K Calabrese, Michael N

Type here to search  9:08 AM 10/22/2020



07:47 Request control [Chat icon] [Microphone icon] [Screen share icon] [Leave button]

storymaps.arcgis.com/stories/c22a1bac516448288922ced055cbd0d2

I-84 Danbury Project

Project Advisory Committee Meeting No. 5

November 16, 2020

Patrick Gallagher

Type here to search

That's a really great comment!

Submit here

Turn on chat pane

Type your question/comment here

That's a really great comment!

Submit here

PG

TG

TD

MM

LM

DS

AF

JG

SK

MC

Doyle, Thomas H

McMillan, Mark J.

Murphy, Lynn D.

Sousa, David

Fesenmeyer, Andy A.

Jeanine Gouin

Kalluri, Sharat K

Calabrese, Michael N



10:24 Request control

storymaps.arcgis.com/stories/c22a1bac516448288922ced055cbd0d2

I-84 Danbury Project

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Project Advisory Committee Meeting No. 5

November 16, 2020

Patrick Gallagher

9:15 AM 10/22/2020



Other functions

- Device settings
- Meeting details
- Gallery
- Large gallery (Preview)
- Together mode (Preview)
- Focus
- Full screen
- Call me
- Apply background effects
- Turn on live captions
- Start recording
- Dial pad
- Turn off incoming video

PG TG TD MM LM DS AF JG SK MC

Murphy, Lynn D. Sousa, David Fesenmeyer, Andy A. Jeanine Gouin Kalluri, Sharat K Calabrese, Michael N



10:24

Request control

1

Hand icon

Leave

storymaps.arcgis.com/stories/c22a1bac516448288922ced055cbd0d2

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Edit story

I-84 Danbury Project

Project Advisory Committee Meeting No. 5

November 16, 2020

Participants

Invite someone or dial a number

In this meeting (11)

Mute all

- Marcy Miller
- Calabrese, Michael N
- Doyle, Thomas H
- Fesenmeyer, Andy A.
- Gaffey, Timothy J.
- Jeanine Gouin
- Kalluri, Sharat K
- McMillan, Mark J.
- Murphy, Lynn D.
- Patrick Gallagher
- Sousa, David

Patrick Gallagher

9:15 AM 10/22/2020

Raise your hand

PG TG TD MM LM DS AF JG SK MC

Murphy, Lynn D. Sousa, David Fesenmeyer, Andy A. Jeanine Gouin Kalluri, Sharat K Calabrese, Michael N



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



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I-84 Danbury Project



@i84danbury



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				↓		↓	↓						

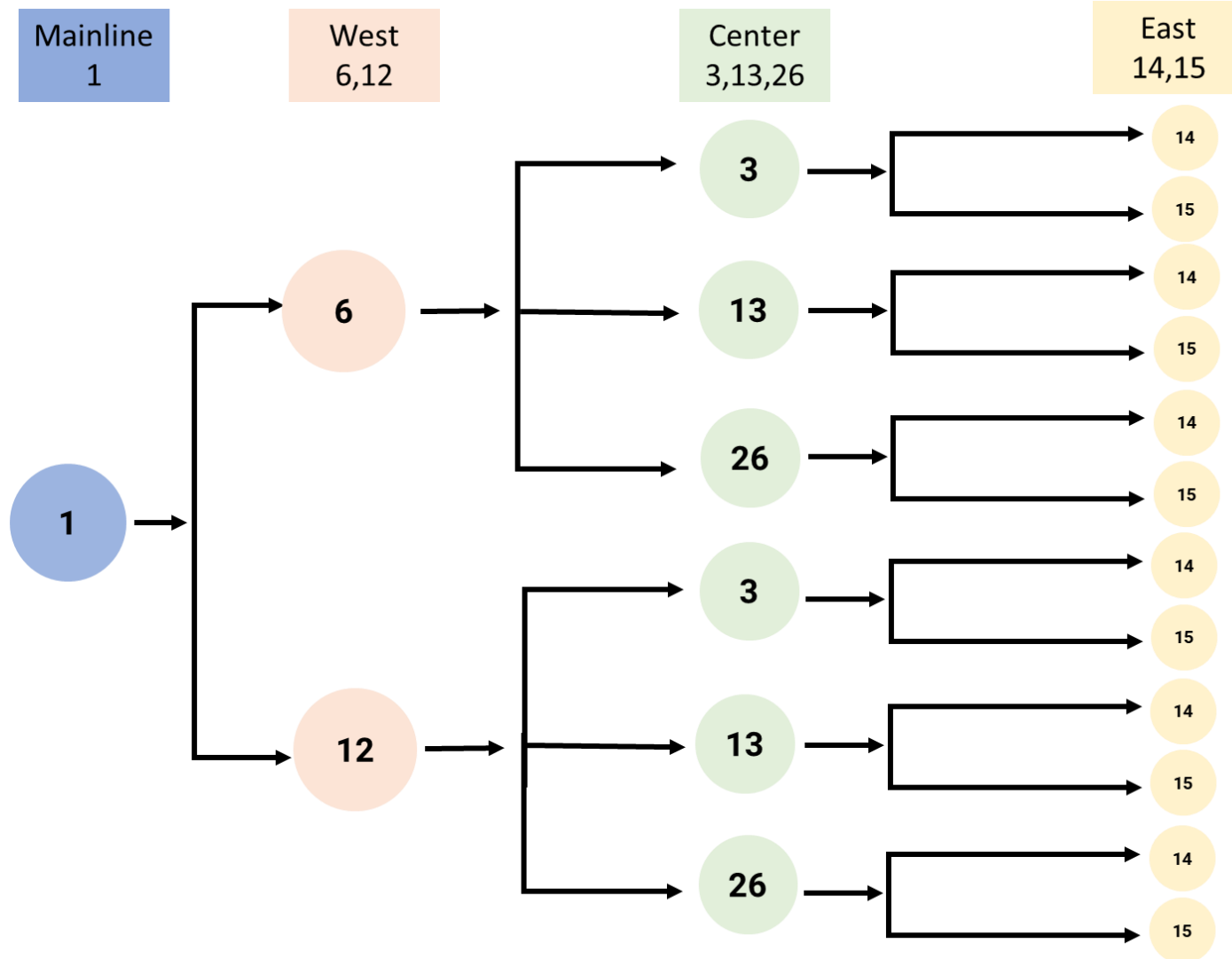
* Early Action Concepts



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)



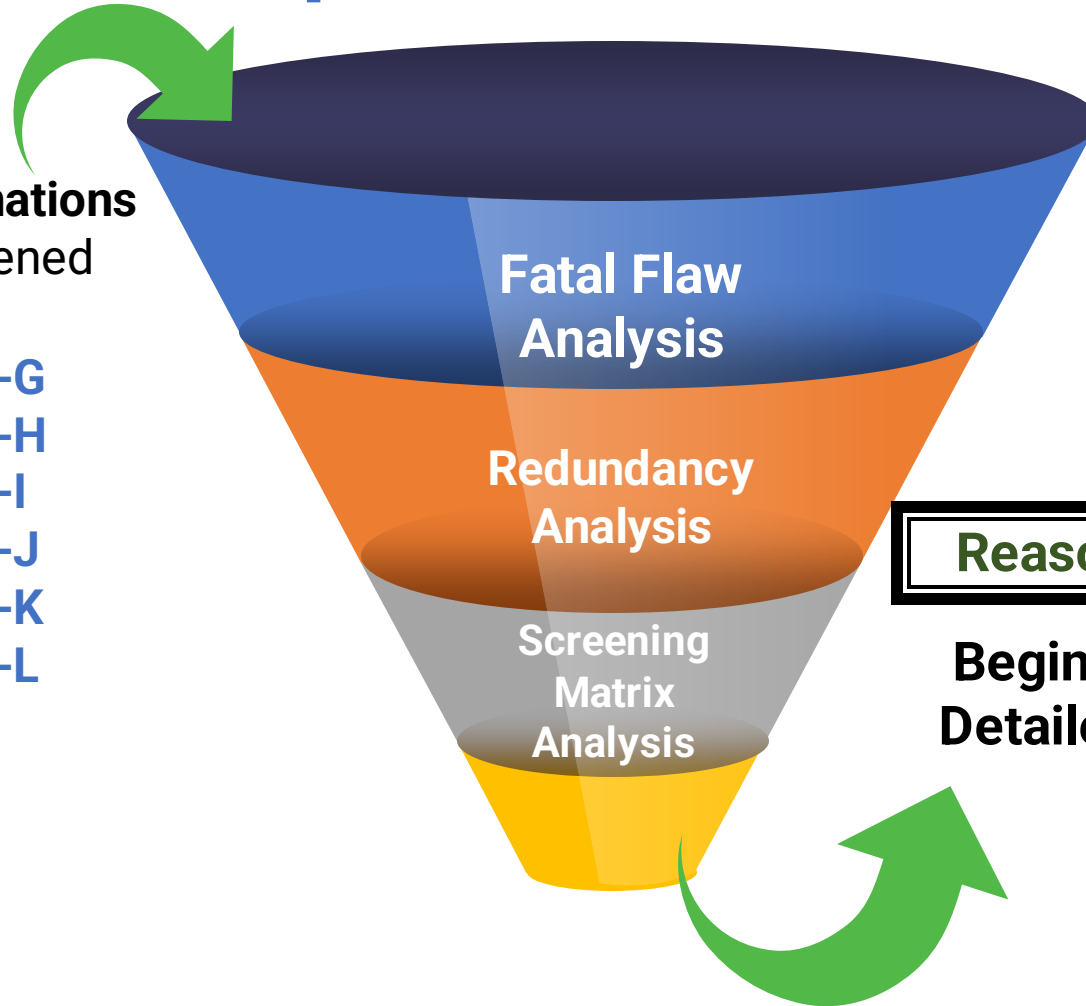
Questions?



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												



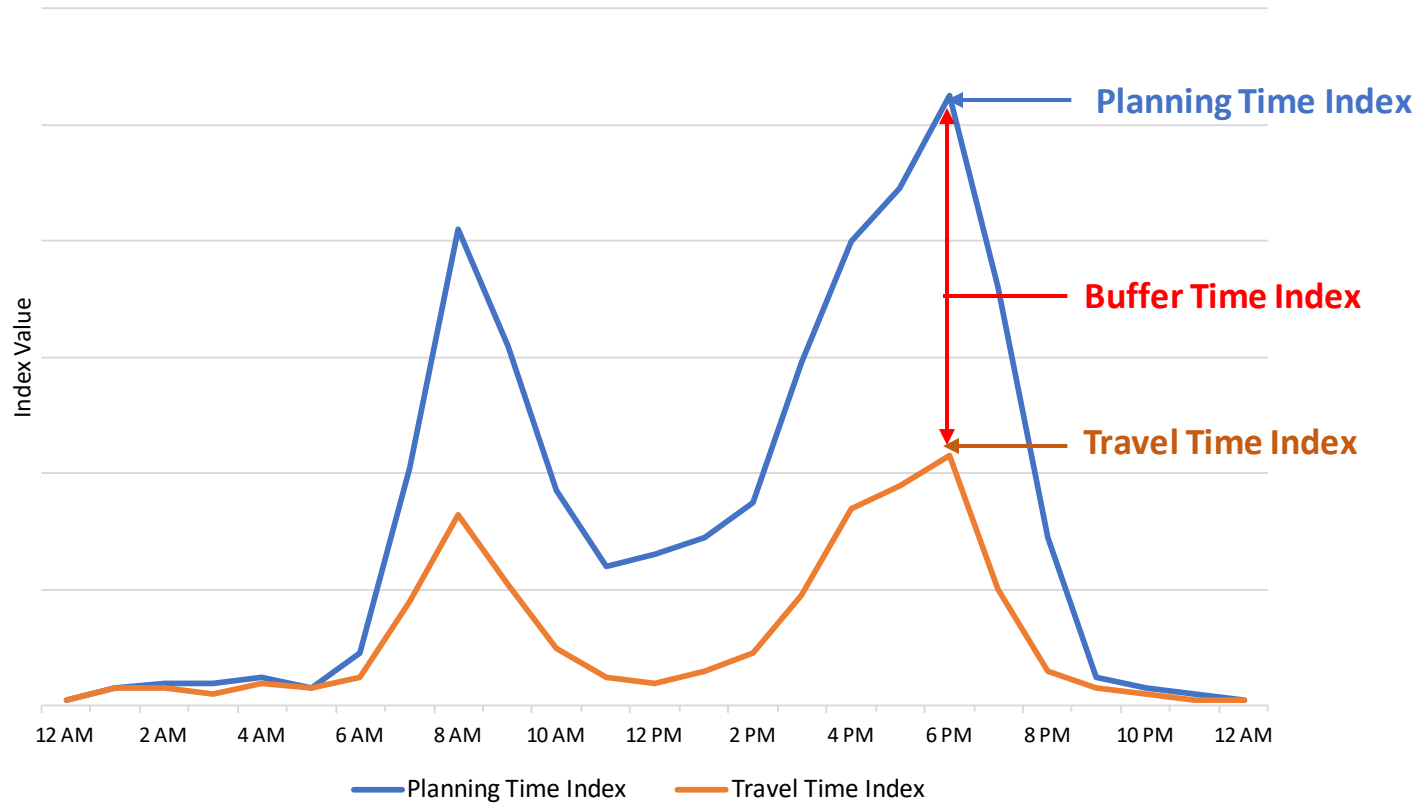
Redundancy

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





Travel Time Reliability Indices





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



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



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	●	●	●	●	●	●	●	●	●	●	●	●

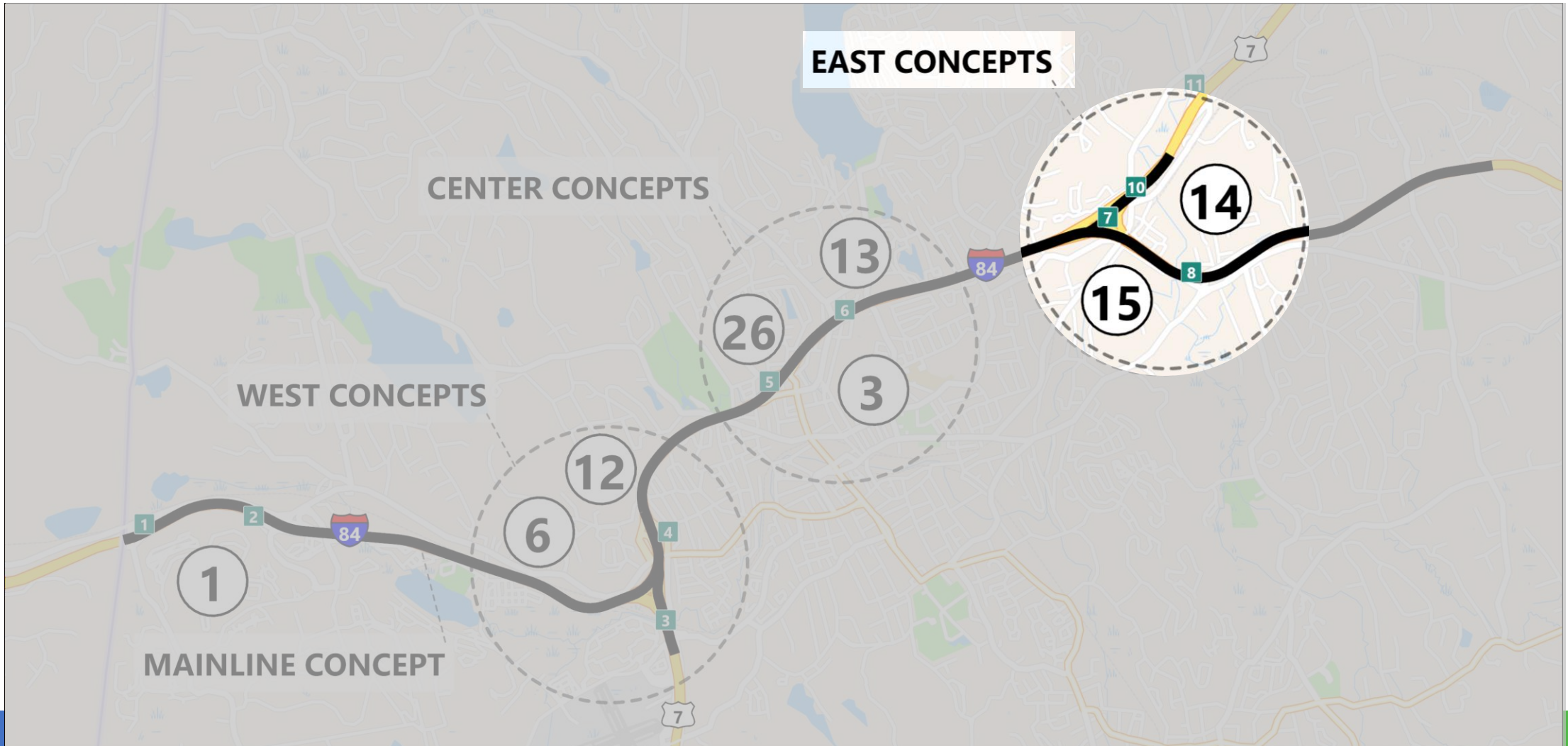
Colors Defined as Follows: ● Best Performance ● Average Performance ● Worst Performance



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	●	●	●	●	●	●	●	●	●	●	●	●
Maintains Direct Access to Businesses on North Street	●	●	●	●	●	●	●	●	●	●	●	●
Construction Complexity and Staging	●	●	●	●	●	●	●	●	●	●	●	●
Meets Driver Expectation	●	●	●	●	●	●	●	●	●	●	●	●
Distance Between Adjacent Ramps	●	●	●	●	●	●	●	●	●	●	●	●

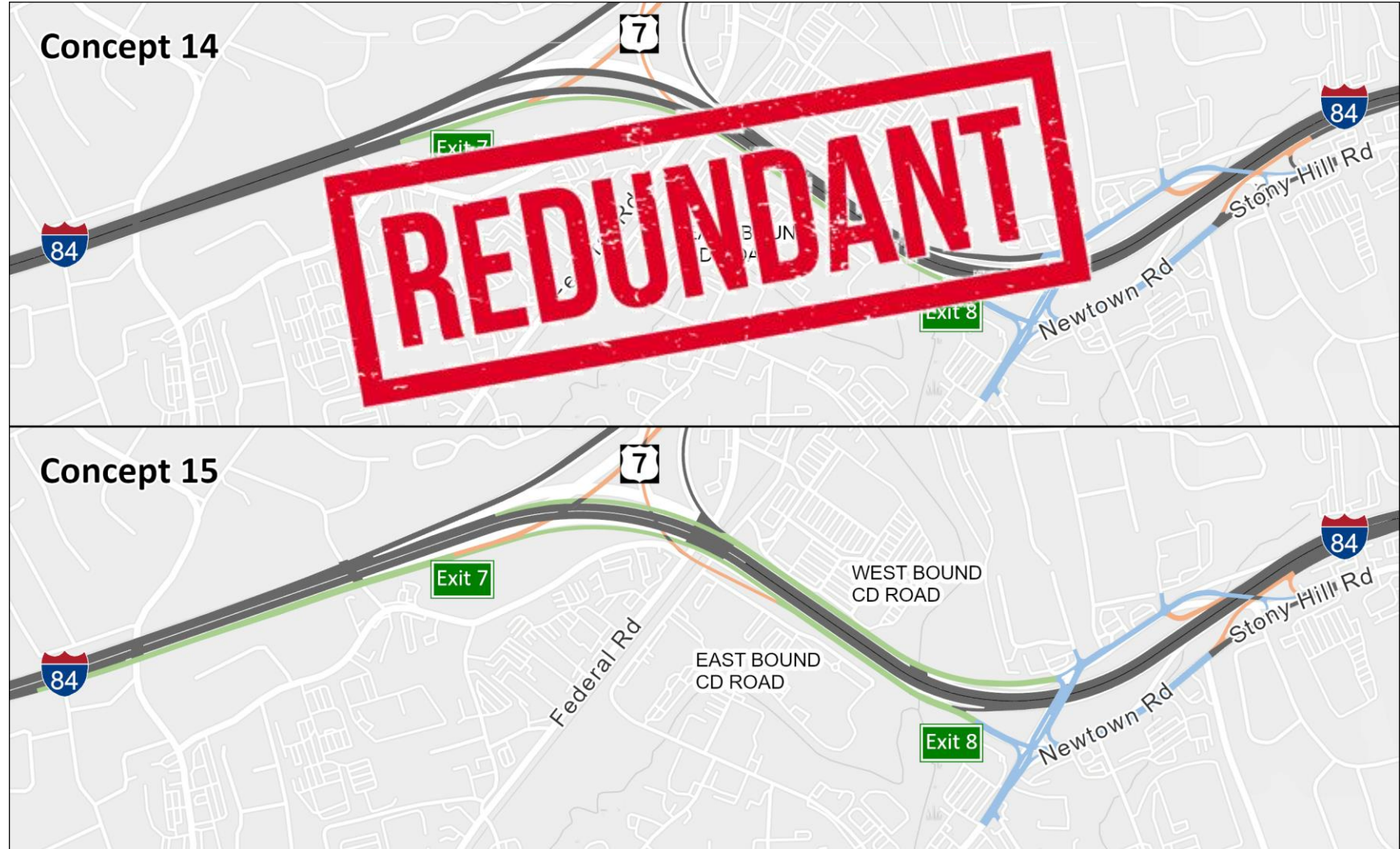
Colors Defined as Follows: ● Best Performance ● Average Performance ● Worst Performance



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

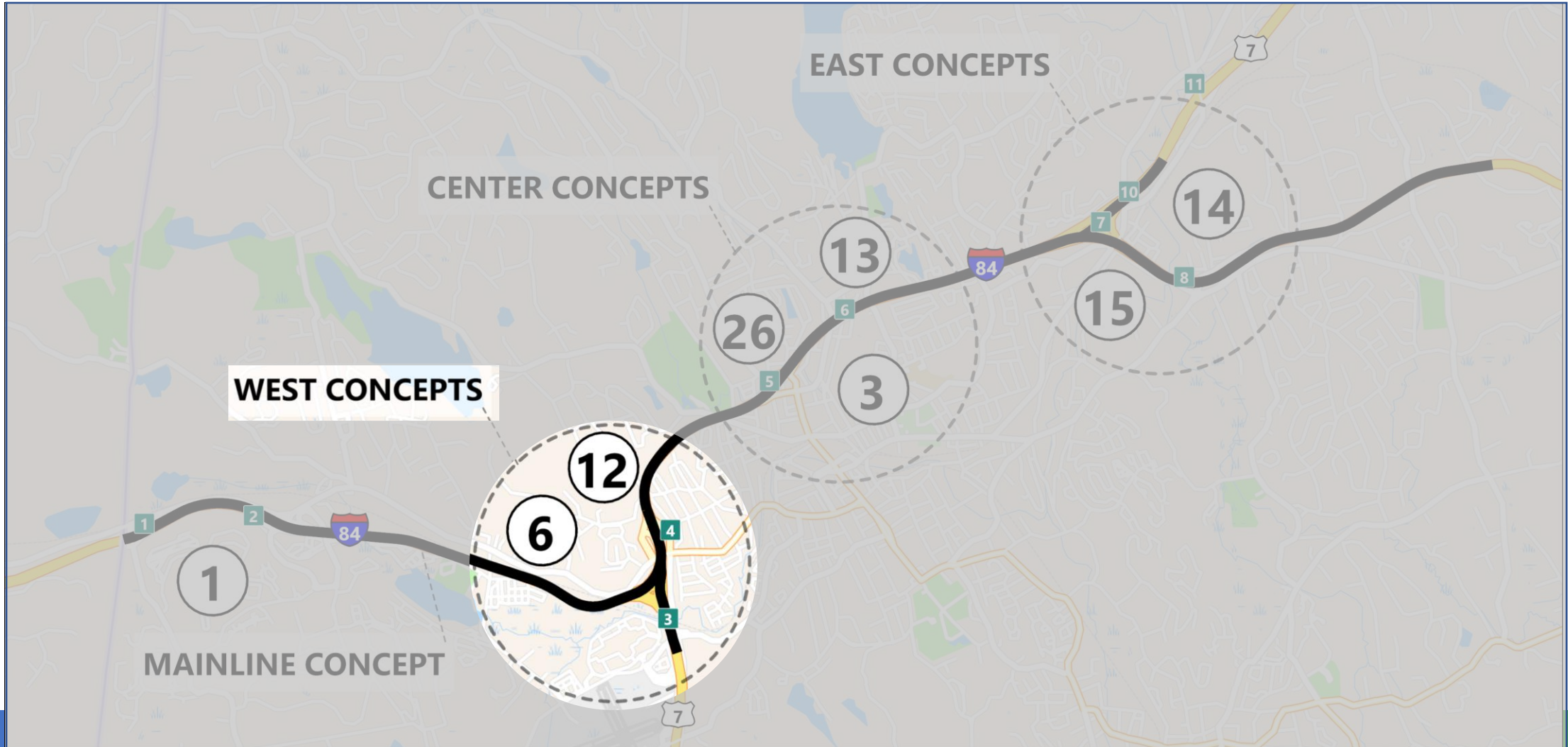
- CC-B (M1, W6, C3, E15) →
- CC-D (M1, W6, C13, E15) →
- CC-F (M1, W6, C26, E15) →
- CC-H (M1, W12, C3, E15) →
- CC-J (M1, W12, C13, E15) →
- CC-L (M1, W12, C26, E15) →
- X CC-A (M1, W6, C3, E14)
- X CC-C (M1, W6, C13, E14)
- X CC-E (M1, W6, C26, E14)
- X CC-G (M1, W12, C3, E14)
- X CC-I (M1, W12, C13,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



Questions?



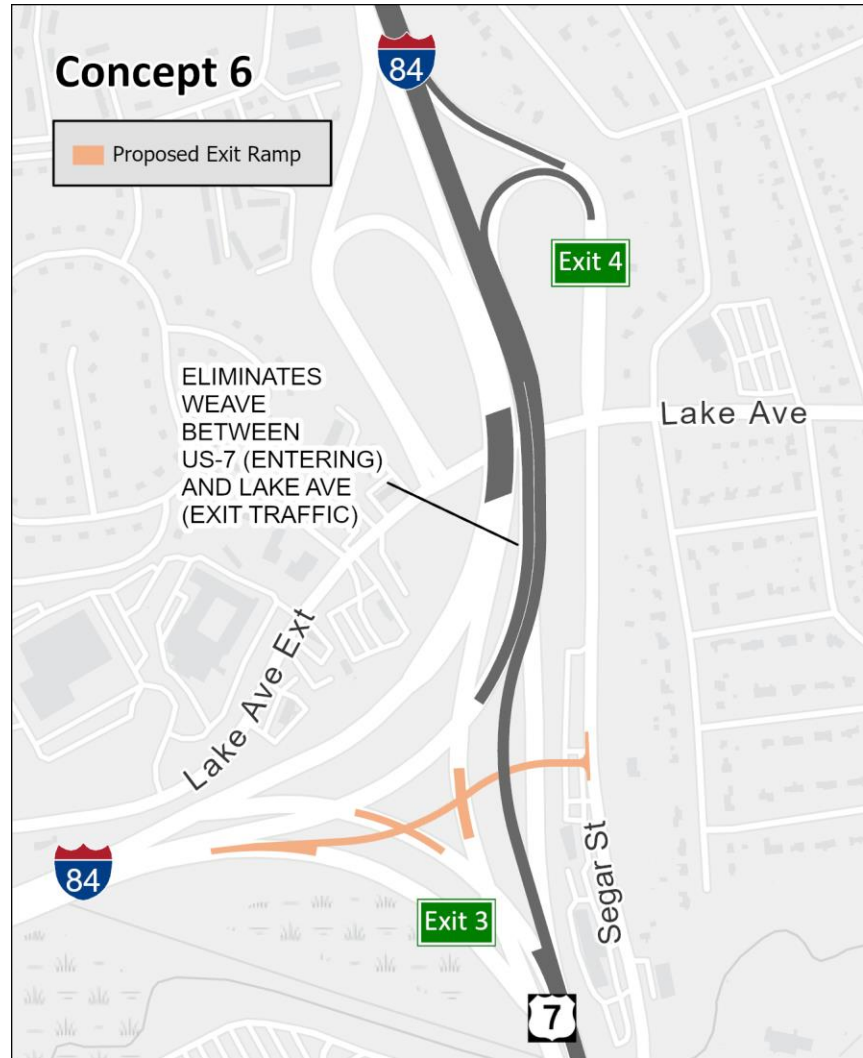
Concept Combinations in Consideration





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

Engineering Consideration	Concept 6 Combination			Concept 12 Combination		
	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	●	●	●	●	●	●

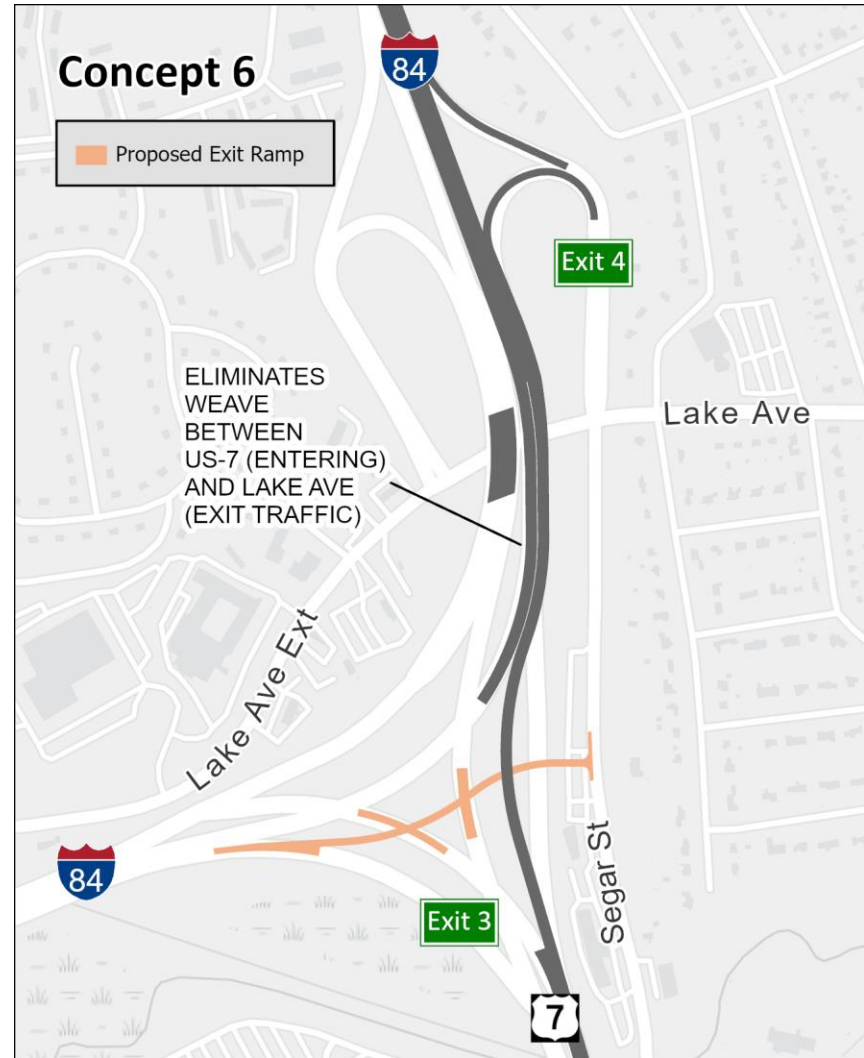
Colors Defined as Follows: ● Best Performance ● Average Performance ● Worst Performance



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)

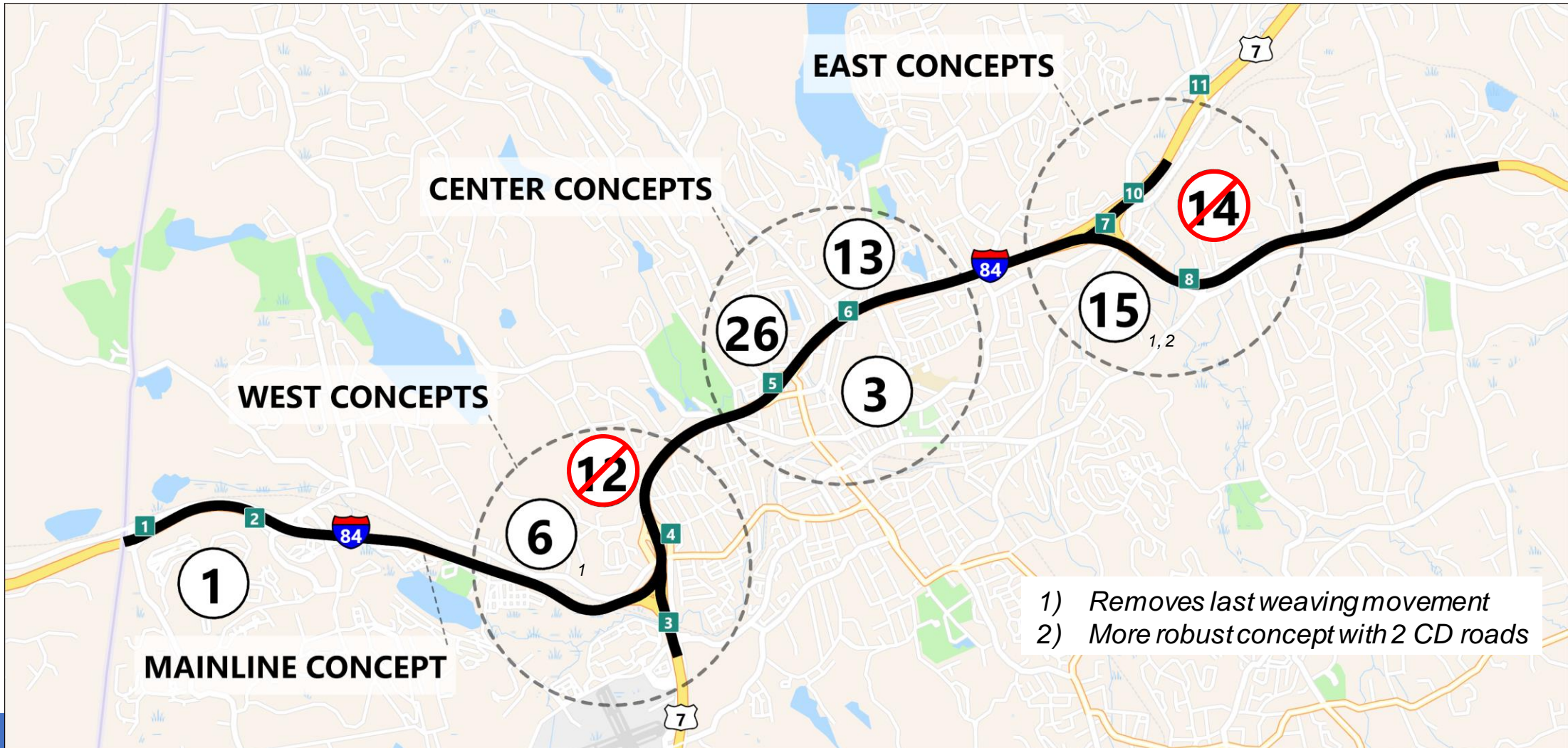


Concept Combinations

- 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)

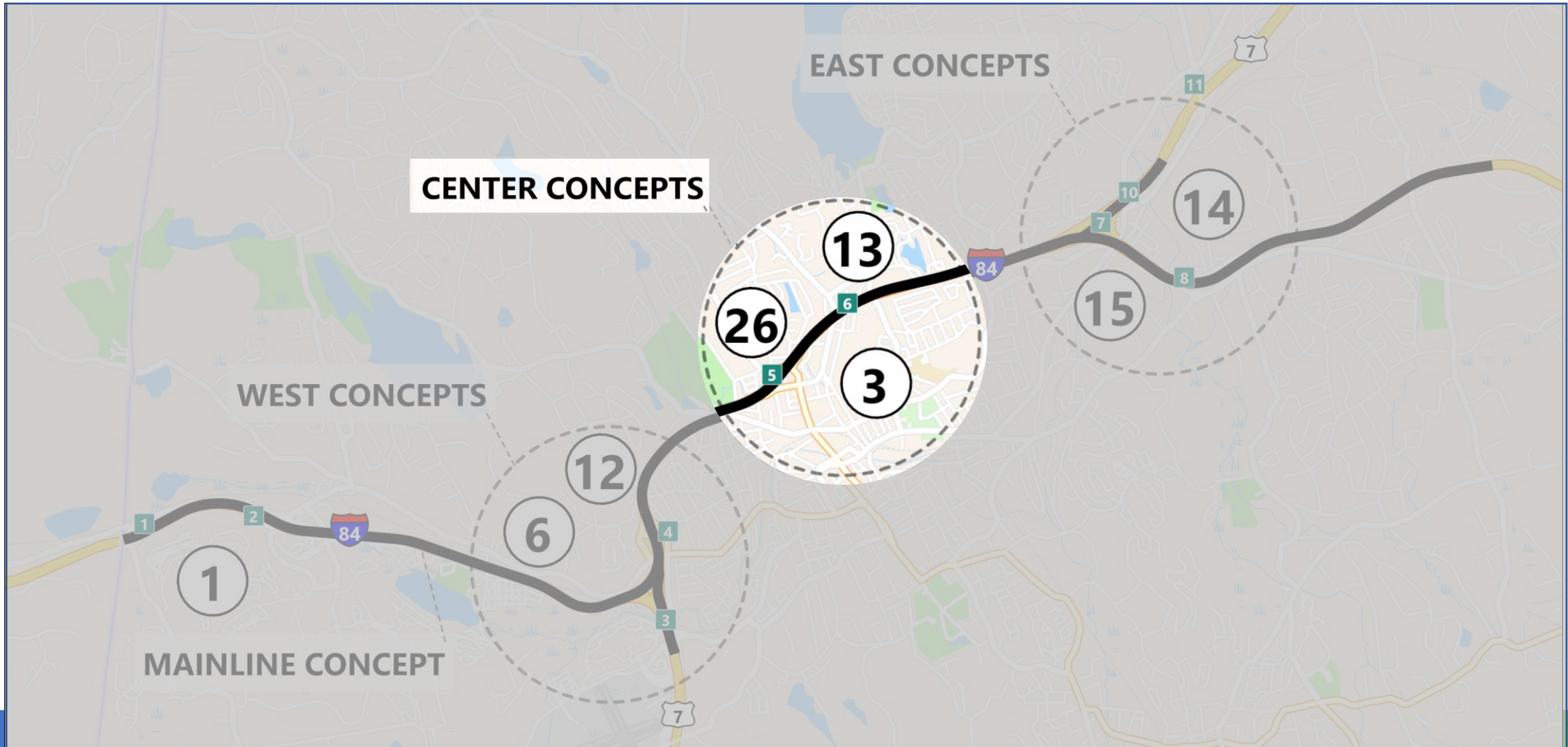


Concept Combinations in Consideration





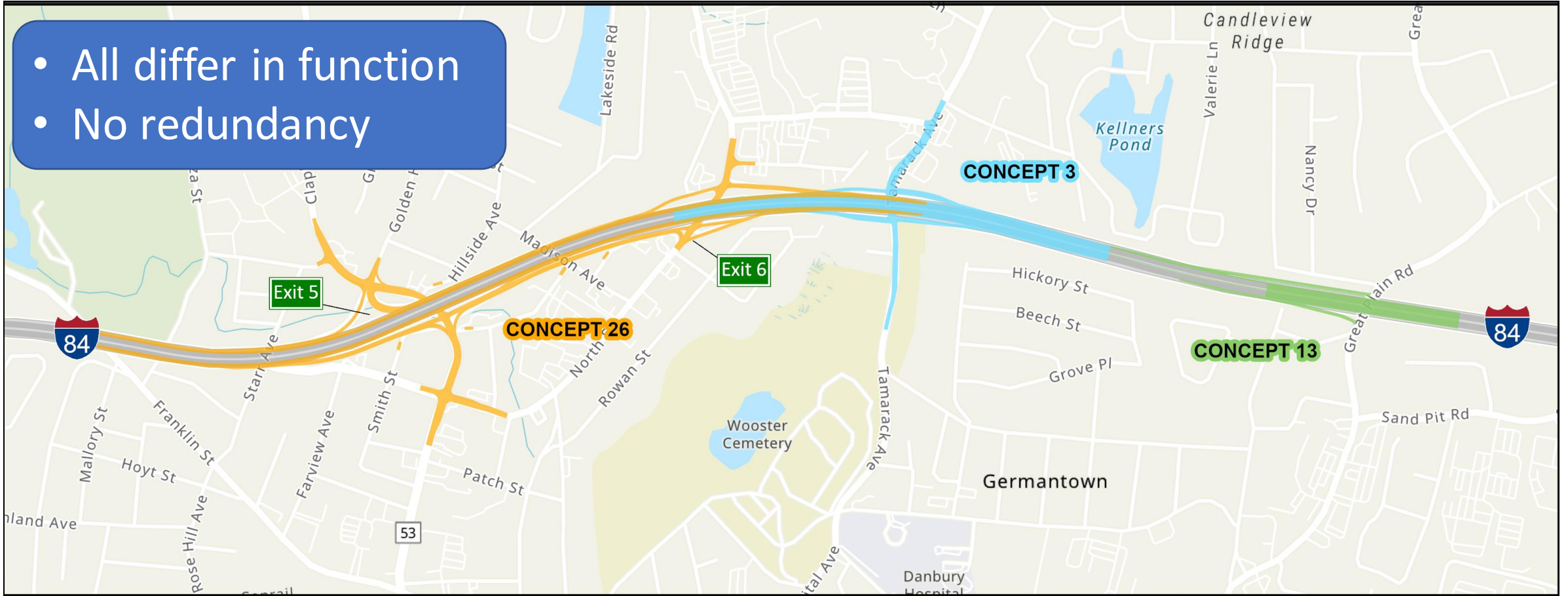
Concept Combinations in Consideration





Center Concepts

- All differ in function
- No redundancy





Redundancy

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

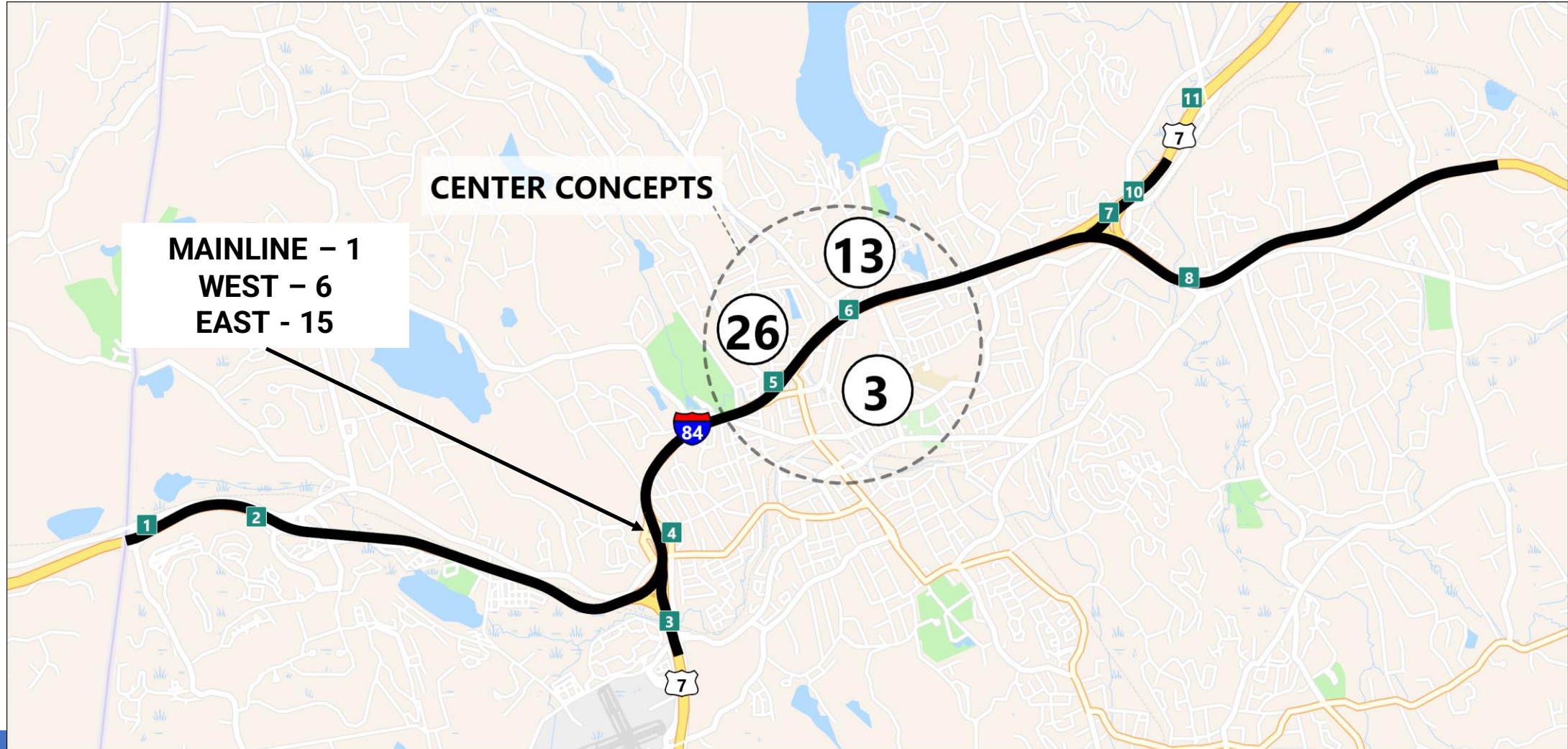
	CC-A	CC-B	CC-C	CC-D	CC-E	CC-F	CC-G	CC-H	CC-I	CC-J	CC-K	CC-L
Fatal Flaw	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
Redundancy	X	↓	X	↓	X	↓	X	X	X	X	X	X
Screening Matrix												



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.)	●	●	●
	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-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



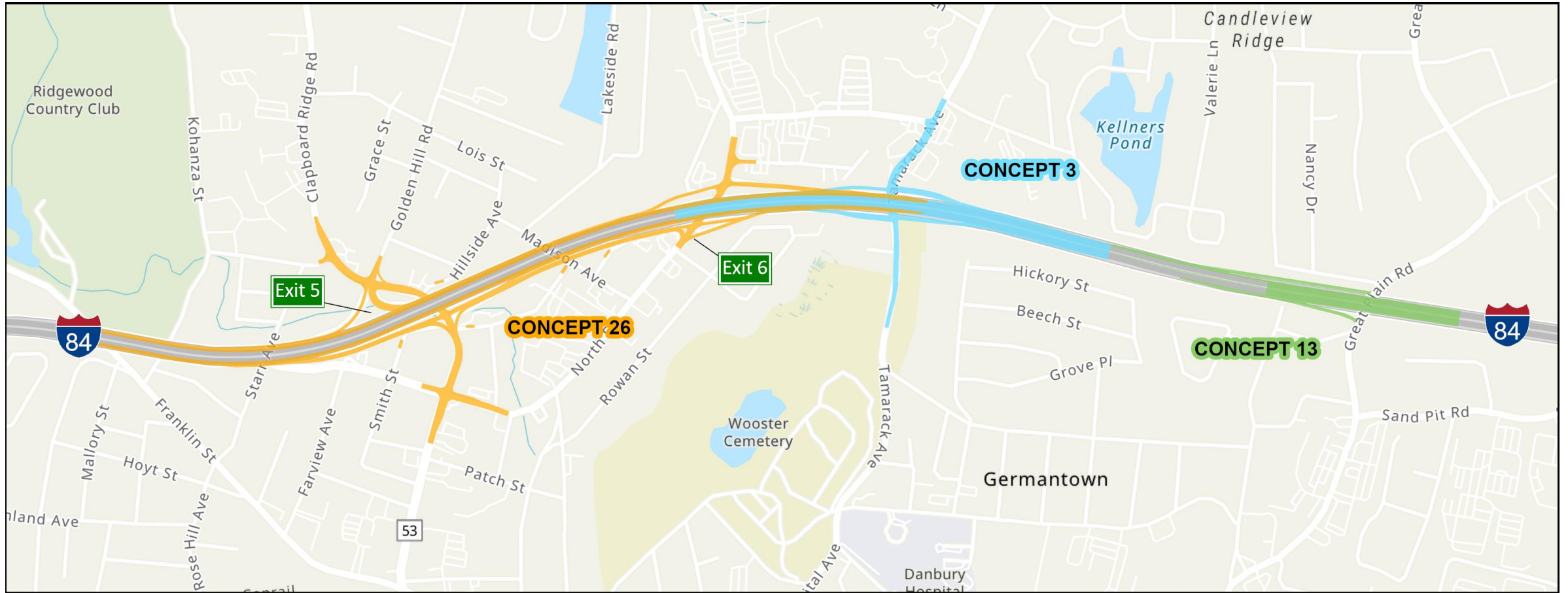
Average Performance



Worst Performance



Proposed Alternatives with Center Treatments





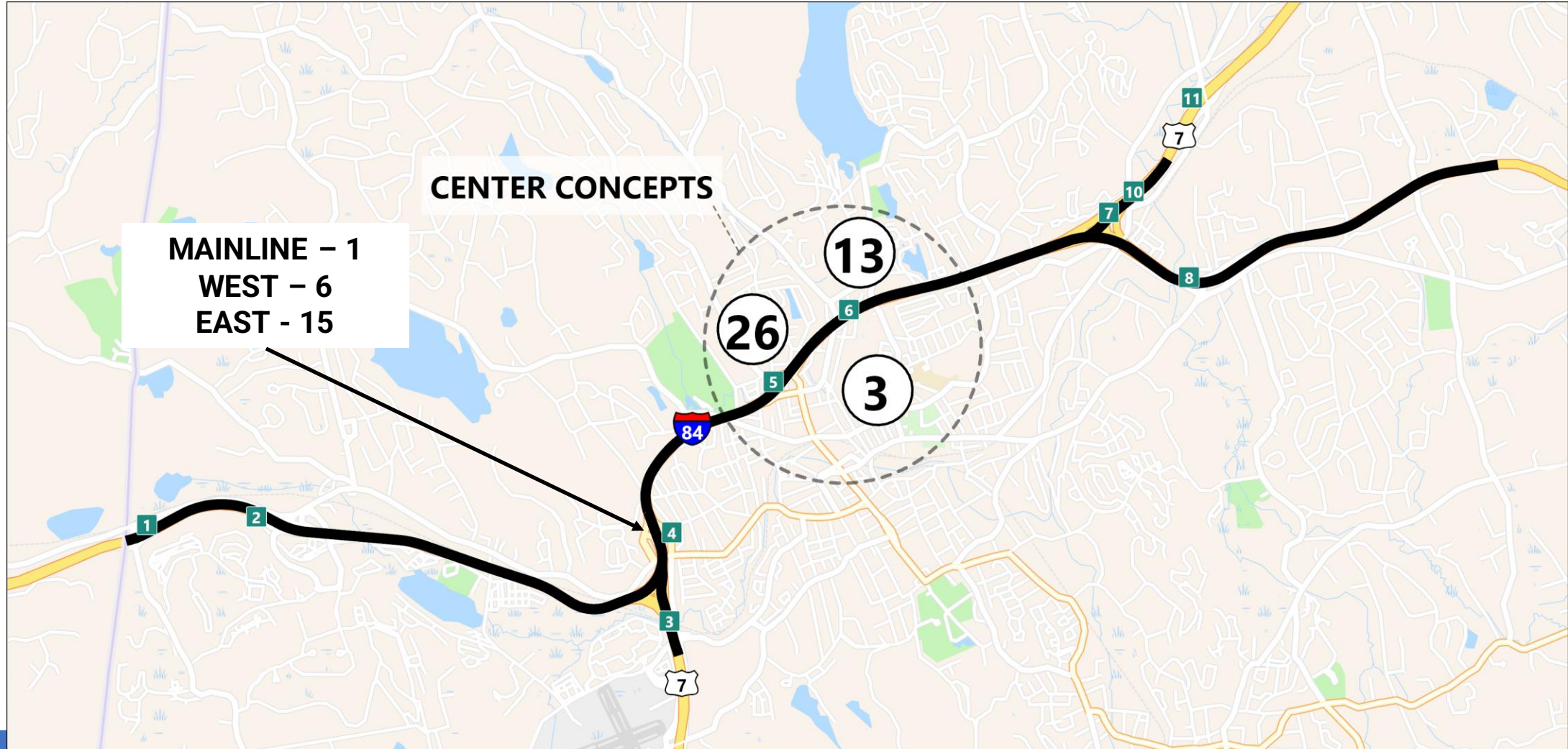
Screening Matrix Analysis

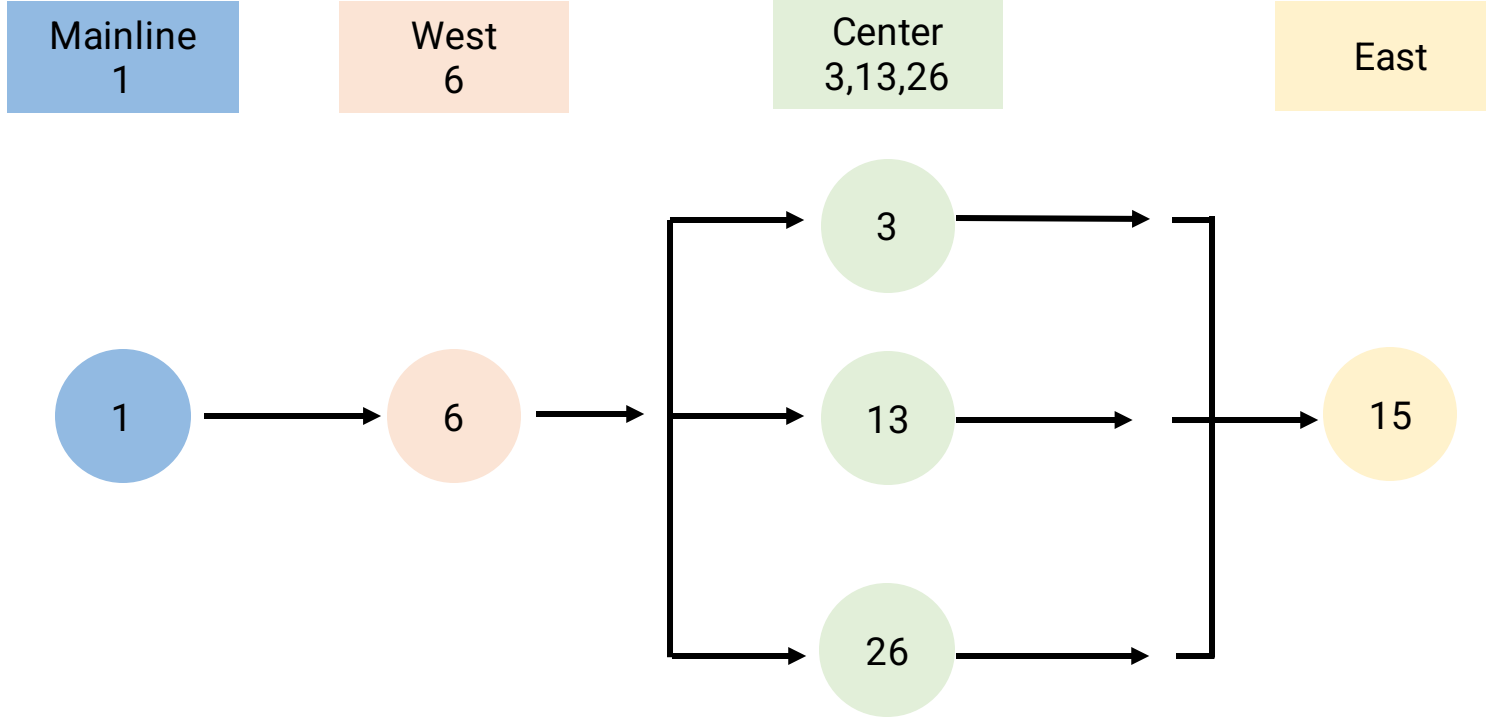
- No distinct differences in impacts
- All serve different functions

	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.



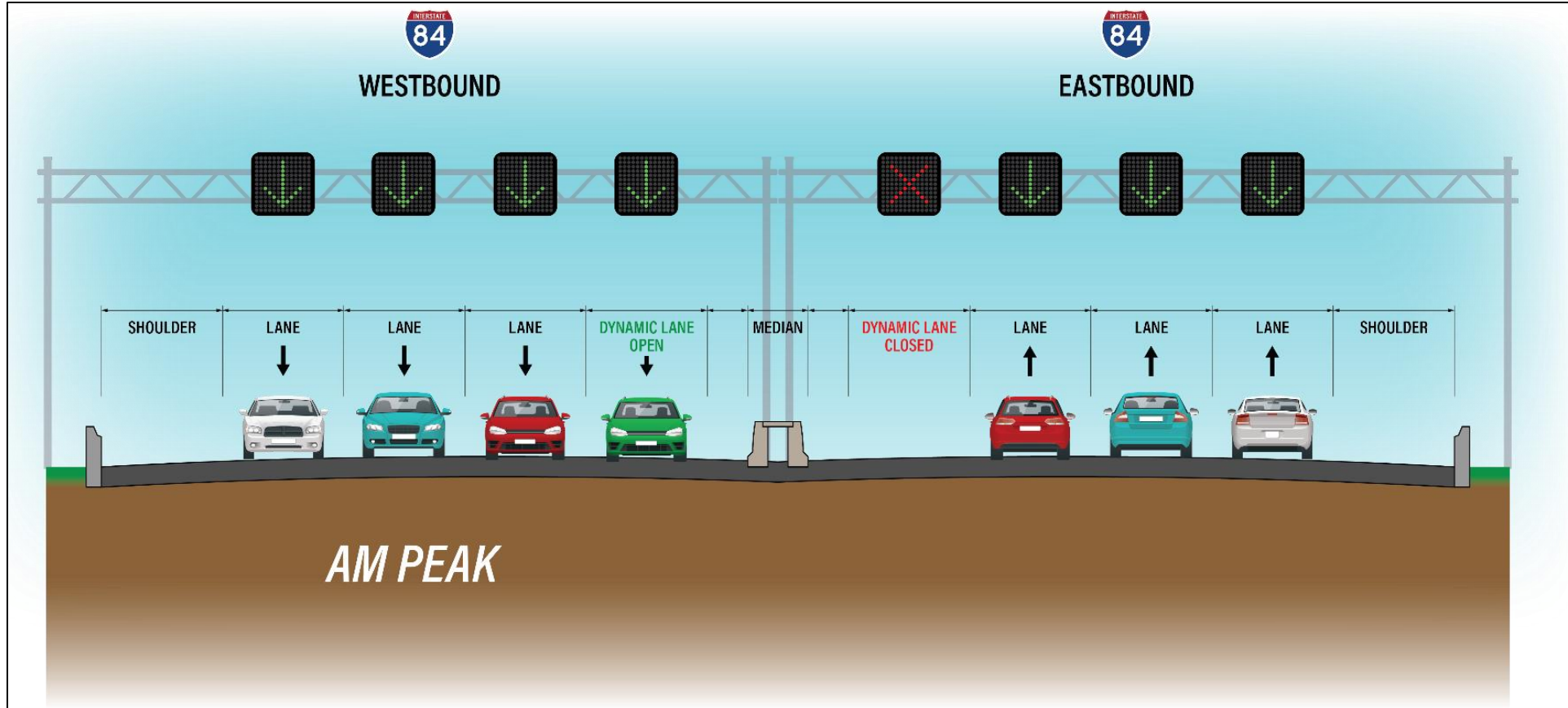
Questions?

An aerial photograph of a multi-lane highway interchange in a suburban area, overlaid with a semi-transparent blue filter. The text is centered over the highway.

Potential Early-Action /Break-Out Projects



Dynamic Lane Use - Median





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



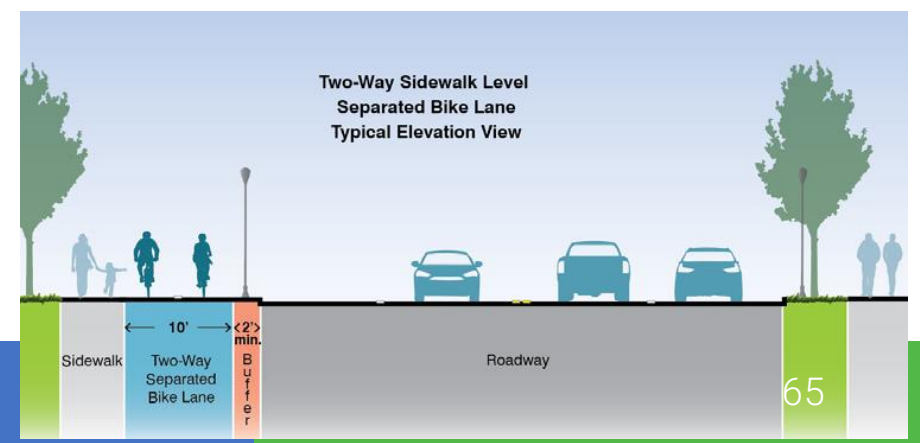
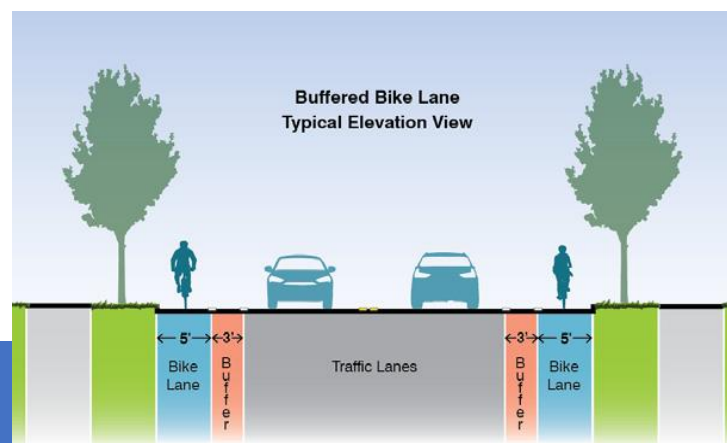
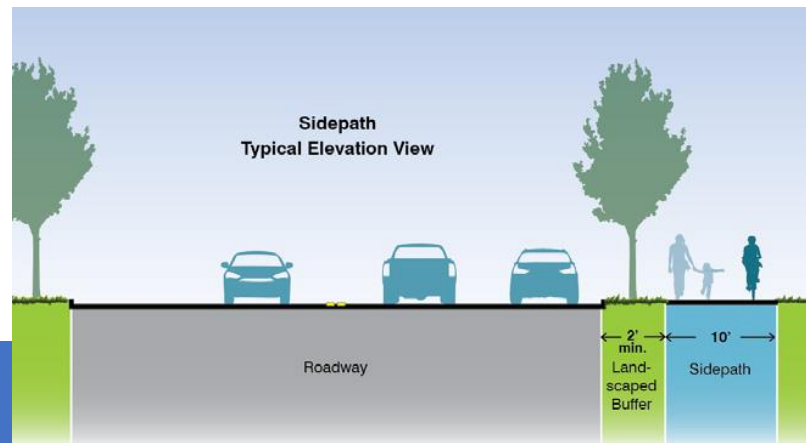


Interchange 8 Improvements





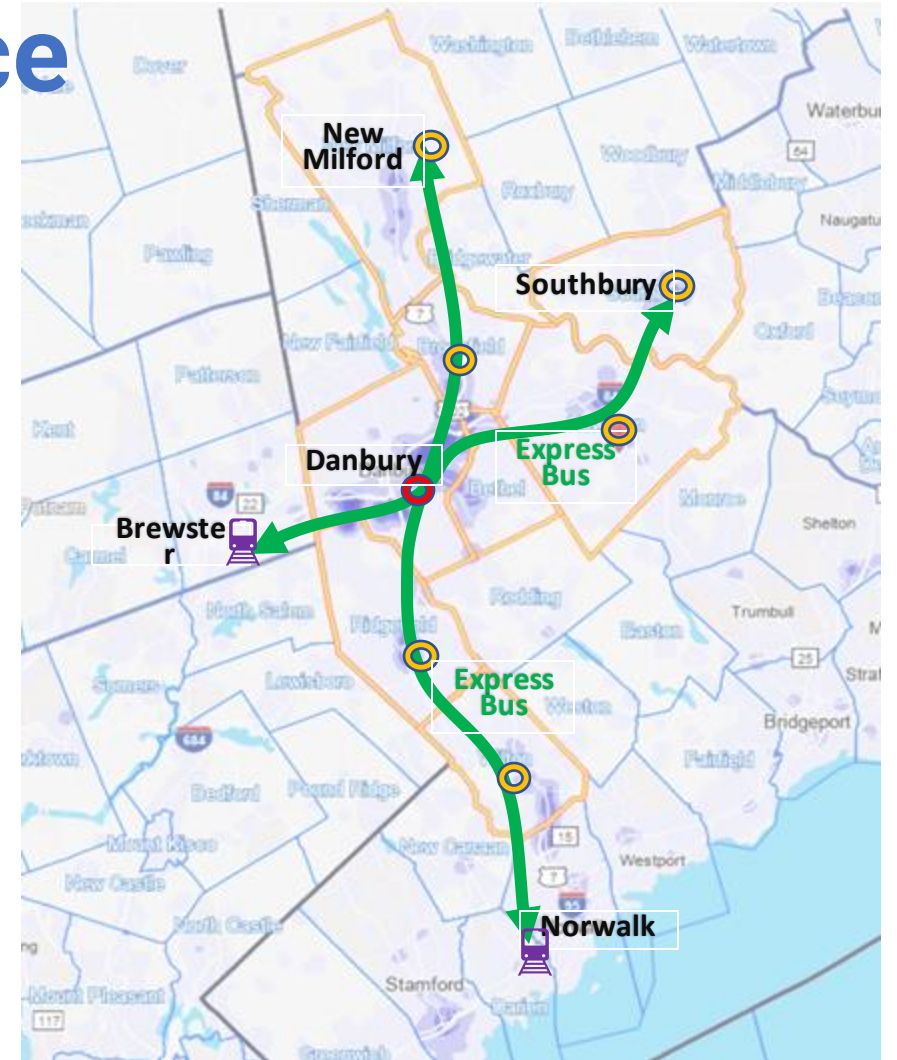
Potential Bicycle Plan





Potential Regional Transit Service

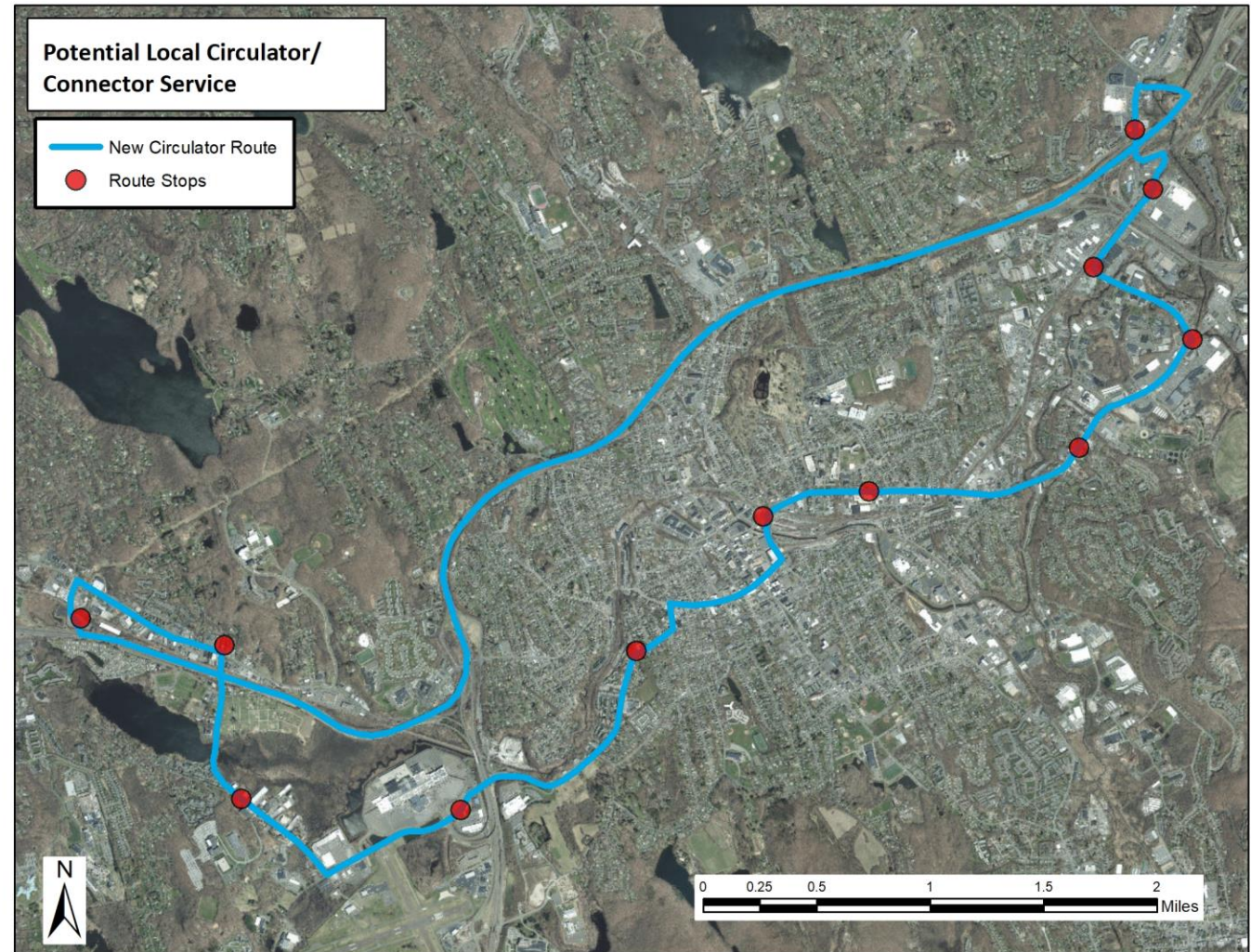
- New express bus routes could provide regional connectivity through Danbury
- Improved express bus routes could provide better regional access to commuter rail stations





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

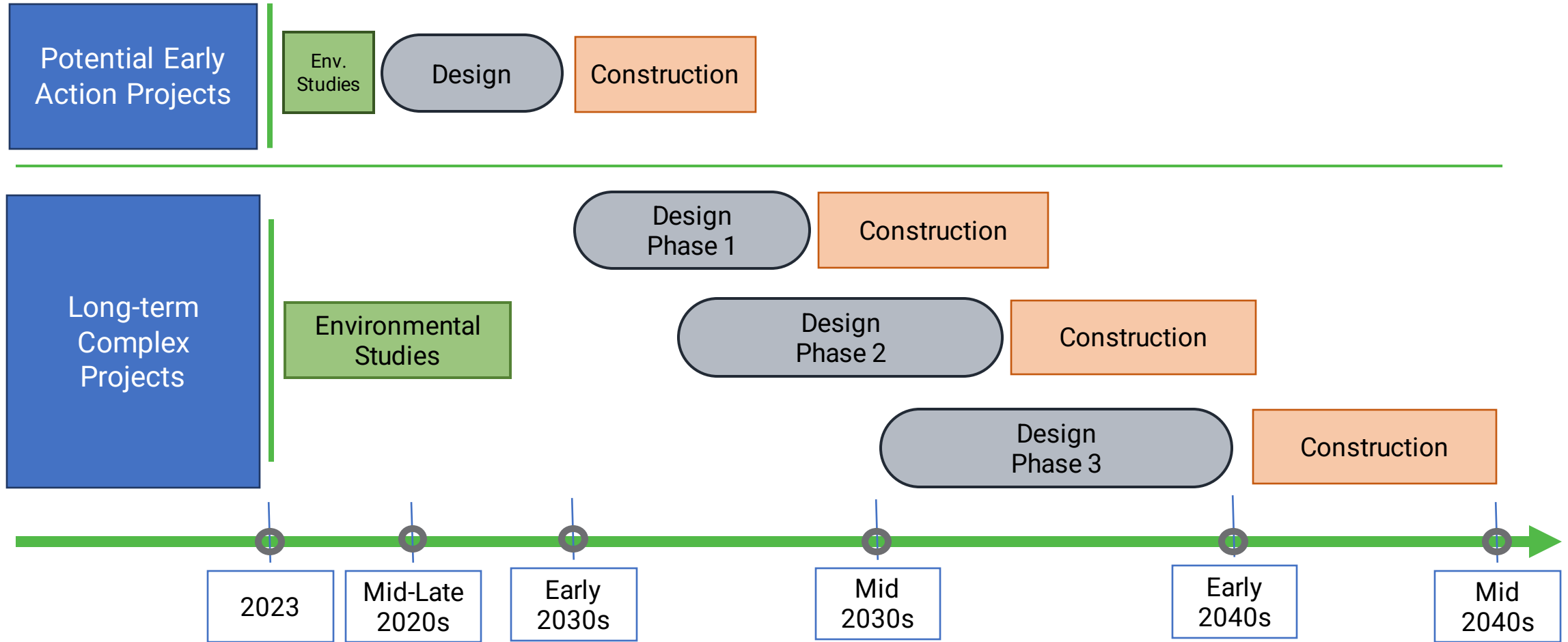
- Recommend a Range of Reasonable Alternatives to move Forward into the Environmental Study Phase
- Finalize the PEL Study Report
- Agency coordination
- Website updates
- Public Information Meeting Spring/Summer 2023
- Initiating the break-out projects



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	●	●	●
Full Access at Tamarack Avenue	●	●	●
Access at Great Plain Road	●	●	●
Minor Improvements to Main Street	●	●	●
Improvements to Danbury Hospital Access	●	●	●

Colors Defined as Follows:



Best Performance



Average Performance



Worst Performance