

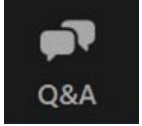
I-84 Danbury

PEL Public Information Meeting

July 8, 2025



Zoom Webinar Platform



For help with Zoom platform:

- Use the Q + A at bottom of screen
- Send email to Cassandra.J.Valcourt@imegcorp.com



To call into meeting:

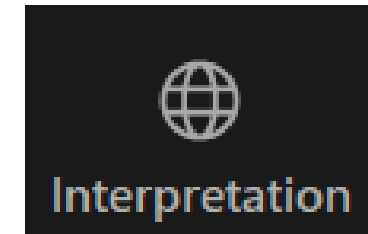
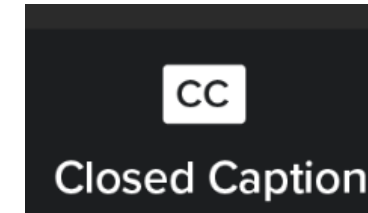
- 1 (646) 558-8656
- Webinar ID: 826 6452 9722
- Passcode: 575286



Please close all apps and programs and limit other streaming or downloads


Zoom Webinar Platform

- Menu features:
 - Closed captions available
 - Interpretation, Spanish and Portuguese



General Housekeeping Items

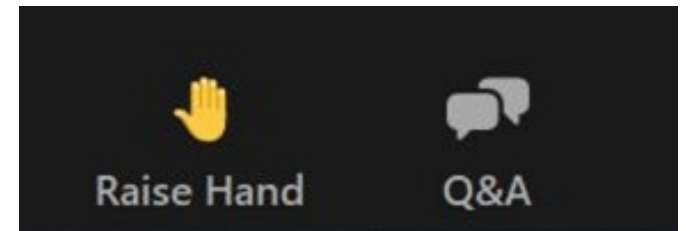
- This meeting is recorded
- Meeting recording, presentation, and summary will be posted on website at https://www.i84danbury.com/course_cat/past-events/

 Home About Project Planning Get Involved Library FAQs	
Public Meetings / Workshops	
EVENT	DATE
In-Person Open House Tribuna Ad Danbury News-Times Ad Press Release	June 26, 2025 5 – 7 p.m
Virtual Public Information Meeting Register Tribuna Ad Danbury News-Times Ad Press Release	July 8, 2025 12 – 1:30 p.m.
Main St (Rte 53), Downs St/North St (Rte 37) Public Workshop Press Release Workshop Ad Boards Presentation Report of Meeting	August 12, 2024



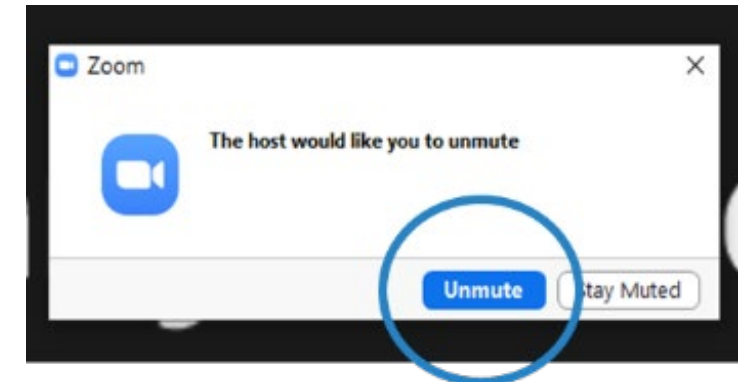
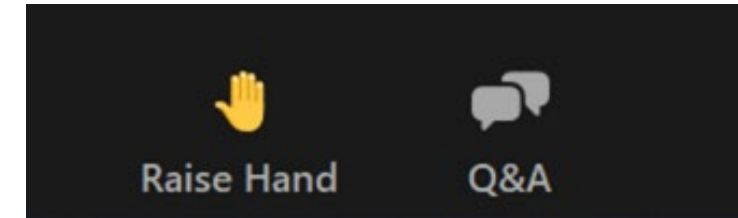
How to Participate

- All attendees are muted during the presentation
- Discussion will follow presentation
- Two ways to participate during the discussion:
 - Raise your hand to speak
 - Type your comment or question through the Zoom Q&A button



Verbal Comments

- To comment, use the 'raise hand' button in Zoom (or *9 for phone-only participants)
- We will call on speakers in the order than hands are raised
- When you are called upon, the facilitator will invite you to unmute your line
- Please state and spell your full name when you begin
- Please limit comments to 5 minutes



Written Q + A

- If you have a question, type it in Q&A box at bottom of your screen
- Questions can be typed in Q&A feature throughout the presentation and listening session
- Study team will respond to any questions that comes in through Q&A

A screenshot of a web application window titled 'Question and Answer'. The window has a white background and a thin black border. At the top, the title 'Question and Answer' is displayed in a small font. Below the title, the text 'Welcome to Q&A' is centered, followed by a smaller line of text: 'Questions you ask will show up here. Only host and panelists will be able to see all questions.' Below this text is a large, light gray rectangular input field with the placeholder text 'Type your question here.' At the bottom left of the input field is a checkbox labeled 'Send anonymously'. At the bottom right are two buttons: 'Cancel' and 'Send'.

Media Inquiries

- Media representatives, please contact:
 - CTDOT Office of Communications
 - Email: CTDOTMedia@ct.gov

Title VI- Civil Rights

- No Person, on the basis of race, color or national origin, shall be excluded from participation or subject to discrimination in the development of this project
- Civil Rights flyer available at <https://bit.ly/CTDOTCivilRights>
- Demographic survey appreciated: <https://bit.ly/CTDOT-Feedback>

CTDOT may adopt or incorporate Planning Products from this PEL Study into a federal or state environmental review process, pursuant to Title 23 U.S.C. § 168(d)(4). The project is formally identified as State Project No. 135-347.

CTDOT Team



Michael Calabrese
Division Chief



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Consultant Team



Sharat K. Kalluri
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Documentation



Rick Black
Environmental
Documentation



Joe Rubino
Environmental
Documentation

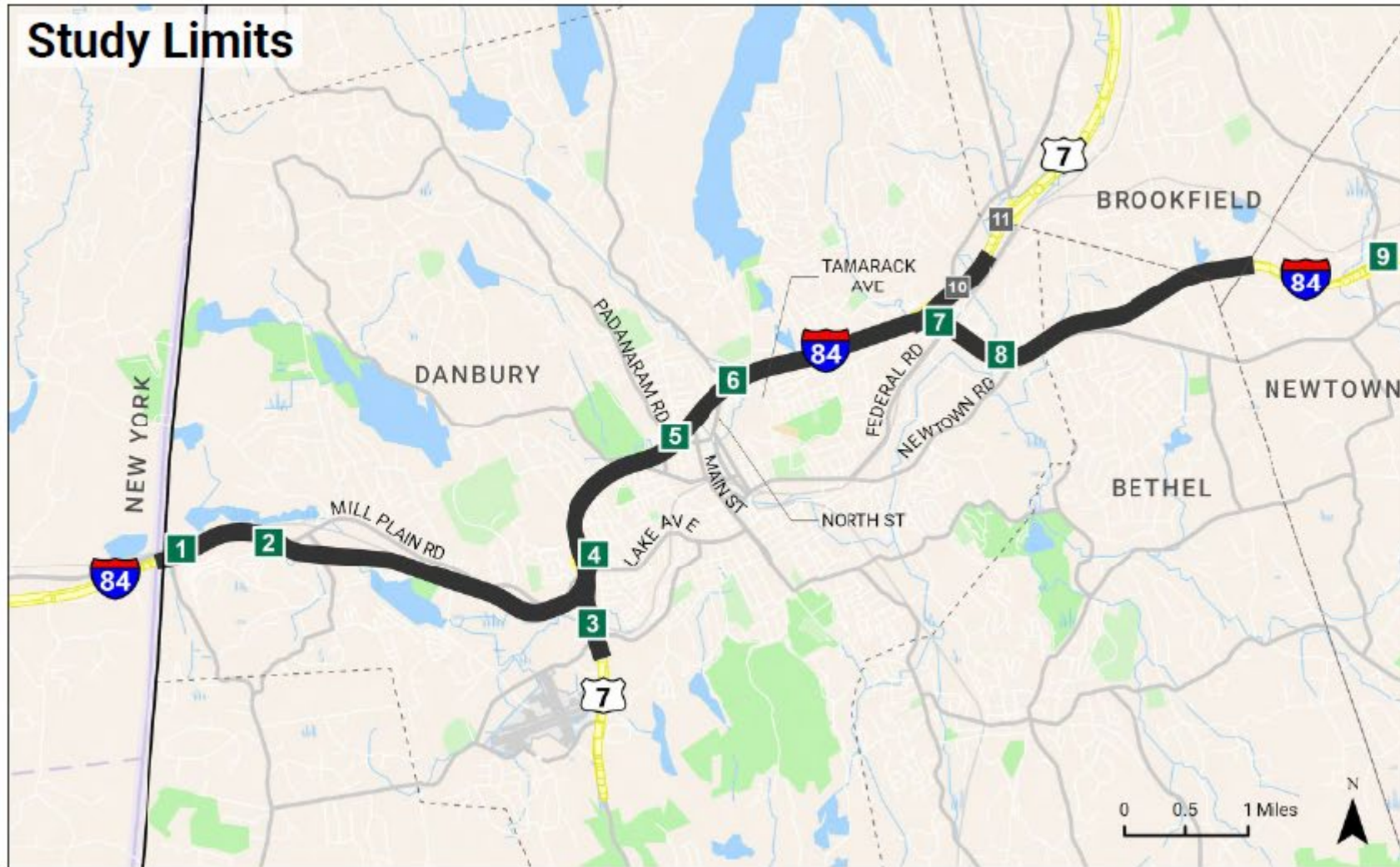


Marcy Miller
Community Engagement

Agenda

- Study Background
- Screening Process
- Concept Segments
- Potential Breakout Projects
- Schedule
- Discussion

Study Background



What is a PEL (Planning and Environment Linkages) Study?

- A Federal Highway Administration (FHWA) process to streamline transportation planning.
- Aligns municipal, regional, and transportation planning
- Engages the community and stakeholders.

Overall Process



PEL Study



NEPA/CEPA Process



Permitting and Design



Construction

Needs & Deficiencies

Congestion

Caused by:



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



Poor Mobility

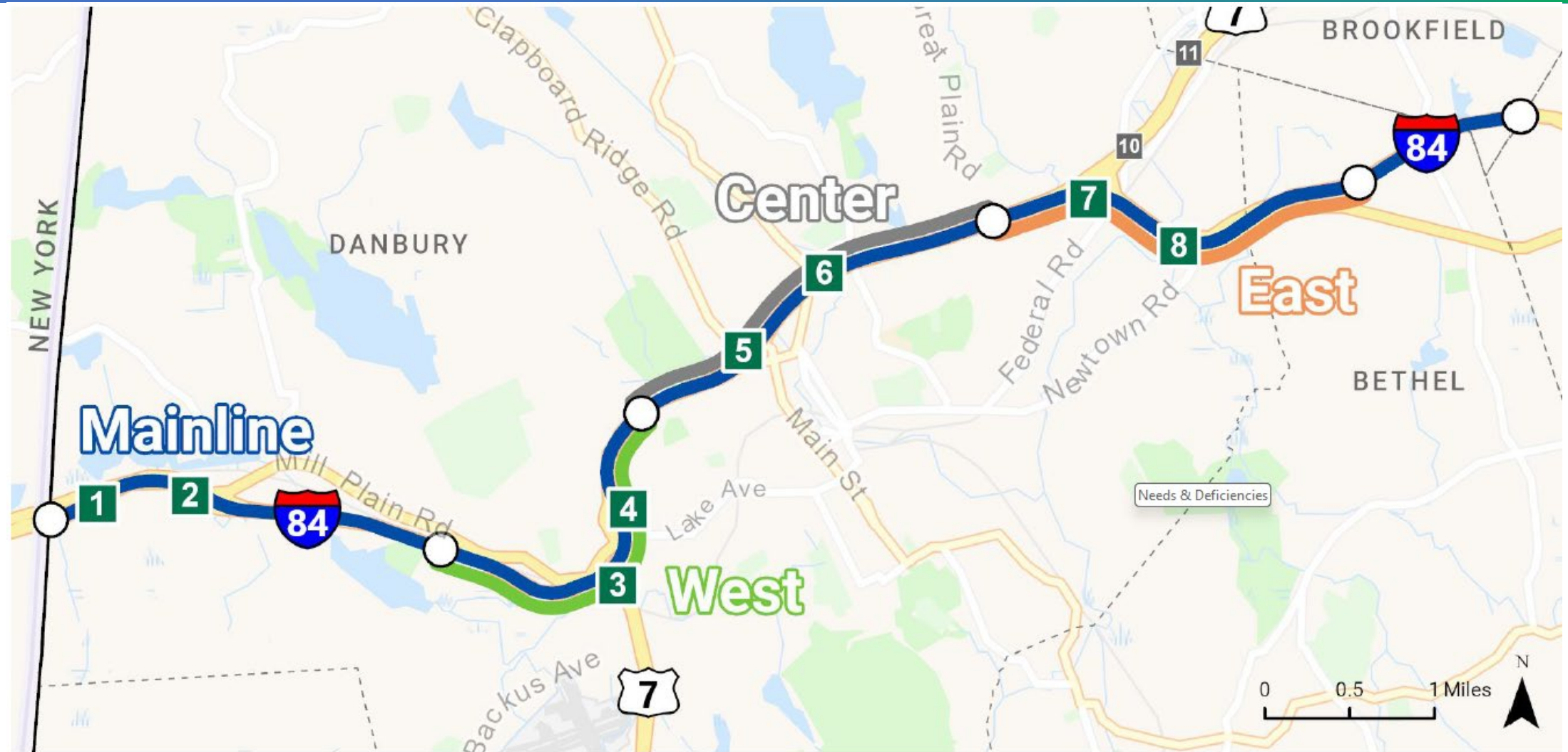
Caused by:



- Inefficient local traffic patterns
- Poor connectivity between highway and local access to the Danbury Hospital and downtown destinations
- Increased travel demand
- Low use of non-auto modes

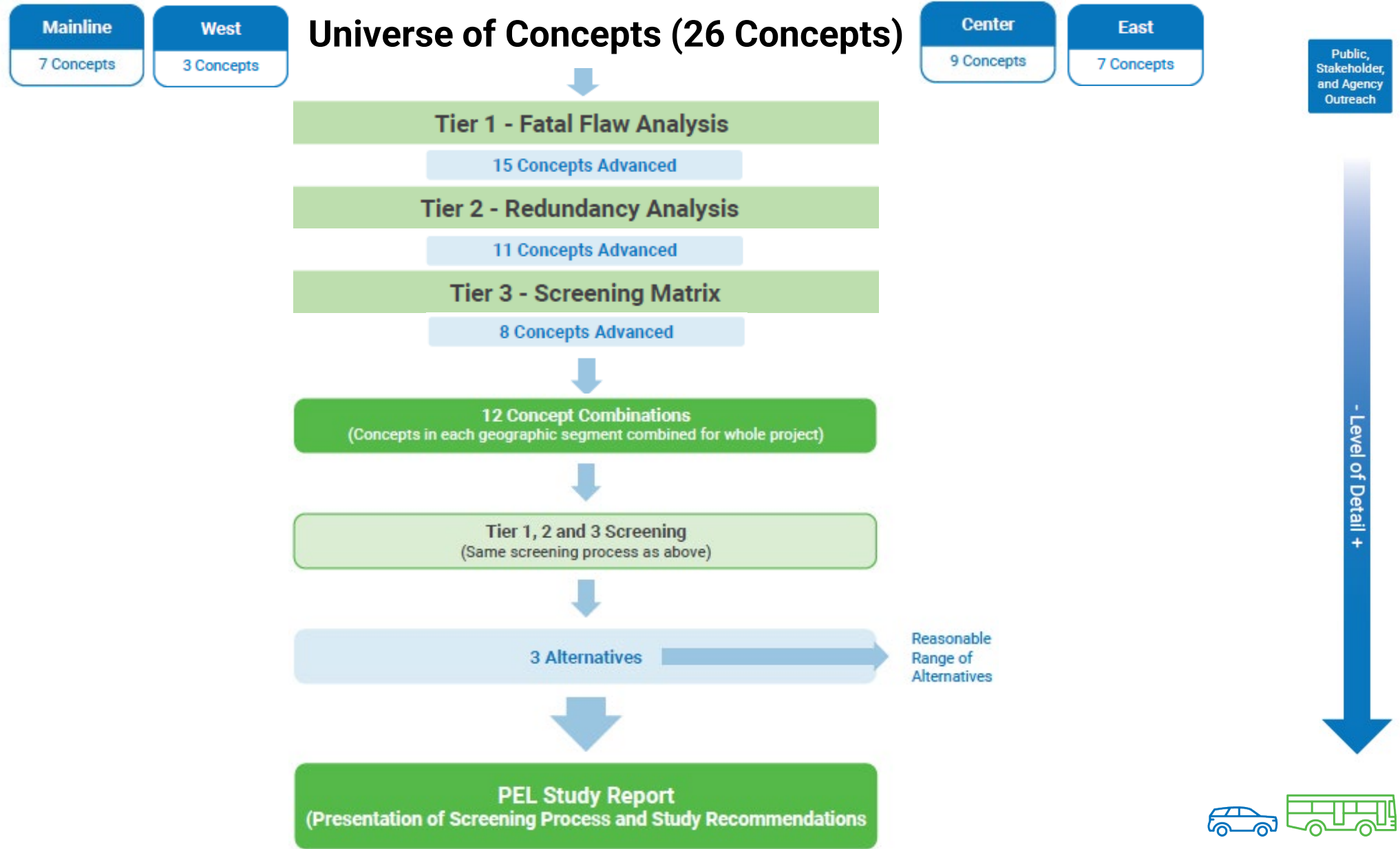


Concept Segments

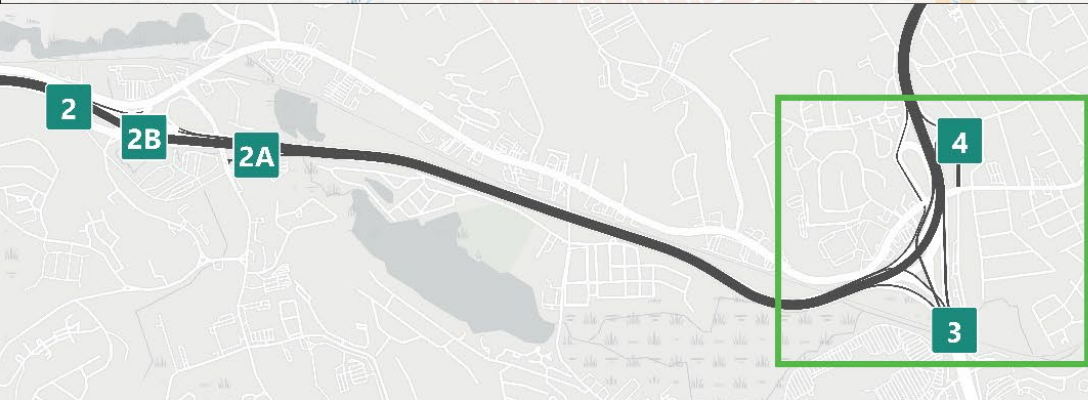
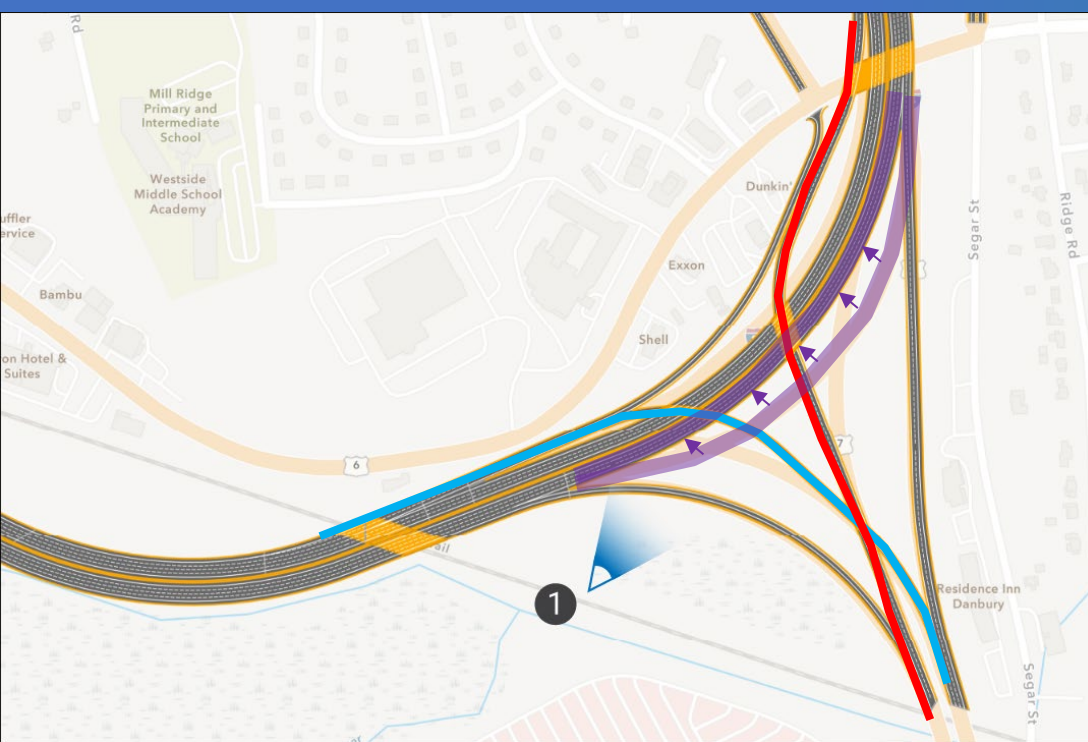


— Mainline — West — Center — East

Screening Process



Mainline Concept – C1: Lane Continuity

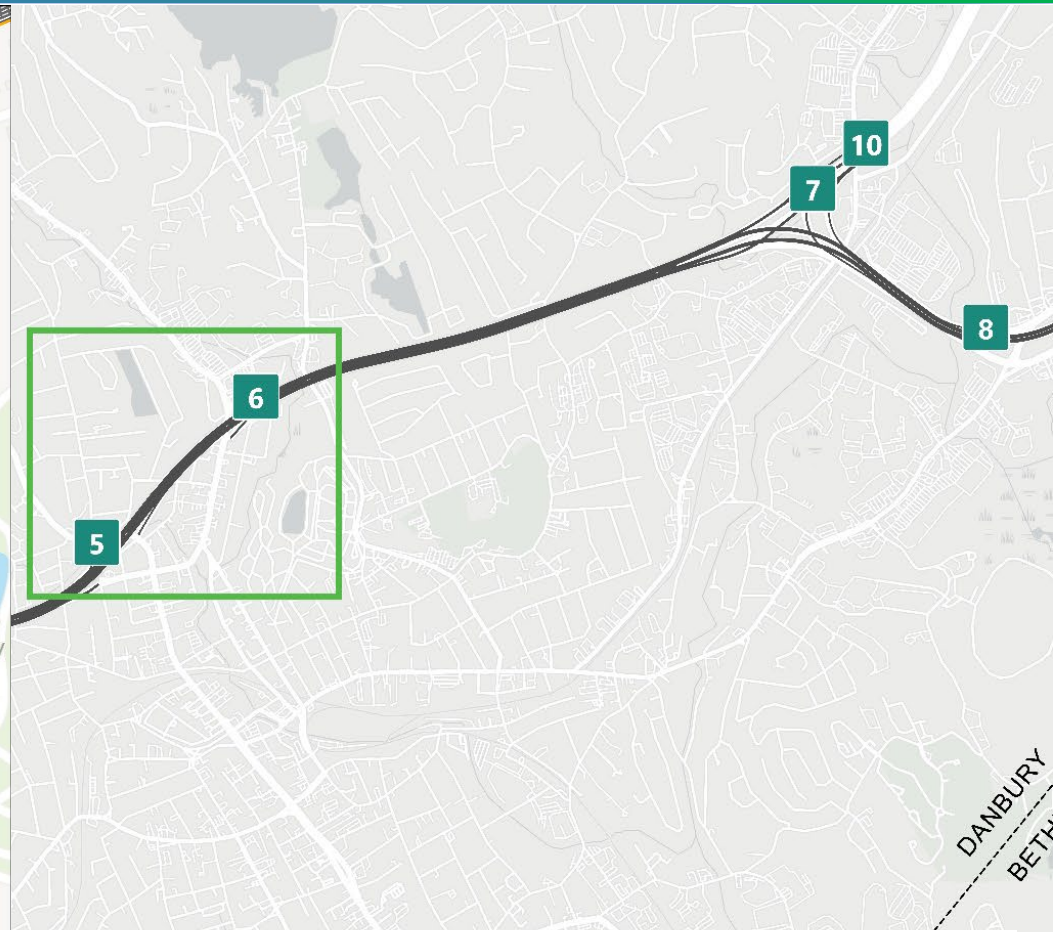
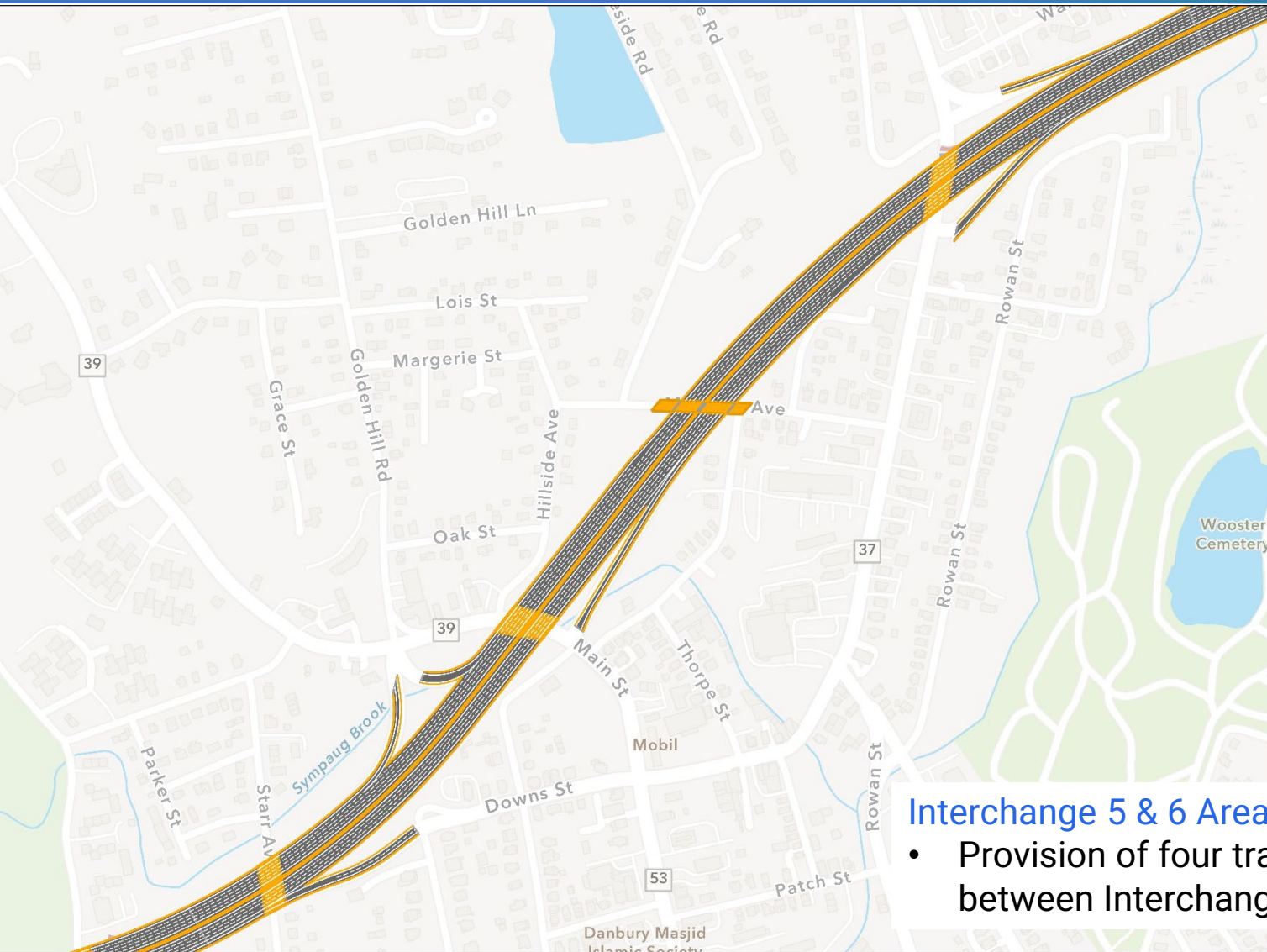


Interchange 3 Area

- Lane continuity between Interchanges 3 and 4 in the eastbound direction
- Left-hand ramps replaced by right-hand ramps at Interchange 3
- Sharp curve on the mainline reduced



Mainline Concept – C1: Lane Continuity



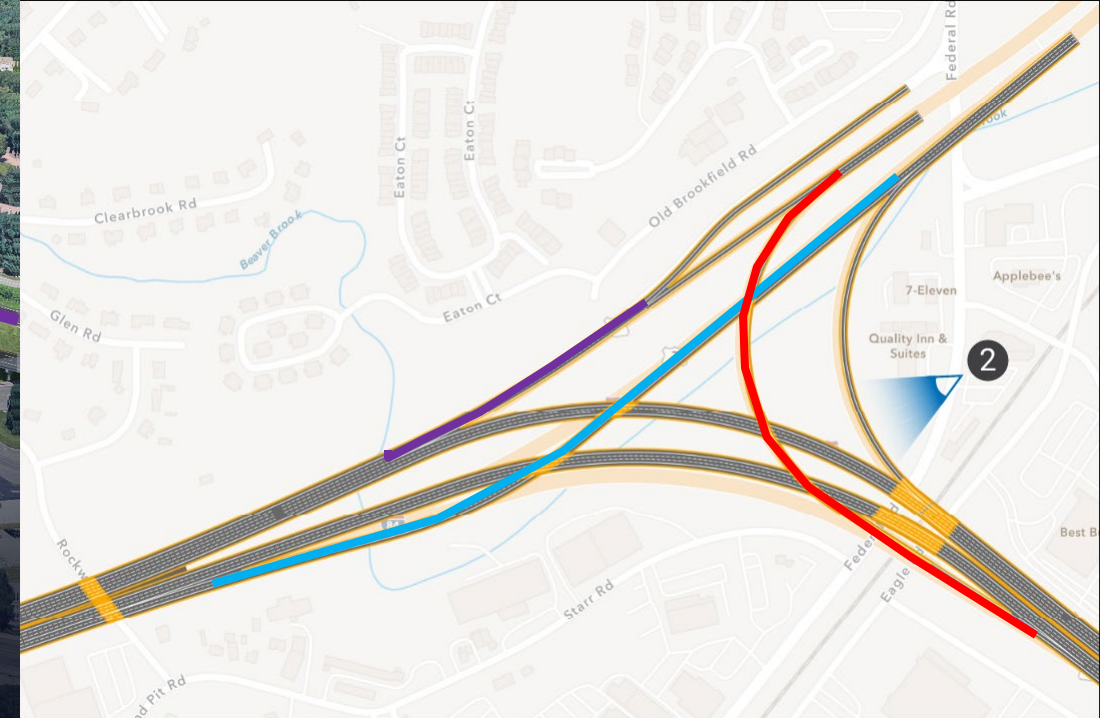
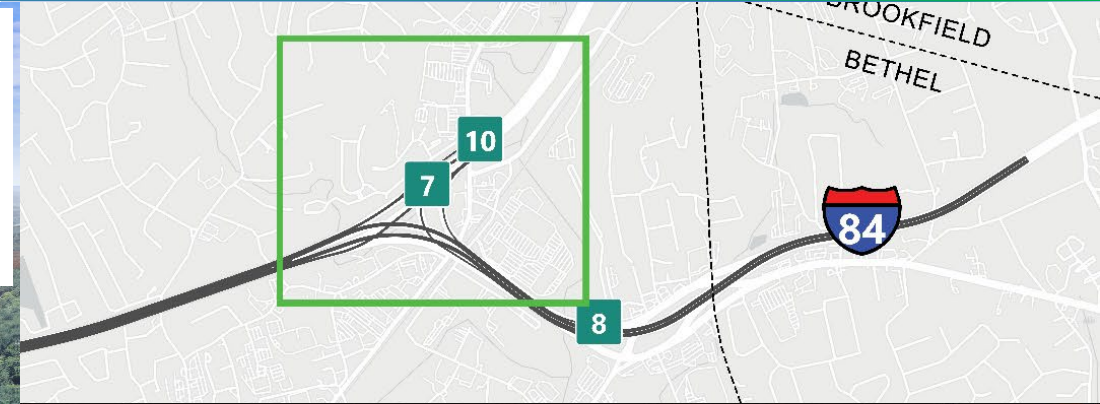
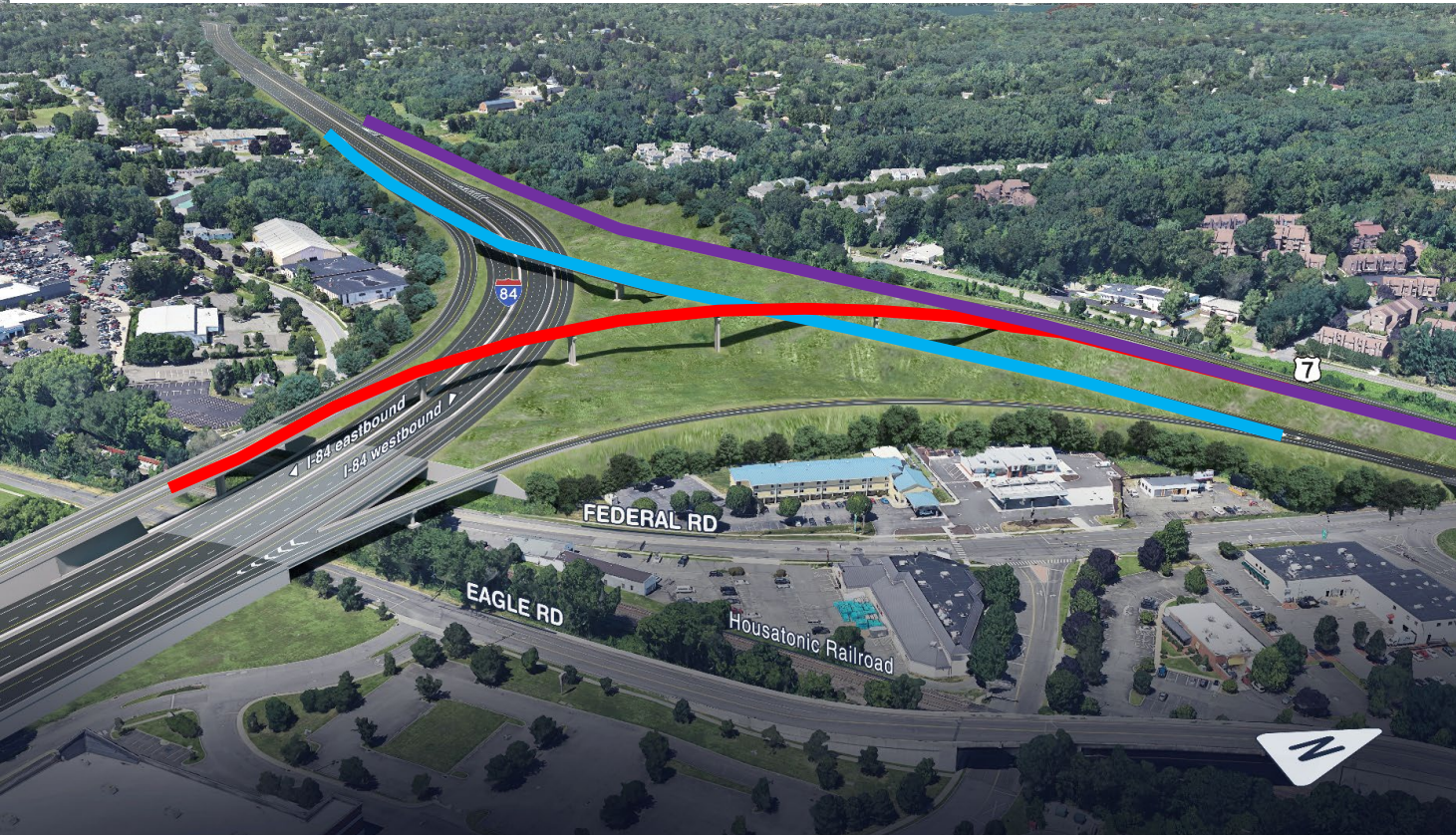
Interchange 5 & 6 Area

- Provision of four travel lanes in each direction on I-84 for lane continuity between Interchanges 3 and 7

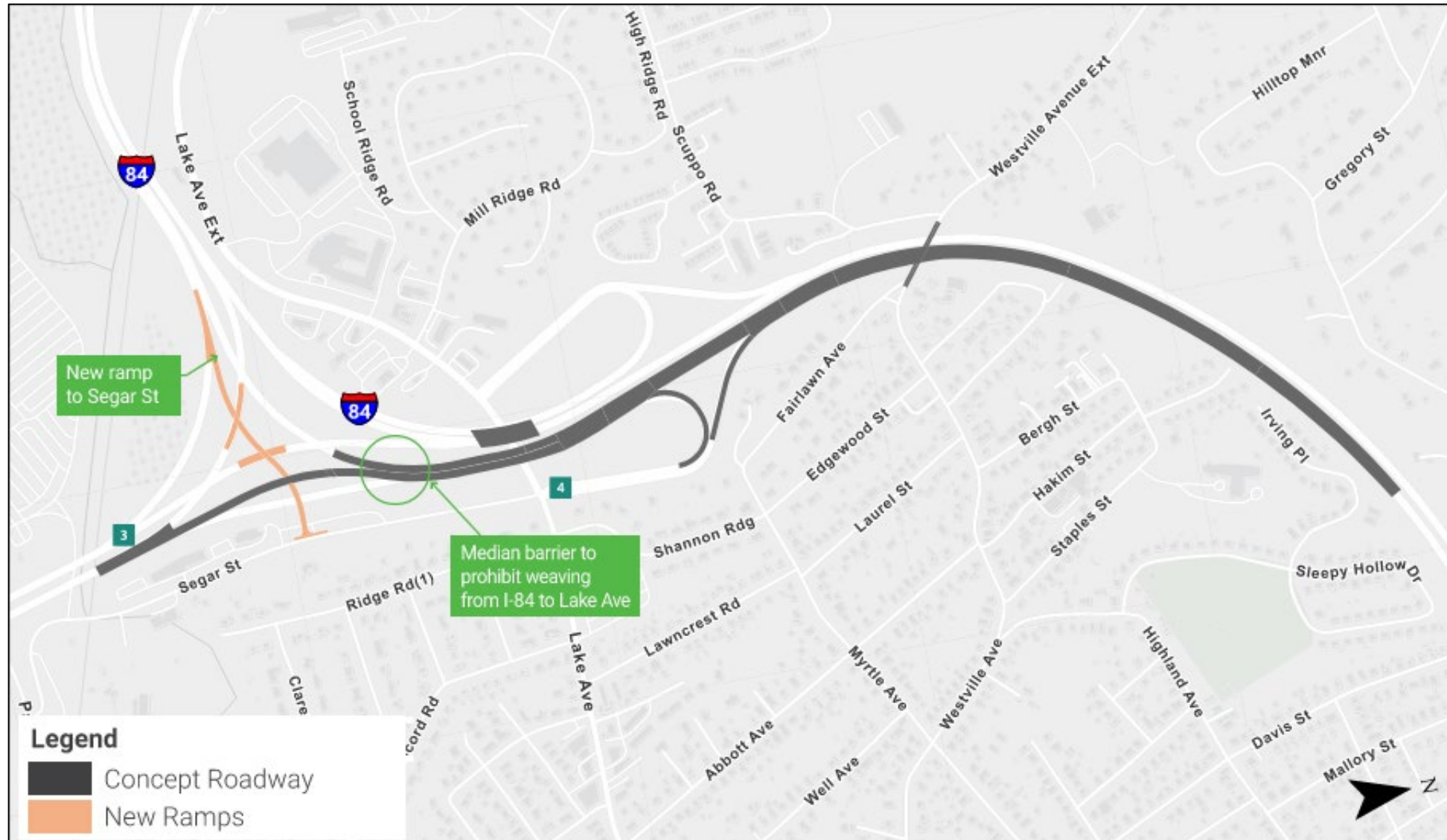
Mainline Concept – C1: Lane Continuity

Interchange 7 Area

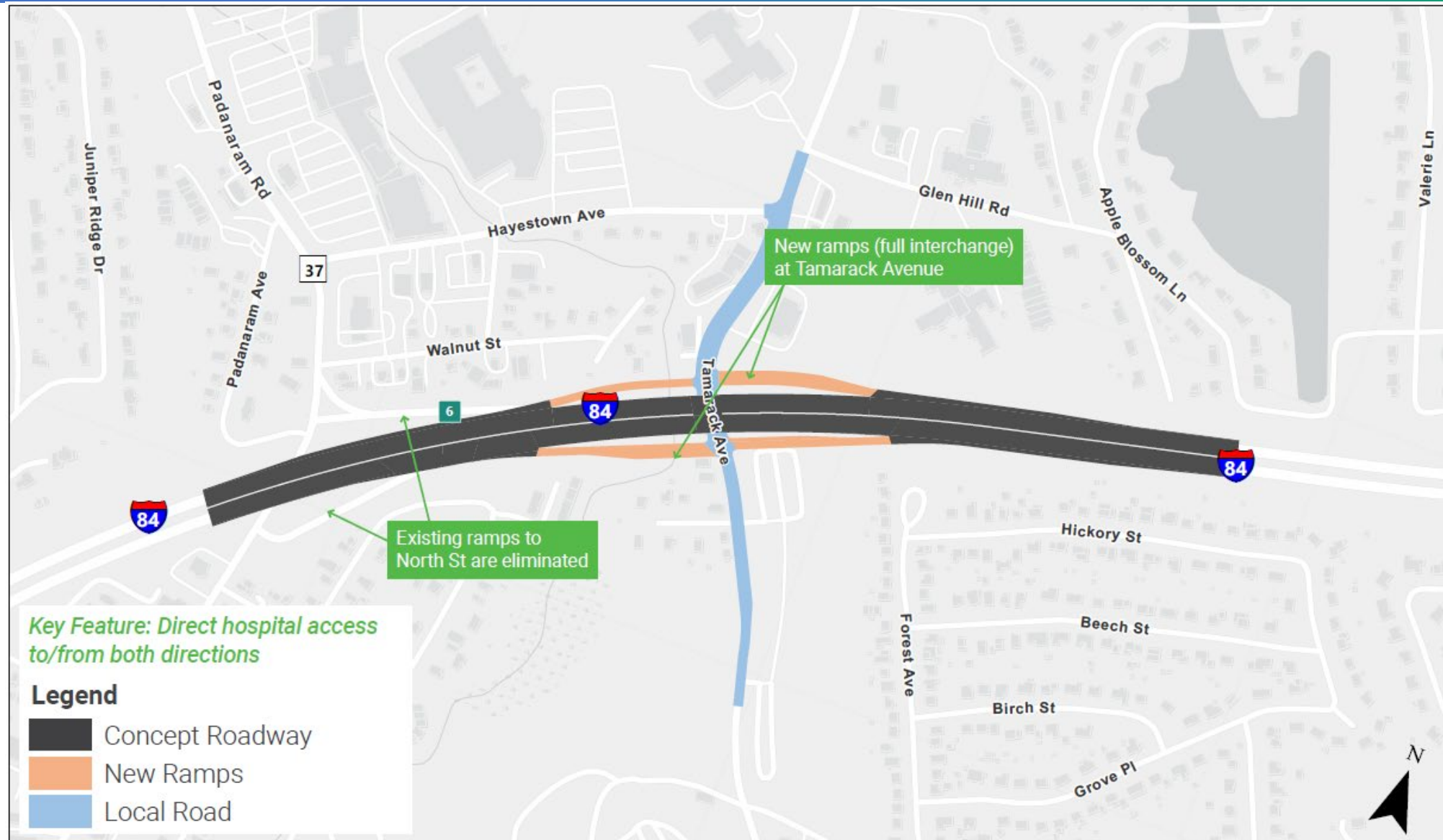
- Provision of three through lanes in each direction on I-84 east of Interchange 7 for lane continuity
- Left-hand ramps replaced by right-hand ramps at Interchange 7
- Provision of two lanes on Route 7 southbound at the merge with I-84



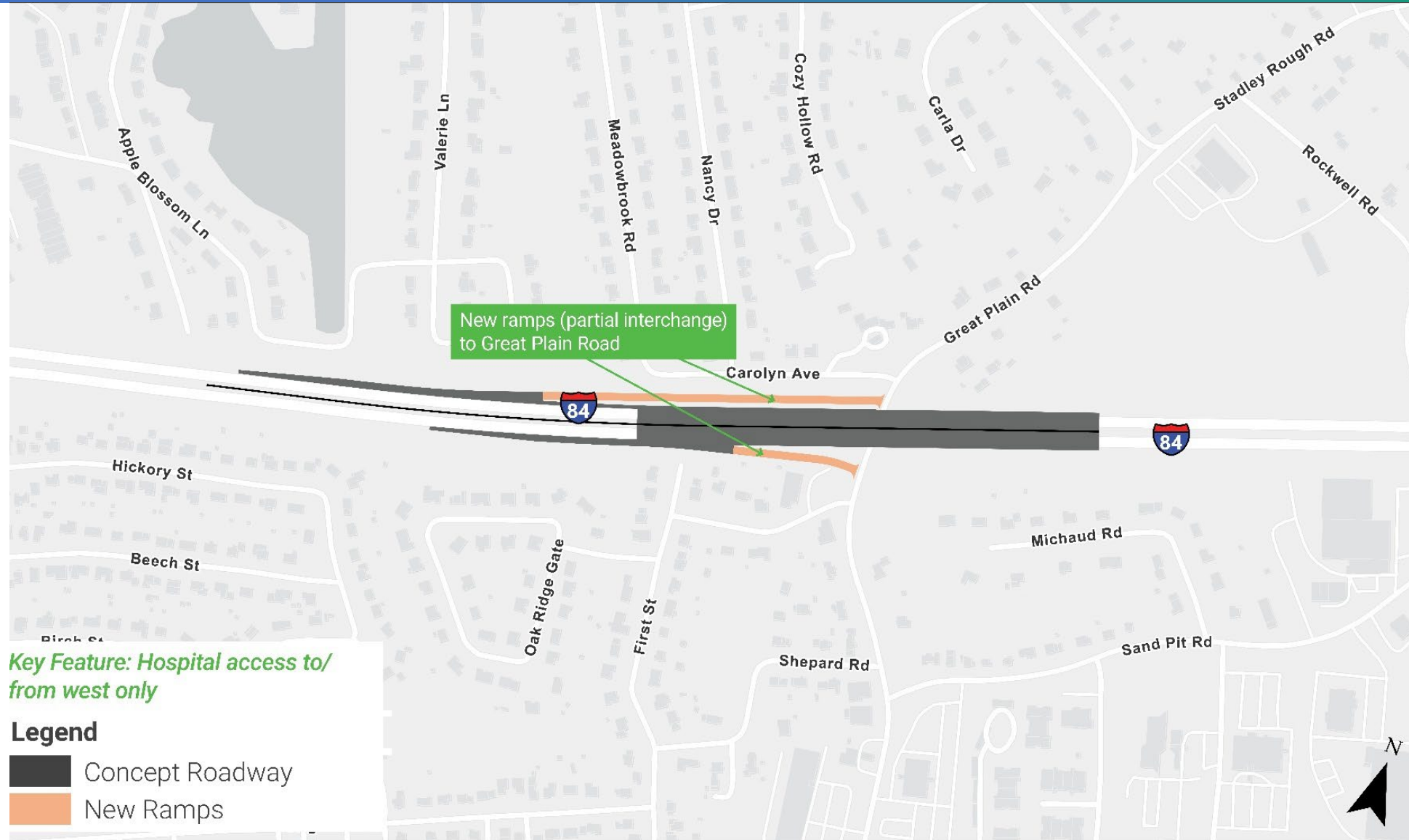
West Concept – C6: Interchanges 3 & 4 Segar St Ramp EB



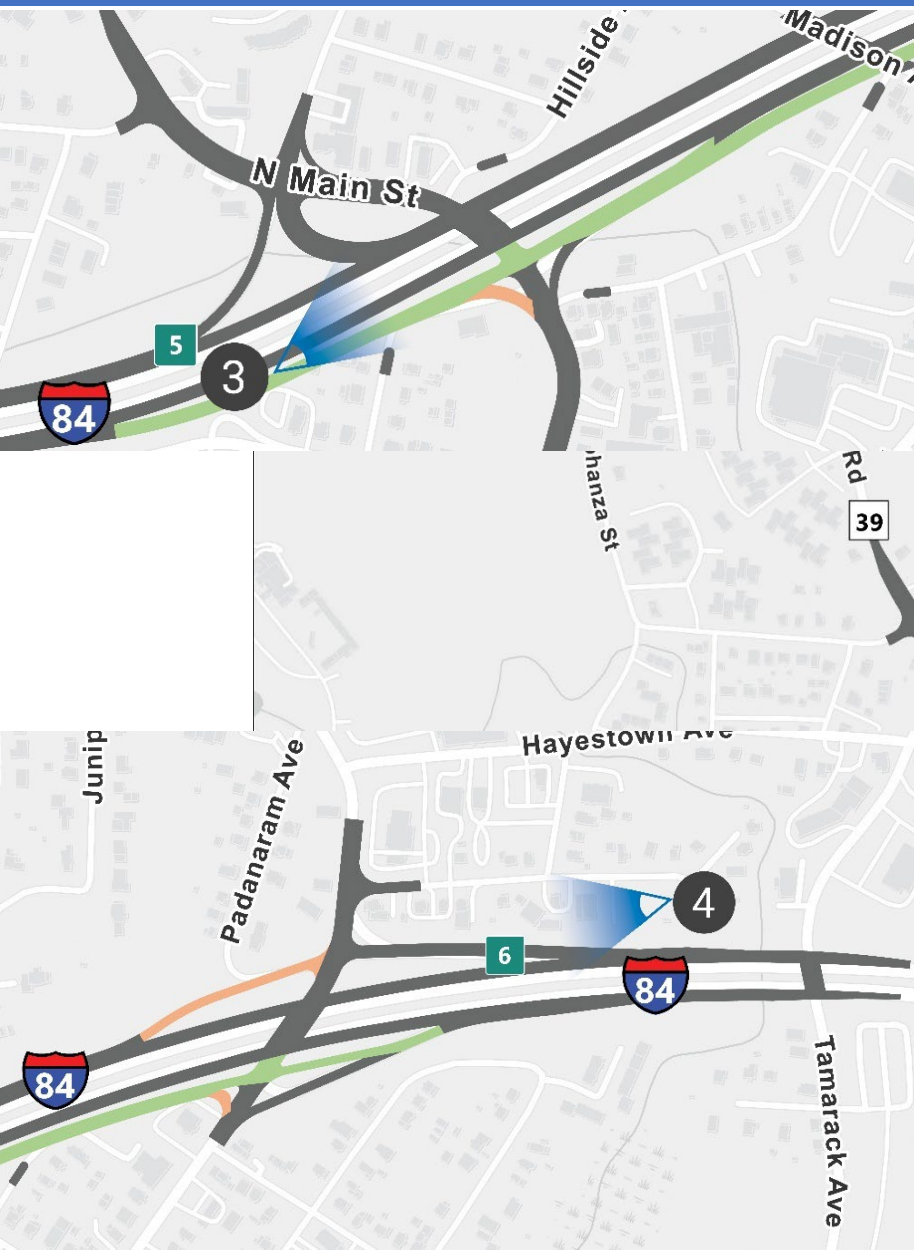
Center Concept – C3: Hospital Access



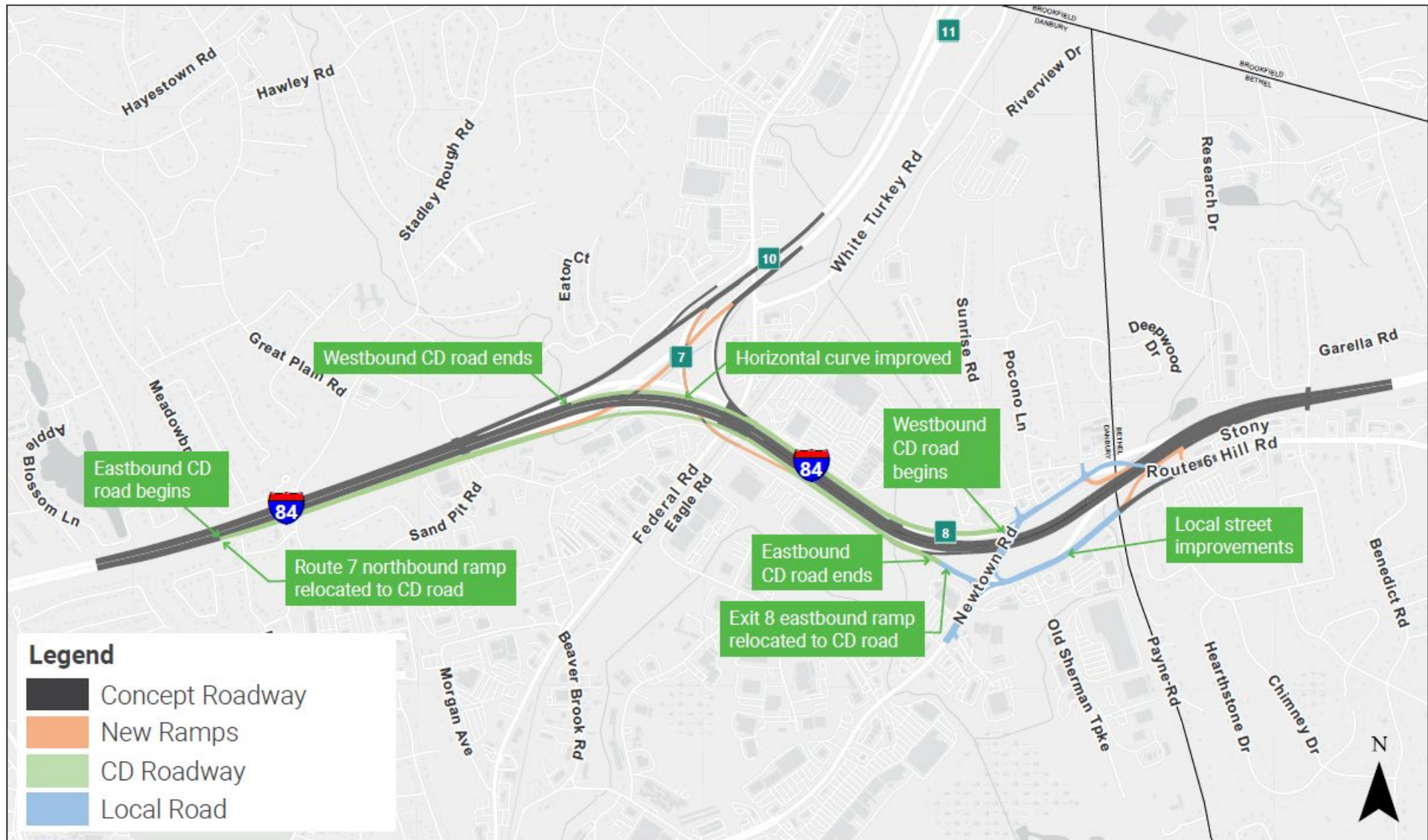
Center Concept – C13: Great Plain Rd



Center Concept – C26: North St On-Ramp Interchange 6



East Concept – C15: Collector Distributor (CD) Road



An aerial photograph of a city, likely St. Louis, showing a multi-lane highway (I-44) running through the center. The surrounding area is densely populated with residential houses and trees. The entire image is overlaid with a semi-transparent blue filter. The text "Potential Breakout Projects" is centered in white, sans-serif font.

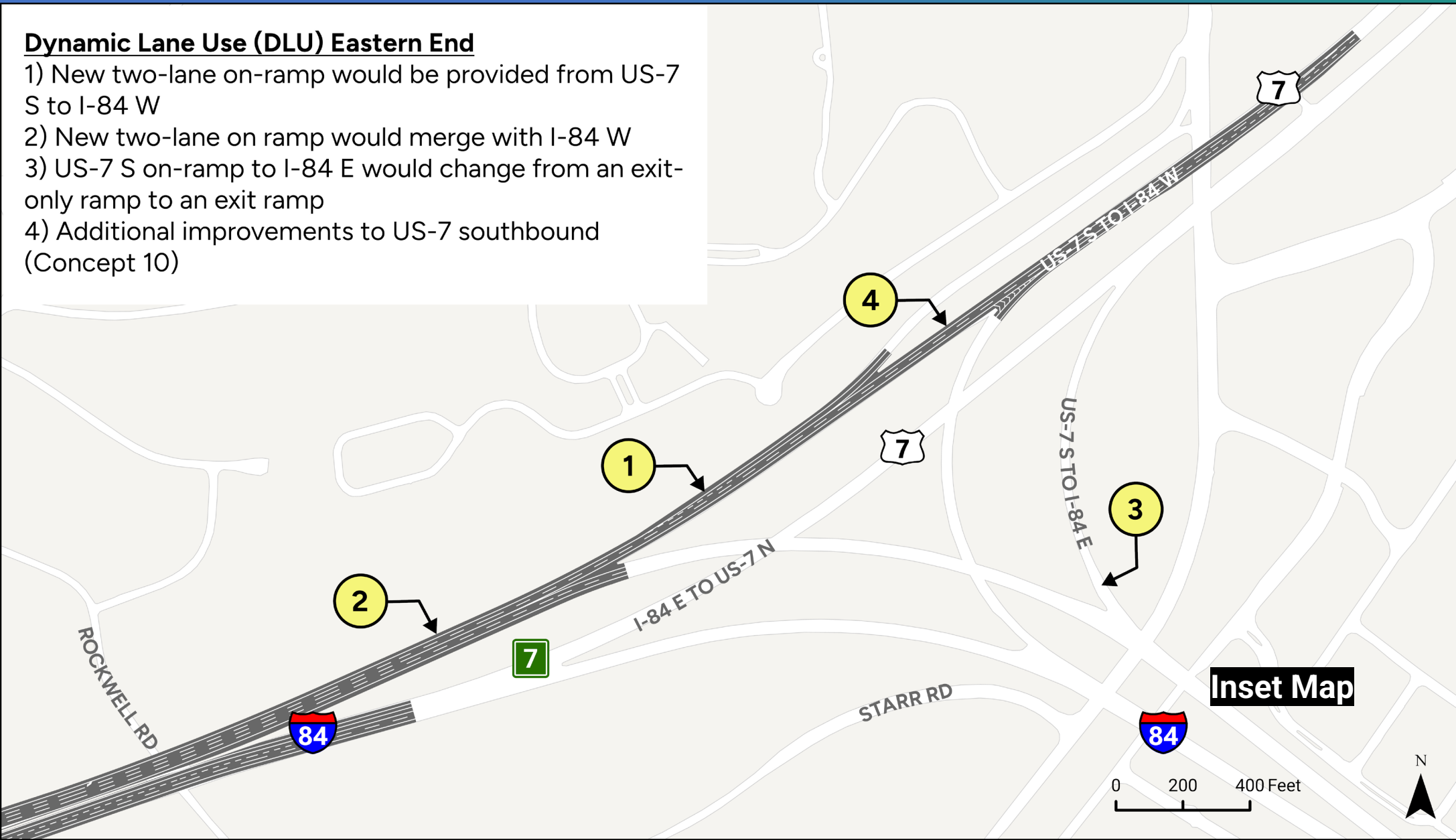
Potential Breakout Projects

Dynamic Lane Use

Potential Breakout Project

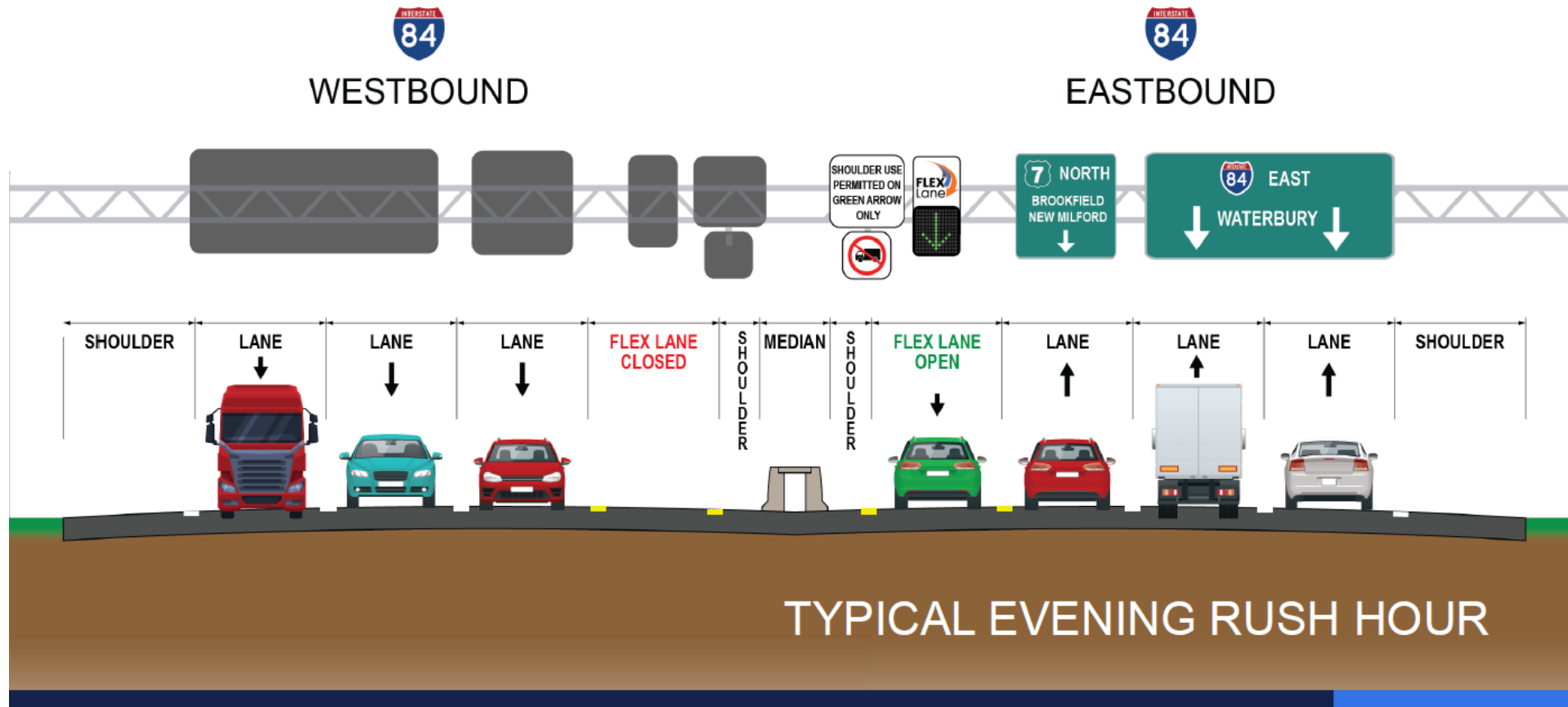
Dynamic Lane Use (DLU) Eastern End

- 1) New two-lane on-ramp would be provided from US-7 S to I-84 W
- 2) New two-lane on ramp would merge with I-84 W
- 3) US-7 S on-ramp to I-84 E would change from an exit-only ramp to an exit ramp
- 4) Additional improvements to US-7 southbound (Concept 10)



Dynamic Lane Use

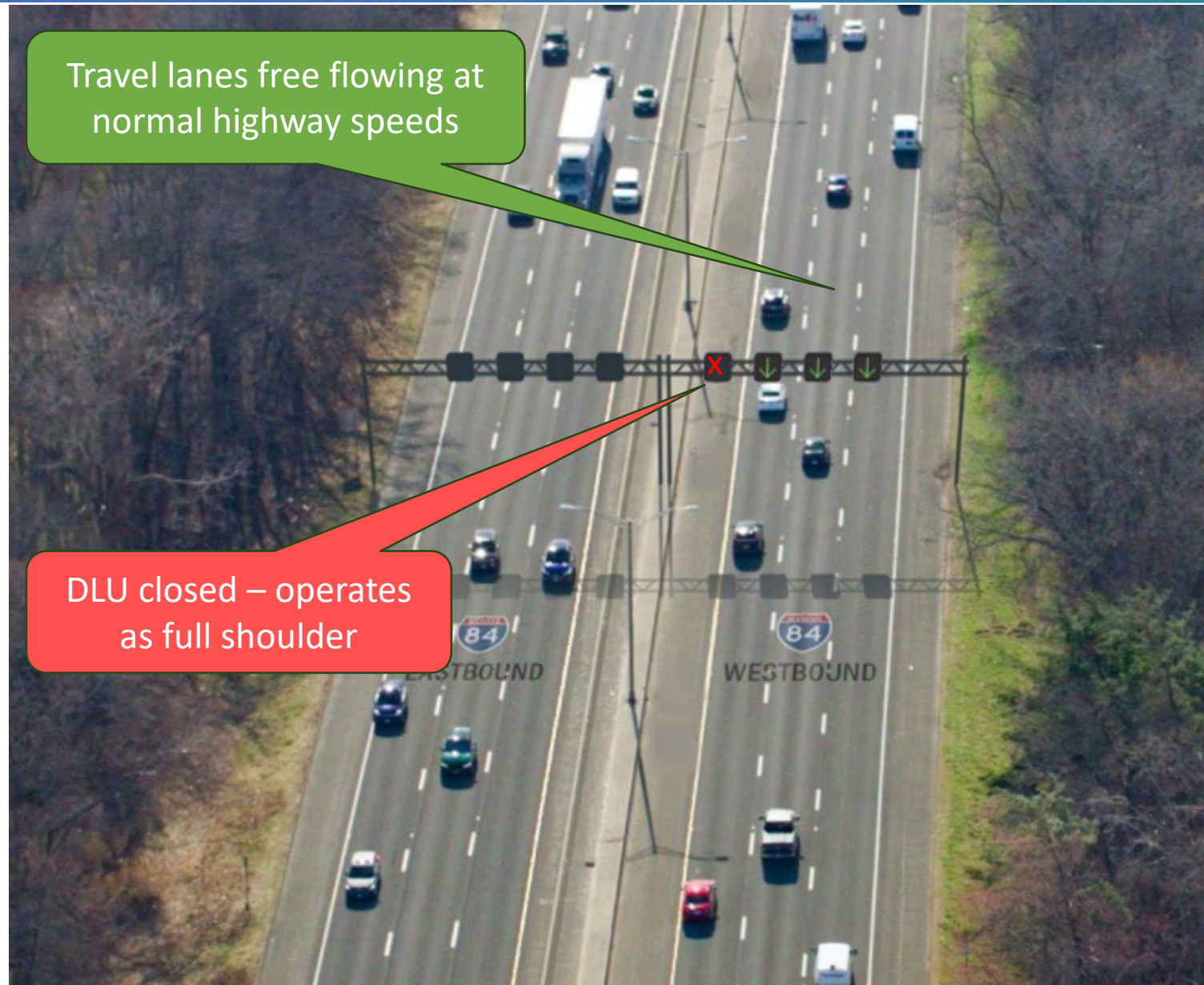
Potential Breakout Project



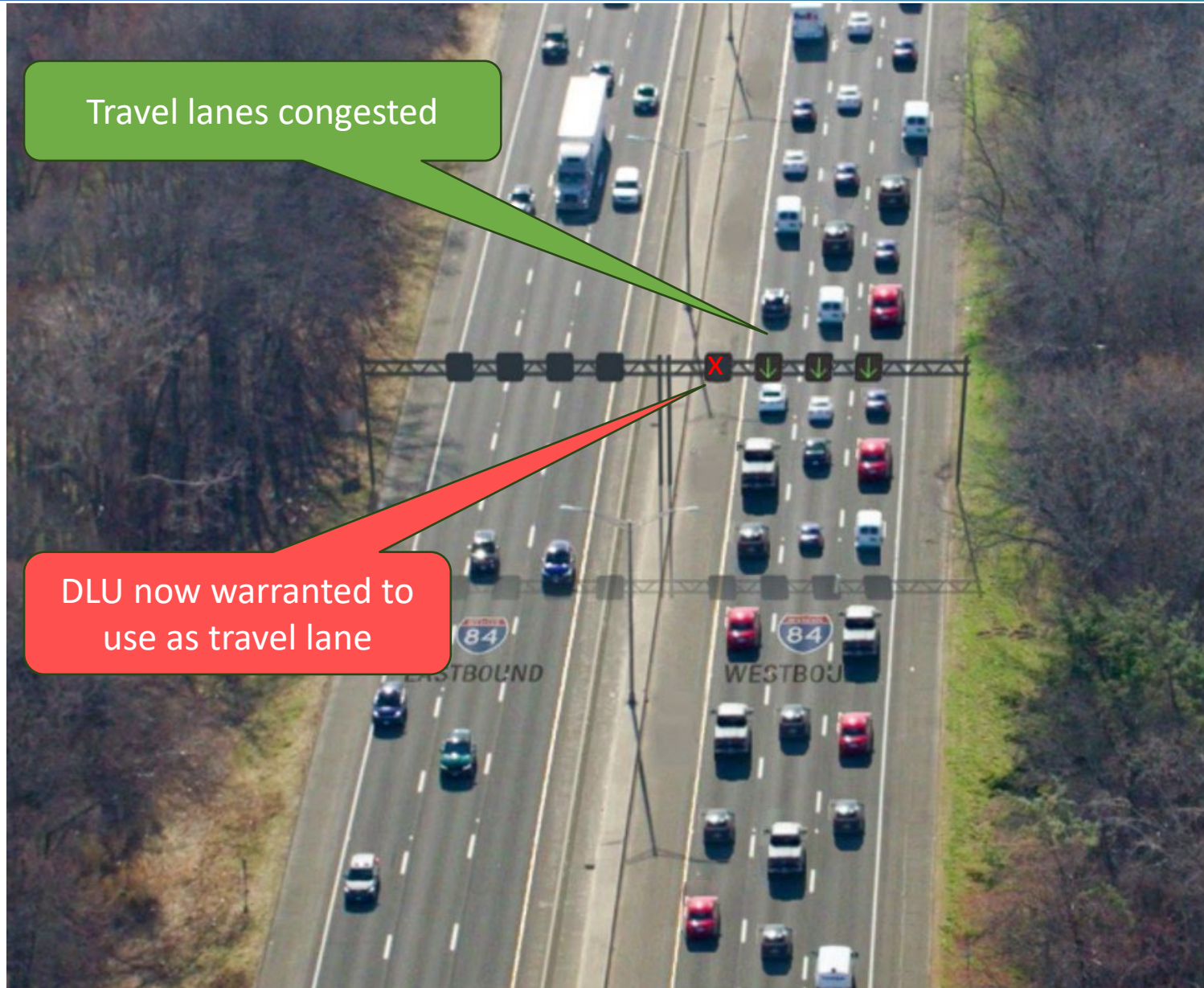
Purpose: To reduce congestion and improve mobility on the highway network.

Benefits: Anticipated to improve travel time and reduce delay on I-84 and U.S. Route 7.

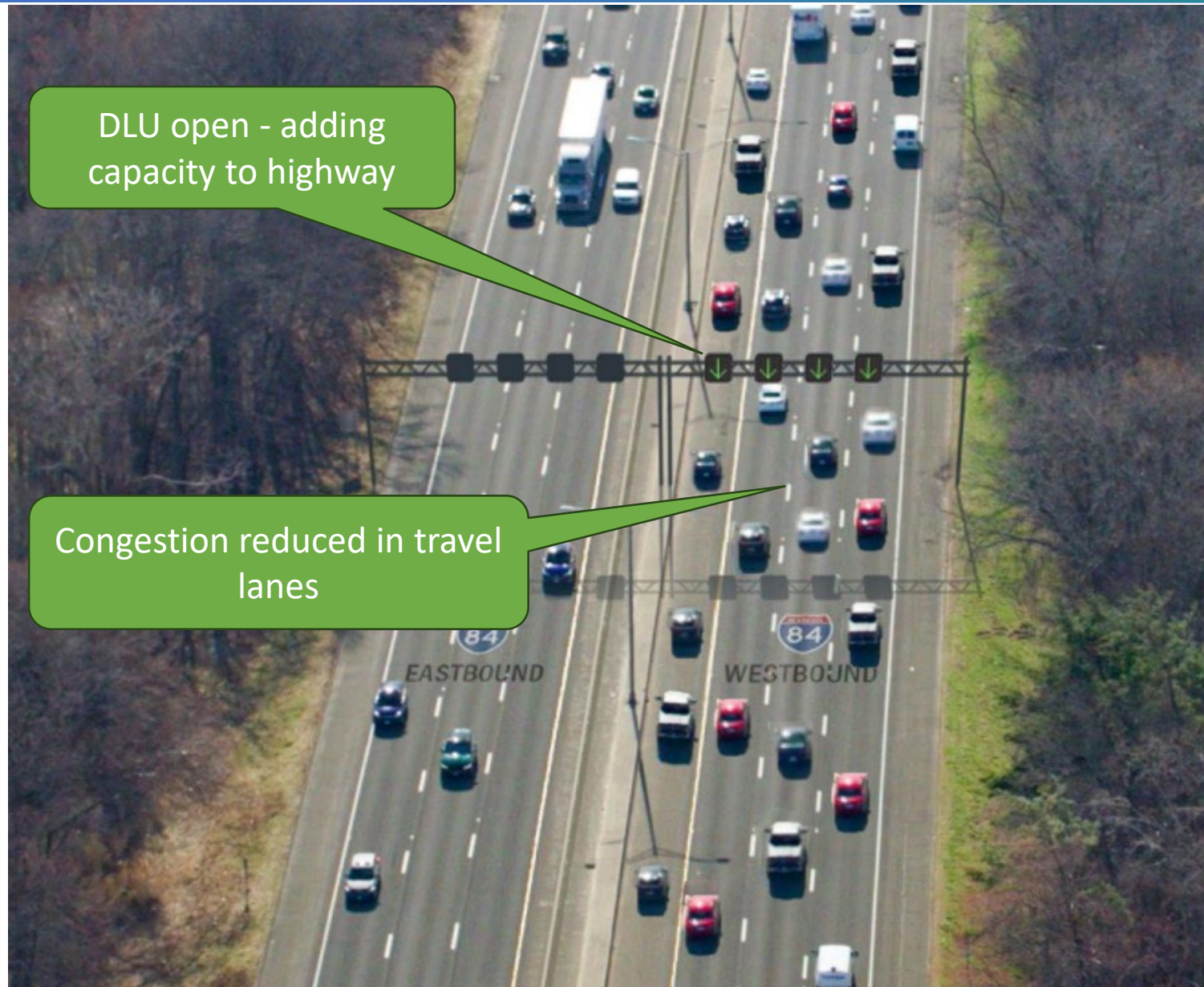
Dynamic Lane Use: Free Flow Condition



Dynamic Lane Use: Congestion Trigger

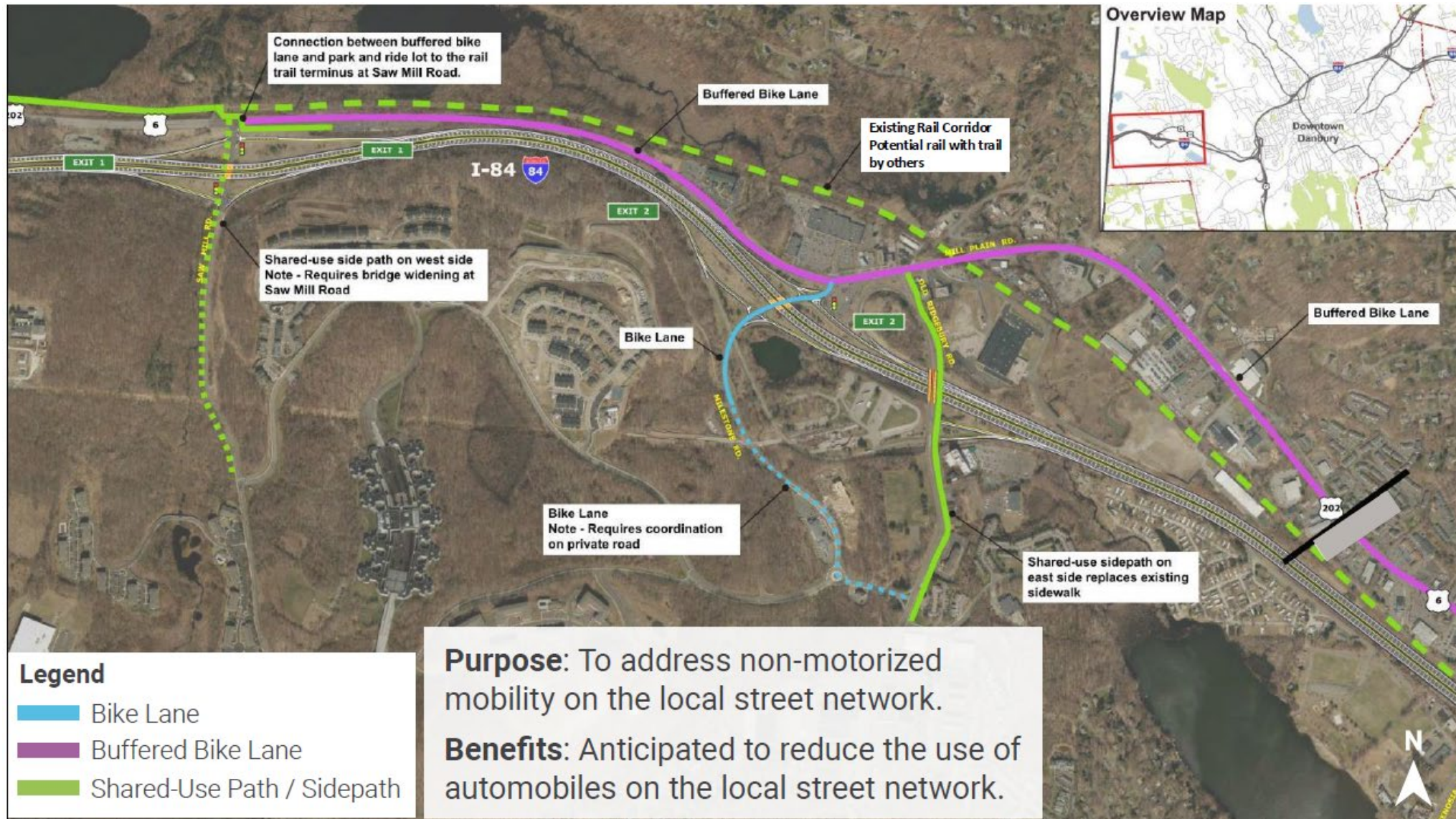


Dynamic Lane Use: Lane in Operation



Bicycle Plan

Potential Breakout Project



Mill Plain Rd Sidepath

Potential Breakout Project

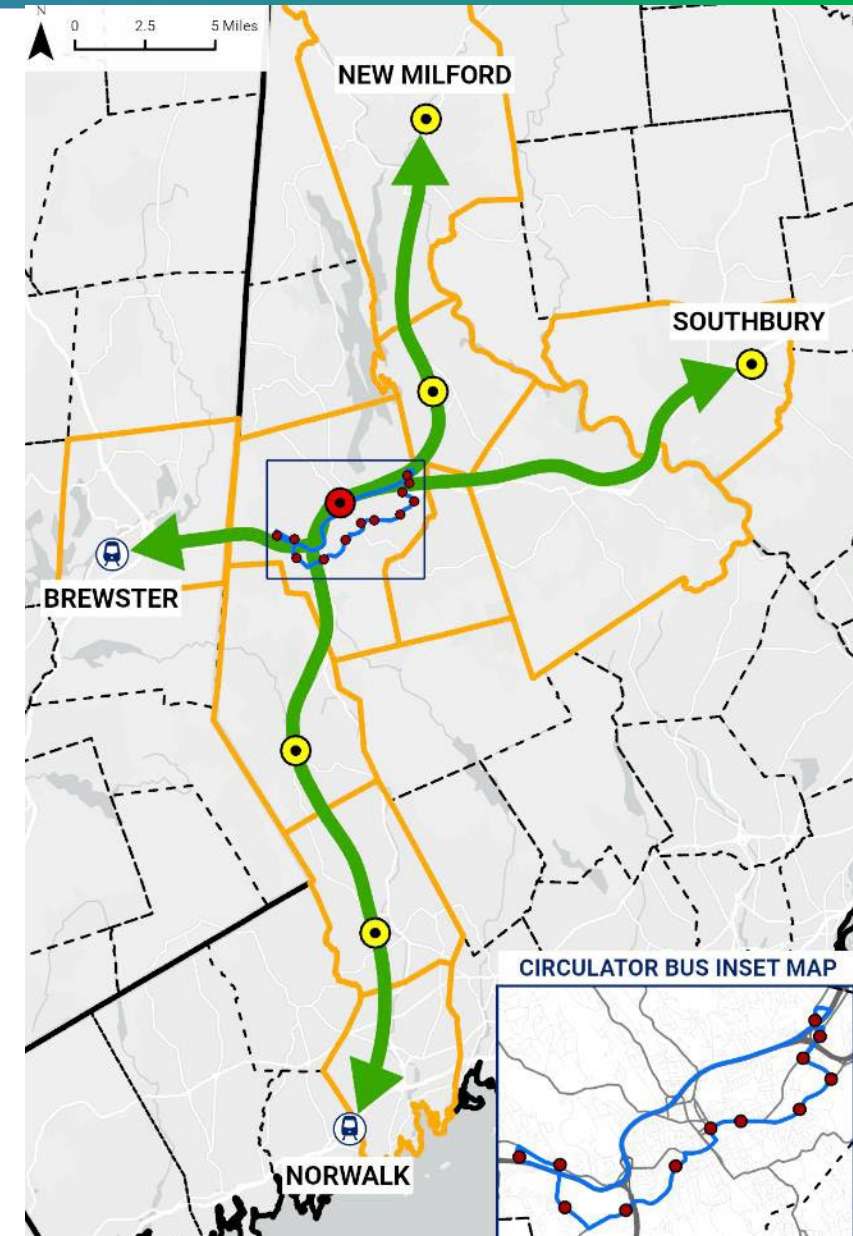


Purpose: To address non-motorized mobility on Mill Plain Road.

Benefits: Anticipated to improve pedestrian and bicycle travel and connectivity in Danbury.

Transit Service Options

- **Purpose:** To address bus transit services
 - New express bus routes could provide regional connectivity through Danbury and other destinations
 - New circulator route could enhance access to work and shopping destinations and transfers between HARTransit services
- **Benefits:** Anticipated to improve bus frequencies, transfers, and connectivity within Danbury area

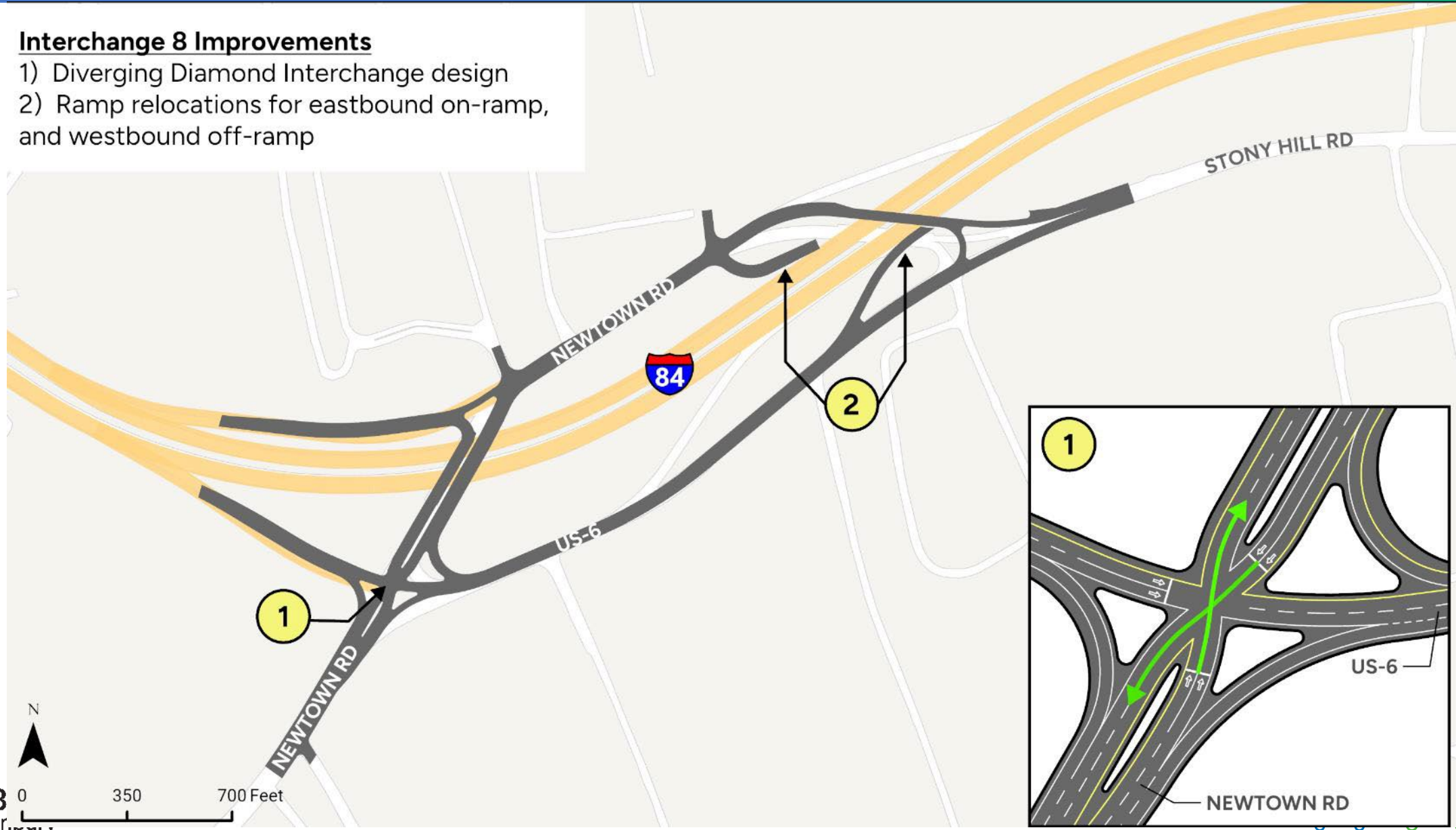


Interchange 8 Improvements

Potential Breakout Project

Interchange 8 Improvements

- 1) Diverging Diamond Interchange design
- 2) Ramp relocations for eastbound on-ramp, and westbound off-ramp



Main St, North St, and Downs St

Potential Breakout Project

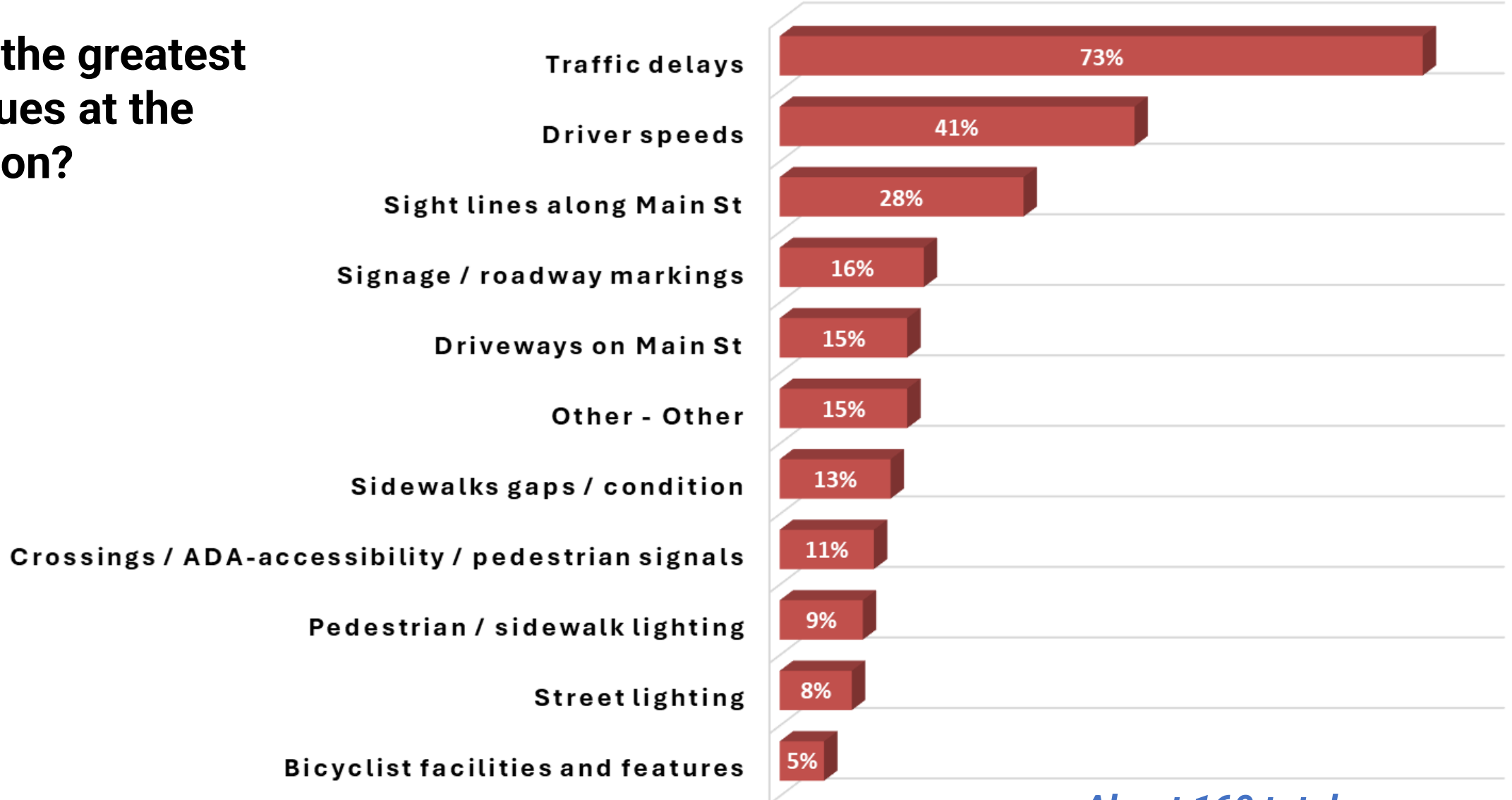
Conceptual Local Road Intersection Improvements

- 1) Downs Street converted to one-way eastbound approach
- 2) Main Street realigned, shifting east to improve sight distance
- 3) North Street receives an additional eastbound lane



Public Workshop Questionnaire Responses

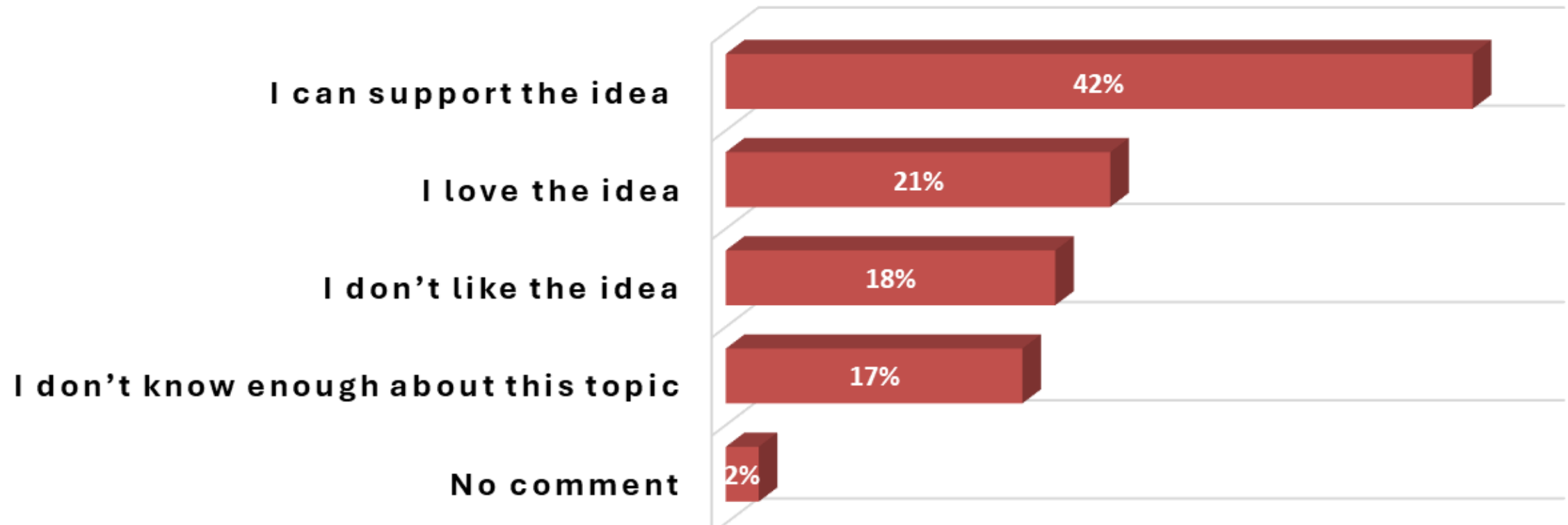
What are the greatest travel issues at the intersection?



- About 160 total responses

Public Workshop Questionnaire Responses

Some suggested converting Downs St from a two-way street into a one-way street (eastbound). How do you feel about this idea?



Schedule

I-84 Improvement Alternatives (Reasonable Range)

- ☐ Environmental review (typical duration 2 - 3 years)
- ☐ Design, permitting, and right-of-way (4 - 6 years)
- ☐ Construction (6 - 10 years)

Breakout Projects

- ☐ I-84 Dynamic Lane Use/Flex Lane (est. construction start 2028)
- ☐ Main St/Downs St intersection improvements (est. construction start 2030 - 2031)
- ☐ Mill Plain Rd sidepath (potential construction start 2029 or 2030)
- ☐ Bus transit – comprehensive service analysis (typical duration 2 - 3 years)

An aerial photograph of a multi-lane highway curving through a suburban landscape. The highway has several cars and a large white truck. The surrounding area is filled with houses, trees, and some commercial buildings. The entire image is tinted with a dark blue color. The word "Discussion" is written in a large, white, sans-serif font across the center of the image.

Discussion

How to Comment

- Submit comments and questions during two-week public comment period following **today's meeting**
- Direct comments and questions by **July 22, 2025** to:
 - info@i84danbury.com
 - i84danbury.com/comment
 - 860-594-2020

An aerial photograph of a multi-lane highway interchange, likely a cloverleaf or similar design, with several vehicles visible on the roads. The surrounding area is a mix of residential houses and trees. The entire image is covered with a semi-transparent blue filter. The text "Thank You!" is centered over the highway.

Thank You!