

Construction of new 'Flex Lane' on I-84 in Danbury – the first in CT – to start in 2028

By [Brianna Gurciullo](#), Staff Writer, Oct 3, 2025



Traffic flows along I-84 westbound, right, at Exit 7 in Danbury, Conn. on Thursday, March 20, 2025.

Tyler Sizemore/Hearst Connecticut Media

The state Department of Transportation is moving ahead with a proposal to turn the left-hand shoulder on [Interstate-84](#) in [Danbury](#) into a [lane that opens to cars](#) during traffic jams.

Construction of the “Flex Lane,” which would extend about 4 miles between Exit 3 and Exit 7, is expected to begin in 2028 and finish in two to three years, according to [DOT](#). It would be the [first lane of its kind in the state](#).

DOT spokesman Josh Morgan said the Flex Lane, which is in the design phase, and other roadway upgrades in the corridor will cost roughly \$250 million, according to preliminary estimates.

The project is a spinoff of a [broader, longer term and more costly effort to overhaul the highway](#) from the New York state line to about Exit 8.

“If you’re tired of getting stuck in traffic on I-84 in Danbury, we’ve got some good news for you,” says a voiceover for a video DOT posted to YouTube on Thursday. The video depicts a woman sitting in traffic and throwing her head back in frustration.

The video explains the concept of a Flex Lane, describing it as an “innovative traffic solution” already in use in Michigan, Wisconsin and Ohio.

“The Flex Lane would allow vehicles to use the median shoulder as a temporary travel lane during times of congestion by providing an extra lane when traffic is heaviest,” the voiceover says. “The Flex Lane would reduce the potential for bottlenecks and sudden slowdowns that can lead to crashes.”

Once traffic dies down, the lane would convert back to a shoulder, according to the video.

Signs on the highway would notify drivers when the Flex Lane is open to passenger vehicles. Trucks and buses wouldn’t be allowed in the lane.

If a sign shows a green arrow, car drivers can use the lane. If it shows a red “X,” the lane is closed, and if it shows a yellow “X,” the lane is closing soon, so drivers should merge with the rest of traffic.

Because the Flex Lane doesn’t involve the construction of a new roadway, “everyone can enjoy a better commute sooner,” the video says.

In a release, DOT Commissioner Garrett Eucalitto said drivers will see that improvement [“within the next five years.”](#)

Most days, the lane would be open during rush hour in the morning and afternoon, in whichever direction traffic is busiest, according to a [website for the I-84 project](#).

The Flex Lane also is supposed to benefit drivers, pedestrians and bikers on local roads because with traffic flowing on I-84, drivers won’t get off the highway and take detours through town.

The right shoulder would remain available to first responders, and the Flex Lane could return to being a shoulder during emergencies, according to the I-84 website.

A [fact sheet on the website](#) also notes that “additional wider emergency breakdown areas will be constructed in the right shoulder at various locations.”

Includes prior reporting by Staff Writer Rob Ryser.

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