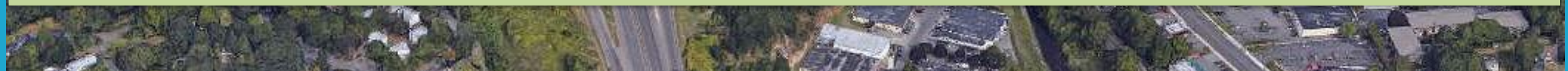




Route 7/15 Norwalk Project – Project Advisory Committee Meeting #4



Monday, September 17th, Norwalk Inn and Conference Center





Route 7/15 Norwalk - AGENDA

- Introductions
- Project Review and Update
 - Summary of PAC #3
 - Schedule
 - Scoping Summary
 - Purpose & Need Subcommittee
- Needs and Deficiency Report
- Alternates Assessment Screening
- Next Steps/Questions



PROJECT REVIEW AND UPDATES





Route 7/15 Norwalk - Summary of PAC #3

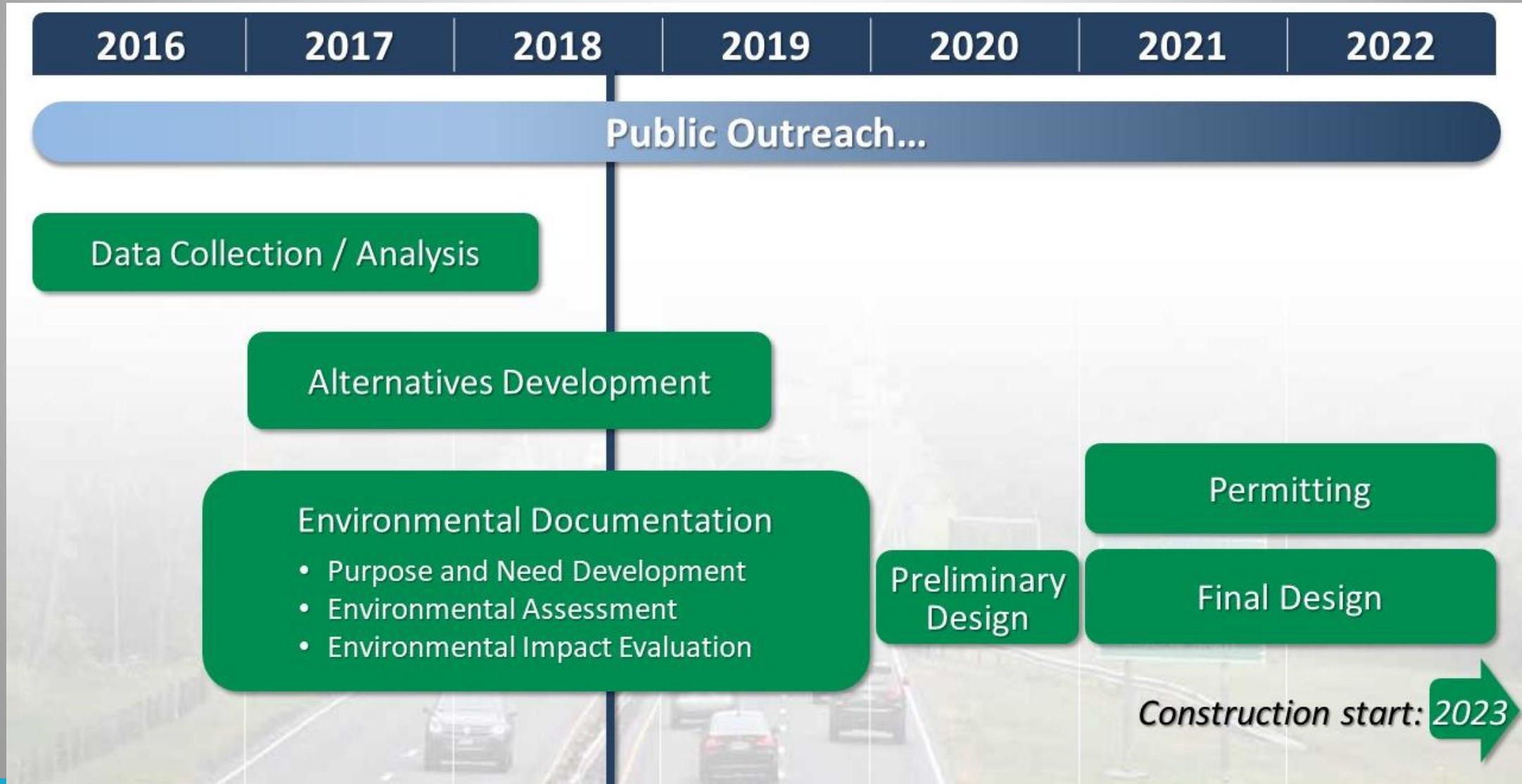
- Reviewed current alternates
- Discussed the upcoming Public Scoping meeting
- Overview of sample alternative screening matrices



Photo from Dr. Wendy Longo *w.t.l.*



Route 7/15 Norwalk - SCHEDULE REVIEW





Route 7/15 Norwalk - SCOPING SUMMARY

- Scoping Meeting: October 17, 2017
 - Oral comments received
- Scoping Comment Period:
Oct. 17 – Nov. 16, 2017
 - Written comments received
- Key concerns
 - Addition of traffic signals on Route 7; possible noise/congestion
 - Completing the Route 7/Merritt Parkway connections
 - Environmental, water resources, landscape/aesthetics
 - Funding





Route 7/15 Norwalk - PURPOSE AND NEED

- Purpose and Need has been updated based on comments and discussion
 - P&N subcommittee
 - Agency review
- Current version distributed to PAC with track changes



NEEDS AND DEFICIENCY REPORT

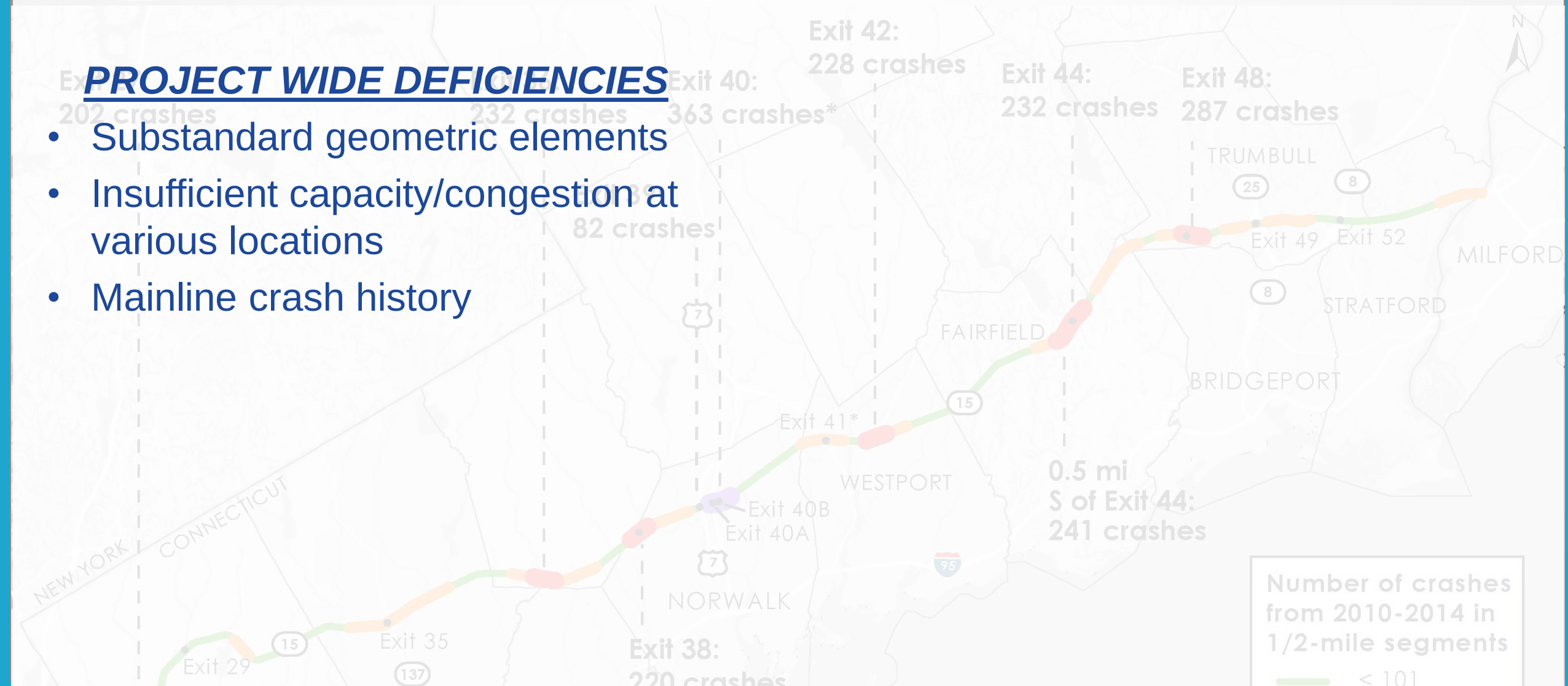




Route 7/15 Norwalk - NEEDS AND DEFICIENCY

PROJECT WIDE DEFICIENCIES

- Substandard geometric elements
- Insufficient capacity/congestion at various locations
- Mainline crash history





Route 7/15 Norwalk - NEEDS AND DEFICIENCY

Exit 27:
202 crashes

Exit 36:
232 crashes

Exit 40:
363 crashes*

Exit 42:
228 crashes

Exit 44:
232 crashes

Exit 48:
287 crashes

Exit 39:
82 crashes

ROUTE 7/15 INTERCHANGE DEFICIENCIES

- Incomplete connections
- Congestion on the Route 7 ramps onto southbound Route 15

MAIN A INTERCHANGE

- Poor ramp
- Lack of b

0.5 mi
S of Exit 44:
241 crashes

Exit 38:
220 crashes

Number of crashes
from 2010-2014 in
1/2-mile segments

< 101

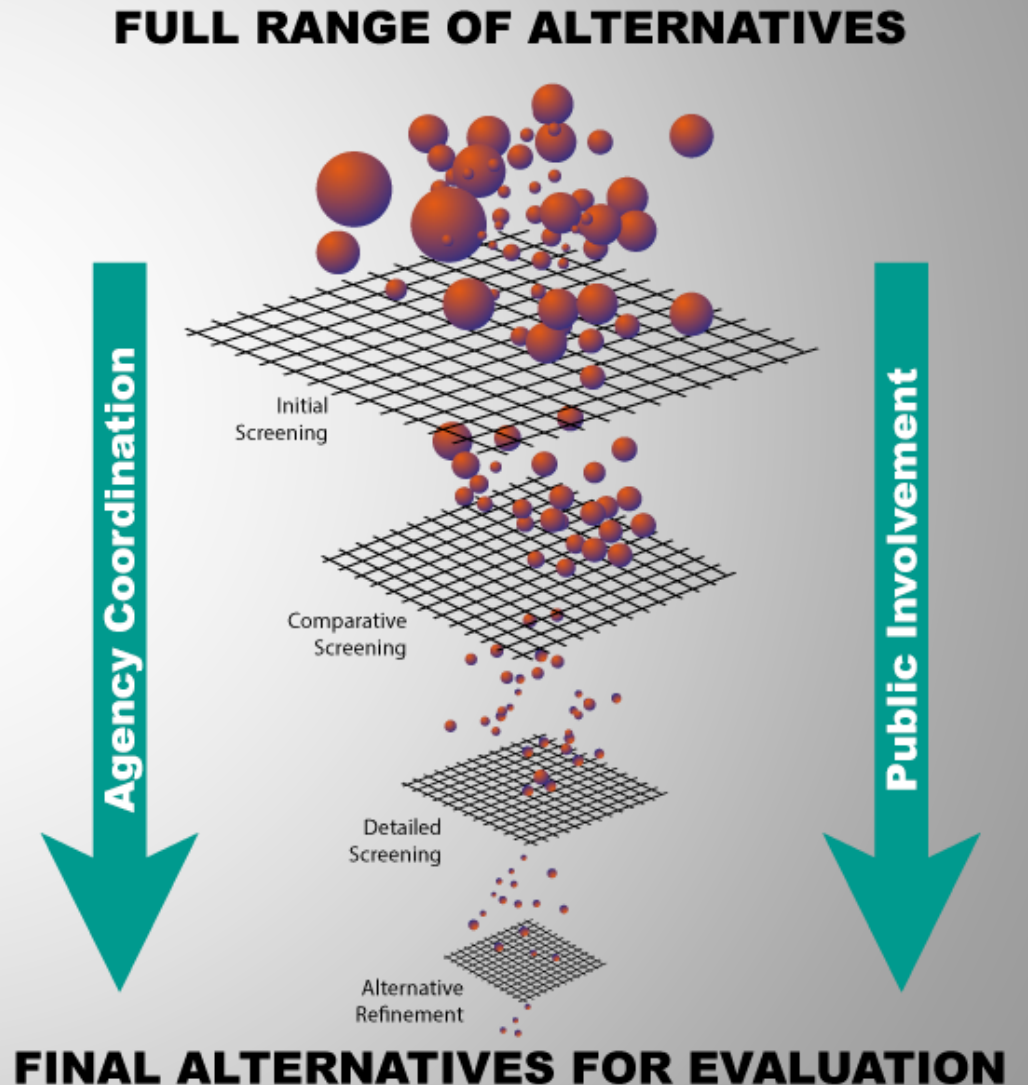
ALTERNATIVES ASSESSMENT PROCESS





Route 7/15 Norwalk - ALTERNATIVE SCREENING

- Tiered approach to review alternates
 - Meet Purpose and Need
 - Alternatives Screening- pros and cons



DRAFT ALTERNATIVES ASSESSMENT

WEST DOVER CONNECTOR STUDY: ENVIRONMENTAL IMPACTS SCORING SHEET

Table 3-2: Decision Matrix for I-84/Route 8 Interchange Preliminary Alternatives

Table 61: Overall Comparison of Alternatives' Performance

Table 5.4-1: Evaluation Synthesis: Project Needs

Rating Legend:

No improvement over
existing conditions



Greatest improvement
over existing conditions



Route 7/15 Norwalk

ALTERNATIVE SCREENING Purpose and Need (Level 1)

Criteria	ALT. 1	ALT. 2A	ALT. 3	ALT. 4	ALT. 5	ALT. 6	ALT. 7A	ALT. 8	ALT. 9	ALT. 10	ALT. 11	ALT. 12A	ALT. 13	ALT. 14	ALT. 15	ALT. 16	ALT. 17	ALT. 18	ALT. 19B	ALT. 20B	ALT. 21C	ALT. 22	ALT. 23	ALT. 24B	ALT. 25	ALT. 26
Purpose & Need																										
Roadway System Linkage Linkage between Route 7 and Merritt Parkway																										
Mobility Improve mobility for all users (motorists, pedestrians, and cyclists) at project interchange areas*																										
Safety Considerations Safety in vicinity of Interchanges 39 and 40**																										

Ability to Meet Purpose and Need	
Meets P&N	
Moderately Meets P&N	
Does Not Meet P&N	
More Analysis Needed	

How was the Ability to Meet Purpose and Need Determined?			
Criteria	Meets P&N () if	Moderately Meets P&N () if	Does Not Meet P&N () if
Roadway System Linkage Linkage between Route 7 and Merritt Parkway	Connections are made in all directions to/from Route 7 and Merritt Parkway	N/A.	Connections are not made in all directions to/from Route 7 and Merritt Parkway
Mobility Improve mobility for all users (motorists, pedestrians, and cyclists) at project interchange areas*	Vehicular connections are provided between Main Avenue and Route 7 and all connections are maintained between Merritt Parkway and Creeping Hemlock Drive. Local road network improvements are apparent.	Vehicular connections are provided between Main Avenue and Route 7 but not all connections are maintained between Merritt Parkway and Creeping Hemlock Drive. Local road network improvements may or may not be apparent.	Vehicular connections are not provided between Main Avenue and Route 7 and/or no connections are maintained between Merritt Parkway and Creeping Hemlock Drive. The local road network is not improved.
Safety Considerations Safety in vicinity of Interchanges 39 and 40**	No apparent geometric deficiencies (e.g., inadequate distances, tight ramps) are identified.	Some apparent geometric deficiencies such as short weaving distances between ramps are maintained or adjacent on- and/or off-ramps are proposed	Many apparent geometric deficiencies such as short weaving distances, inadequate acceleration/deceleration lanes, etc. are proposed or past assessments specifically denoted safety concerns.

Notes:

* None of the proposed alternatives preclude bike-ped facility improvements, therefore all were assumed equivalent in assessing that aspect of mobility.

**The evaluation of the safety criteria as part of the screening of alternatives is based on professional engineering judgement.



Route 7/15 Norwalk

ALTERNATIVE SCREENING Purpose and Need (Level 1)

Criteria	ALT. 1	ALT. 2A	ALT. 3
Purpose & Need			
Roadway System Linkage Linkage between Route 7 and Merritt Parkway			
Mobility Improve mobility for all users (motorists, pedestrians, and cyclists) at project interchange areas*			
Safety Considerations Safety in vicinity of Interchanges 39 and 40**			

Ability to Meet Purpose and Need	
Meets P&N	
Moderately Meets P&N	
Does Not Meet P&N	
More Analysis Needed	

How was the Ability to Meet P	
Criteria	Meets P&N () if
Roadway System Linkage Linkage between Route 7 and Merritt Parkway	Connections are made in all directions to/from Route 7 and Merritt Parkway
Mobility Improve mobility for all users (motorists, pedestrians, and cyclists) at project interchange areas*	Vehicular connections are provided between Main Avenue and Route 7 and all connections are maintained between Merritt Parkway and Creeping Hemlock Drive. Local road network improvements are apparent.
Safety Considerations Safety in vicinity of Interchanges 39 and 40**	No apparent geometric deficiencies (e.g., inadequate distances, tight ramps) are identified.



Route 7/15 Norwalk

ALTERNATIVES SCREENING NEPA/CEPA (Level 2)

Route 7 & Route 15 Interchanges, Norwalk
State Project No. 102-358
Level 2 Screening
DRAFT ALTERNATIVES ASSESSMENT MATRIX

Criteria	NO-BUILD	ALT. 1	ALT. 2	ALT. 3	ALT. 3	ALT. X	Etc. ...
Purpose & Need							
Roadway System Linkage							
Linkage between Route 7 and Merritt Parkway							
Mobility							
Improve mobility for all users (motorists, pedestrians, and cyclists) at project interchange areas							
Safety Considerations							
Safety in vicinity of Interchanges 39 and 40							
NEPA/CEPA							
Land Use and Zoning							
Consistency with Local, Regional and State Conservation and Development Policies Plan							
Social and Economic Considerations							
Environmental Justice							
Traffic							
Bicycles and Pedestrians							
Right of Way/Land Acquisitions							
Air Quality							
Noise							
Community Services and Private Utilities							
Community Cohesion							
General Ecology and Endangered Species							
Navigable Waters							
Surface Waters							
Wetlands							
Floodplain							
Groundwater							
Cultural Resources							
Visual Impact Assessment (VIA) (Scenic Parkway)							
Farm/land Protection							
Hazardous Materials							
Energy Analysis							
Construction Impacts							
Goals & Objectives							
Congestion Reduction							
Long-Term Serviceability							
Cost Effective Solutions							
Maintenance Costs							
Construction Impacts/Implementation							
Sustainable Practices							
Design Consistent with MP Character							
Historic Bridges Treatments/Preservation as Feasible							
Rehab/Restore Historic Landscape (Philosophy)							
Other Considerations (From 2008 Ranking)							

Rehab/Restore Historic Landscape (Philosophy)							
Other Considerations (From 2008 Ranking)							
Impact to Neighborhoods							
Impact to Wetlands (NEPA/CEPA)							
Tree Clearing							
Impact to Historic Character/Aesthetic Integrity of Parkway (NEPA/CEPA)							
Number of Historic Structures Impacted (NEPA/CEPA)							
Noise Impact to Neighborhood (NEPA/CEPA)							
Impact to Historic Character of Silverline Area (NEPA/CEPA)							
Ability to Maintain Natural Barriers Between Highways and Neighborhoods/Landscaping							
Impact to Home Values							
Introduce Weeds on Parkway (Purpose & Need)							
Advance Project to Construction							
Ability to Construct Glover Avenue & Creeping Hemlock First							
Reduce Project Scope							
Flooding/Drainage Concerns Due to Less Trees (NEPA/CEPA)							
Ability to Accommodate Bicycles/Pedestrians (Purpose & Need)							
Widening of Glover Avenue							
Keep Location of Ramps in the Commercial/Industrial Area of Main Avenue							
Impact to the Norwalk River (NEPA/CEPA)							
Ability to Include Aesthetic Treatment to New Structures							

Ability to Meet Purpose and Need	
Meets P&N	Green
Moderately Meets P&N	Yellow
Does Not Meet P&N	Red

Relative NEPA/CEPA Element Impacts	
No Impact	Green
Moderate Impact	Yellow
Significant Impact	Red
More Analysis Needed	White

Ability to Meet Goals and Objectives	
Meets G&O	Green
Moderately Meets G&O	Yellow
Does Not meet G&O	Red
More Analysis Needed	White

Other Considerations	
Good	Green
Fair	Yellow
Poor	Red
More Analysis Needed	White

Draft/Internal

8/9/2018



Route 7/15 Norwalk

ALTERNATIVES SCREENING Level 2

NEPA/CEPA			
Land Use and Zoning			
Consistency with Local, Regional and State Conservation and Development Policies Plan			
Social and Economic Considerations			
Environmental Justice			
Traffic			
Bicycles and Pedestrians			
Right of Way/Land Acquisitions			
Air Quality			
Noise			
Community Services and Private Utilities			
Community Cohesion			
General Ecology and Endangered Species			
Navigable Waters			
Surface Waters			
Wetlands			
Floodplains			
Groundwater			
Cultural Resources			
Visual Impact Assessment (VIA) (Scenic Parkway)			
Farmland Protection			
Hazardous Materials			
Energy Analysis			
Construction Impacts			
Goals & Objectives			
Congestion Reduction			
Long-Term Serviceability			
Cost Effective Solutions			
Maintenance Costs			
Construction Impacts/Implementation			
Sustainable Practices			
Design Consistent with MP Character			
Historic Bridges Treatments/Preservation as Feasible			
Retain/Restore Historic Landscape (Philosophy)			
Other Considerations (From 2008 Ranking)			

Other Considerations (From 2008 Ranking)

Impact to Neighborhoods							
Impact to Wetlands (NEPA/CEPA)							
Tree Clearing							
Impact to Historic Character/Aesthetic Integrity of Parkway (NEPA/CEPA)							
Number of Historic Structures Impacted (NEPA/CEPA)							
Noise Impact to Neighborhood (NEPA/CEPA)							
Impact to Historic Character of Silvermine Area (NEPA/CEPA)							
Ability to Maintain Natural Barriers Between Highways and Neighborhoods/Landscaping							
Impact to Home Values							
Introduce Weave on Parkway (Purpose & Need)							

Relative NEPA/CEPA Element Impacts

No Impact	
Moderate Impact	
Significant Impact	
More Analysis Needed	

Ability to Meet Goals and Objectives

Meets G&O	
Moderately Meets G&O	
Does Not meet G&O	
More Analysis Needed	

Other Considerations

Good	
Fair	
Poor	
More Analysis Needed	

NEXT STEPS





Route 7/15 Norwalk - NEXT STEPS

- Distribution of Scoping Summary Report
- Project Team
 - Refining screening criteria
 - Section 106 Coordination
 - Traffic count updates
- Next PAC Meeting (#5) late 2018 – Alternatives Assessment





Route 7/15 Norwalk

QUESTIONS

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