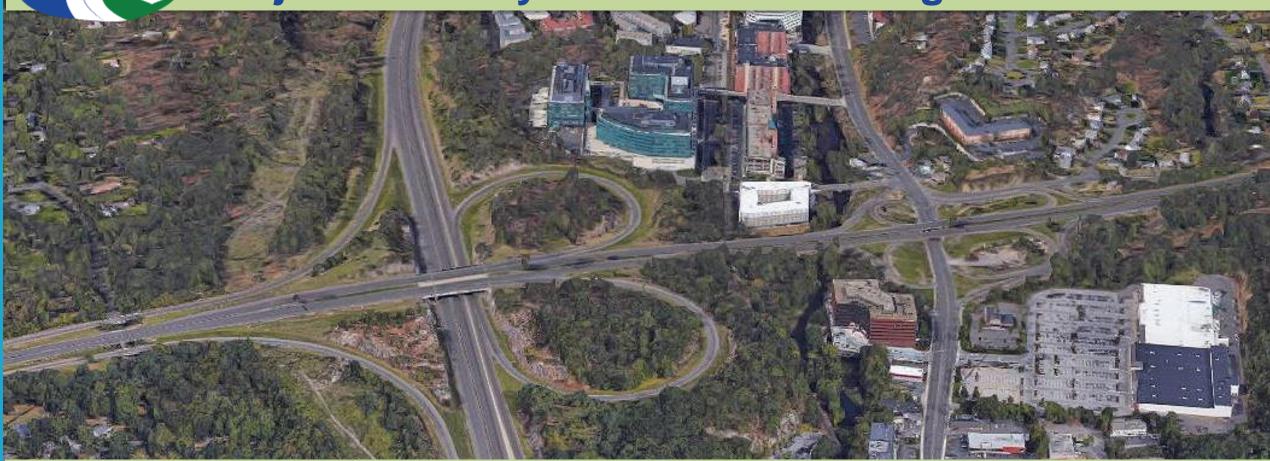


Route 7/15 Norwalk Project – Project Advisory Committee Meeting #4



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







Route 7/15 Norwalk - Summary of PAC #3

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





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

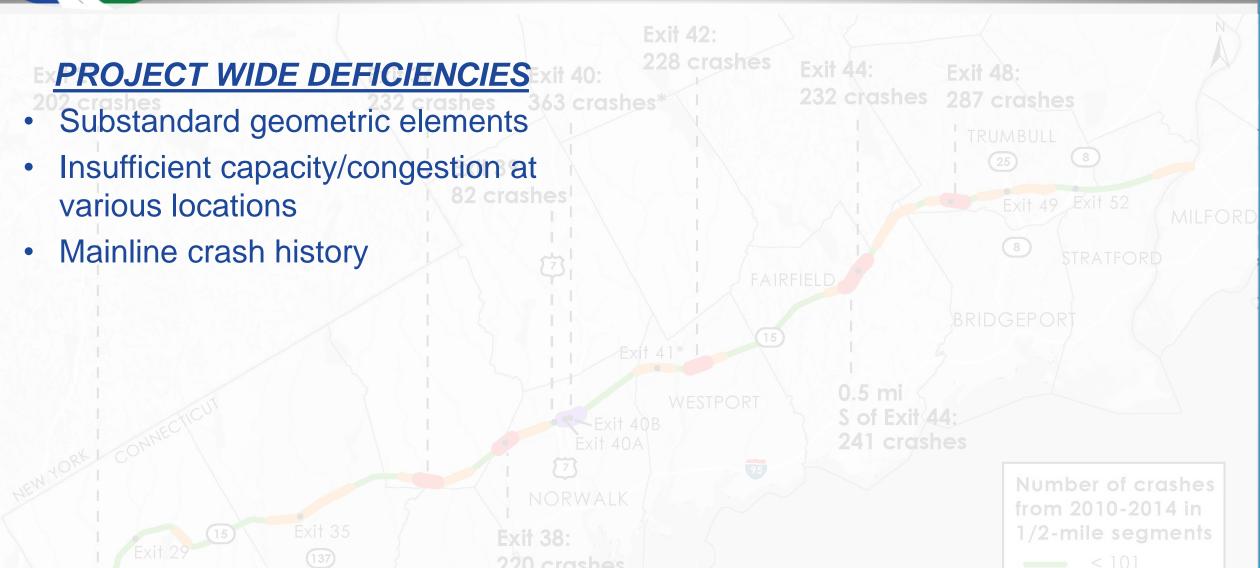
- Purpose and Need has been updated based on comments and discussion
 - P&N subcommittee
 - Agency review
- Current version distributed to PAC with track changes





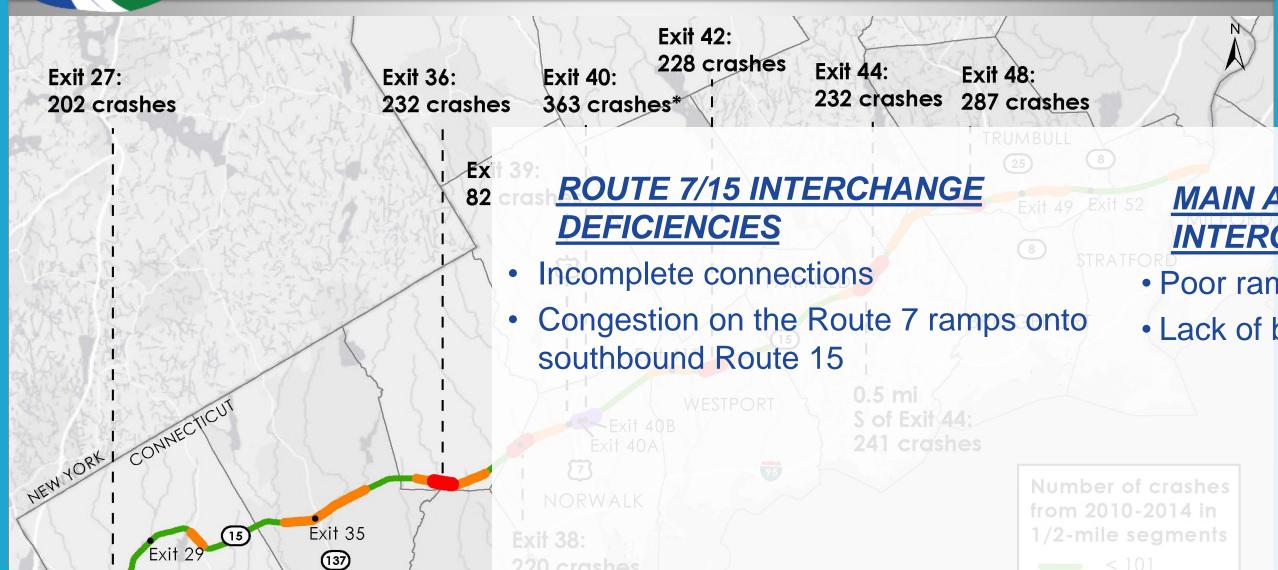


Route 7/15 Norwalk - NEEDS AND DEFICIENCY





Route 7/15 Norwalk - NEEDS AND DEFICIENCY



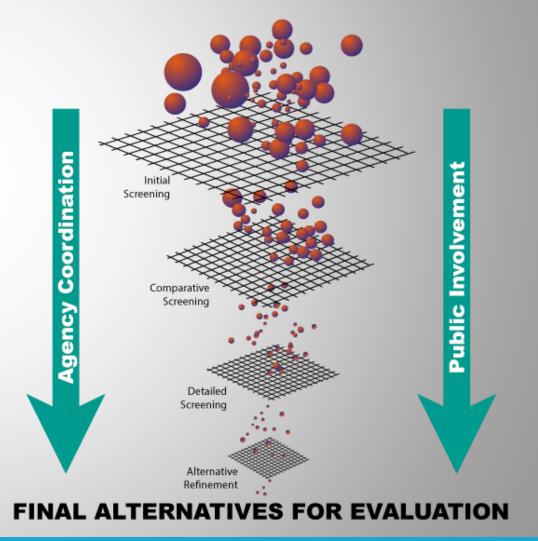




Route 7/15 Norwalk - ALTERNATIVE SCREENING

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

FULL RANGE OF ALTERNATIVES



Alternative

Partial Build 1 Partial Build 2 Alternative 5:

Preliminary



Route 7/15 Norwalk - SAMPLE MATRICES

C) PI

trans

TOTA

DRAFT ALTERNATIVES ASSESSMENT ELEVATED / LOWERED HIGHWAY EI EUS) E3 E1-1 E1-2 EUS) E3 E4 ES(S) E1(S) E2(S) E3(S) E4(S) E3(S) E3(S Bridge Structure Deficiencies Mainline Traffic Performance Local Road Traffic Performan Table 61: Overall Comparis

WEST DOVER CONNECTOR STUDY: ENVIRONMENTAL IMPACTS SCORING SHEET

Preliminary Alternative/ Concept Number & Description	Мар	Number of Displacements	Acreage of Right of Way Required	Impacts to Streams	Impacts to Wetlands	Impacts to Floodplains	Impacts to Agricultural Land	Ability to Achieve Park Connectivity *
Proliminary Alternative 1 No-Build		•	•	•	•	•	•	0-
Preliminary Alternative 2 - To New Burton Rd.								
Preliminary Alternative 2A	A STATE OF THE	0	0	•	•	•	•	0
Preliminary Alternative 2B		0	0	•	•	•	•	0
Preliminary Alternative 2C		0	0	•	0	0	•	0
Preliminary Alternative 2D		•	0-	0	0-	0-	•	0
Preliminary Alternative 3 Tile in to Wyoming Avenue to US 13	h Mala	0	o	•	•	•	•	0
Preliminary Alternative 4 Tile into Webbs Lane to US 13, Audilary Connection to Wyoming Bill Road		o	0-	۰	0-	0-	o	•
Prelim. Alt. 5 -Tie in to (or in the vicinity of) Charles Polik Rd to US 13; Auxiliary Connection to Wyoming Mill Road								
Preliminary Alternative 5A		0-	0-	•	0-	0-	0	•
Preliminary Alternative 58		0	0-					
Preliminary Alternative 5C**		0	0-					

Table 3-2: Decision Mat	riv for I_84/Route 8	Interchange Preli	iminary Alternatives

Alternative 1:

TDM/TSM/

		*** * * **	140 Dune	Ł		11 41151		Operation	ms/ Sarety	TICH III	stoound	Tien La	stoounu	I un Du	Iu
		Weighting (1-5)	Rating (1-5)	Weig Ratin		Rating (1-5)	Weighted Rating	Rating (1-5)	Weighted Rating	Rating (1-5)	Weighted Rating	Rating (1-5)	Weighted Rating	Rating (1-5)	Weighted Rating
e 6	1: Overall Comparison of Alte	rnatives' Perforn	nance								6	2	6	1	3
						native	Alternative	Alternativ	e TSM		12	2	8	5	20
	A) Provide attractive, compe	etitive and relia	hle hus ti	ransit		3	5	6		- 1	4	1	4	3	12
	alternatives to congested high		ibic bas ti	unsic	•	•	•	0	0		10.5	2	7	3	10.5
	B) Increase bus transit speeds	in the corridor				•	0	0	0		10.5		,	-	10.5
	C) Improve the image, value	and awarenes	s of bus ti	ransit	_		0	_	0	_					
	(via information technology a		-			•	•	•	U		15	3	15	5	25
	D) Reduce the reliance on travel	single-occupan	t-vehicle	(SOV)		•	0	0	0		16	4	16	4	16
	E) Seek cost-effective solution	ne that attract no	ou ridors t	o tho											
	bus transit system in additio			- 1	-	o	0	0	0		10.5	3	10.5	4	14
	riders	ii to better serv	ing curren	L Dus		_	· ·		"						
	F) Improve access to the bus t	transit system				•	0	0	0	_	6	2	6	2	6
	G) Provide improved access t		er opportu	nities					_	+					
	for transit dependent traveler	•			•	•	•	•	•		40.5			_	
	H) Increase accessibility to ma	ajor activity cent	ers for all	users						┪ 💄	13.5	4	18	5	22.5
	1	-			_										-

Alternative 2:

Circulation/

Preliminary

Alternative 3:

Operations/ Safety | New Westbound | New Eastbound

	,						•
	(resid	Table 5.4-1: Evaluation Sy	nthesis: Project Needs				
	I) Mit						
	J) Mi	Project Needs	Measures	No Build	TSM 1	TSM 2	Streetcar Build
	highv		Transit system capacity				
_	A) Mi	Increase transit capacity	Person throughput (2016 and 2030)				
MITIGATE ENVIRONMENTAL IMPCATS	of-wa	and improve transit mode	Transit ridership (2016, 2030)	(
Ē	B) Im	share	Transit mode share				
Žω	b) iiii		Regional VMTreduction				
ENVIROR	C) Re	Invest in transit service	Travel time savings	_	_	_	_
≩≧	C) NE	that supports growth and	Travel cost savings	(
 ≥	D) Av	economic development	Premium property values (increase)				
AT	and r	· ·	Permanence of investment (ability to attract investment)				
Ĕ	E) Mi		Intra-corridor trips: frequency of transit service that serves Skyline to Pentagon or Pentagon City				
Σ	comr	Improve connectivity and	Additional facilities to improve transit connectivity and				
	A) Si	transit service to and	access	()			
프		from Skyline	Corridor travel time (peak period, weekday ridership: to				
<u> </u>	initia		Skyline (trip production))				
GROWTH	Deve						
	B) E	Rating Legend:					
ORT	patte	3 3					

No improvement over existing conditions

Criteria

Relative







Greatest improvement over existing conditions



ALTERNATIVE SCREENING Purpose and Need (Level 1)

Criteria	ALT. I	ALT. 2A	ALT. 3	ALT. 4	ALT.5	ALT. 6	ALT. 7A	ALT.8	ALT. 9	ALT. 10	ALT. II	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																								Concept developed at		
Mobility Improve mobility for all users (motorists, pedestrians, and cyclists) at project interchange areas*																								same time as Alt. 21C. Alt. 21C was previously determined to be the better version of this		
Safety Considerations Safety in vicinity of Interchanges 39 and 40**																								alternative.		

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

	How was the Ability to Meet P	urpose 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.



ALTERNATIVE SCREENING Purpose and Need (Level 1)

Criteria	ALT. I	ALT. 2A	ALT. 3	Ī
Purpose & Need				Ī
Roadway System Linkage Linkage between Route 7 and Merritt Parkway				Ī
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 Purpos	e and Need
Meets P&N	
Moderately Meets P&N	
Does Not Meet P&N	
More Analysis Needed	

	How was the Ability to Meet I
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.



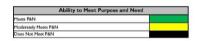
ALTERNATIVES SCREENING NEPA/CEPA (Level 2)

Route 7 & Route 15 Interchanges, Norwalk State Project No. 102-358 Level 2 Sceening

DRAFT ALTERNATIVES ASSESSMENT MATRIX

Criteria	NO-BUILD	ALT. I	ALT. 2	ALT. 3	ALT. 3	ALT. X	Etc.
Purpose & Need							
Roadway System Linkage							1
Linkage between Route 7 and Merritt Parkway				-			
Mobility							1
Improve mobility for all users (motorists,				l .			l
pedestrians, and cyclists) at project interchange areas							
Safety Considerations							1
Safety in vicinity of Interchanges 39 and 40							
NEPA/CEPA							
Land Use and Zoning	\neg		1				1
Consistency with Local, Regional and State Conserva-							1
tion and Development Policies Plan							l
Social and Economic Considerations			1				1
Environmental Justice							1
Traffic							1
Bicycles and Pedestrians							1
Right of Way/Land Acquisitions			1				1
Air Quality							1
Noise					,		1
Community Services and Private Utilities							1
Community Cohesion							1
General Ecology and Endangered Species							1
Navigable Waters							1
Surface Waters							1
Wetlands							1
Floodplains							1
Groundwater				7			1
Cultural Resources							1
Visual Impact Assessment (VIA) (Scenic Parkway)							1
Farmland Protection							1
Hazardous Materials		Į.			2		1
Energy Analysis							1
Construction Impacts							1
Goals & Objectives							1
Congestion Reduction		ì					1
Long-Term Serviceability							1
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)							1

Retain/Restore Historic Landscape (Philosophy)			
Other Considerations (From 2008 Ranking)			
Impact to Neighborhoods			
Impact to Wetlands (NEPA/CEPA)			
Tree Clearing		4	
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)			
Advance Project to Construction			
Ability to Construct Glover Avenue & Greeping Hemlock First			
Reduce Project Scope			
Flooding/Drainage Concerns Due to Less Trees (NEPA/CEPA)			
Ability to Accommodate Bicycles/Pedestrians (Purpose & Need)			
Widenling of Glover Avenue			T
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			



Relative NEPA/CEPA Element Impacts	
No Impact	
Moderate Impact	
Significant Impact	
More Analysis Needed	

Ability to Meet Goals and C	to Meet Goals and Objectives	
Meets G&O		
Moderately Meets G&O		
Does Not meet G&O		
More Analysis Needed		

Other Consid	derations
Good	
Fair	
Poor	
More Analysis Needed	

84201



ALTERNATIVES SCREENING Level 2

	
NEPA/CEPA	
and Use and Zoning	Treamment insule sandrape (interophy)
Consistency with Local, Regional and State Conserva-	Other Considerations (From 2008 Ranking)
tion and Development Policies Plan	Impact to Neighborhoods
Social and Economic Considerations	Impact to Wetlands (NEPA/CEPA)
Environmental Justice	Tree Clearing
Traffic	Impact to Historic Character/Aesthetic Integrity
Bicycles and Pedestrians	of Parkway (NEPA/CEPA)
Right of Way/Land Acquisitions	Number of Historic Structures Impacted (NEPA/CEPA)
Air Quality	Noise Impact to Neighborhood (NEPA/CEPA) Impact to Historic Character of Silvermine Area (NEPA/CEPA)
Noise	Ability to Maintain Natural Barriers Between Highways
Community Services and Private Utilities	and Neighborhoods/Landscaping
Community Cohesion	Impact to Home Values
General Ecology and Endangered Species	Introduce Weave on Parkway (Purpose & Need)
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	
Company of the Compan	
Cost Effective Solutions	
Cost Effective Solutions Maintenance Costs	
Maintenance Costs	
Maintenance Costs Construction Impacts/Implementation	
Maintenance Costs Construction Impacts/Implementation Sustainable Practices	





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





