



Route 7/15 Norwalk Project – Project Advisory Committee Meeting #5



Wednesday, November 14th, Norwalk City Hall



Route 7/15 Norwalk - AGENDA

- Introductions
- Reviewing role of PAC
- SUMMARY OF 9/17 MEETINGS
 - Purpose & Need Comments
 - Summary of PAC #4
 - Landscape Workshop
- Alternative Review
- Alternatives Assessment Screening
- Next Steps/Questions





Route 7/15 Norwalk - Role of PAC

To be instrumental in helping to craft a successful outcome, by:

1. Attend meetings, review material and **educate yourself**
2. **Share viewpoints and ideas** in project dialog
3. Link between the study team and the community - **in both directions**
4. Help reach consensus on project issues and alternates - **honor differences in opinion and perspective**
5. **Support the consensus** of the PAC

SUMMARY OF 9/17 MEETINGS





Route 7/15 Norwalk - Purpose and Need Update

- Include “landscape” into integration goal
*“Integrate the Project Roadways and **Landscape** with the Environment and Neighborhood context”*
- Move the footnote on landscape guidelines into full text
“as documented in the National Register of Historic Places nomination and State Scenic Road designation, following recommendations in the Merritt Parkway Guidelines for General Maintenance and Transportation Improvements, Merritt Parkway Landscape Master Plan, and Merritt Parkway Bridge Restoration Guide”



Route 7/15 Norwalk - Needs & Deficiencies Report

- What we heard...
 - Are you considering bicycle and pedestrian access at Grist Mill?
 - Why was there little reference to “landscape” deficiencies?





Route 7/15 Norwalk - Landscape Workshop

What are the **most** appealing landscape/visual features within the project area?

- Views of natural and built environments
- Parkway feel for traffic calming
- Plant variety/visibility





Route 7/15 Norwalk - Landscape Workshop

What are the **least** appealing landscape/visual features within the project area?

- Glover Avenue Apartments- New construction is too visible
- Construction staging areas
- Route 7 cloverleaf
- Non-original bridges





Route 7/15 Norwalk - Landscape Workshop

What is **most** important to you?

- Views
- Structures (Bridges)
- Maintenance
- Scale
 - Topography/landscape relationship
 - Hierarchy of plant materials to create intimate scale
 - Note contrast to I-95
- Vegetation/Natural Resources





ALTERNATIVES REVIEW

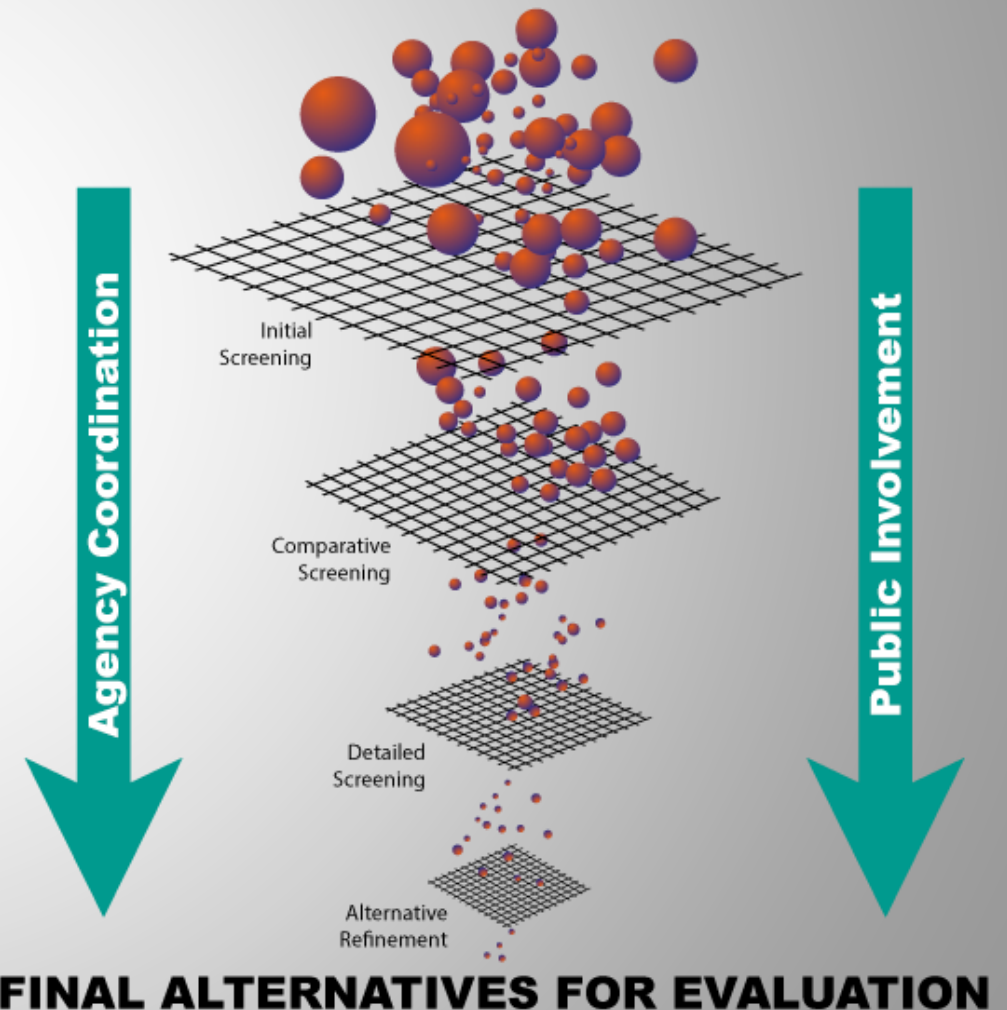


Route 7/15 Norwalk

ALTERNATIVE SCREENING PURPOSE

- Allows for wide range of alternatives to be considered in a conceptual manner
- Move from many to a few alternatives to be fully evaluated within the NEPA/CEPA process (Environmental Assessment and Environmental Impact Evaluation)
- Multi-Level approach
 - Purpose and Need
 - Goals and Objectives
 - Other Considerations

FULL RANGE OF ALTERNATIVES



LEVEL 1 SCREENING (PURPOSE AND NEED)





Route 7/15 Norwalk

ALTERNATIVE SCREENING

- Project team took a step back to review all alternatives discussed in prior Environmental Assessment and stakeholder workshops
- Quick evaluation of traffic operations and key needs/goals
- ***Why...***
 - Do any have merit based on current purpose and need/goals
 - Confirm issues still exist



Route 7/15 Norwalk

ALTERNATIVE SCREENING

Level 1 (Purpose and Need)

The key criteria to meet the Purpose & Need:

- **Roadway System Linkages:** *Does the alternative provide complete connections between Route 7 and the Merritt Parkway?*
- **Mobility Improvements:** *Does the alternative provide connections between Main Avenue and Route 7 and improve mobility for all users (motorists, pedestrians and bicyclists) at project interchange areas?*
- **Safety Considerations:** Does the alternative improve safety in the vicinity of Interchange 39 and 40 on the Merritt Parkway?



Route 7/15 Norwalk

ALTERNATIVE SCREENING Level 1 (Purpose and Need)

Criteria	NO-BUILD	ALT. 1	ALT. 2	ALT. 2A	ALT. 3	ALT. 4	ALT. 5	ALT. 6	ALT. 7A	ALT. 8	ALT. 9	ALT. 10	ALT. 11	ALT. 12	ALT. 12A	ALT. 13	ALT. 14	ALT. 15	ALT. 16	ALT. 17	ALT. 18	ALT. 19B	ALT. 20B	ALT. 21C	ALT. 21D	ALT. 22	ALT. 23	ALT. 24B	ALT. 25	ALT. 26			
Purpose & Need																																	
Roadway System Linkage Linkage between Route 7 and Merritt Parkway			Concept developed but refined as Alt. 2A so discarded											Concept developed but refined as Alt. 12A so discarded										Concept refined as Alt. 21D so discarded					Concept developed at same time as Alt. 21C. Alt. 21C was previously determined to be the better version of this alternative.				
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.



Route 7/15 Norwalk

ALTERNATIVE SCREENING Level 1 (Purpose and Need)

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

ALTERNATIVE SCREENING Level 1 (Purpose and Need)

Criteria	Moderately Meets P&N () if
Roadway System Linkage Linkage between Route 7 and Merritt Parkway	N/A.
Mobility Improve mobility for all users (motorists, pedestrians, and cyclists) at project interchange areas*	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.
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Route 7/15 Norwalk

ALTERNATIVE SCREENING Level 1 (Purpose and Need)

Criteria	Does Not Meet P&N (☐) if
Roadway System Linkage Linkage between Route 7 and Merritt Parkway	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 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**	Many apparent geometric deficiencies such as short weaving distances, inadequate acceleration/deceleration lanes, etc. are proposed or past assessments specifically denoted safety concerns.



Route 7/15 Norwalk

ALTERNATIVE SCREENING Level 1 (Purpose and Need)

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Ability to Meet Purpose and Need

Meets P&N

Moderately Meets P&N

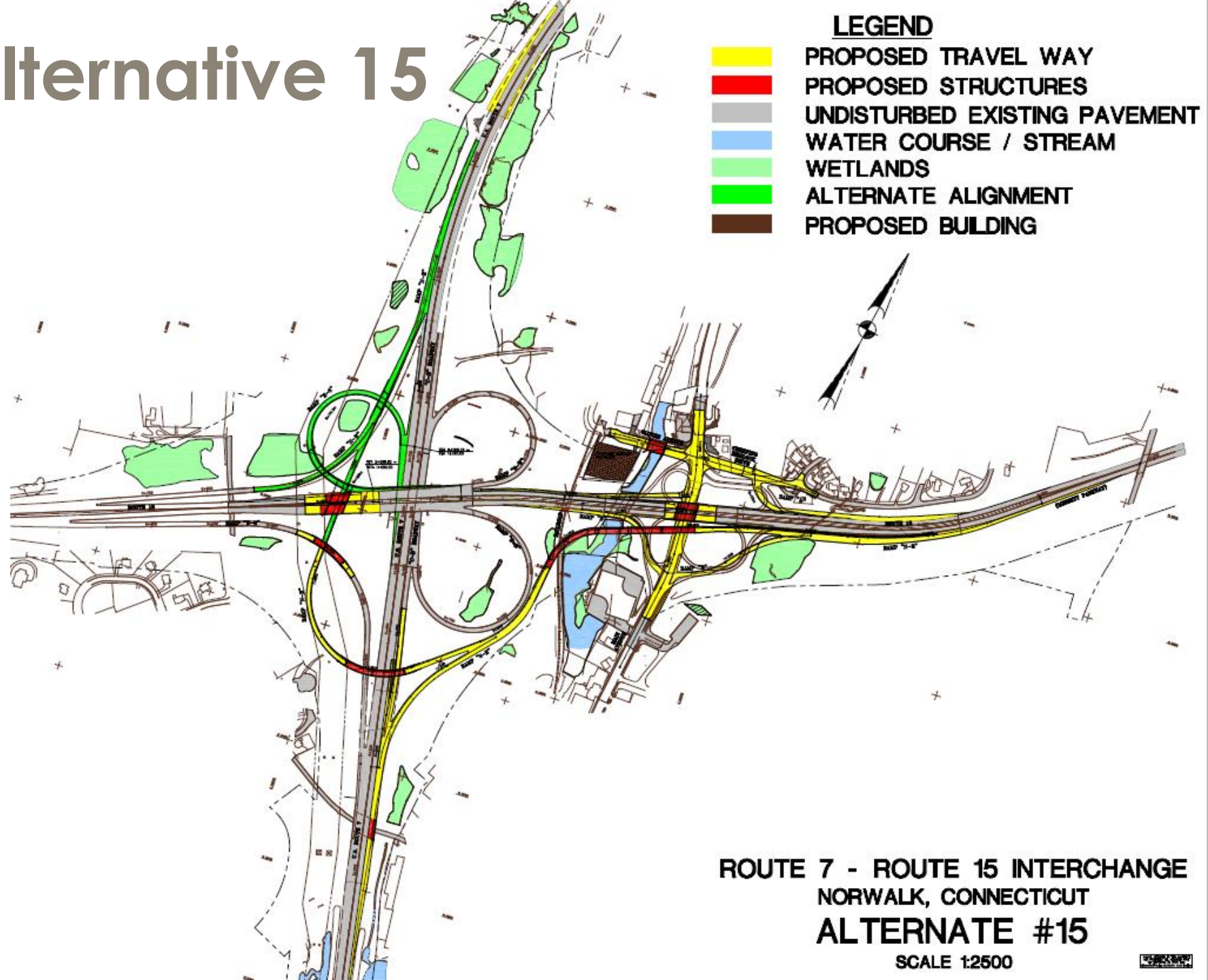
Does Not Meet P&N

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
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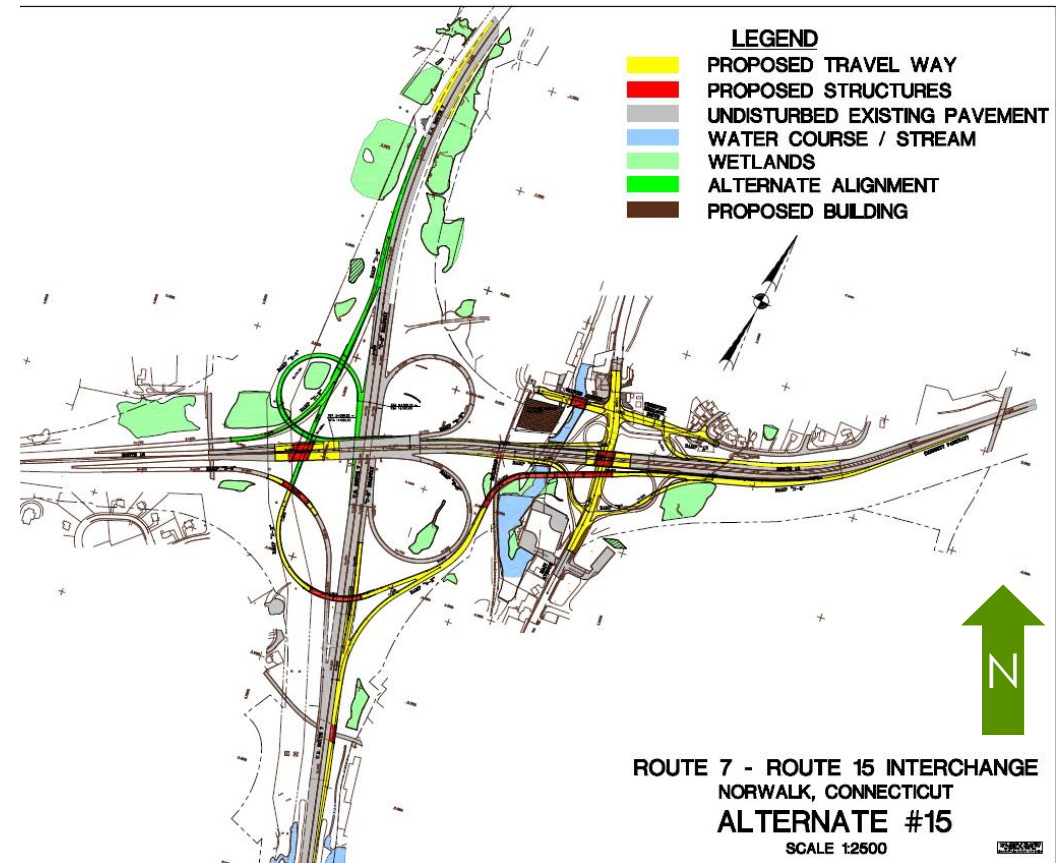
Alternative 15



Alternative 15

Ability to Meet Project Purpose and Need

- Roadway System Linkage – Connections are not made in all directions to/from Route 7 and Merritt Parkway. There is no connection between southbound Route 15 and northbound Route 7.
- Mobility – Vehicular connections are not provided between Main Avenue and Route 7. Some of the vehicular connections are maintained between Merritt Parkway and Creeping Hemlock Drive. Local road network improvements are apparent.
- Safety – Geometric deficiencies (weaving movements and distances along SB Route 15 within cloverleaf Route 7 interchange) are apparent.



COMMENTS/QUESTIONS





Route 7/15 Norwalk

ALTERNATIVE SCREENING Level 1 (Purpose and Need)

Criteria	NO-BUILD	ALT. 1	ALT. 2	ALT. 2A	ALT. 3	ALT. 4	ALT. 5	ALT. 6	ALT. 7A	ALT. 8	ALT. 9	ALT. 10	ALT. 11	ALT. 12	ALT. 12A	ALT. 13	ALT. 14	ALT. 15	ALT. 16	ALT. 17	ALT. 18	ALT. 19B	ALT. 20B	ALT. 21C	ALT. 21D	ALT. 22	ALT. 23	ALT. 24B	ALT. 25	ALT. 26			
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Safety Considerations Safety in vicinity of Interchanges 39 and 40**																																	

Ability to Meet Purpose and Need

Meets P&N

Moderately Meets P&N

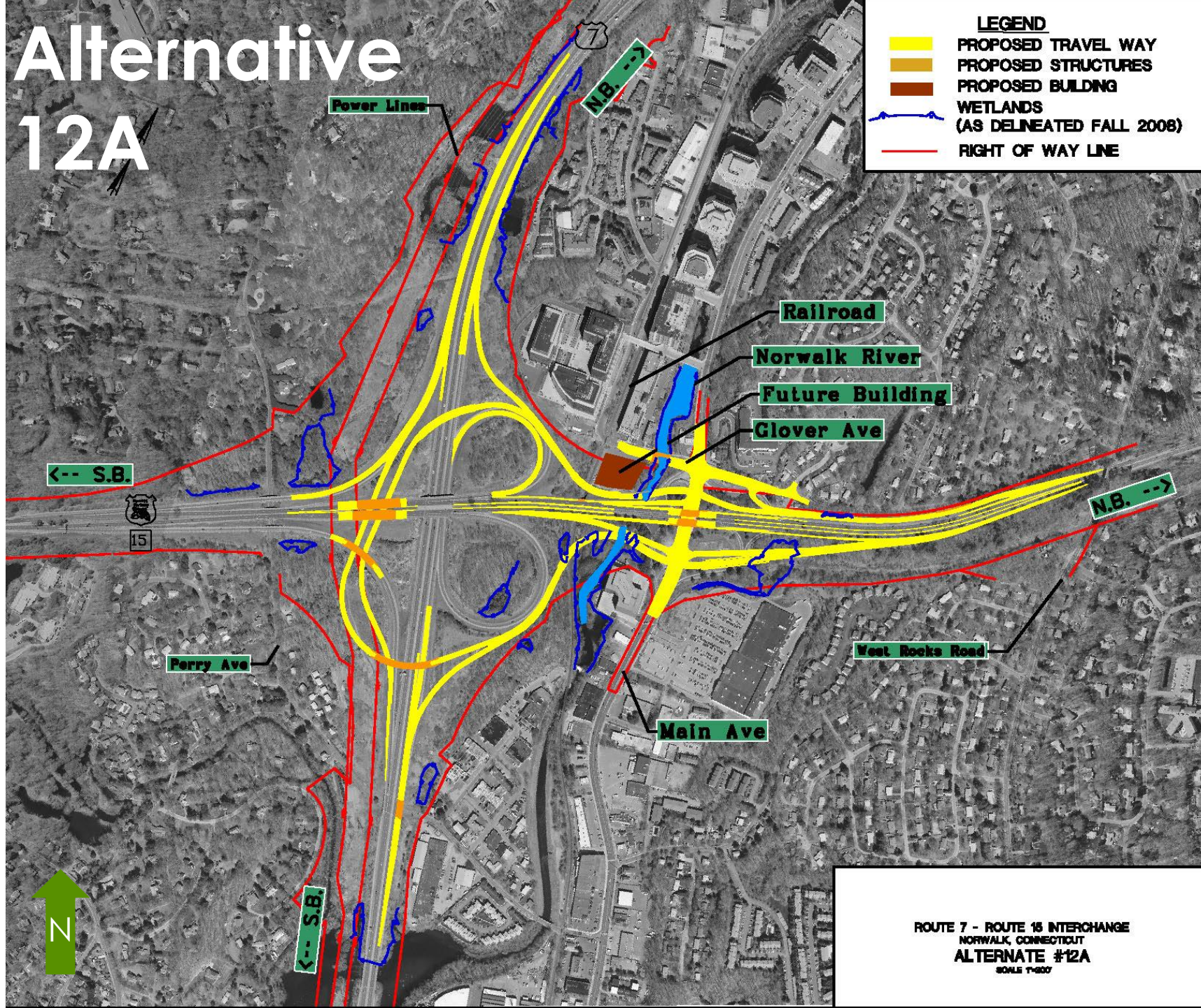
Does Not Meet P&N

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
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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.

Alternative 12A



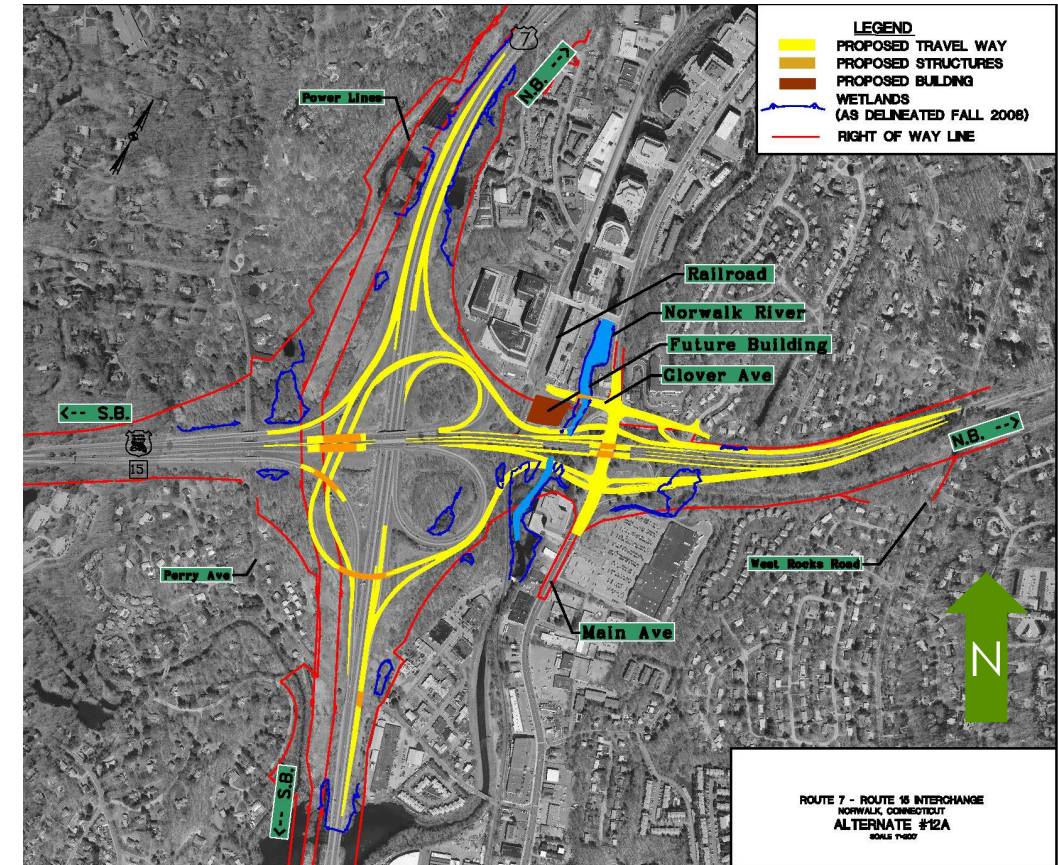
ROUTE 7 - ROUTE 15 INTERCHANGE
NORWALK, CONNECTICUT
ALTERNATE #12A
SCALE 1"=200'

Alternative 12A

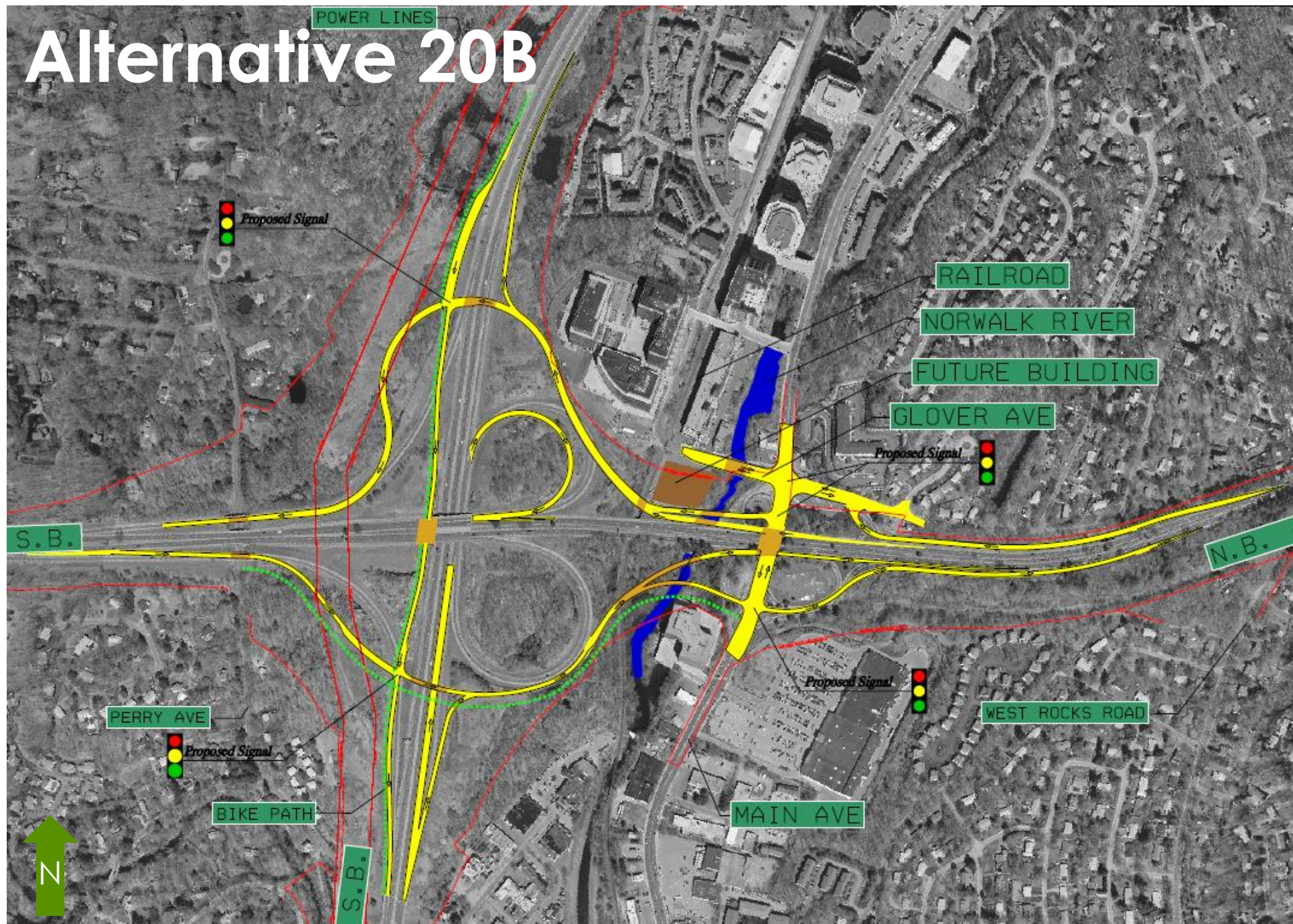
Ability to Meet Project Purpose and Need

- Roadway System Linkage – Connections are made in all directions to/from Route 7 and Merritt Parkway.
- Mobility – Vehicular connections are provided between Main Avenue and Route 7. Some of the vehicular connections are maintained between Merritt Parkway and Creeping Hemlock Drive. Local road network improvements are apparent.
- Safety – Geometric deficiencies (successive merge points along SB Route 15 within short distances) are apparent.

The Alternative meets Project Purpose and Need.



Alternative 20B

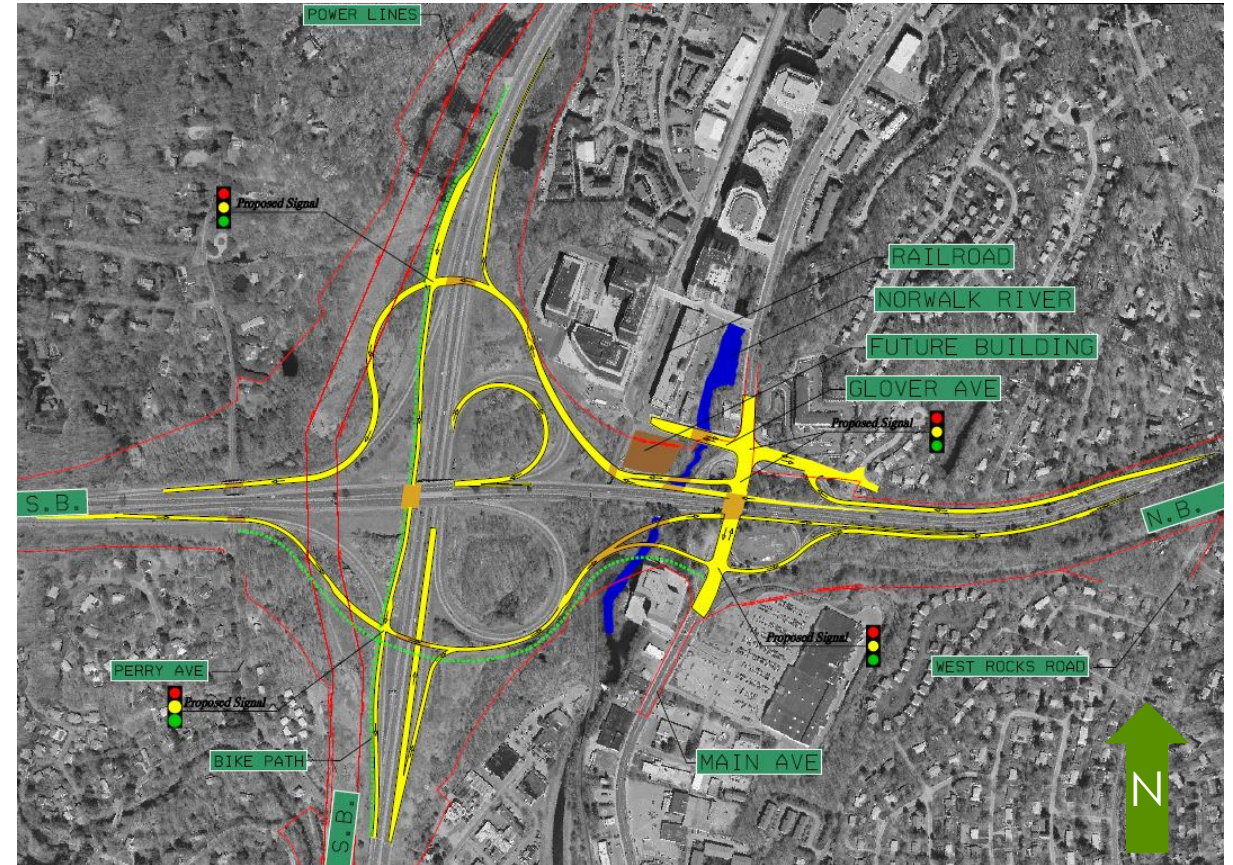


Alternative 20B

Ability to Meet Project Purpose and Need

- Roadway System Linkage – Connections are made in all directions to/from Route 7 and Merritt Parkway.
- Mobility – Vehicular connections are provided between Main Avenue and Route 7. Vehicular connections are maintained between Merritt Parkway and Creeping Hemlock Drive. Local road network improvements are apparent.
- Safety – No apparent geometric deficiencies.

The Alternative meets Project Purpose and Need.



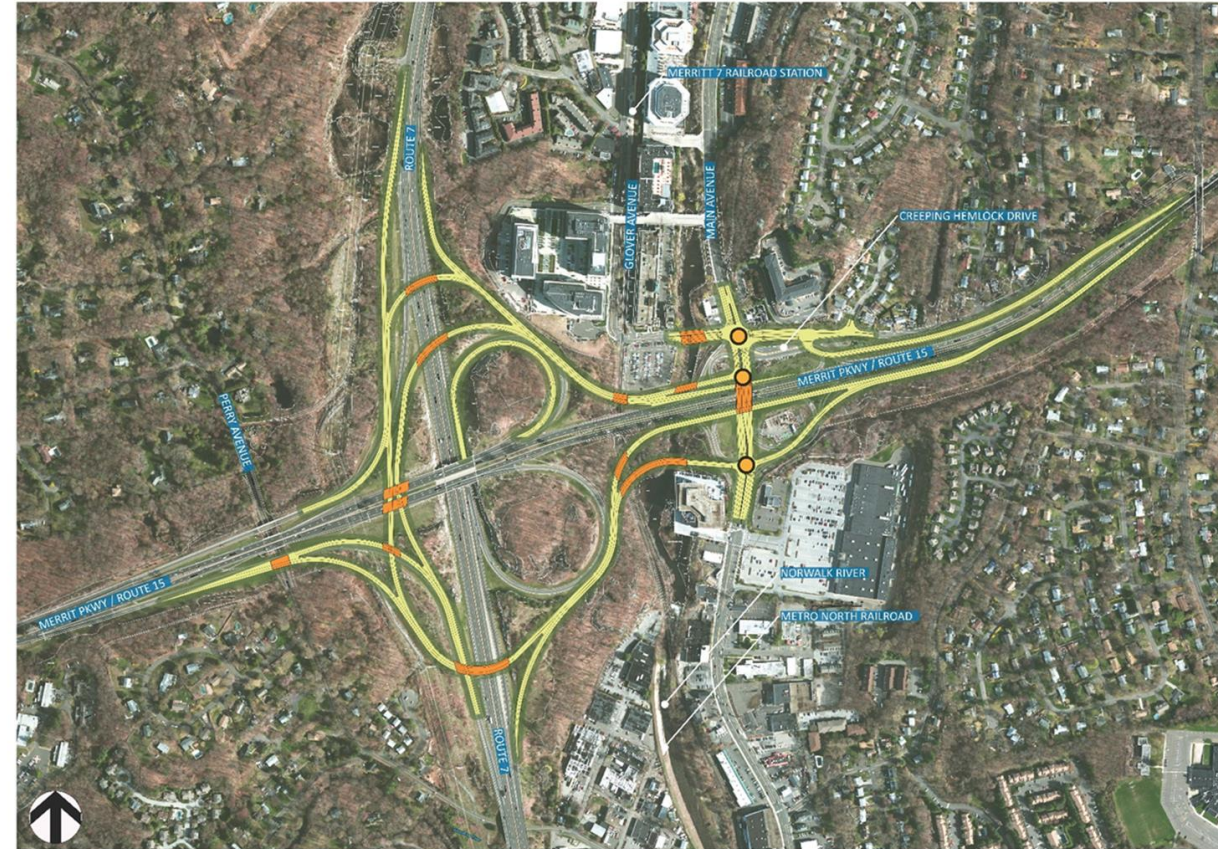
Alternative 21C



Alternative 21C

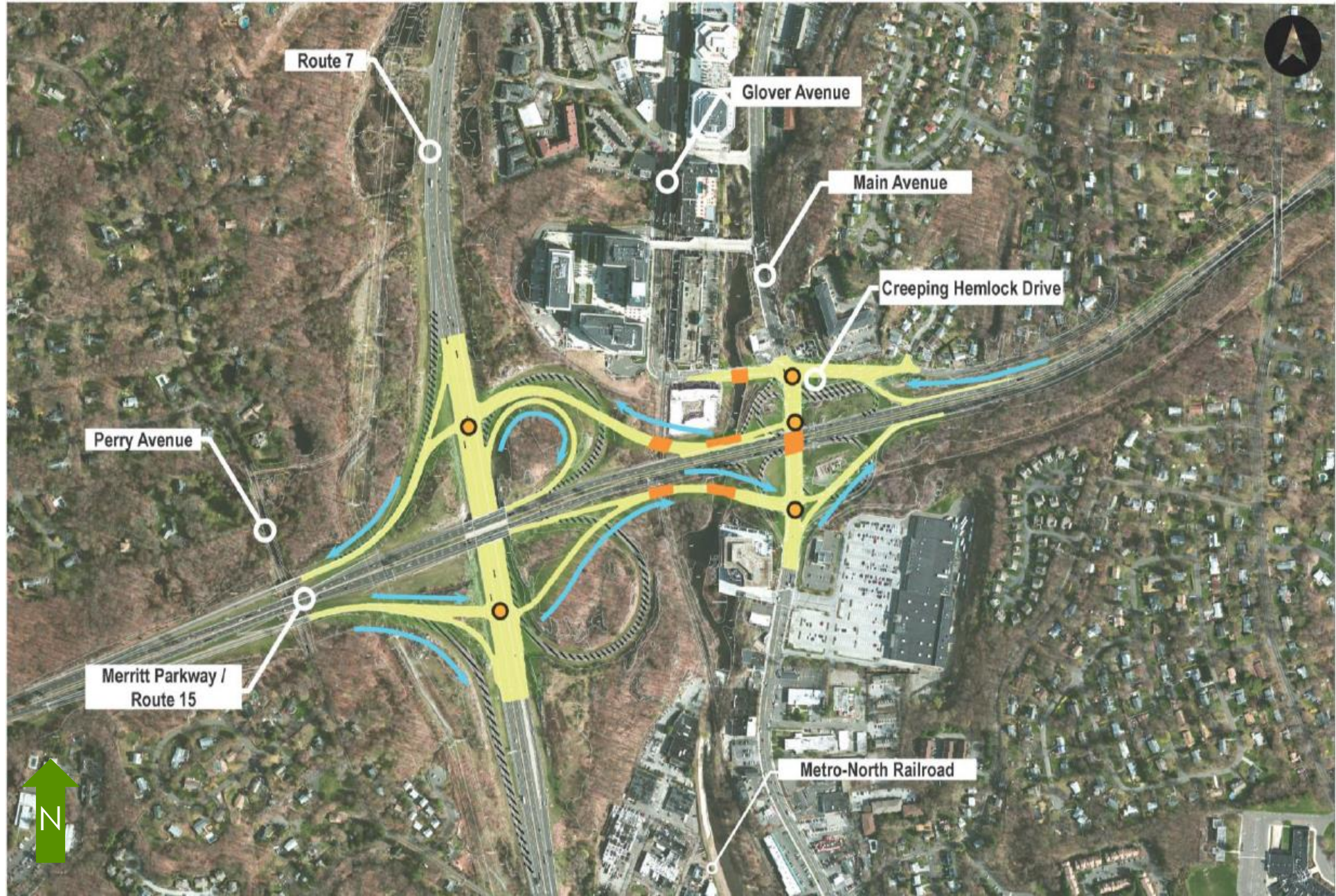
Ability to Meet Project Purpose and Need

- Roadway System Linkage – Connections are made in all directions to/from Route 7 and Merritt Parkway.
- Mobility – Vehicular connections are provided between Main Avenue and Route 7. Vehicular connections are maintained between Merritt Parkway and Creeping Hemlock Drive. Local road network improvements are apparent.
- Safety – Geometric deficiencies (Multiple weaves within Route 7/15 interchange (each quadrant)) are apparent.



The Alternative meets Project Purpose and Need.

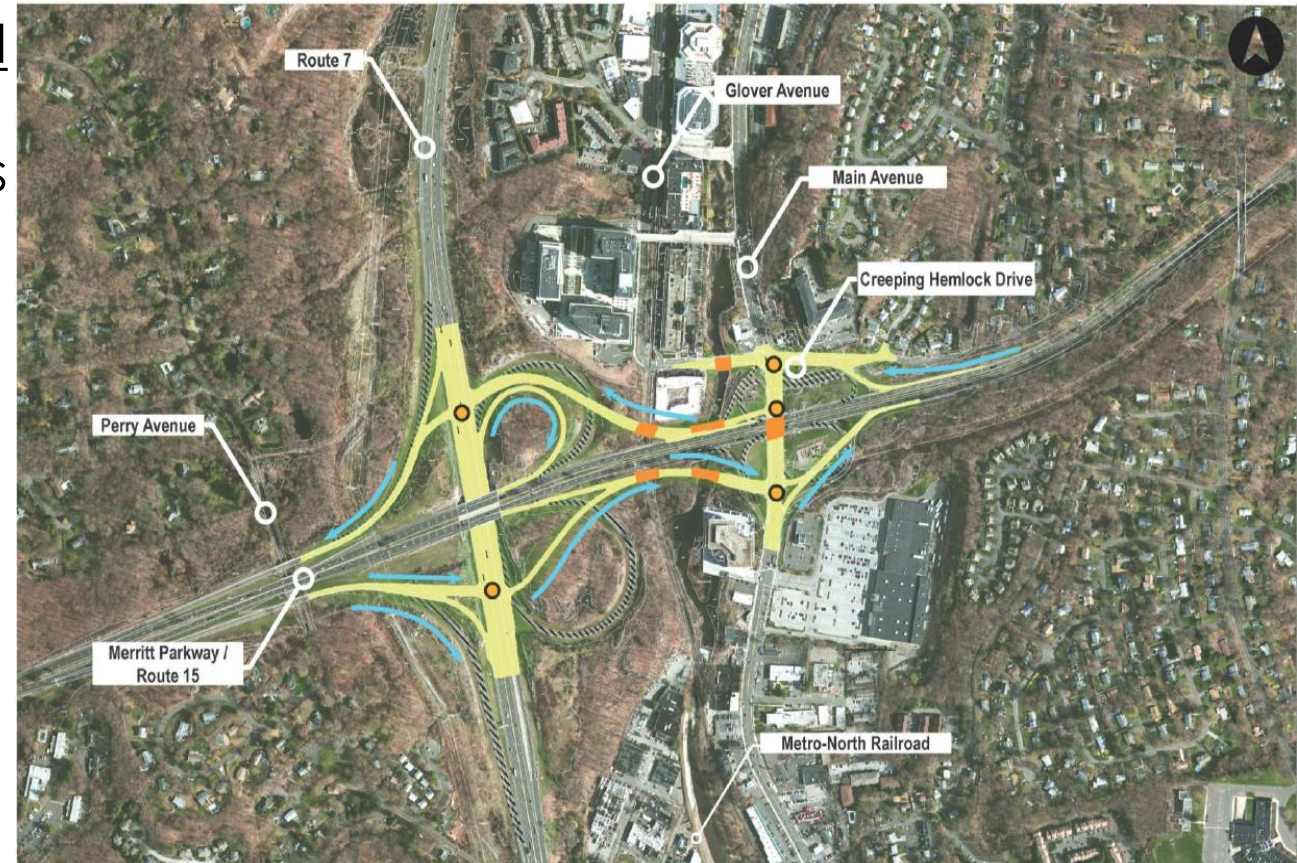
Alternative 26



Alternative 26

Ability to Meet Project Purpose and Need

- Roadway System Linkage – Connections are made in all directions are made to/from Route 7 and Merritt Parkway.
- Mobility – Vehicular connections are provided between Main Avenue and Route 7. Vehicular connections are maintained between Merritt Parkway and Creeping Hemlock Drive. Local road network improvements are apparent.
- Safety – No apparent geometric deficiencies.



The Alternative meets Project Purpose and Need.

COMMENTS/QUESTIONS



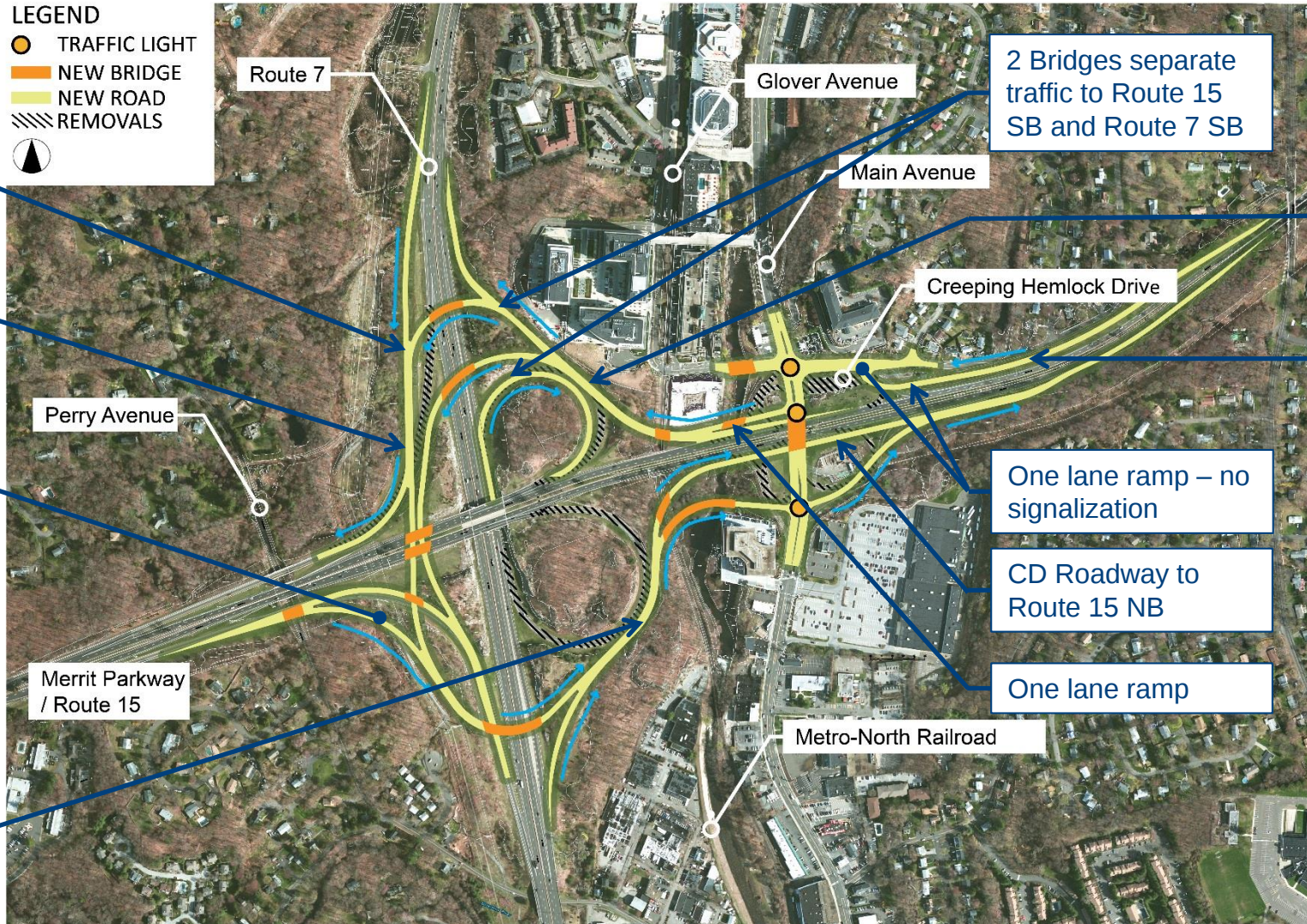


Route 7/15 Norwalk

ALTERNATIVE 21C

LEGEND

- TRAFFIC LIGHT
- NEW BRIDGE
- NEW ROAD
- REMOVALS



One Route 7 SB exits

Short 415' Weave
Ramp Section

Alignment impacts
CLP Towers

450' Weave Section
Loop Ramp R-300'

2 Bridges separate
traffic to Route 15
SB and Route 7 SB

Short 400' Weave – 2 lane
ramp segment

Long deceleration lane

One lane ramp – no
signalization

CD Roadway to
Route 15 NB

One lane ramp

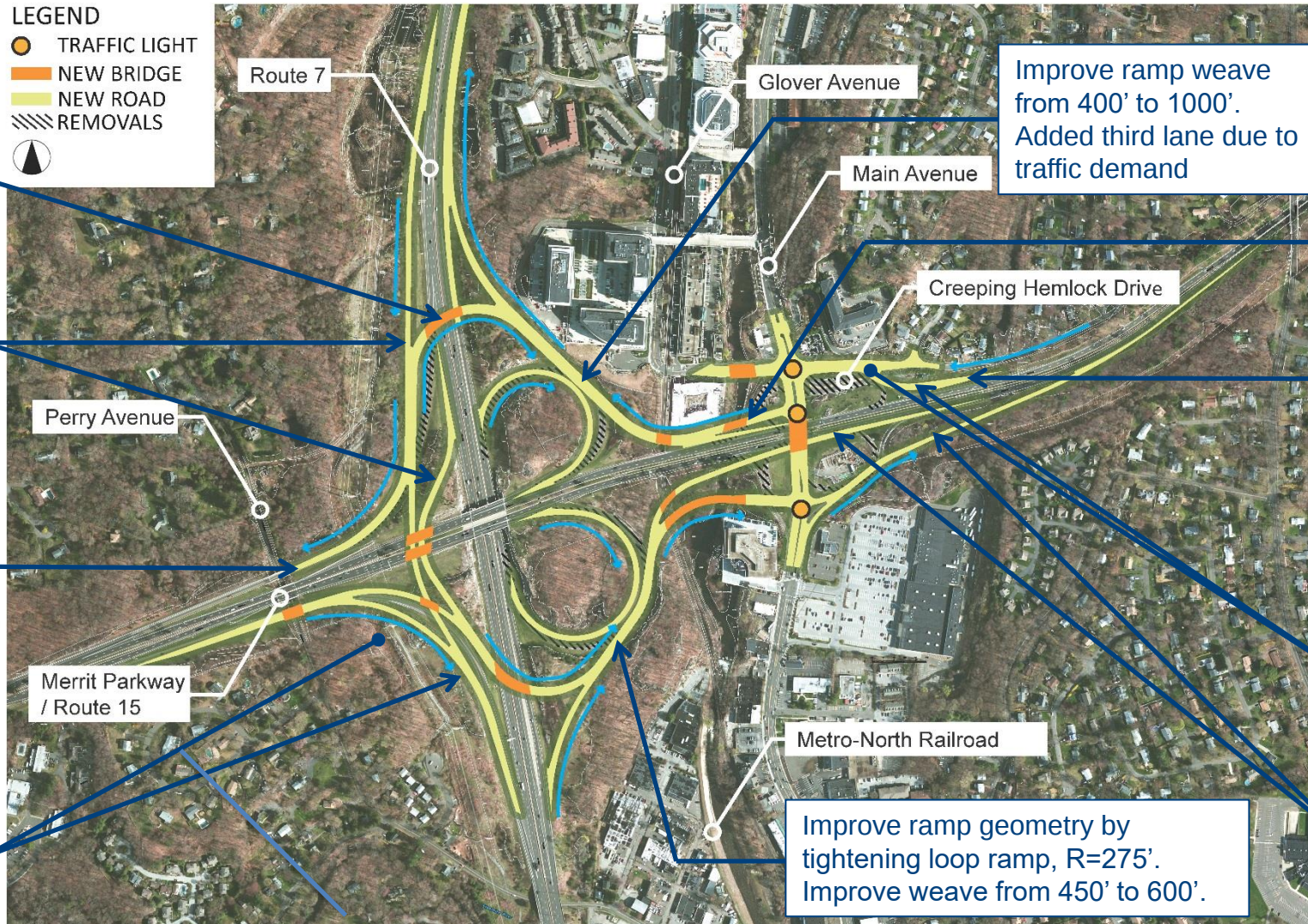


Route 7/15 Norwalk

ALTERNATIVE 21D

LEGEND

- TRAFFIC LIGHT
- NEW BRIDGE
- NEW ROAD
- REMOVALS



Combines 2 Bridges to 1 Bridge over Route 7. Provides access to both Route 15 SB and Route 7 SB. Adds second lane due to traffic demand

Two Route 7 SB exits

Ramp weave eliminated with second Route 7 SB exit

Tighter ramp geometry avoids impact to CLP towers

Improve ramp weave from 400' to 1000'. Added third lane due to traffic demand

Add second lane due to traffic demand

Reduced decel. lane

Added signal and modified ramp for 2 lanes

Separate NB Route 15 Entrance Ramps (no CD). Allows for tighter footprint at Main Ave

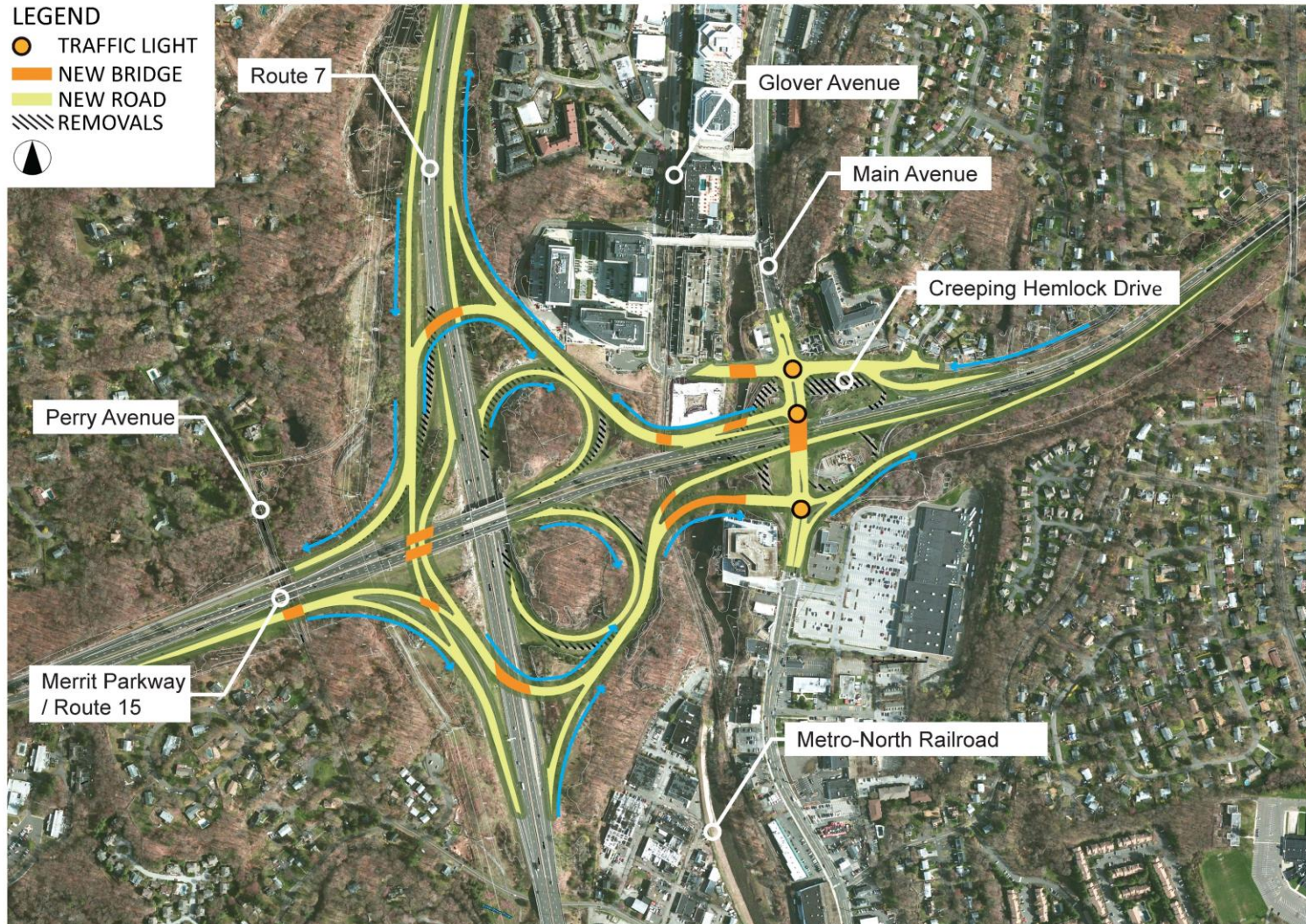
Improve ramp geometry by tightening loop ramp, $R=275'$. Improve weave from 450' to 600'.



Route 7/15 Norwalk

ALTERNATIVE 21D

- LEGEND
- TRAFFIC LIGHT
 - NEW BRIDGE
 - NEW ROAD
 - REMOVALS
-





Route 7/15 Norwalk

Level 1 (Purpose and Need) Screening Results

Criteria	NO-BUILD	ALT. 12A	ALT. 20B	ALT. 21D	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**					



Route 7/15 Norwalk - Discussion

- Does Level 1 alternative screening make sense?
- Do we need to further review any additional alternatives?



ALTERNATIVES SCREENING- LEVEL 2





Route 7/15 Norwalk

ALTERNATIVES SCREENING Level 2 (Goals & Objectives)

Criteria	NO-BUILD	ALT 12A	ALT 20B	ALT21D	ALT 26
Purpose & Need (Level I Screening Results)					
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					
Goals & Objectives					
Reduce Congestion					
Long-Term Serviceability -Improved connections to alternate modes of transportation (rail, bus, bike...) -Compatible with City/Regional initiatives					
Optimizing Value Gained from Public Investment - Cost effective solutions - Reducing maintenance costs - Minimizing impacts of construction to public -Implementing sustainable practices					
Integrate Project Roadways and Landscape with Environment/Neighborhood context - Design consistent with MP historic/scenic character including preservation of historic bridges where practical - Preserving, enhancing surviving historic landscape, where practical. - Creating new landscape design consistent with Parkway's original design intent					

DRAFT

NEXT STEPS





Route 7/15 Norwalk - NEXT STEPS

- **PAC**
 - Refinement of Level 2 criteria (Winter 2019)
- **Continue historic property impact consultation**
 - Section 106 sub-committee (Winter 2019)
- **Landscape sub-committee follow up**
 - Strong overlap with Section 106 committee
 - We will continue with landscape discussion as part of the Section 106 committee and as project design moves forward



Route 7/15 Norwalk

QUESTIONS

?