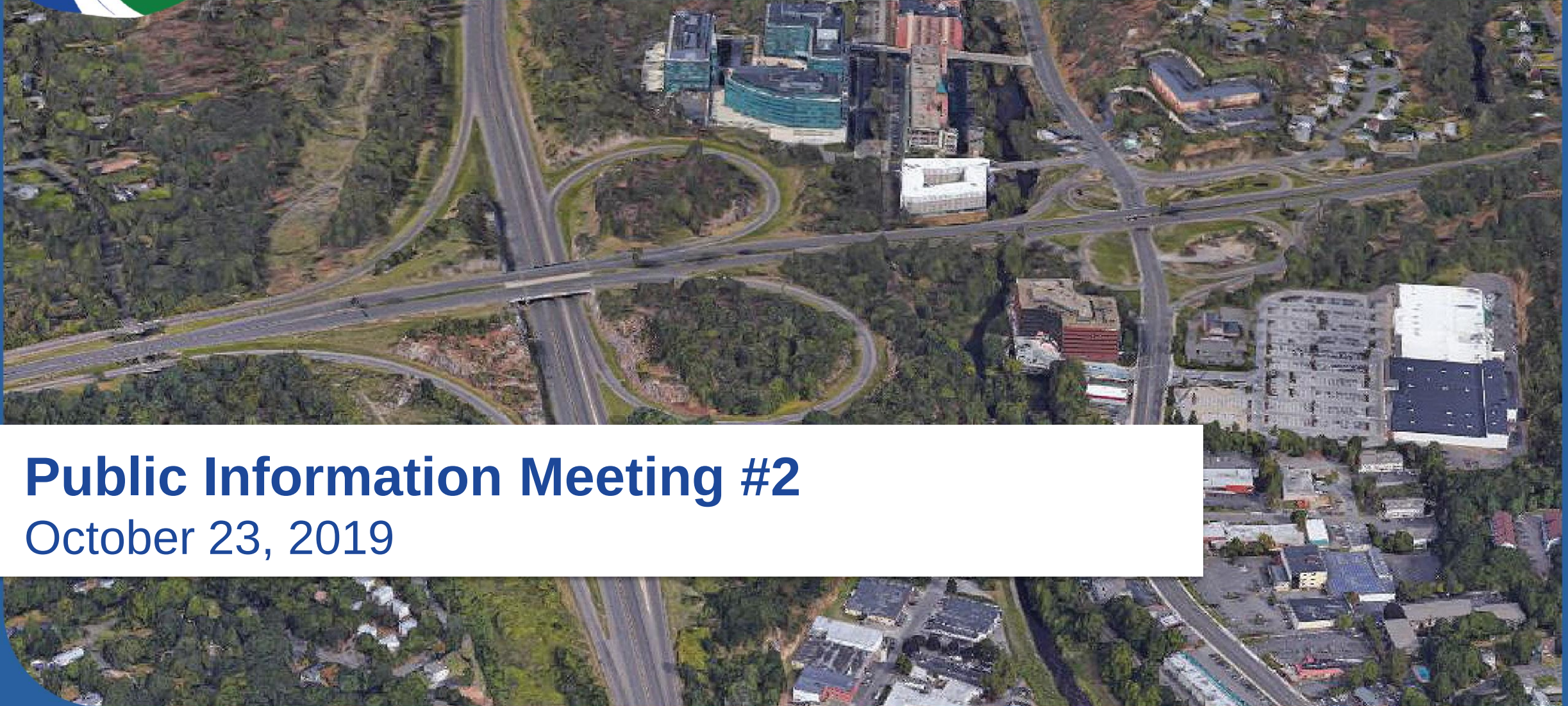




Route 7/15 NORWALK



Public Information Meeting #2
October 23, 2019



Route 7/15 NORWALK

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CTDOT State Project #102-358

AGENDA

1. Introductions
2. Project Overview
3. Where We Have Been
4. Remaining Alternatives
5. Environmental Documentation Process
6. Schedule



Introductions





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Tonight's Speakers

- Mike Calabrese, Principal Engineer, CTDOT
- Andy Fesenmeyer, Project Manager, CTDOT
- John Eberle, Project Manager, Stantec
- Paul Stanton, Environmental Documentation, FHI



Project Overview





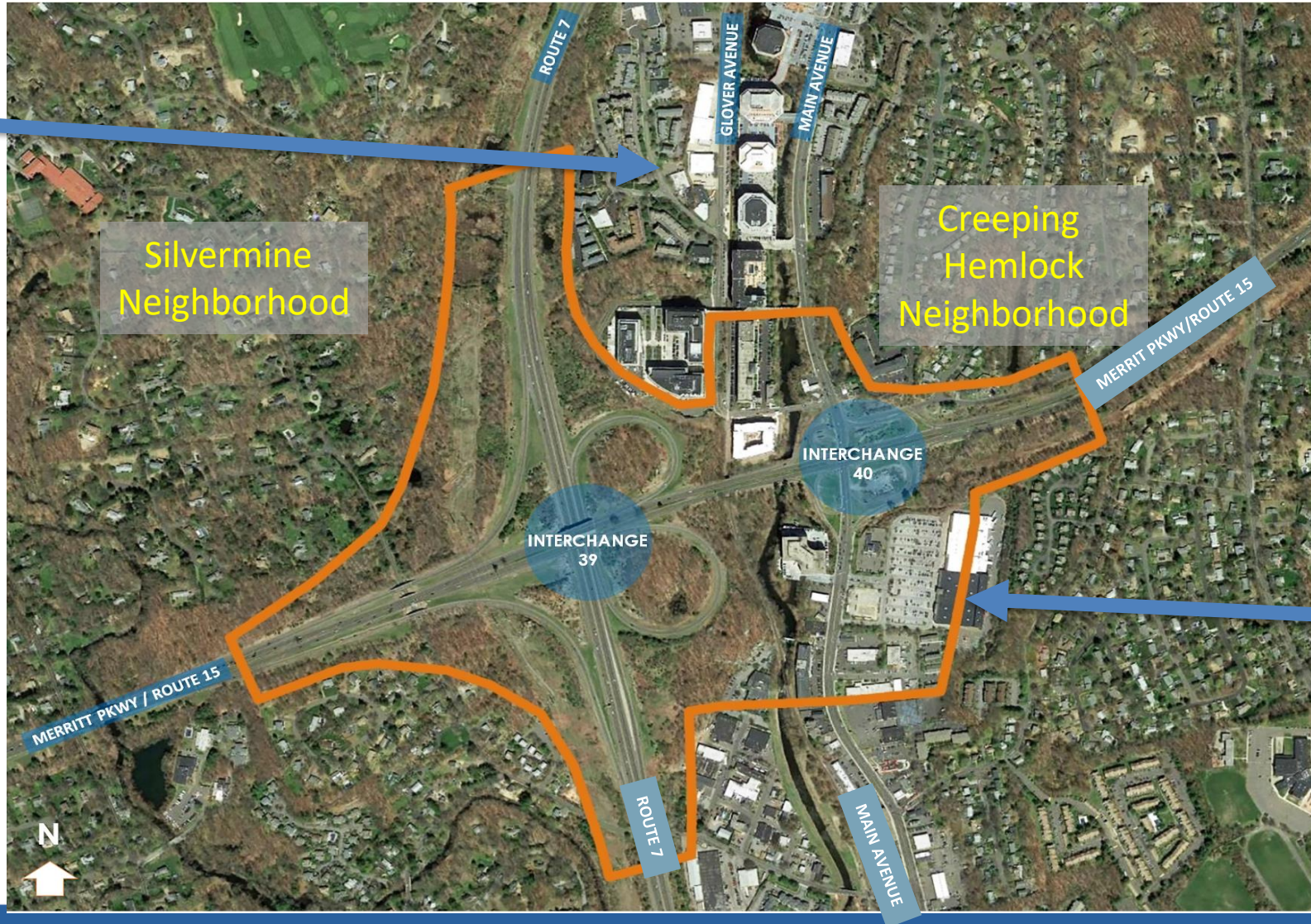
Route 7/15 NORWALK PROJECT AREA

Merritt 7
Train Station

Silvermine
Neighborhood

Creeping
Hemlock
Neighborhood

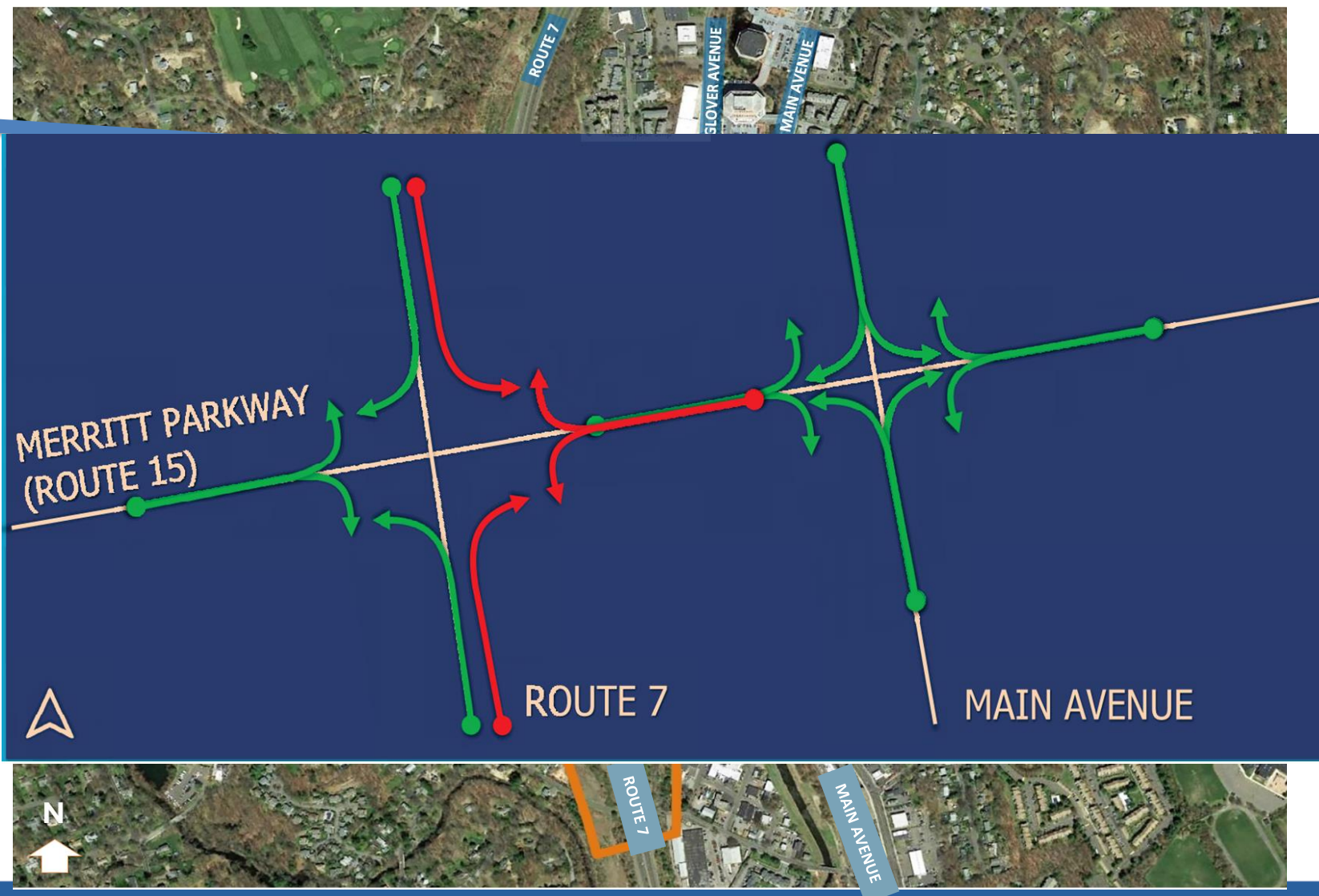
Stop & Shop





Route 7/15 NORWALK PROJECT AREA

Merritt 7
Train Station



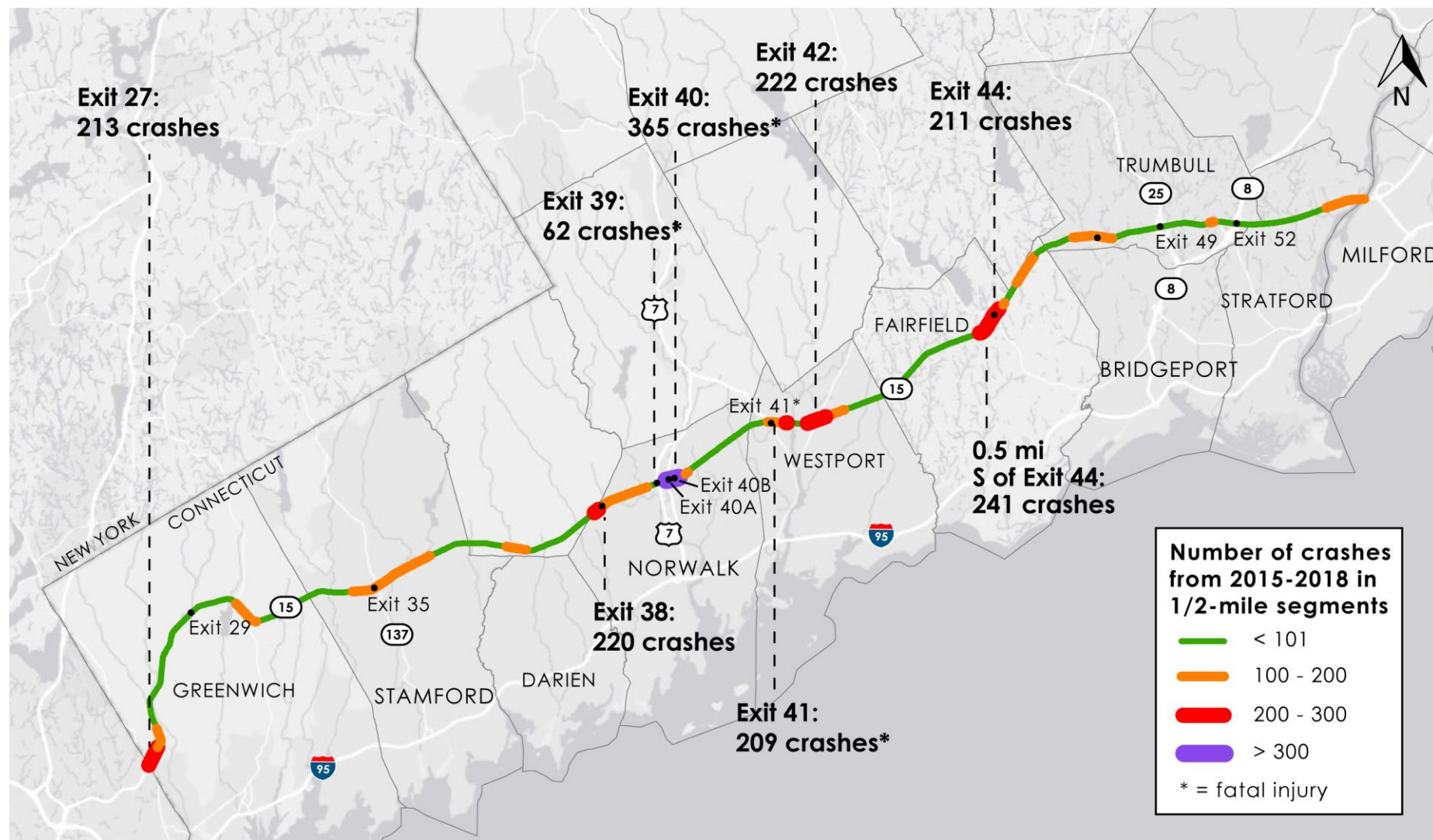
top & Shop



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Merritt Parkway Crashes (2015-2018)

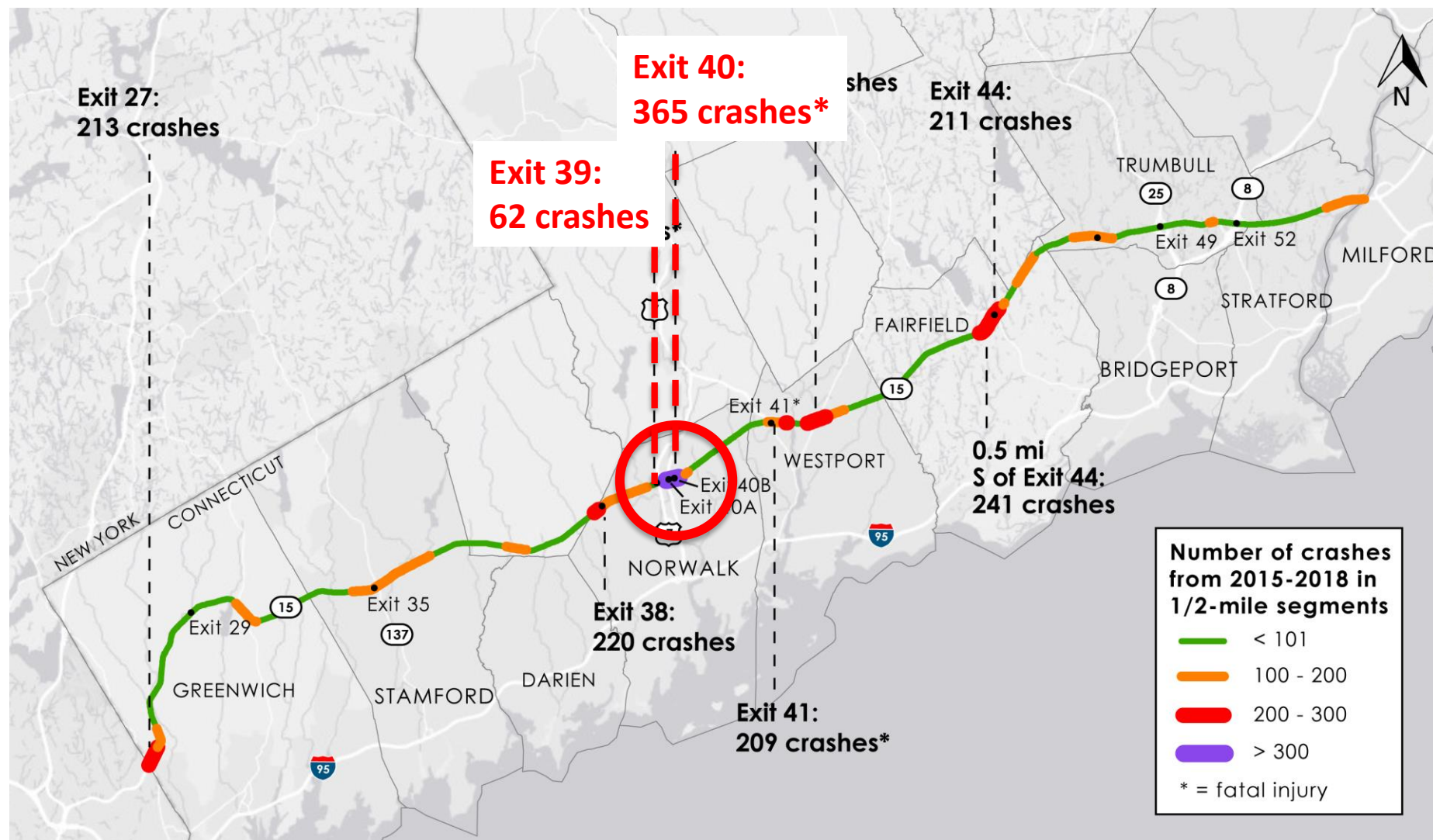


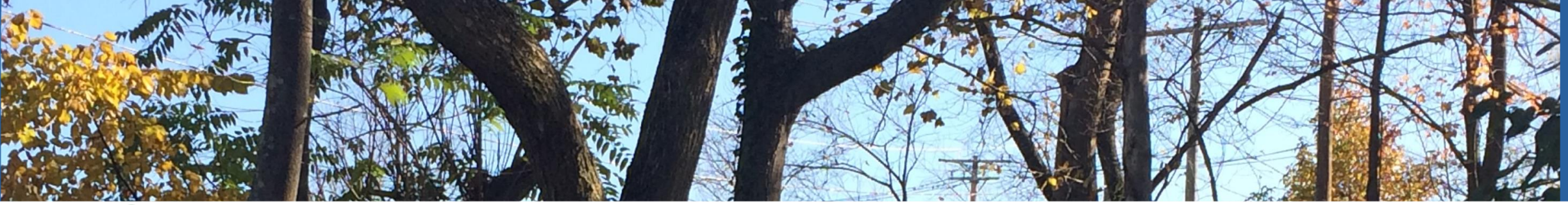


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Merritt Parkway Crashes (2015-2018)





Where We Have Been





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Project History

- | | |
|--------------|---|
| Early 2000's | • Over 20 alternatives were developed |
| 2005 | • Construction began on preferred alternative |
| 2006 | • Lawsuit halted construction
• Preferred alternative had “elevated ramps” |
| 2008-2009 | • Formed Stakeholder Group
• Reached consensus on new alternative 21C |
| 2009 | • Due to lack of funding, project put on hold |
| 2016 | • Project receives funding and is re-initiated |



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Project Advisory Committee (PAC) formed 2016

- Go through the project development process with the Project Team
- Serves as an advisory body to project team
 - Includes subcommittees
- Provides “local insight”
- Serves as a link to the local community
- Provides input on:
 - Key issues
 - Purpose and Need Statement
 - Alternatives
 - Screening Analysis





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PAC Composition

Connecticut Chapter of the American Society of Landscape Architects (CTASLA)	Marcus Partners/ Merritt 7	Norwalk Transit District
BikeWalkCT	Merritt Parkway Conservancy	Sierra Club
City of Norwalk	Merritt Parkway Trail Alliance	Silvermine Community
Connecticut Trust for Historic Preservation	Norwalk Association of Silvermine Homeowners (NASH)	Silvermine Community Association Board
Creeping Hemlock/Cranbury Neighborhood	Norwalk Bike Walk Commission	Sound Cyclists
CT Commuter Council	Norwalk Chamber of Commerce	Town of Wilton
CT Trust for Historic Preservation	Norwalk Land Trust	Western Connecticut Council of Governments (WestCOG)
Empire State Realty Trust, Inc	Norwalk Preservation Trust	
Greater Norwalk Hispanic Chamber of Commerce	Norwalk River Valley Trail (NRVT)	
Harbor Point / Building and Land Technology (BLT)	Norwalk River Watershed/HarborWatch	



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PAC Meetings

Meeting #	Year	Topic
PAC # 1	2017	Introduction to the Project
PAC # 2	2017	Purpose and Need Discussion and Introduction of Traffic Conditions
PAC # 3	2017	Project Alternatives and Upcoming Public Scoping Meeting
PAC # 4	2018	Needs and Deficiency Report and Revised Purpose and Need Statement
PAC # 5	2018	Alternatives Assessment Screening Overview/Approach
PAC # 6	2019	Level 1 Screening
PAC # 7	2019	Level 2 Screening
PAC # 8	2019	Completed Level 2 Screening



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Needs and Deficiencies Report

Project-wide Deficiencies

- Substandard geometry
- Insufficient capacity
- Crash history

Route 7/15 Interchange Deficiencies

- Incomplete connections
- Congestion on Route 7 onto Merritt Parkway southbound

Main Avenue/Route 15 Interchange Deficiencies

- Poor ramp geometries
- Lack of bike/ped facilities (Main Ave)





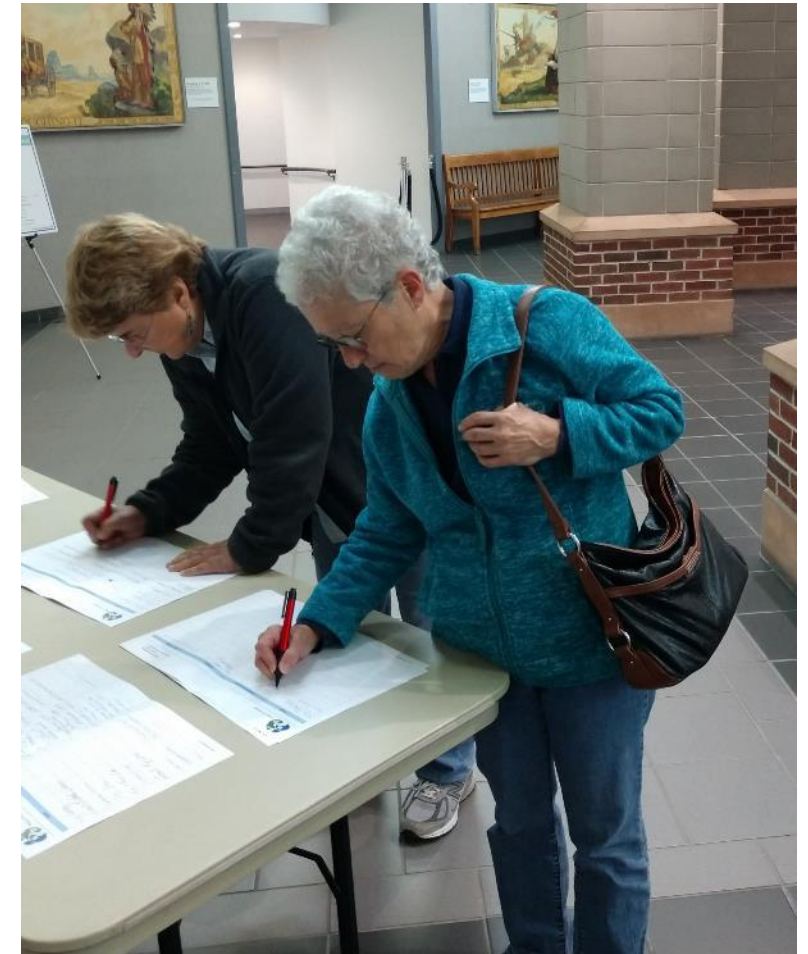
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Purpose and Need Statement

Developed with input from:

- Project Advisory Committee
- Government agencies
- The public





Route 7/15 NORWALK

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Purpose and Need Statement

Defines problem and guides alternative development

1. Improve **system linkage** between Route 7 and the Merritt Parkway
2. Improve the **mobility** for all users at the Merritt Parkway's Main Avenue and Route 7 Interchanges
3. Improve **safety** in the vicinity of these interchanges

ROUTE 7/15 INTERCHANGE PROJECT
NORWALK, CONNECTICUT

DRAFT PURPOSE AND NEED STATEMENT



March 2017

Rev.

September 18, 2018



Route 7/15 NORWALK

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Scoping and Public Information Meeting

- **October 17, 2017**
- **Oral/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
- **Scoping Meeting Summary Report available on website (www.7-15norwalk.com)**

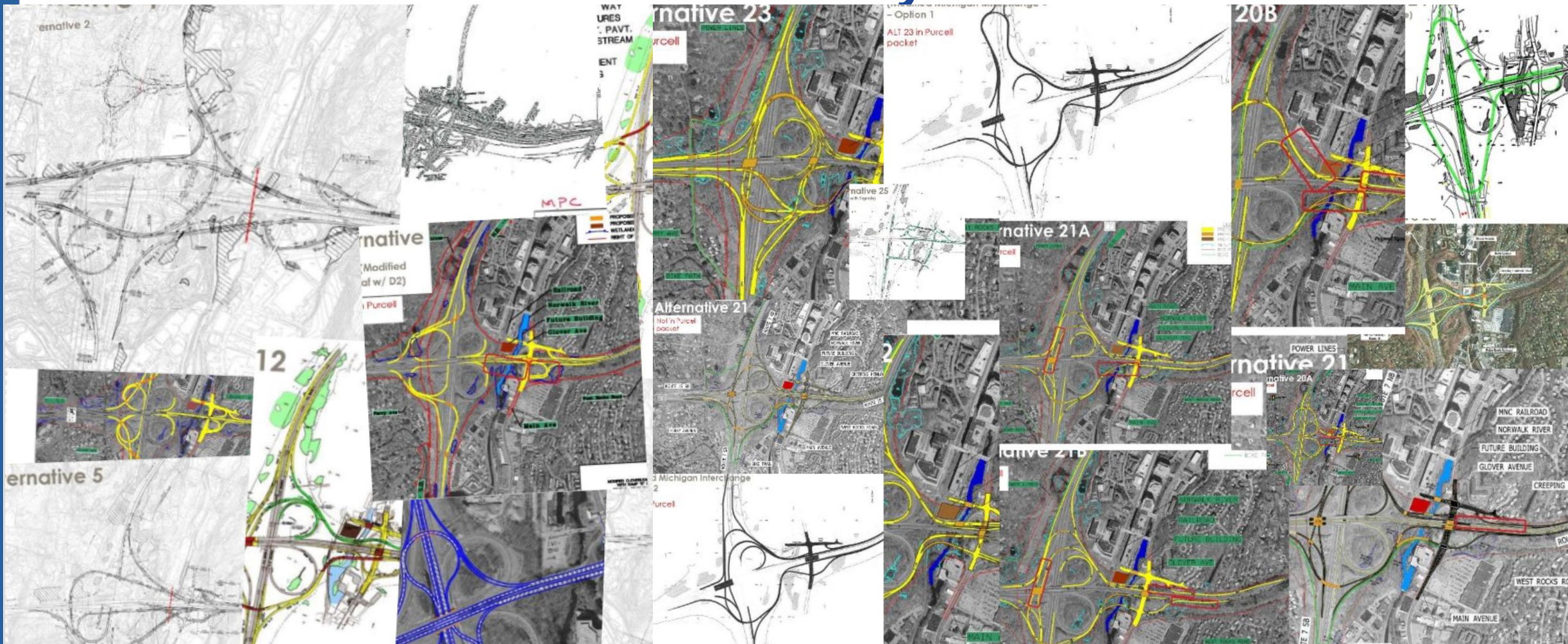




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28 Alternatives Initially Considered





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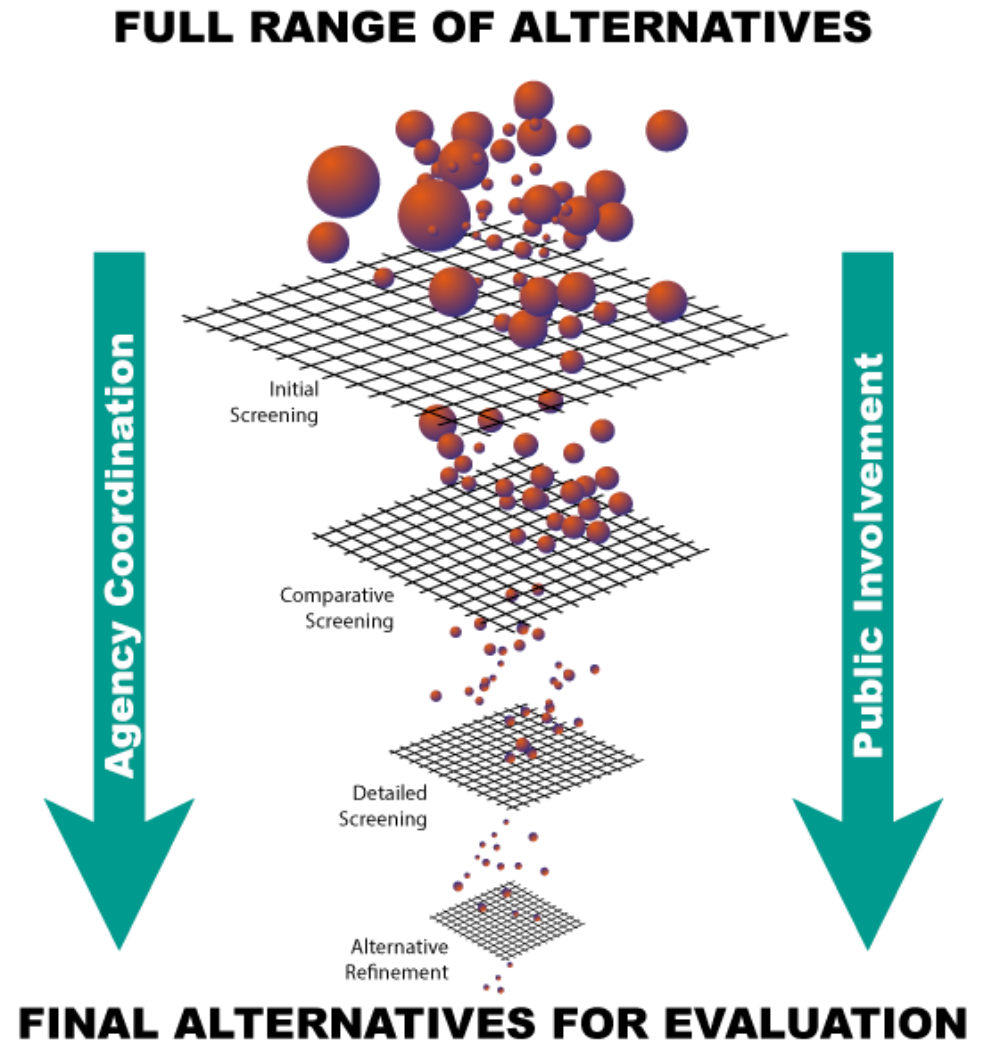
Screening Process

Spring – Fall 2018

Level 1 Screening:
Purpose & Need

Spring – Summer 2019

Level 2 Screening:
Other criteria





Route 7/15 NORWALK

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Level 1 Screening

Reviewed 28 alternatives

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

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	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Mobility Improve mobility for all users (motorists, pedestrians, and cyclists) at project interchange areas*	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Safety Considerations Safety in vicinity of Interchanges 39 and 40**	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■

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.



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Level 1 Screening: Purpose and Need

Four alternatives met Purpose and Need

Purpose and Need Criteria	NO-BUILD	ALT. 12A	ALT. 20B	ALT. 21D	ALT. 26
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**					



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Level 2 Screening: Other Criteria

Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw	
Criteria	Alt 12A	Alt 20B	Alt 21D	Alt 26
A) Compatible with Regional Initiatives				
B) Construction Costs				
C) Maintenance Costs				
D) Integrating Project Roadways into Environment / Neighborhood Context				
E) Elevated Ramps				
F) Potential Impacts to Norwalk River				
G) Proximity of New Ramps / Roadways to Neighborhoods				
H) Construction Duration / Impacts to Public				
I) Direct Archaeological Resources Impacts				



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Remaining Alternatives

Alternative 21 D



Route 7/15 Norwalk

Alternative 21D



Route 7/15 Norwalk

Alternative 26





Remaining Alternatives



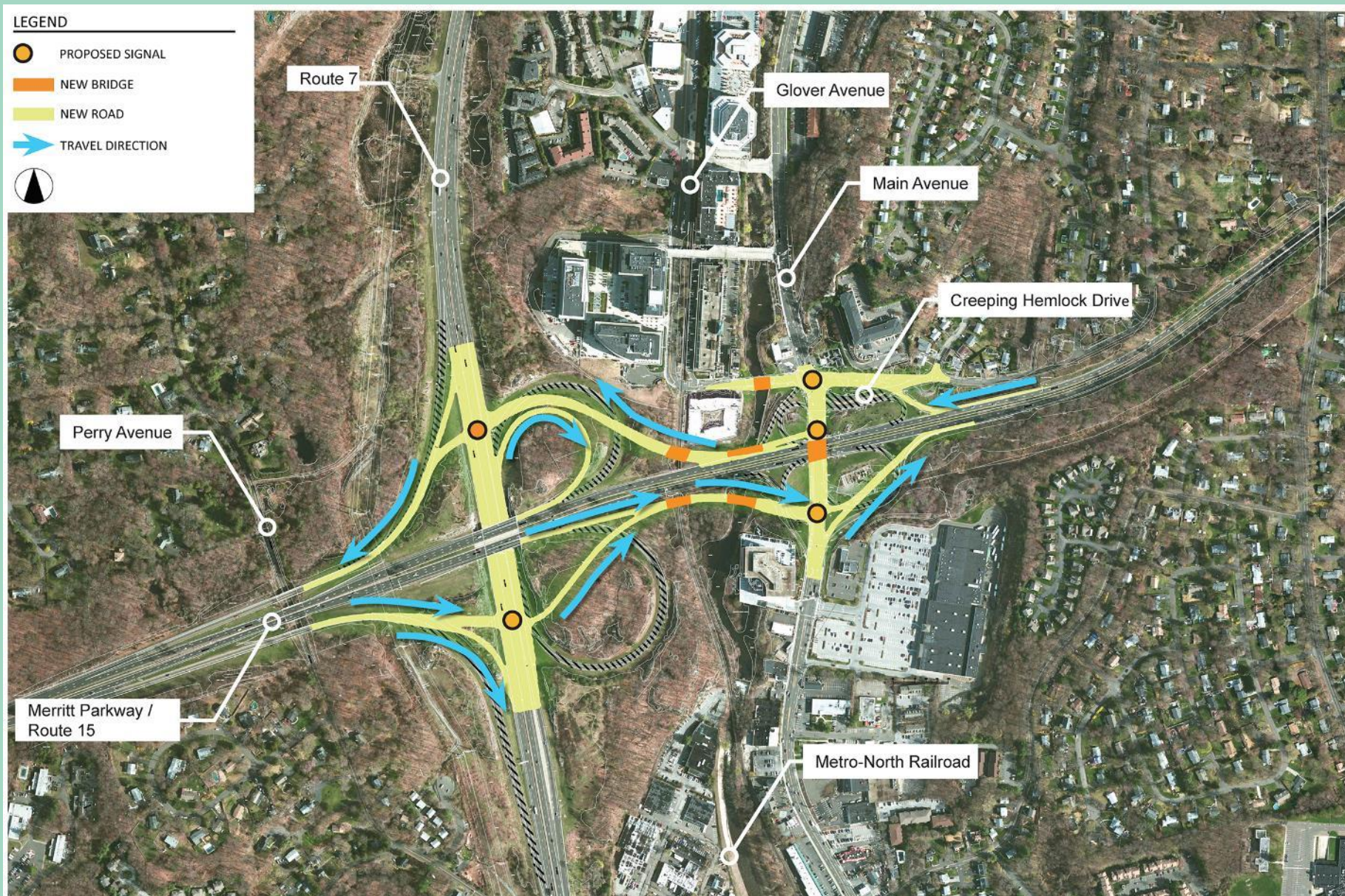


Alternative 21D





Alternative 26





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RDV SYSTEMS | Route 7/15 Norwalk Project – Virtual Tour



01 Overview SE



02 Overview SW



03 Overview Main Ave



04 Rt 7 South



05 Rt 7 North



06 Rt 7 Street Level



07 Rt 7 Street Level



08 Main Ave at Glover



09 Main Ave South



10 Main Ave North

Alt 21D PM



01 Overview SE





Environmental Documentation Process

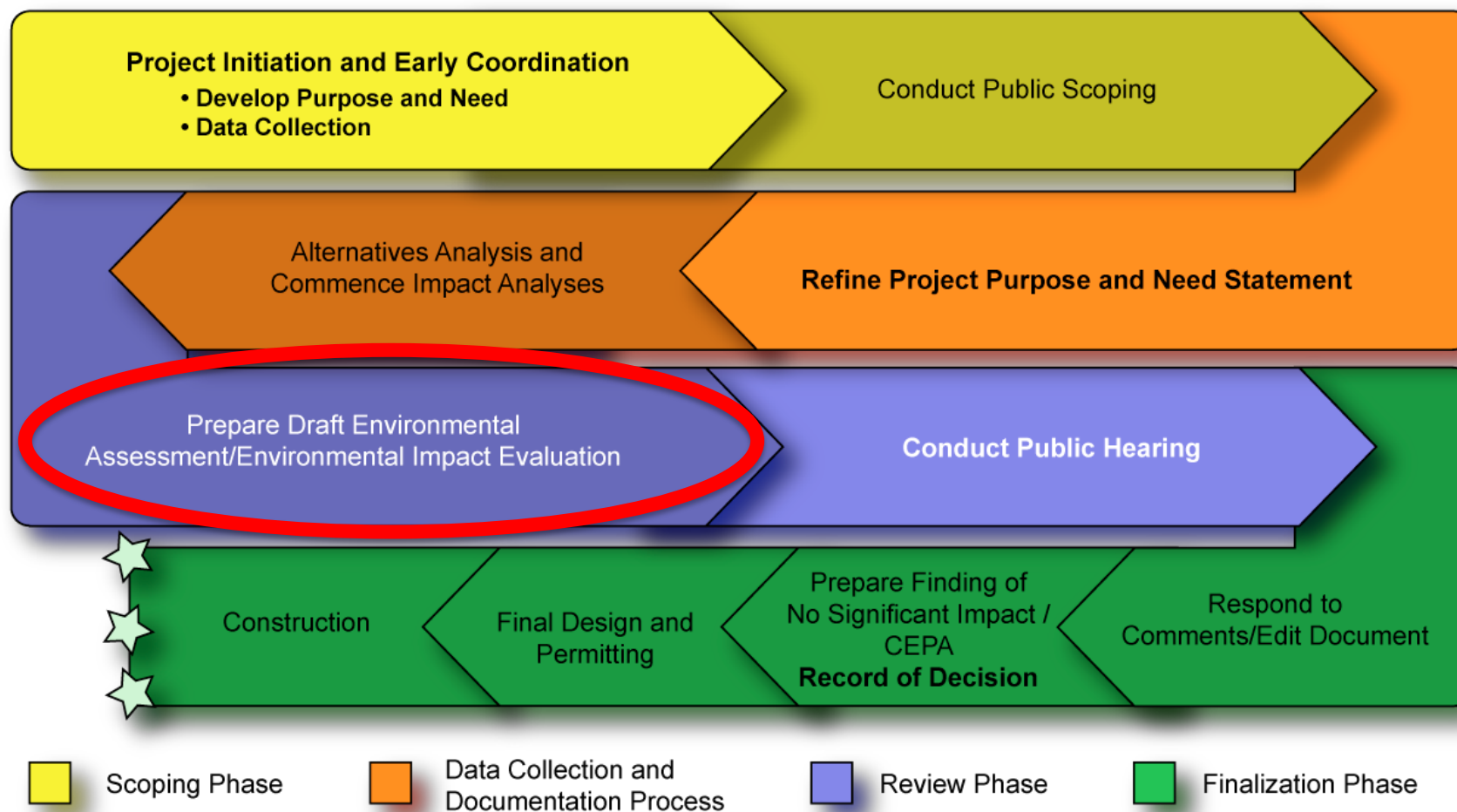




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NEPA / CEPA Process





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Alternative Analysis within NEPA/CEPA includes ...

- Range of reasonable alternatives from Level 2 Screening and,
- No-Action/No-Build Alternative-

The No-Action/No-Build Alternative is used as a benchmark to measure the environmental impacts of build alternatives

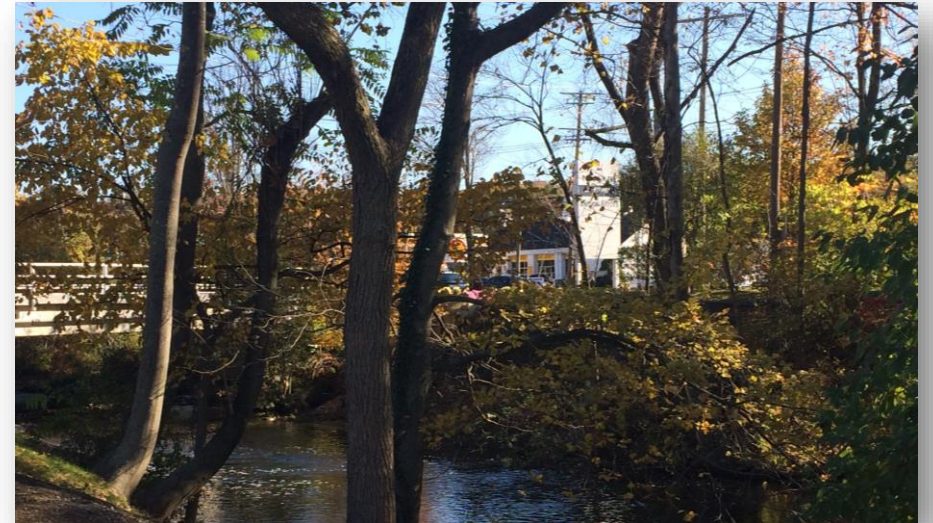


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Environmental Considerations- Natural Environment

- General Ecology and Endangered Species
- Navigable Waters
- Surface Waters
- Wetlands
- Flood Plains
- Groundwater
- Farmland Protection/Agricultural Resources
- Air Quality/Greenhouse Gas Emissions





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Environmental Considerations- Built Environment

- Land Use, Zoning, And Local and Regional Plan Of Conservation And Development
- Consistency with State Conservation And Development Plan
- Social and Economic Considerations
- Environmental Justice
- Traffic
- Bicycles And Pedestrians
- Right Of Way/Land Acquisitions
- Noise
- Community Services And Private Utilities





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Environmental Considerations- Built Environment (cont.)

- Community Cohesion
- Cultural Resources
- Scenic Parkway
- Visual Impact Assessment (VIA)
- Hazardous Materials
- Energy Analysis
- Construction Impacts
- Climate Change/Resilience





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Section 106 Consultation Process

Initiate Process



Identify Historic Resources

- Landscape
- Bridges
- Districts
- Properties



Assess Effects



Resolve Effects

PAC Involvement and Consulting Parties





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Process to identify preferred alternative

Document Preparation

- For each alternative
 - Conduct impact assessment for resource category
 - Identify measures to avoid, minimize or mitigate resource impacts if necessary
 - Compare benefits and impacts
- FHWA and CTDOT recommend a preferred alternative



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Process to select preferred alternative

Document Review

- CTDOT announces availability of EA/EIE for review
- Public comment period and public hearing (minimum 45 days)

Document Completion

- Consider comments and, as needed, revise EA/EIE based on comments
- FHWA and CTDOT will select a Preferred Alternative and issue a Finding of No Significant Impact/Record of Decision



Schedule





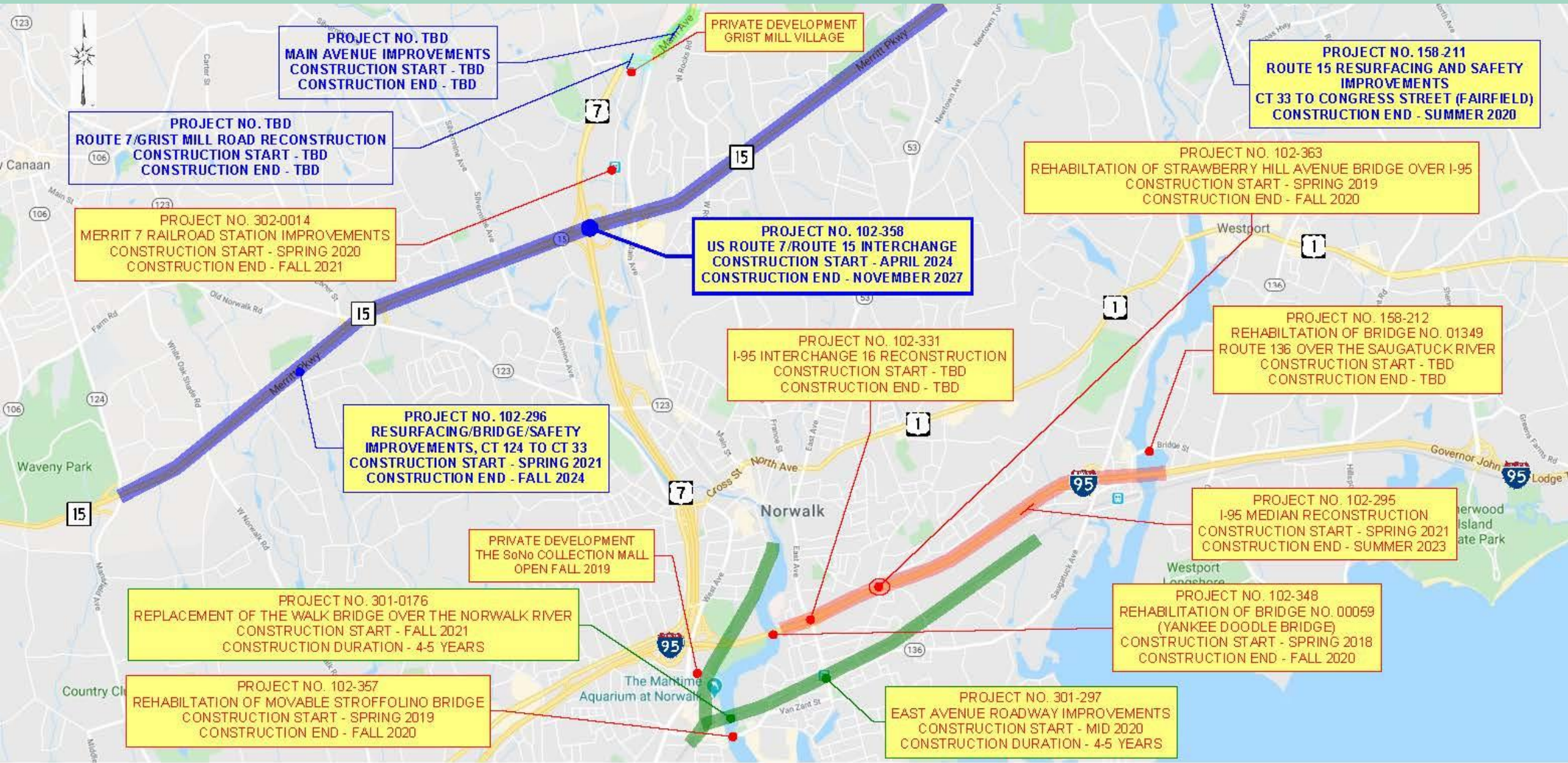
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Norwalk Area Projects

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THANK YOU!

Questions?

