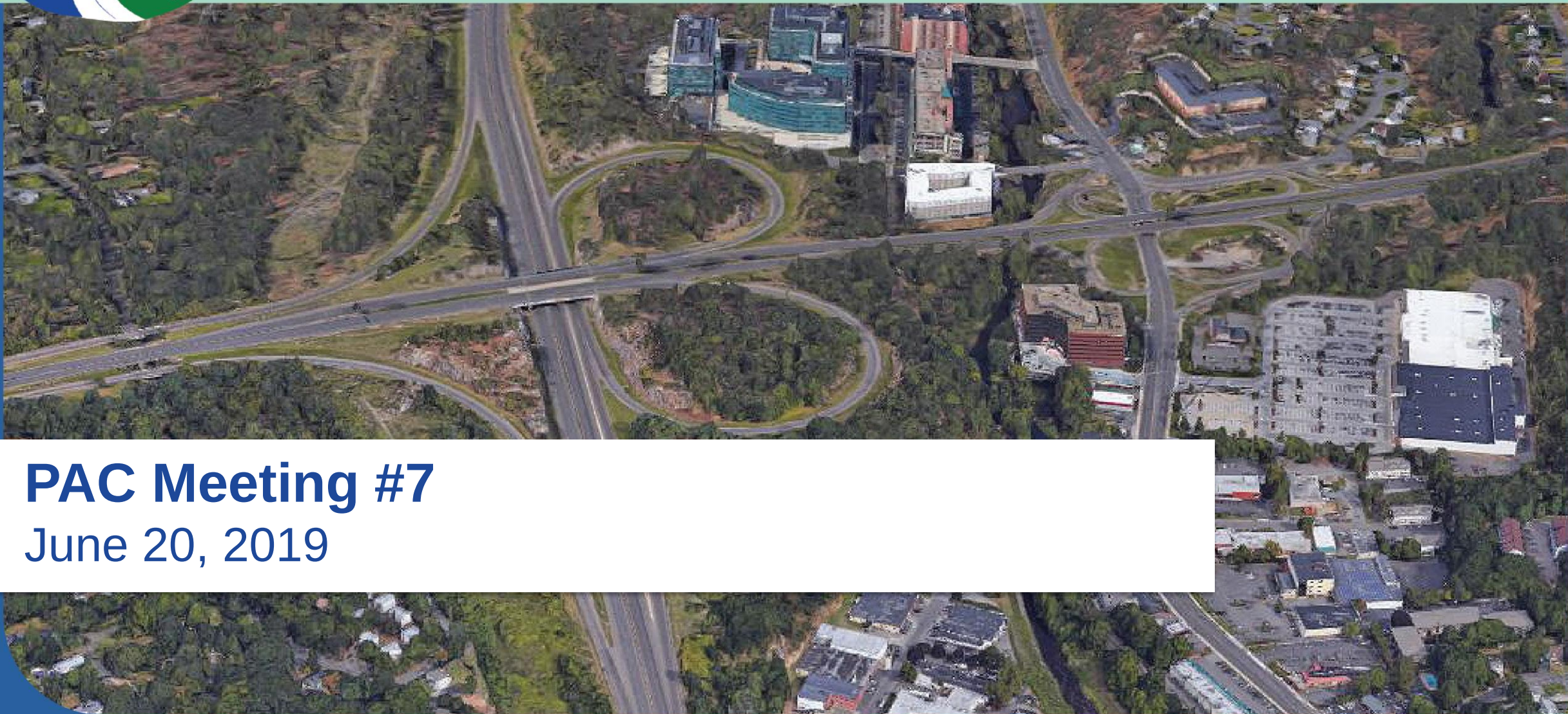




Route 7/15 NORWALK



PAC Meeting #7

June 20, 2019



Route 7/15 NORWALK

PAC #7 – June 20, 2019
CTDOT State Project #102-358

AGENDA

1. Introductions
2. General Updates
 - Review of PAC #6
 - Section 106 Process
3. Level 1 Screening
4. Level 2 Screening
5. Schedule / Next Steps



General Updates





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Review of PAC #6

- Viewed videos and RDV model of remaining alternatives





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Section 106 Process

Consulting Parties meeting (May 2019):

- Provided overview of above-ground cultural resources
- Presented overview of archaeological resources
- Modified Public Report Phase I and II Cultural Resource Surveys based on feedback
- Revised report to be posted on project website





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FULL RANGE OF ALTERNATIVES

Level 1 Screening

Level 2 Screening

Agency Coordination

Initial Screening

Comparative Screening

Detailed Screening

Alternative Refinement

Public Involvement

FINAL ALTERNATIVES FOR EVALUATION



Level 1 Screening





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Level 1 Screening

- Analyzed alternatives against the Purpose and Need
- Screened out alternatives that did not meet the Purpose and Need
- Four alternatives remain: 12A, 20B, 21D, and 26



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Alternative Screening: Level 1 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**					



Level 2 Screening





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Purpose

- Begin with clean slate (all four alternatives are equal)
- Review against additional criteria beyond Purpose and Need
- Identify a **reasonable range** of alternatives to assess in the Environmental Document (EA / EIE)



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Where Have We Been?

- 2008 alternative review process
- Outside of formal environmental documentation
- Ranked issues / criteria
- Mix of topics

Issue Rank	Issue From Survey	Alternate #12A	Alternate Cloverleaf W/ D2	Alternate #21
1	Improve Safety and Reduce Accidents	++	+	+++
2	Impact to Neighborhoods	Some	Most	Least
3	Impact to Wetlands	Most	Least	Least
4	Tree Clearing	Some	Most	Least
5	Impact to Historic Character/Aesthetic Integrity of Parkway	Most	Least	Some
5a	Number of Historic Structures Impacted	4	4	3
6	Noise Impact to Neighborhood	Some	Most	Least
7	Impact to Historic character of Silvermine Area	Some	Most	Least
8	Ability to Maintain Natural Barriers Between Highways and Neighborhoods/Landscaping	Yes	No	Yes
9	Impact to Home Values	?	?	?
10	Introduce Weave on Parkway	No	Yes	No
11	Advance Project to Construction	++	+	+
12	Reduce Congestion	++	+	+++
13	Ability to Construct Glover Ave & Creeping Hemlock First	Yes	Yes	Yes
14	Reduce Project Scope	No	No	No
15	Flooding/Drainage Concerns Due to Less Trees	Some	Most	Least
16	Ability to Accommodate Bicycles/Pedestrians	Yes	Yes	Yes
17	Widening of Glover Ave	Yes	Yes	Yes
18	Keep Location of Ramps in the Commercial/Industrial area of Main Ave.	Yes	Yes	Yes
19	Impact to the Norwalk River	Most	Least	Some
20	Ability to Include Aesthetic Treatment To New Structures	Yes	Yes	Yes



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More on the Screening Criteria

- Focus on issues
- Which ones still have value?
- Which ones will be reviewed in the EA / EIE?

<u>Issue From Survey</u>
Improve Safety and Reduce Accidents
Impact to Neighborhoods
Impact to Wetlands
Tree Clearing
Impact to Historic Character/Aesthetic Integrity of Parkway
Number of Historic Structures Impacted
Noise Impacts to Neighborhood
Impact to Historic Character of Silvermine Area
Ability to Maintain Natural Barriers Between Highways and Neighborhoods/Landscaping
Impact to Home Values
Introduce Weave on Parkway
Advance Project to Construction
Reduce Congestion
Ability to Construct Glover Ave & Creeping Hemlock First
Reduce Project Scope
Flooding/Drainage Concerns Due to Less Trees
Ability to Accommodate Bicycles/Pedestrians
Widening of Glover Ave
Keep Location of Ramps in Commercial/Industrial area of Main Ave
Impact to Norwalk River
Ability to include Aesthetic Treatment to New Structures



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Addressed in Level 1 Screening (Purpose and Need)

Issue From Survey
Improve Safety and Reduce Accidents
Impact to Neighborhoods
Impact to Wetlands
Tree Clearing
Impact to Historic Character/Aesthetic Integrity of Parkway
Number of Historic Structures Impacted
Noise Impacts to Neighborhood
Impact to Historic Character of Silvermine Area
Ability to Maintain Natural Barriers Between Highways and Neighborhoods/Landscaping
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Widening of Glover Ave
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Impact to Norwalk River
Ability to include Aesthetic Treatment to New Structures



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**Will be Assessed in
the Environmental
Document**

<u>Issue From Survey</u>
Improve Safety and Reduce Accidents
Impact to Neighborhoods
Impact to Wetlands
Tree Clearing
Impact to Historic Character/Aesthetic Integrity of Parkway
Number of Historic Structures Impacted
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Ability to include Aesthetic Treatment to New Structures



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Is the Same for Each Alternative

<u>Issue From Survey</u>
Improve Safety and Reduce Accidents
Impact to Neighborhoods
Impact to Wetlands
Tree Clearing
Impact to Historic Character/Aesthetic Integrity of Parkway
Number of Historic Structures Impacted
Noise Impacts to Neighborhood
Impact to Historic Character of Silvermine Area
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Ability to include Aesthetic Treatment to New Structures



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Remaining Criteria

- Impact to neighborhoods
- Tree clearing
- Ability to maintain natural barriers between highway and neighborhoods / landscaping
- Reduce project scope

Issue From Survey
Improve Safety and Reduce Accidents
Impact to Neighborhoods
Impact to Wetlands
Tree Clearing
Impact to Historic Character/Aesthetic Integrity of Parkway
Number of Historic Structures Impacted
Noise Impacts to Neighborhood
Impact to Historic Character of Silvermine Area
Ability to Maintain Natural Barriers Between Highways and Neighborhoods/Landscaping
Impact to Home Values
Introduce Weave on Parkway
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Level 2 Screening Criteria

Criteria	NO BUILD	ALT 12A	ALT 20B	ALT21D	ALT 26
Purpose & Need (Level 1 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					
Level 2 Screening Criteria					
Compatible with Regional Initiatives					
Construction Costs					
Maintenance Costs					
Integrating Project Roadways into Environment/Neighborhood Context					
Elevated Ramps					
Potential Impacts to Norwalk River					
Proximity of New Ramps/Roadways to Neighborhoods					
Construction Duration/Impacts to Public					
Direct Archaeological Resources Impacts					



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Level 2 Screening Criteria

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				



Route 7/15 NORWALK

Level 2 Screening Criteria and Evaluation

- For each of the four alternatives, the nine criteria are measured to determine if each one:
 - Meets goal
 - Moderately meets goal
 - Does not sufficiently meet goals
 - Has a fatal flaw

Criterion	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw



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Criterion A Evaluation

Criterion	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw
A) Compatible with Regional Initiatives				



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Criterion A Evaluation

Criterion	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw
A) Compatible with Regional Initiatives	Traffic operations are free flow in nature optimizing traffic flow through corridor		Traffic operations are controlled by traffic signals creating some delay in traffic flow through corridor	



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Criterion B Evaluation

Criterion	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw
B) Construction Costs				



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Criterion B Evaluation

Criterion	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw
B) Construction Costs	Significantly lower construction costs relative to other alternatives		Significantly higher construction costs relative to other alternatives	



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Criterion C Evaluation

Criterion	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw
C) Maintenance Costs				



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Criterion C Evaluation

Criterion	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw
C) Maintenance Costs	Least number of bridges, bridge lengths and roadway miles to be maintained	Moderate number of bridges, bridge lengths and roadway miles to be maintained	Greatest number of bridges, bridge lengths and roadway miles to be maintained	



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Criterion D Evaluation

Criterion	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw
D) Integrating Project Roadways into Environment / Neighborhood Context				



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Criterion D Evaluation

Criterion	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw
D) Integrating Project Roadways into Environment / Neighborhood Context	No new ramps / roadways in proximity to Merritt Parkway	Simplified and compact interchange footprint as compared to other alternatives	Complex and more extensive interchange footprint as compared to other alternatives	



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Criterion E Evaluation

Criterion	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw
E) Elevated Ramps				



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Criterion E Evaluation

Criterion	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw
E) Elevated Ramps	Design includes no ramps / roadways elevated higher than the Merritt Parkway			Design includes new ramps / roadways elevated higher than the Merritt Parkway



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Criterion F Evaluation

Criterion	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw
F) Potential Impacts to Norwalk River				



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Criterion F Evaluation

Criterion	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw
F) Potential Impacts to Norwalk River	No Norwalk River crossings required	Some anticipated Norwalk River crossings required	Most anticipated Norwalk River crossings required	



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Criterion G Evaluation

Criterion	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw
G) Proximity of New Ramps / Roadways to Neighborhoods				



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Criterion G Evaluation

Criterion	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw
G) Proximity of New Ramps / Roadways to Neighborhoods	Least neighborhood quadrants with new ramps or roadways extending beyond existing footprint of ramps / roadways toward neighborhood areas	Some neighborhood quadrants with new ramps or roadways extending beyond existing footprint of ramps / roadways toward neighborhood areas	Most neighborhood quadrants with new ramps or roadways extending beyond existing footprint of ramps / roadways toward neighborhood areas	



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Criterion H Evaluation

Criterion	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw
H) Construction Duration / Impacts to Public				



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Criterion H Evaluation

Criterion	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw
H) Construction Duration / Impacts to Public	Minimal anticipated construction duration/impacts compared to other alternatives based on roadway miles and new bridges required to construct	Moderate anticipated construction duration/impacts compared to other alternatives based on roadway miles and new bridges required to construct	Greatest anticipated construction duration/impacts compared to other alternatives based on roadway miles and new bridges required to construct	



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Criterion I Evaluation

Criterion	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw
I) Direct Archaeological Resources Impacts				



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Criterion I Evaluation

Criterion	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw
I) Direct Archaeological Resources Impacts	No impacts	Potential impacts	Likely impacts	



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Complete Level 2 Screening Evaluation

Criteria	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw
Compatible with Regional Initiatives	Traffic operations are free flow in nature optimizing traffic flow through corridor		Traffic operations are controlled by traffic signals creating some delay in traffic flow through corridor	
Construction Costs	Significantly lower construction costs relative to other alternatives		Significantly higher construction costs relative to other alternatives	
Maintenance Costs	Least number of bridges, bridge lengths and roadway miles to be maintained	Moderate number of bridges, bridge lengths and roadway miles to be maintained	Greatest number of bridges, bridge lengths and roadway miles to be maintained	
Integrating Project Roadways into Environment / Neighborhood Context	No new ramps/roadways in proximity to Merritt Parkway	Simplified and compact interchange footprint as compared to other alternatives	Complex and more extensive interchange footprint as compared to other alternatives	



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Complete Level 2 Screening Evaluation

Criteria	Meets Goal	Moderately Meets Goal	Does Not Sufficiently Meet Goal	Fatal Flaw
Elevated Ramps	Design includes no ramps/roadways elevated higher than the Merritt Parkway			Design includes new ramps/roadways elevated higher than the Merritt Parkway
Potential Impacts to Norwalk River	No Norwalk River crossings required	Some anticipated Norwalk River crossings required	Most anticipated Norwalk River crossings required	
Proximity of New Ramps / Roadways to Neighborhoods	Least neighborhood quadrants with new ramps or roadways extending beyond existing footprint of ramps/roadways toward neighborhood areas	Some neighborhood quadrants with new ramps or roadways extending beyond existing footprint of ramps/roadways toward neighborhood areas	Most neighborhood quadrants with new ramps or roadways extending beyond existing footprint of ramps/roadways toward neighborhood areas	
Construction Duration / Impacts to Public	Minimal anticipated construction duration/impacts compared to other alternatives based on roadway miles and new bridges required to construct	Moderate anticipated construction duration/impacts compared to other alternatives based on roadway miles and new bridges required to construct	Greatest anticipated construction duration/impacts compared to other alternatives based on roadway miles and new bridges required to construct	
Direct Archaeological Resources Impacts	No impacts	Potential Impacts	Likely impacts	



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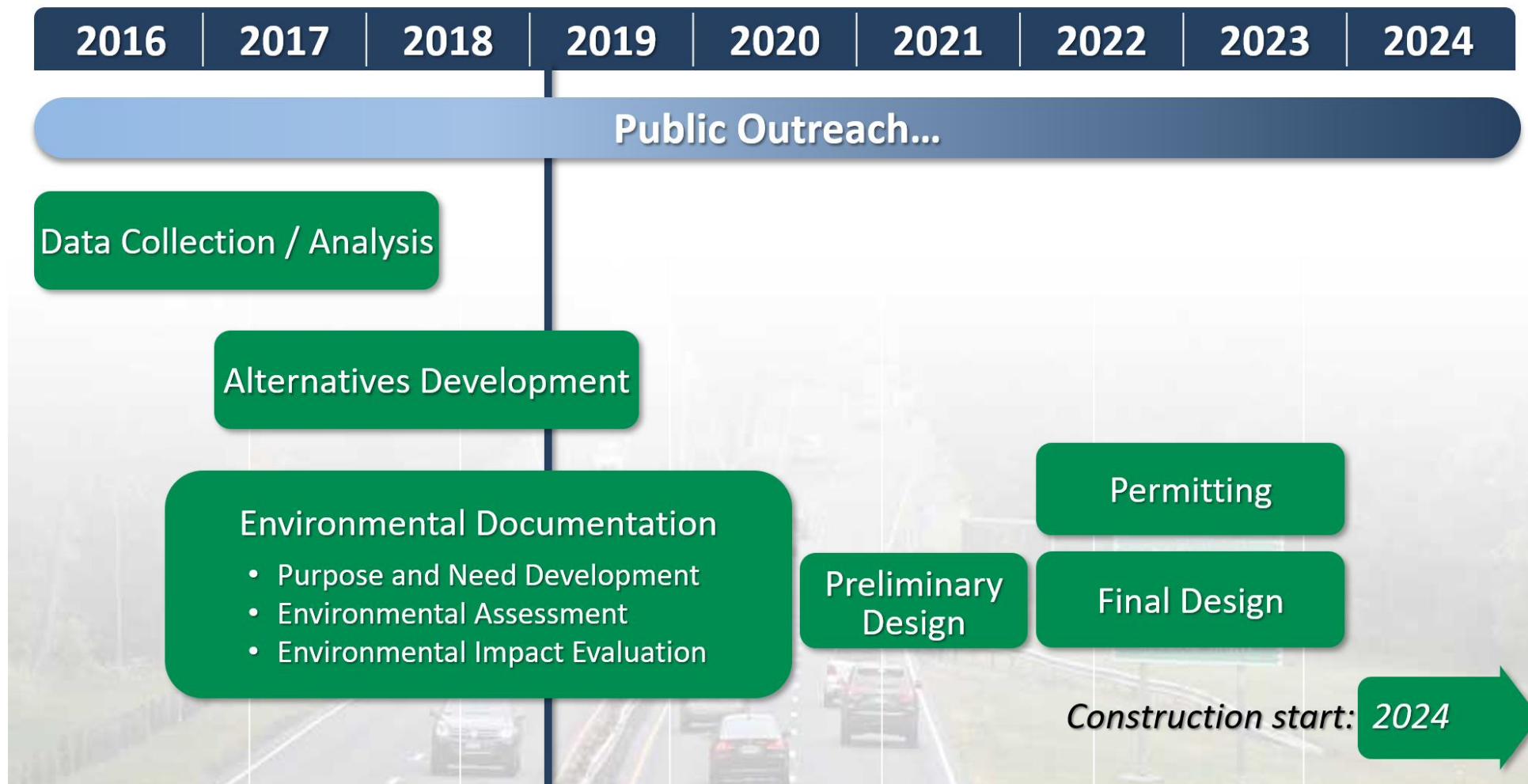
Schedule / Next Steps





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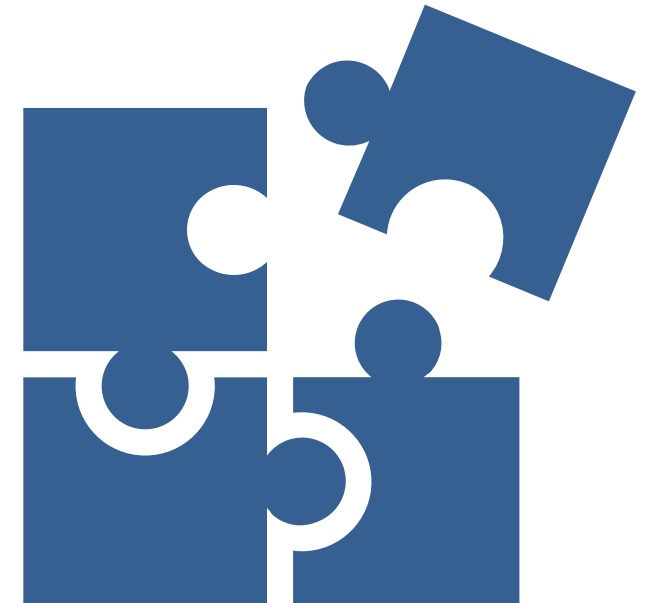


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Next Steps

- Host PAC # 8 in Summer 2019
 - Conduct Level 2 Screening exercise
 - Obtain reasonable range of alternatives
 - Discuss environmental documentation process
- Conduct environmental review process and documentation (EA, CIE)





THANK YOU!
Questions?

