**Route 7/15 Norwalk**

**PROJECT SCHEDULE**

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**Public Outreach...**

- Data Collection / Analysis
- Alternatives Development
- Environmental Documentation
  - Environmental Assessment
  - Environmental Impact Evaluation
- Preliminary Design
- Final Design
- Permitting
- Construction

CTDOT State Project #102-358
Route 7/15 Norwalk

NEPA/CEPA PROCESS

Project Initiation and Early Coordination
  • Develop Purpose and Need
  • Data Collection

Alternatives Analysis and Commence Impact Analyses

Prepare Draft Environmental Assessment/Environmental Impact Evaluation

Conduct Public Scoping

Refine Project Purpose and Need Statement

Conduct Public Hearing

Prepare Finding of No Significant Impact / CEPA Record of Decision

Respond to Comments/Edit Document

Final Design and Permitting

Construction

Scoping Phase

Data Collection and Documentation Process

Review Phase

Finalization Phase

CTDOT State Project #102-358
WHY IS THE PROJECT NEEDED?

• Improve system linkage between Route 7 and Merritt Parkway

• Improve mobility for all users (motorists, pedestrians, cyclists) at Merritt Parkway’s Main Avenue and Route 7 Interchanges

• Improve safety in the vicinity of these interchanges

WHAT ARE GOALS AND OBJECTIVES?

• Ensure long-term serviceability of corridor

• Maximize public investment in corridor

• Ensure better interchange integration with environment & neighborhood context

• Provide pedestrian and bicycle access
Route 7/15 Norwalk

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Historic Bridges

Merritt Parkway over Main Avenue (View North)

Merritt Parkway over Norwalk River (View South)

Glover Avenue Bridge over the Norwalk River (View East)

Glover Avenue Bridge over the Norwalk River (View East)

Merritt Parkway Original Mainline Bridge between Ramp Structures over Perry Avenue (View North)

Merritt Parkway Mainline Bridge over Danbury Branch Metro-North Track, Viewed from Glover Avenue (View South)
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Route 7/15 Norwalk

2010-2014 Crashes in Merritt Parkway Corridor

Number of crashes from 2010-2014 in 1/2-mile segments
- < 101
- 100 - 200
- 200 - 300
- > 300

- 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
- Exit 38: 220 crashes
- Exit 40A: 241 crashes
- 0.5 mi S of Exit 44: 241 crashes

Legend:
- GREENWICH
- STAMFORD
- DARIEN
- FAIRFIELD
- BRIDGEPORT
- MILFORD
- STRATFORD
- NEW YORK / CONNECTICUT
Visual Resources

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Legend:
- Metro North Railroad
- Project Area
- Visual Assessment Study Area
Peak Hour Traffic Levels of Service

LOS A / LOS B
Best qualities of service
Traffic is at free flow with little to no restrictions on travel speed or overall mobility.
There are no delays.

LOS C / LOS D
Best qualities of service
There are some restrictions in travel speed and mobility is a bit restricted.
Delays are minimal/acceptable

LOS E / LOS F
Travel speeds decline significantly and mobility is severely restricted. Demand is greater than capacity.
Delays are significant
Alternative 26

Legend:
- New Traffic Signal
- Roadway Removal
- New Bridge
- New / Reconstructed Roadway

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