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

- 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
LEVEL 1 SCREENING (PURPOSE AND NEED)
• 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**…
  o Do any have merit based on current purpose and need/goals
  o 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                                      | 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 |
|-----------------------------------------------|--------|--------|---------|--------|--------|--------|--------|---------|--------|--------|---------|--------|--------|---------|--------|--------|--------|--------|--------|--------|---------|--------|--------|---------|--------|--------|
| 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**|        |        |         |        |        |        |        |         |        |        |         |        |        |         |        |        |        |        |        |        |         |        |        |         |        |        |         |        |        |         |        |        |

### 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

- **Roadway System Linkage**
  - Connections are made in all directions to/from Route 7 and Merritt Parkway
  - Connections are not made in all directions to/from Route 7 and Merritt Parkway

- **Mobility**
  - 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 not provided between Main Avenue and Route 7 and/or no connections are maintained between Merritt Parkway and Creeping Hemlock Drive. Local road network improvements are not made.

- **Safety Considerations**
  - No apparent geometric deficiencies (e.g., inadequate distances, tight ramps) are identified.
  - Many apparent geometric deficiencies such as short weaving distances, inadequate acceleration/deceleration lanes, etc. are proposed or past assessments specifically denote safety concerns.

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PAC Meeting #5 – November 14, 2018  
CTDOT State Project #102-358
## Route 7/15 Norwalk

**ALTERNATIVE SCREENING**

**Level 1 (Purpose and Need)**

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Meets P&amp;N (✔️) if</th>
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<tbody>
<tr>
<td>Roadway System Linkage</td>
<td>Connections are made in all directions to/from Route 7 and Merritt Parkway</td>
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<tr>
<td>Linkage between Route 7 and Merritt Parkway</td>
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<tr>
<td>Mobility</td>
<td>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.</td>
</tr>
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<td>Improve mobility for all users (motorists, pedestrians, and cyclists) at project interchange areas*</td>
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<td>Safety Considerations</td>
<td>No apparent geometric deficiencies (e.g., inadequate distances, tight ramps) are identified.</td>
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<td>Safety in vicinity of Interchanges 39 and 40**</td>
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</table>
## ALTERNATIVE SCREENING
### Level 1 (Purpose and Need)

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Moderately Meets P&amp;N ( ) if</th>
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<tbody>
<tr>
<td><strong>Roadway System Linkage</strong></td>
<td>Vehicular connections are provided between Main</td>
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<tr>
<td>Linkage</td>
<td>Avenue and Route 7 <strong>but not all</strong> connections are</td>
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<tr>
<td>Linkage between Route 7 and Merritt Parkway</td>
<td>maintained between Merritt Parkway and Creeping</td>
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<td>Hemlock Drive. Local road network improvements</td>
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<td></td>
<td>may or may not be apparent.</td>
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<tr>
<td><strong>Mobility</strong></td>
<td>Some apparent geometric deficiencies such as short</td>
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<tr>
<td>Improve mobility for all users (motorists,</td>
<td>weaving distances between ramps are maintained or</td>
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<tr>
<td>pedestrians, and cyclists) at project</td>
<td>adjacent on- and/or off-ramps are proposed</td>
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<td>interchange areas**</td>
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<td><strong>Safety Considerations</strong></td>
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### ALTERNATIVE SCREENING

#### Level 1 (Purpose and Need)

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<tr>
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<td>Mobility</td>
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</table>
## 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

### Criteria

| Criteria | 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. 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 |
|----------|--------|--------|---------|--------|--------|--------|--------|---------|--------|--------|---------|---------|---------|--------|--------|---------|--------|--------|---------|---------|---------|---------|--------|---------|---------|--------|---------|
| 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?

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Meets P&amp;N (✓) if</th>
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<th>Does Not Meet P&amp;N (✘) if</th>
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<tr>
<td>Roadway System Linkage</td>
<td>Connections are made in all directions to/from Route 7 and Merritt Parkway</td>
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*ALT. = Alternative

**Notes:**
- 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 as Alt. 21C. Alt. 21C was previously determined to be the better version of this alternative.

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**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. 12A
- ALT. 13
- ALT. 14
- ALT. 15
- ALT. 16
- ALT. 17
- ALT. 18
- ALT. 19B
- ALT. 20B
- ALT. 21C
- ALT. 21D

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**Purpose & Need:**

- Roadway System Linkage
- Mobility
- Safety Considerations
Alternative 15

Legend:
- Proposed travel way
- Proposed structures
- Undisturbed existing pavement
- Water course / stream
- Wetlands
- Alternate alignment
- Proposed building

Route 7 - Route 15 interchange
Norwalk, Connecticut
Alternate #15
Scale 1:2500
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)

### 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?

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</table>
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

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

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

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
ALTERNATIVE 21C

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

Long deceleration lane

Short 400’ Weave – 2 lane ramp segment

2 lane ramp segment

One lane ramp – no signalization

CD Roadway to Route 15 NB

One lane ramp

Route 7
Glover Avenue
Perry Avenue
Merrit Parkway / Route 15
Metro-North Railroad
Creeping Hemlock Drive
Main Avenue
Route 7/15 Norwalk

ALTERNATIVE 21D

- 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.

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

- Added 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'.

- Merrit Parkway / Route 15

- Creeping Hemlock Drive

- Glover Avenue

- Main Avenue

- Metro-North Railroad

- Perry Avenue

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

- November 14, 2018

CTDOT State Project #102 - 358
<table>
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<tr>
<th>Criteria</th>
<th>NO-BUILD</th>
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<td><strong>Purpose &amp; Need</strong></td>
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</table>

*Includes bicyclists

**Incorporates pedestrian safety measures
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
## Purpose & Need (Level 1 Screening Results)

<table>
<thead>
<tr>
<th>Criteria</th>
<th>NO-BUILD</th>
<th>ALT 12A</th>
<th>ALT 20B</th>
<th>ALT 21D</th>
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## Goals & Objectives

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<tr>
<td>Reduce Congestion</td>
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<td>Long-Term Serviceability</td>
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<tr>
<td>Improved connections to alternate modes of transportation (rail, bus, bike…)</td>
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<td>Compatible with City/Regional initiatives</td>
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<td>Optimizing Value Gained from Public Investment</td>
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<td>Cost effective solutions</td>
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<td>Reducing maintenance costs</td>
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<td>Minimizing impacts of construction to public</td>
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<td>Implementing sustainable practices</td>
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<tr>
<td>Integrate Project Roadways and Landscape with Environment/Neighborhood context</td>
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<tr>
<td>Design consistent with MP historic/scenic character including preserving historic bridges where practical</td>
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</tr>
<tr>
<td>Preserving, enhancing surviving historic landscape, where practical.</td>
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<tr>
<td>Creating new landscape design consistent with Parkway’s original design intent</td>
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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