Route 7/15 Norwalk Project - Update
Winter 2017
Route 7/15 Norwalk

Agenda

• Introductions
• Project Goals
• Update on Work Status
• Alternative Development
• Project Schedule Review
• Next Steps
Route 7/15 Norwalk

Project Goals

- Provide for increased mobility and connectivity in interchange area including providing for all traffic movement connections between Route 7 and Merritt Parkway
- Address safety deficiencies
- Improve mobility and safety for pedestrians and bicyclists in area of interchanges

Guiding Principal for Solutions

- Avoid, minimize, mitigate environmental/historic impacts
Update on Work Status

• Existing Conditions (traffic, natural, archeological)
• Environmental Documentation
• Development of Alternatives
• Public Outreach
Identification of Preferred Alternative

• Based on achieving purpose and need
• Evaluation screening matrix (for example):
  • Cost
  • Engineering feasibility
  • Traffic operations
  • Environmental impacts
  • Community input
  • Etc…….
• Recommendation for final design after approval in NEPA/CEPA process
Development of Alternatives

- Refinement of 21C
- Consideration of additional alternatives
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Alternative 26 Design Concept
Alternative 26 Interchange Configuration

- Make all connections (Route 7 / Main Ave)
- Number of lanes on Route 7
- Heavy traffic movements
- Eliminate non-standard Main Ave ramps
- Eliminate weaves on Merritt Parkway
Alternative 26 Connections

- Between Main Ave & Route 7
- Accommodates commercial vehicles
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Alternative 26 Connections

• From Parkway (to Route 7 & Main Ave)
Alternative 26
Connections
• To Parkway
  (from Route 7 & Main Ave)
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Preliminary Traffic Analysis – Route 7 Alternative 26

- Assume 3 through lanes
- Intersection 1 operates at LOS C or better
- Intersection 2 operates at LOS D or better
- Queues do not block adjacent intersections or ramps
Preliminary Traffic Analysis – Main Avenue

- 2 new signalized intersections on Main Ave
  - Intersection 3 operates at LOS C
  - Intersection 4 operates at LOS D or better

- 1 modified intersection on Main Ave
  - Intersection 5 operates at LOS C as per Alternate 21C
Initial Alternative 26 Concept Analysis

Benefits / Drawbacks

Potential Benefits

• More compact (less footprint) and simpler interchange for Route 7/15
• Less structures required
• Significantly less expensive - Initial and long-term
• Potential to minimize environmental impacts associated with interchange; both natural resources and historic resources/parkway character
Initial Alternative 26 Concept Analysis

Benefits / Drawbacks

Potential Drawbacks

- Greater air quality and noise impacts on Route 7 (signals)
- Potential safety concerns at new Route 7 traffic signals
- Potential reductions in LOS from Alternate 21C
- Alternate 21C considered free flow (preferred)
Initial Alternative 26 Concept Analysis
Questions to be Answered / Unknowns

- ROW acquisition?
- Travel time benefits (over directional ramps)?
- Precluding Route 7 Expressway?
- Alternative 26 Access: Limited? Development opportunities?
Outreach to Date

Stakeholder Meetings- Over 20 meetings to date!

- Neighborhoods
- Business groups
- Major property owners
- Environmental groups
- Website
- Newsletters
- Social Media (Facebook and Twitter)
- Newspaper article
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Preliminary Schedule

2016
- Outreach with key stakeholders
- Data collection
- Identification of design alternatives
- Environmental studies

2017
- Project Advisory Committee meetings
- Public information meetings
- Develop preliminary alternatives
- Identify preferred alternative
- Preliminary design process

2018
- Conclude Environmental Documentation
- Initiate final design process

2021
- Start Construction
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Stay Connected

- Sign up for contact list
- Visit website
- Connect with project on social media
- Attend meetings

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Contact Information

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