



Route 7-15 Norwalk

PURPOSE AND NEED SUBCOMMITTEE MEETING #2

Meeting Summary

Date: November 14, 2018

Norwalk City Hall Community Room

Time: 5:30pm

Attendance

PAC Members	
David Waters	Building and Land Technology
Alan Kibbe	None
Tod Bryant	Norwalk Preservation Trust
Peter Viteretto	Silvermine Community Association
Connecticut Department of Transportation and FHWA Staff	
Yolanda Antoniak	CTDOT
Tom Doyle	CTDOT
Andy Fesenmeyer	CTDOT
Project Consultant Team	
Ken Livingston	Fitzgerald & Halliday, Inc.
John Eberle	Stantec
Gary Sorge	Stantec
Meghan Bard	Fitzgerald & Halliday, Inc.
General Public	
John Block	Tighe & Bond

E-mail Address	Type	Attendee Name ▲	Company Name
yolanda.antoniak@ct.gov	User	Yolanda Antoniak	CTDOT
JWBlock@tighebond.com	Contact	John Block	Tighe & Bond
tbryant23@optonline.net	Contact	Tod Bryant	Norwalk Preservation Trust
Thomas.Doyle@ct.gov	Contact	Tom Doyle	CTDOT
John.Eberle@stantec.com	User	John Eberle	Stantec
andy.fesenmeyer@ct.gov	User	Andy Fesenmeyer	CTDOT
akibbe@att.net	Contact	Alan Kibbe	None
pstanton@fhiplan.com	Contact	Paul Stanton	Fitzgerald & Halliday, Inc.



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viteretto@heritagelandscapes.com	Contact	Peter Viteretto	Silvermine Community Association
dfwaters@bltooffice.com	Contact	David Waters	Building and Land Technology

John Eberle of Stantec provided a brief introduction of the purpose of the meeting to review changes to the Purpose and Need Statement requested by Agencies and receive feedback from the subcommittee.

Documents provided and to be reviewed included:

Nov 6, 2017 original version with P&N edits that the subcommittee had requested
Jan 17, 2018 version where 'congestion' was moved to a 'goal' from a 'need'
June 11, 2018 version incorporating Agency comments.

John Eberle provided explanation for the edits that moved 'congestion' from a 'need' to a 'goal'. Given conversations internally and with FHWA, and reviewing FHWA guidance, maintaining congestion as a need, requires any alternative to 'fix' the congestion problem. In the case of 7-15, as was always stated, while the current congestion would likely be reduced and better if nothing were done, it cannot be said that congestion would be resolved. Therefore by guidance, the topic should to be a goal. JE further stated that this way, an alternate that was highly favored in all other criteria would not need to be discarded if it failed this one criteria.

All were in agreement.

Mr. Eberle proceeded to highlight the changes the Agencies had requested to the P&N document namely

1. Adding a graphic and text that visually depicted the missing links in the interchange.
2. Minor text additions and clarifier's throughout
3. Under Goals and Objectives, Agencies had shifted the descriptions of the Merritt Parkway guidelines to a foot note to simplify the text under Item D. They also combined narrative into 2 paragraphs rather than 3.

Mr. Eberle stated that there was not a change per se in language that the subcommittee had requested but a reconfiguration.

Comments from subcommittee:



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Peter Viteretto suggested that there should be a recognition that integrating the roadways into the natural environment (per Item D in Goals/Objectives) should be parallel with the landscape and not an after thought. He suggested adding 'Landscape' to the Item D title line (after 'Roadways'). All agreed and the Project Team will make the edit.

Subcommittee as a whole were opposed to shifting the guiding documents descriptions to a foot note as they felt that minimized the documents. They asked that it be placed back in the main body. All agreed and the Project Team to make edit.

Beyond the above, subcommittee had no issues with other changes.

John Eberle explained next steps would entail the Project Team making the noted edits to the P&N Statement, then distributing to subcommittee and PAC to receive any final comments. Assuming no additional comments (or inclusion of any), it would then be distributed to Agencies with notes as to the requested edits and reasoning from PAC subcommittee.