



Proposed Project PP-102-020

Proposed Improvements on Route 7 from Grist Mill Rd to Kent Rd
City of Norwalk and Town of Wilton

Connecticut Department of Transportation

Tuesday, September 10, 2024

Proposed Project PP-102-020

Proposed Improvements on Route 7 from Grist Mill Road to Kent Road
City of Norwalk & Town of Wilton

Tuesday, September 10, 6:00 p.m.

Question and Answer session to follow the formal presentation.



[Project Webpage](http://portal.ct.gov/DOTNorwalkWiltonPP-102-020)

<http://portal.ct.gov/DOTNorwalkWiltonPP-102-020>



Agenda

- Welcome, Introductions & Housekeeping
- Opening Remarks from City of Norwalk & Town of Wilton
- Presentation (approximately 30 minutes)
- Instructions on how to provide formal comments
- Q&A and Feedback



CTDOT Project Team

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Division Chief of Highway Design

Marissa L. Pfaffinger, P.E.
Principal Engineer

Andrew J. Correia, P.E.
Project Manager

Edward B. Sabourin, P.E.
Project Engineer

Matthew Geanacopoulos
Property Agent, Right-of-Way



How to Provide Formal Comments



By Email: DOTProjectPP-102-020@ct.gov



By Phone: (860) 594-2020 (voicemail)
Mention Project PP-102-020



Project Webpage: <http://portal.ct.gov/DOTNorwalkWiltonPP-102-020>

Note: Comment period is open through **September 24, 2024**





Connecticut Department of Transportation Title VI Notice to the Public

Individuals and organizations may file a complaint by completing the Title VI complaint form (<https://railroads.dot.gov/resource-center/title-vi-civil-rights-act-1964/title-vi-complaint-format>). Complaints should be signed and include contact information and should be sent to: Office of Civil Rights Federal Railroad Administration 1200 New Jersey Avenue, SE ROA-10, Mail Stop 5 Washington, DC 20590

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For more information on the CTDOT's civil rights program, and the procedures to file a complaint, contact the CTDOT Title VI Coordinator at (860) 594-2169, TRS 711; Debra.Goss@ct.gov; or visit our administrative office at 2800 Berlin Turnpike, Newington, CT 06131. For more information, visit www.ct.gov/dot

A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the FTA Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590

A complainant may file a complaint directly with the Federal Highway Administration by filing a complaint with the FHWA Office of Civil Rights, Attention: Title VI Program Coordinator, 8th Floor E81-105, 1200 New Jersey Ave., SE, Washington, DE 20590

如需更多信息或免费语言协助，请致电 (860) 594-2109

Para información adicional, o asistencia lingüística gratuita, por favor llame al (860) 594-2109

Per informazioni aggiuntive o assistenza linguistica gratuita, chiamare il numero (860) 594-2109

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Aby uzyskać dodatkowe informacje lub bezpłatną pomoc tłumacza, proszę dzwonić pod numer (860) 594-2109

Для получения подробной информации или бесплатных услуг перевода звоните по телефону (860) 594-2109

Pou jwenn plis enfòmasyon, oswa asistans ak lang gratis, ranpri rele (860) 594-2109

لمزيد من المعلومات أو للحصول على مساعدة لغوية مجانية، يرجى الاتصال بالرقم (860) 594-2109

Si vous souhaitez en savoir plus ou bénéficier d'une assistance linguistique gratuite, merci de composer le numéro suivant (860) 594-2109

अधिक जानकारी या निःशुल्क भाषा संबंधी सहायता के लिए कृपया (860) 594-2109 पर कॉल करें।

추가 정보가 필요하거나 무료 언어 지원이 필요하시면 (860) 594-2109로 전화하십시오

Để có thêm thông tin hoặc hỗ trợ ngôn ngữ miễn phí, vui lòng gọi (860) 594-2109

Opening Remarks from Municipalities

Coordination to Date

- WestCOG
- City of Norwalk
- Town of Wilton
- Norwalk River Valley Trail



Presentation Portion of Meeting

What we will cover during presentation (approx. 30 minutes):

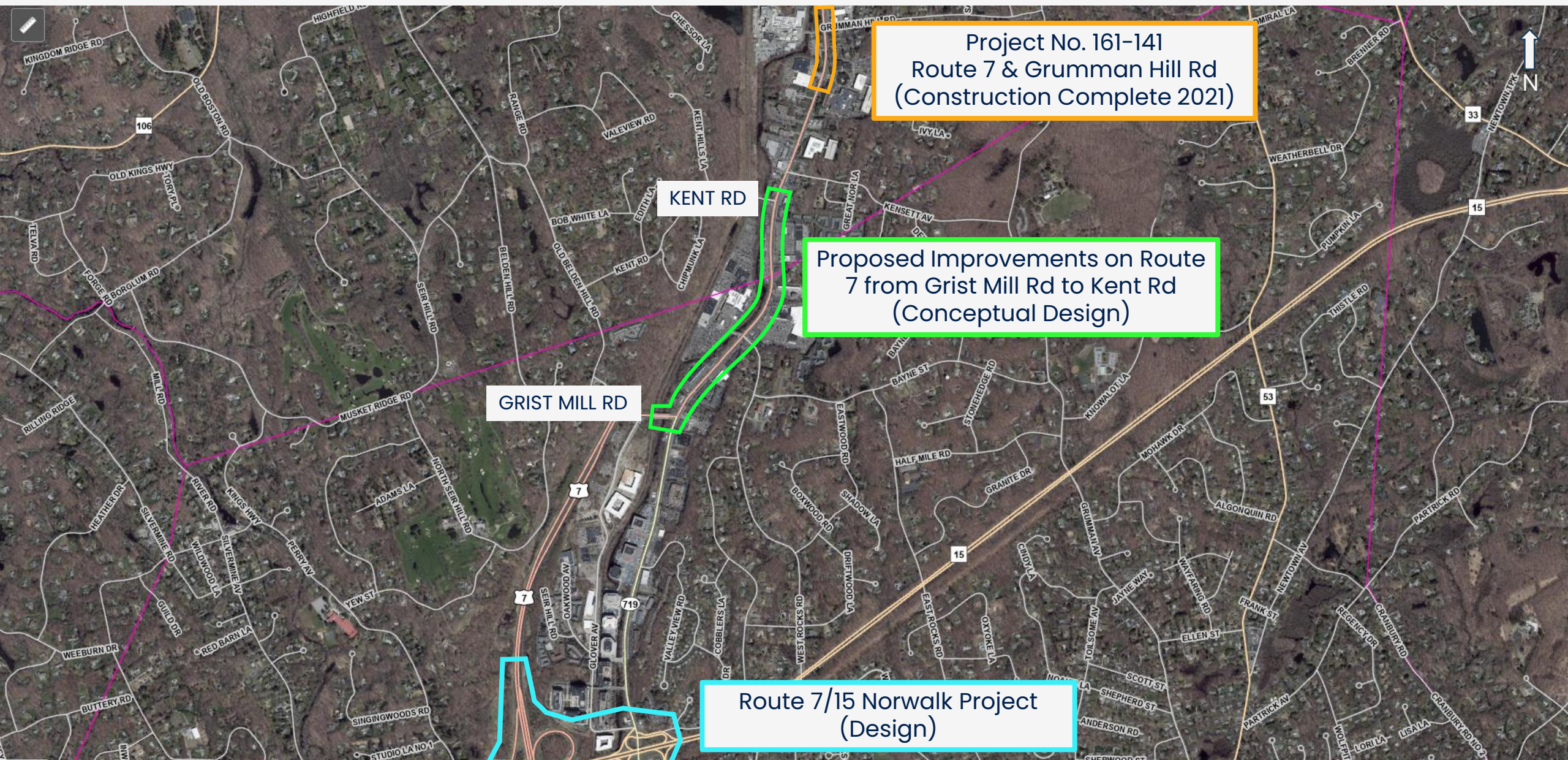
- Project Location
- Project Process & Background
- Existing Conditions
- Purpose & Need of the Project
- Proposed Conceptual Design
- Project Impacts
- Cost



Project Location



CTDOT Activities in the Area



Project No. 161-141
Route 7 & Grumman Hill Rd
(Construction Complete 2021)

KENT RD

Proposed Improvements on Route 7
from Grist Mill Rd to Kent Rd
(Conceptual Design)

GRIST MILL RD

Route 7/15 Norwalk Project
(Design)

Project Limits



Continued Evaluation & Development

Project Limits

ROUTE 7

GRIST MILL RD

GLOVER AVE

SR 719 (MAIN AVE)

ROUTE 7 (MAIN AVE)

WEST ROCKS RD

FOXBORO DR

FAWN RIDGE LN

KENT RD





Where we are in the Project Process



PROJECT SCOPING

Evaluate Existing Conditions
Define Purpose and Need for Project
Develop Proposed Solutions

DESIGN PHASE

4 -5 Years Duration
Continued Opportunities for Public Input
Fully Develop Design

CONSTRUCTION

1-2 Years Duration
Construct Improvements
Maintain Traffic during Construction

WE ARE HERE



Existing Conditions

Route 7

- Major North-South roadway through the area
- Regional significance – Carries a high volume of vehicles daily
- Connections to Residential, Offices, Retail and Services within project limits
- Heavily congested – delays and backups
- Crash History



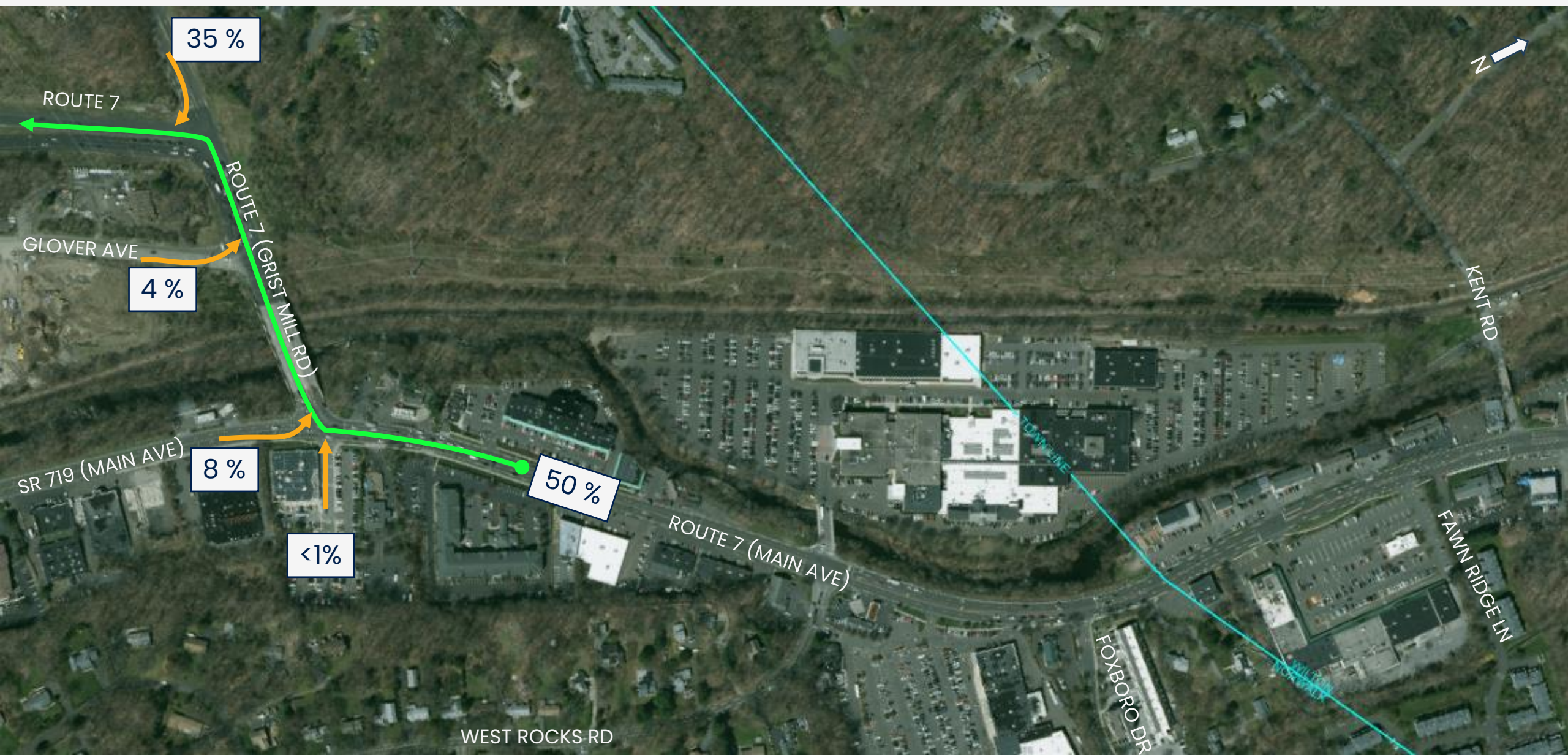
Route 7 Connections



Northbound Route 7 Traffic Patterns

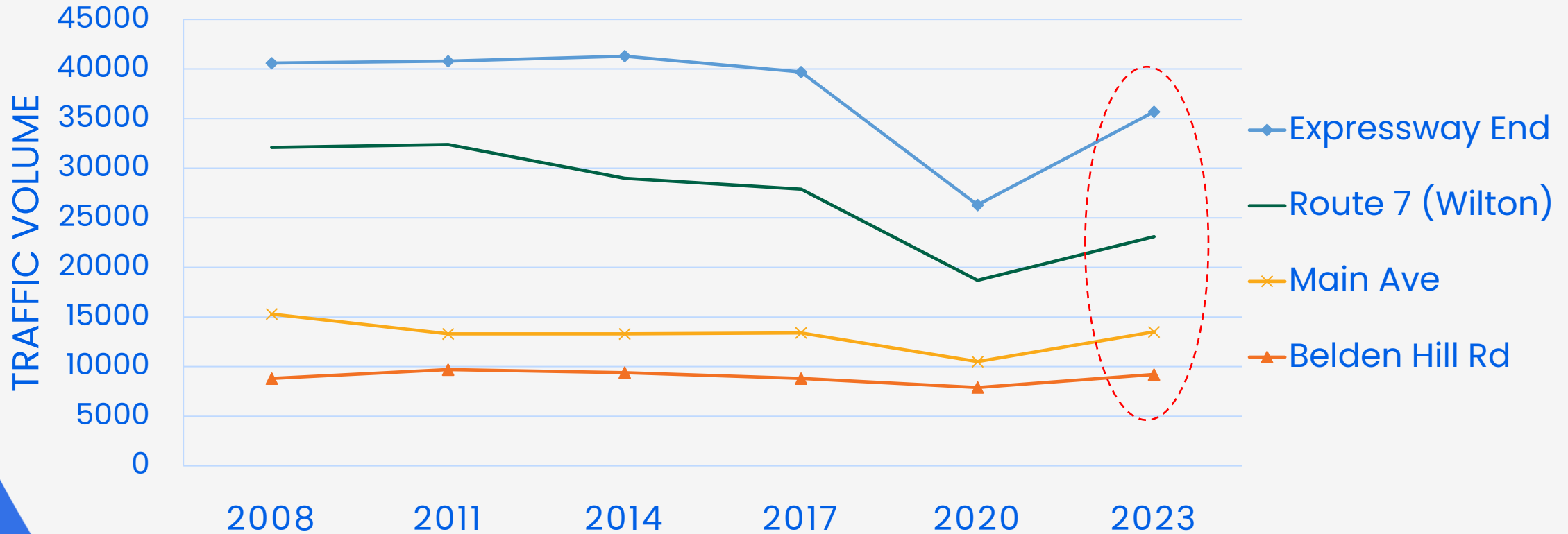


Southbound Route 7 Traffic Patterns



Effects of 2020 on Traffic Volumes

TRAFFIC VOLUMES BY YEAR



Existing Traffic Conditions



Route 7 Grist Mill Rd & Main Ave – Approaching Capacity

- Significant peak hour congestion
- Southbound Route 7 right turn onto Grist Mill Rd – long queues/delay

Foxboro Dr, Gateway Plaza & Kent Rd Intersections – Good Operations

- Three leg intersections – more efficient – operate acceptably

West Rocks Rd/iPark Intersection – Poor Operations

- West Rocks Rd left turn – Delays and Backup
- Many movements approaching capacity

ROUTE 7

GLOVER AVE

GRIST MILL RD

SR 719 (MAIN AVE)

ROUTE 7 (MAIN AVE)

iPARK

WEST ROCKS RD

FOXBORO DR

GATEWAY SHOPPING PLAZA

KENT RD

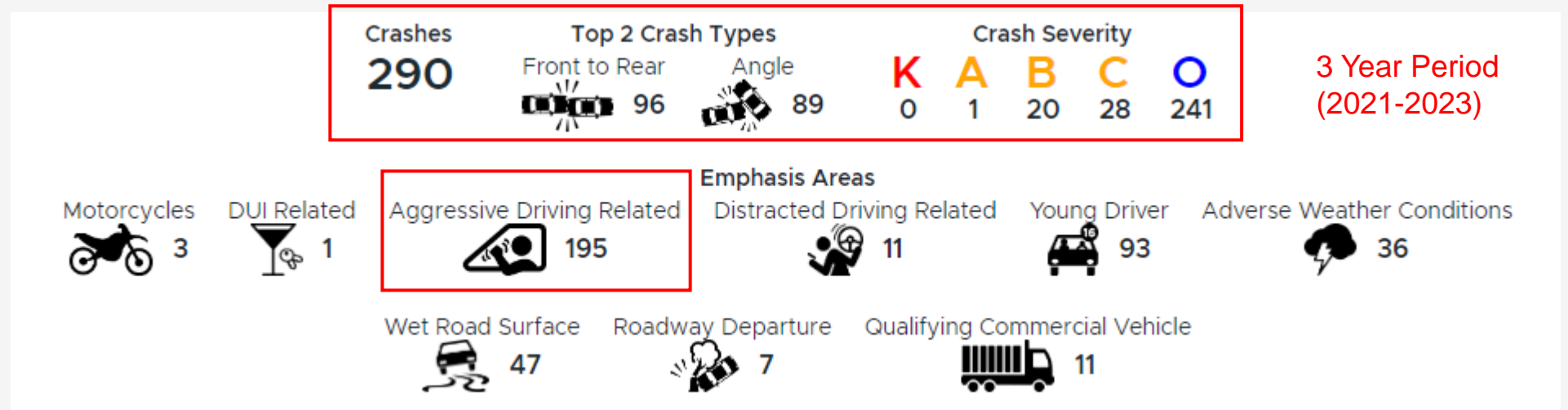
FAWN RIDGE LN



Crash Experience Summary

Crash Data and Observed Behavior

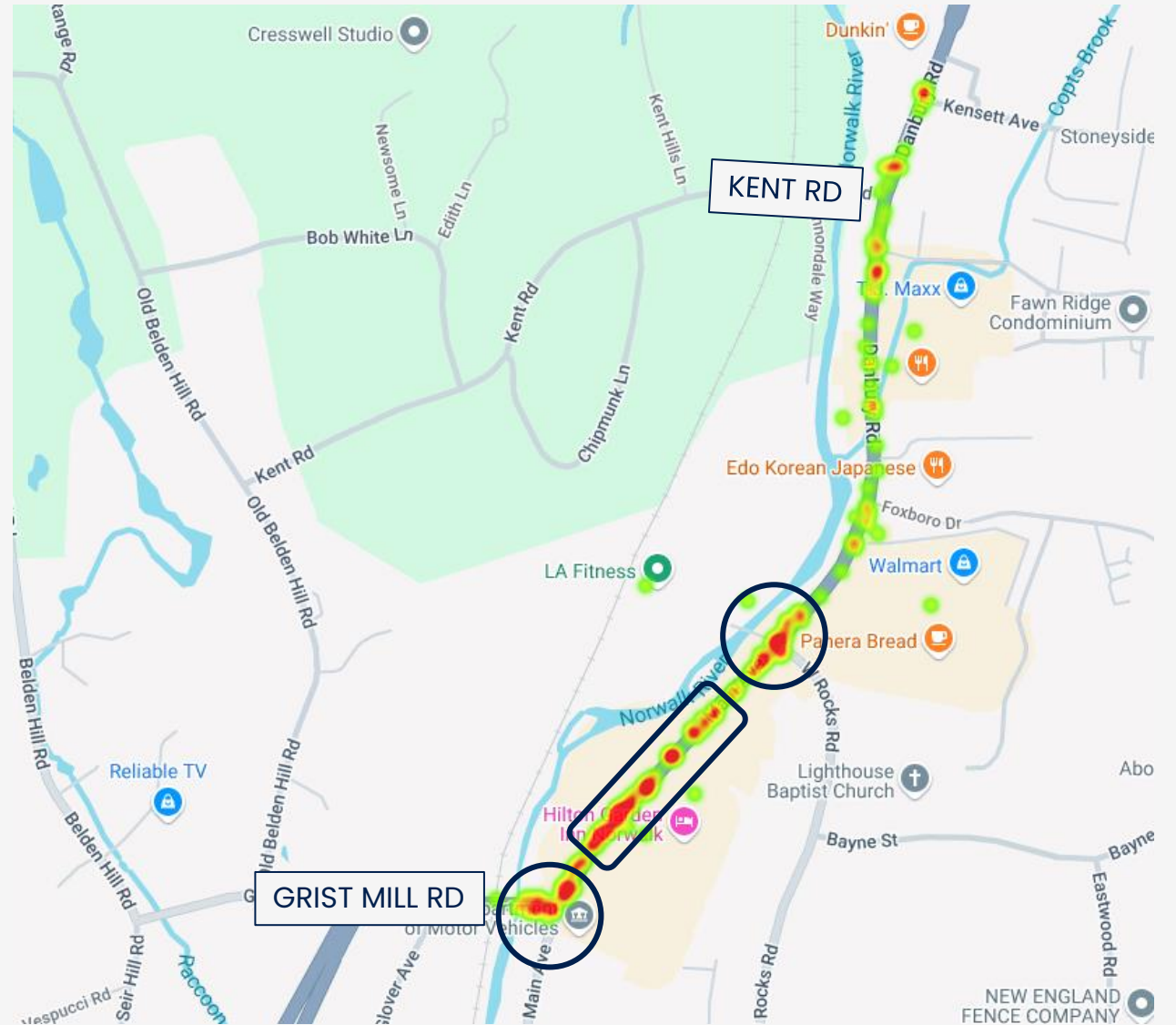
- Generally aggressive driving habits – Beat lights & shift through traffic
- Rear ends and sideswipes at signalized intersections
- Angle crashes to/from unsignalized driveways
- No fatal crashes



Crash Experience Summary

Heat Map

- Signalized Intersection of Grist Mill Rd, Main Ave & DMV Driveway
- Unsignalized Driveways on Main Ave between Grist Mill Rd and West Rocks Rd
- Signalized Intersection of Main Ave, West Rocks Rd, & iPark Driveway
- Sections to the north experiencing less crashes than southern portion

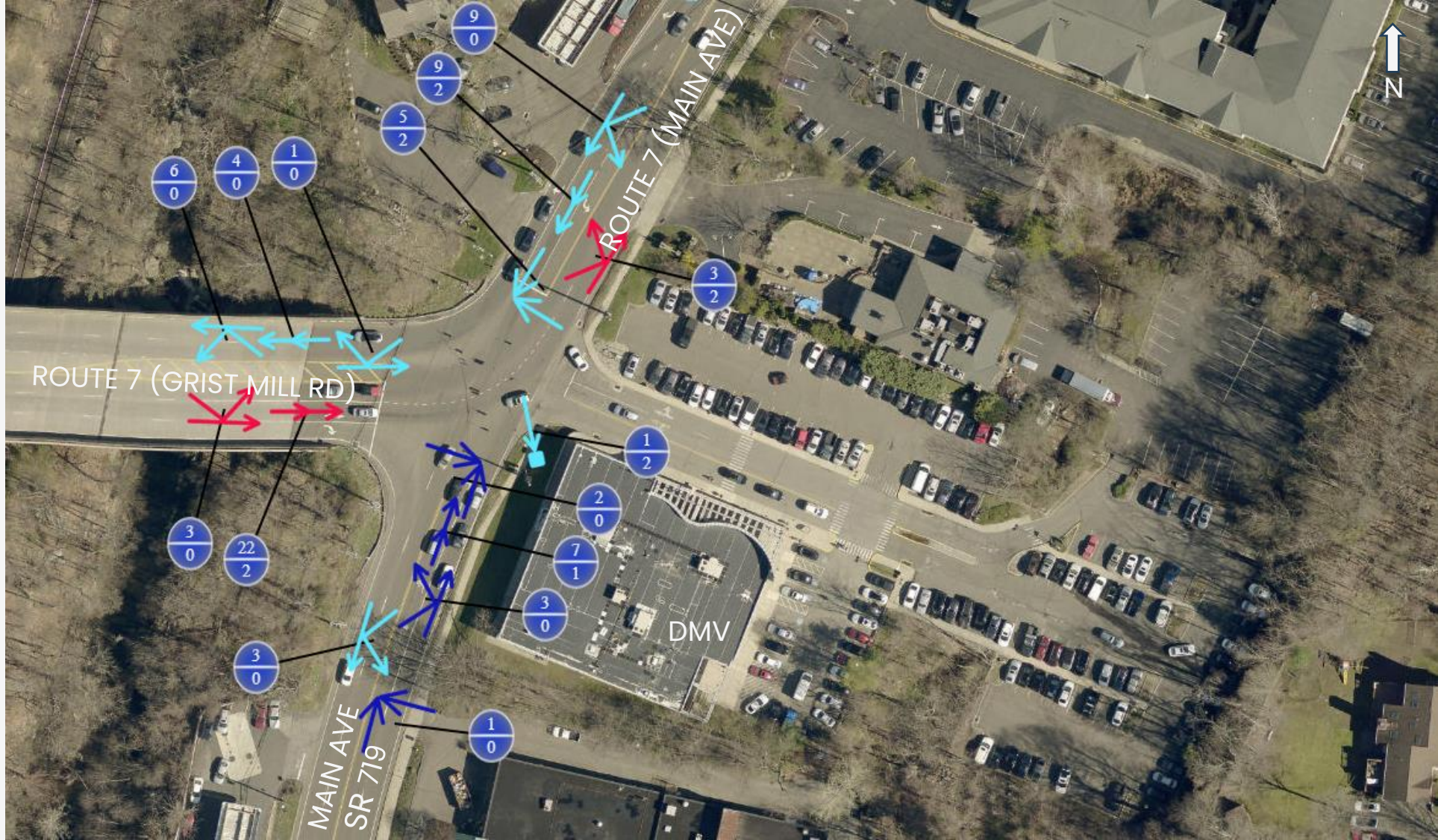


Intersection of Grist Mill Rd & Main Ave

3 YEAR PERIOD
(2021-2023)

79 Total Crashes
11 Injuries

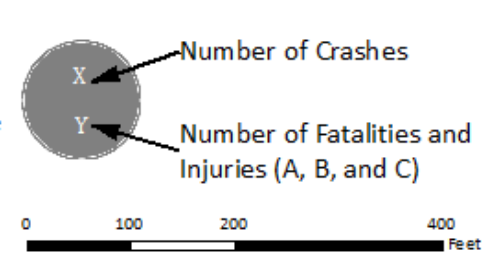
- Rear Ends
- Sideswipes
- Grist Mill Downhill
- Driveways close to intersection



Crash Type Symbols

	Angle		Fixed Object		Jackknife		Other, Multi Vehicle		Pedestrian
	Animal		Front to Front		Non fixed Object		Other, Single Vehicle		Sideswipe, Opposite Direction
	Bicycle		Front to Rear		Other Non-Collision		Overturn or Rollover		Sideswipe, Same Direction

Explanation of Crash Counts



Unsignalized Driveways on Main Ave

3 YEAR PERIOD
(2021-2023)

81 Total Crashes
25 Injuries

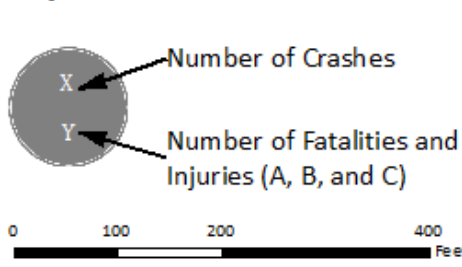
- Angle Crashes from driveways
- Left Turns
- High Frequency Crash Location



Crash Type Symbols

	Angle		Fixed Object		Jackknife		Other, Multi Vehicle		Pedestrian
	Animal		Front to Front		Non fixed Object		Other, Single Vehicle		Sideswipe, Opposite Direction
	Bicycle		Front to Rear		Other Non-Collision		Overturn or Rollover		Sideswipe, Same Direction

Explanation of Crash Counts

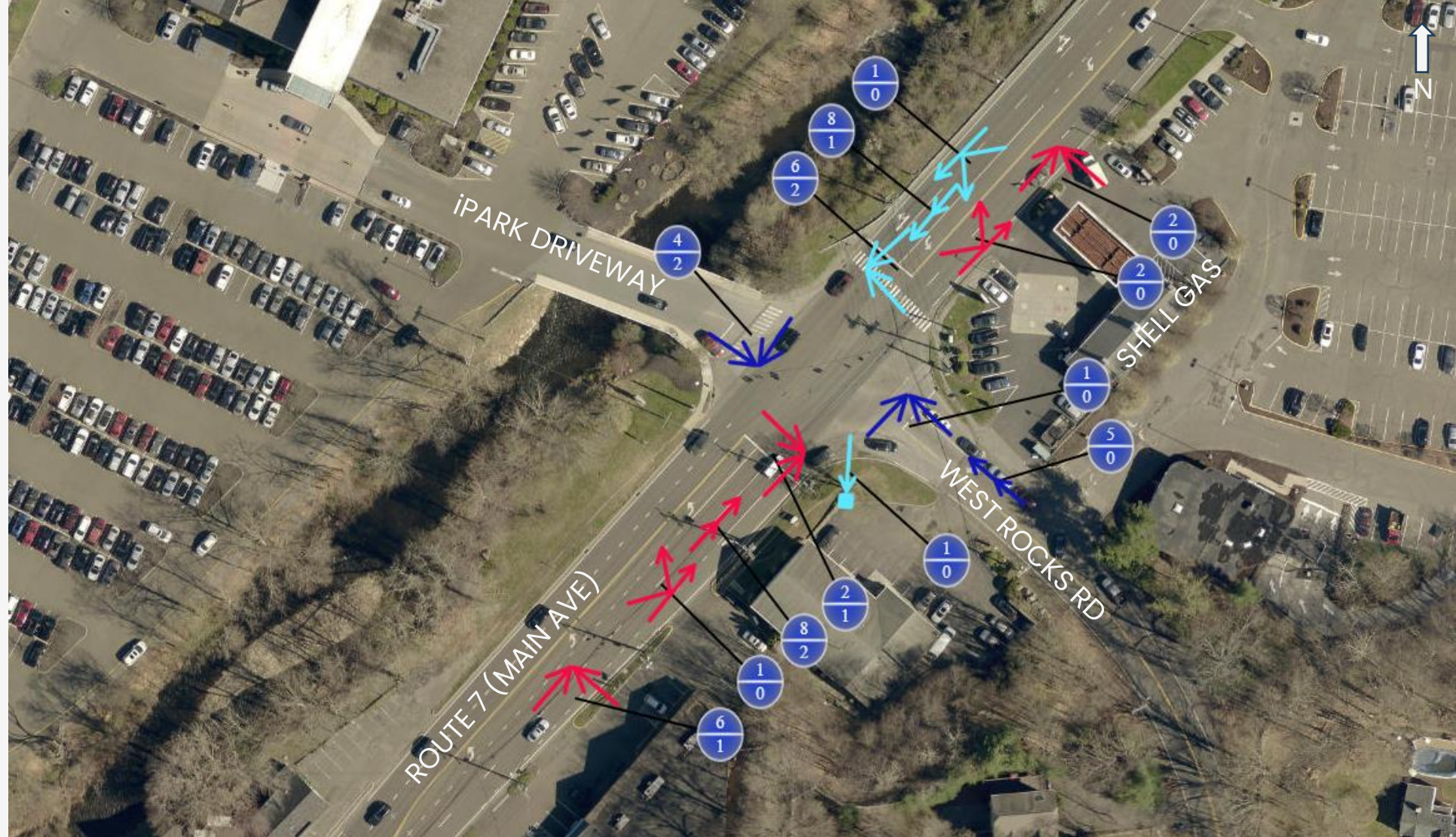


Intersection of Main Ave & West Rocks Rd

3 YEAR PERIOD
(2021-2023)

47 Total Crashes
9 Injuries

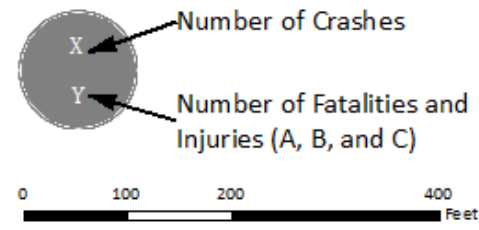
- Rear Ends
- Sideswipes
- Some angle crashes from Left Turns



Crash Type Symbols

	Angle		Fixed Object		Jackknife		Other, Multi Vehicle		Pedestrian
	Animal		Front to Front		Non fixed Object		Other, Single Vehicle		Sideswipe, Opposite Direction
	Bicycle		Front to Rear		Other Non-Collision		Overturn or Rollover		Sideswipe, Same Direction

Explanation of Crash Counts



Vulnerable Roadway Users

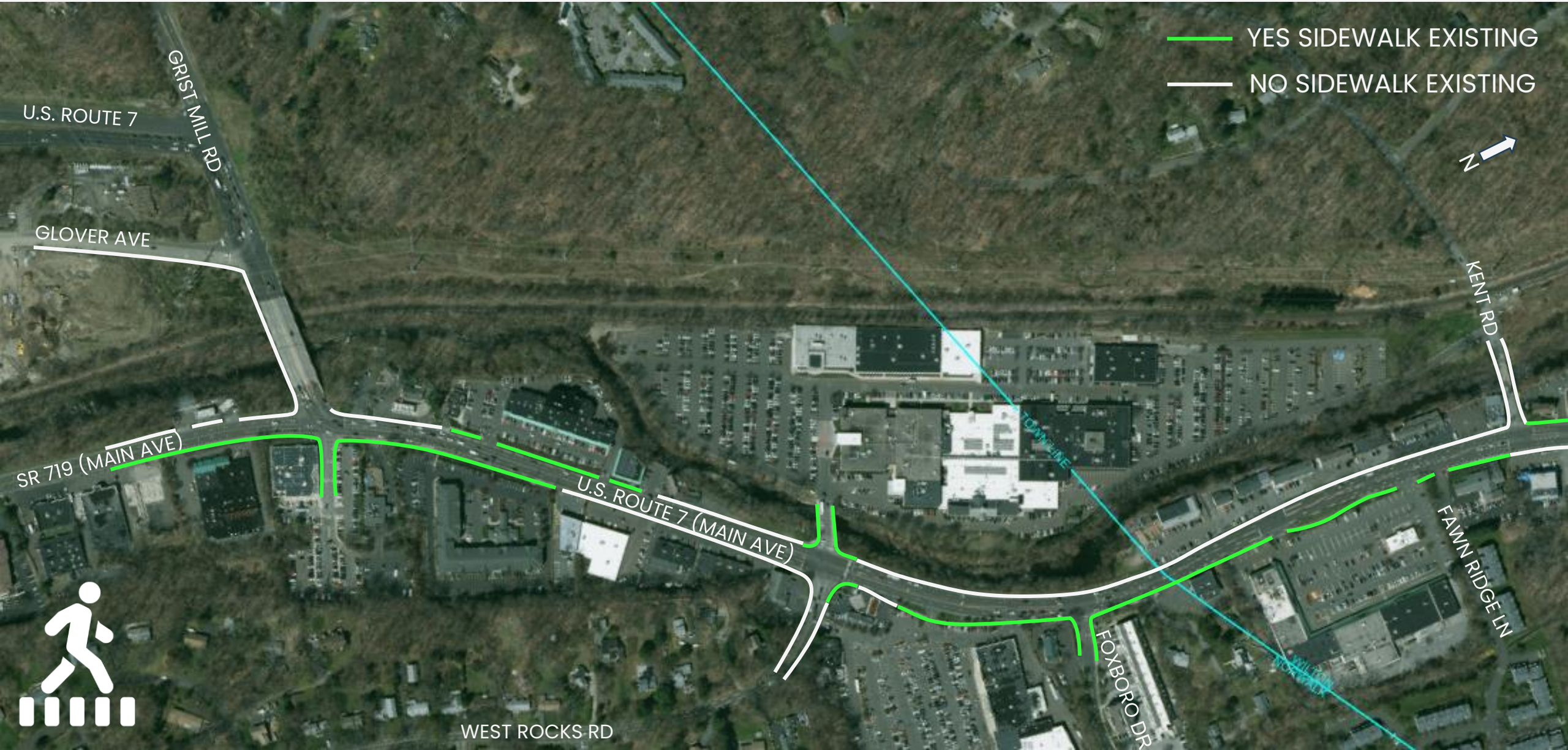


Bicycle and Pedestrian Safety

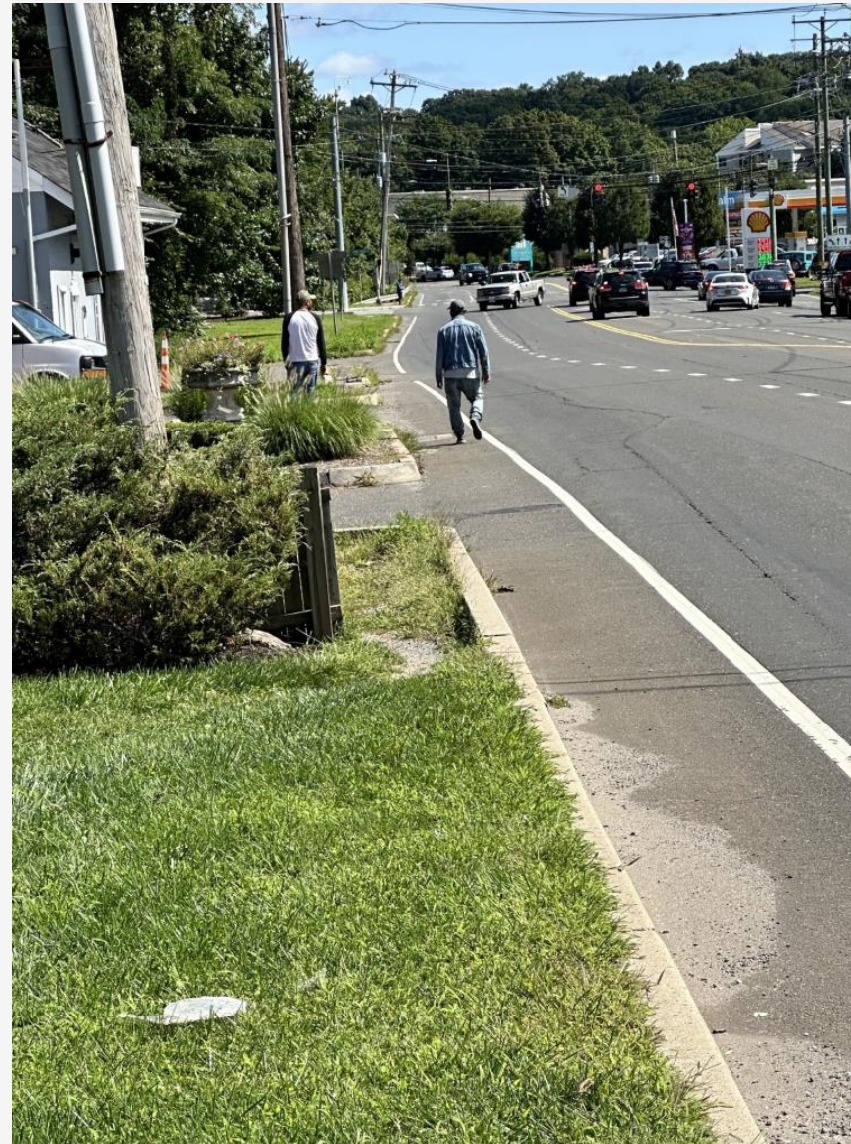
- No pedestrian crashes reported in latest 3-year period (2021-2023)
- No bicycle crashes reported in latest 3-year period (2021-2023)
- Observations & Feedback from Municipalities
 - Pedestrians – significant demand within project area
 - Transit stops along Main Avenue
 - Limited cyclists
- Identify existing facilities and needs



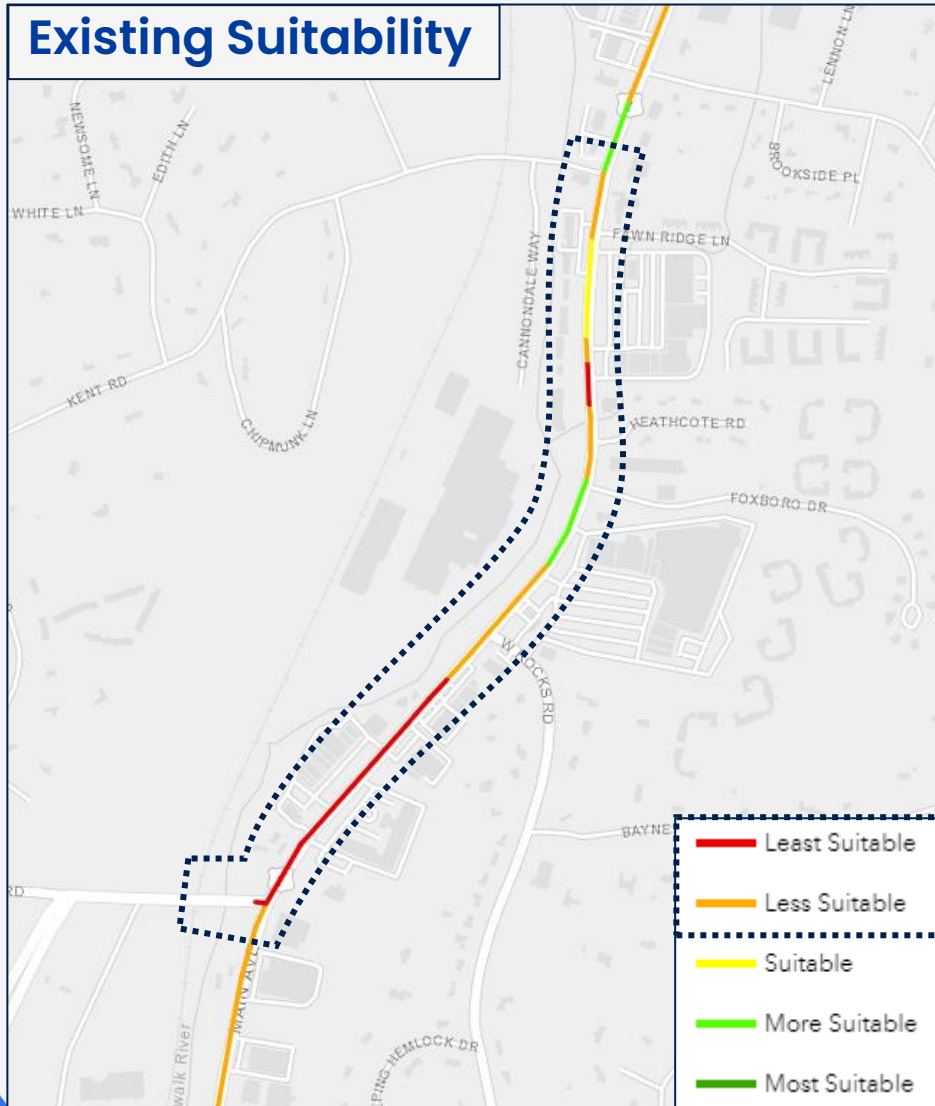
Existing Sidewalk Network



Sidewalk Needs



Existing Bicycle Network



Bicycle Network Planning

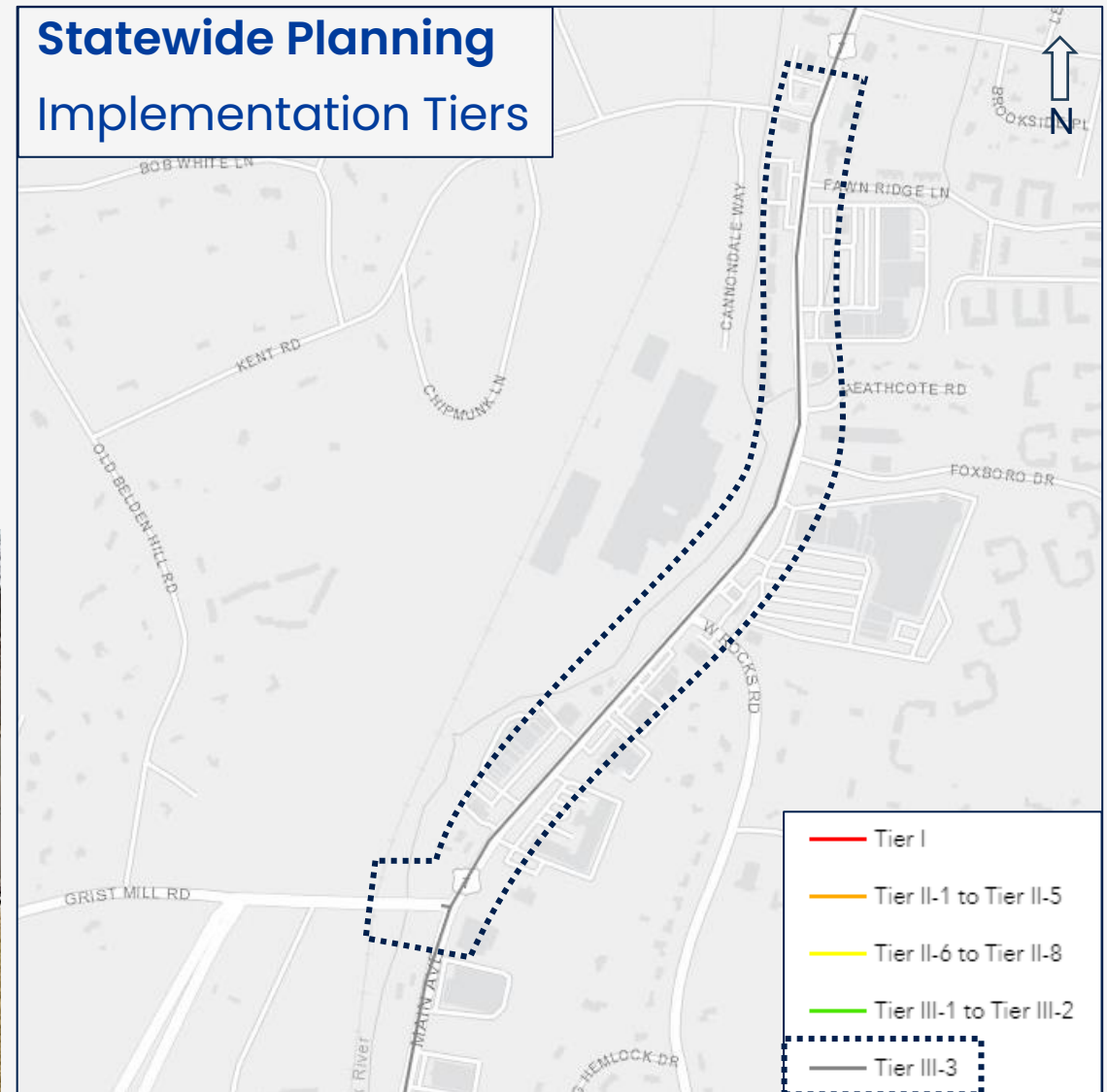


Active Transportation Planning

- Not identified as a priority corridor in the 2019 Active Transportation Plan.
 - New on-going study in development
- Nearby connections to existing bicycle facilities identified
 - West Rocks Rd – “Sharrows”



Statewide Planning Implementation Tiers

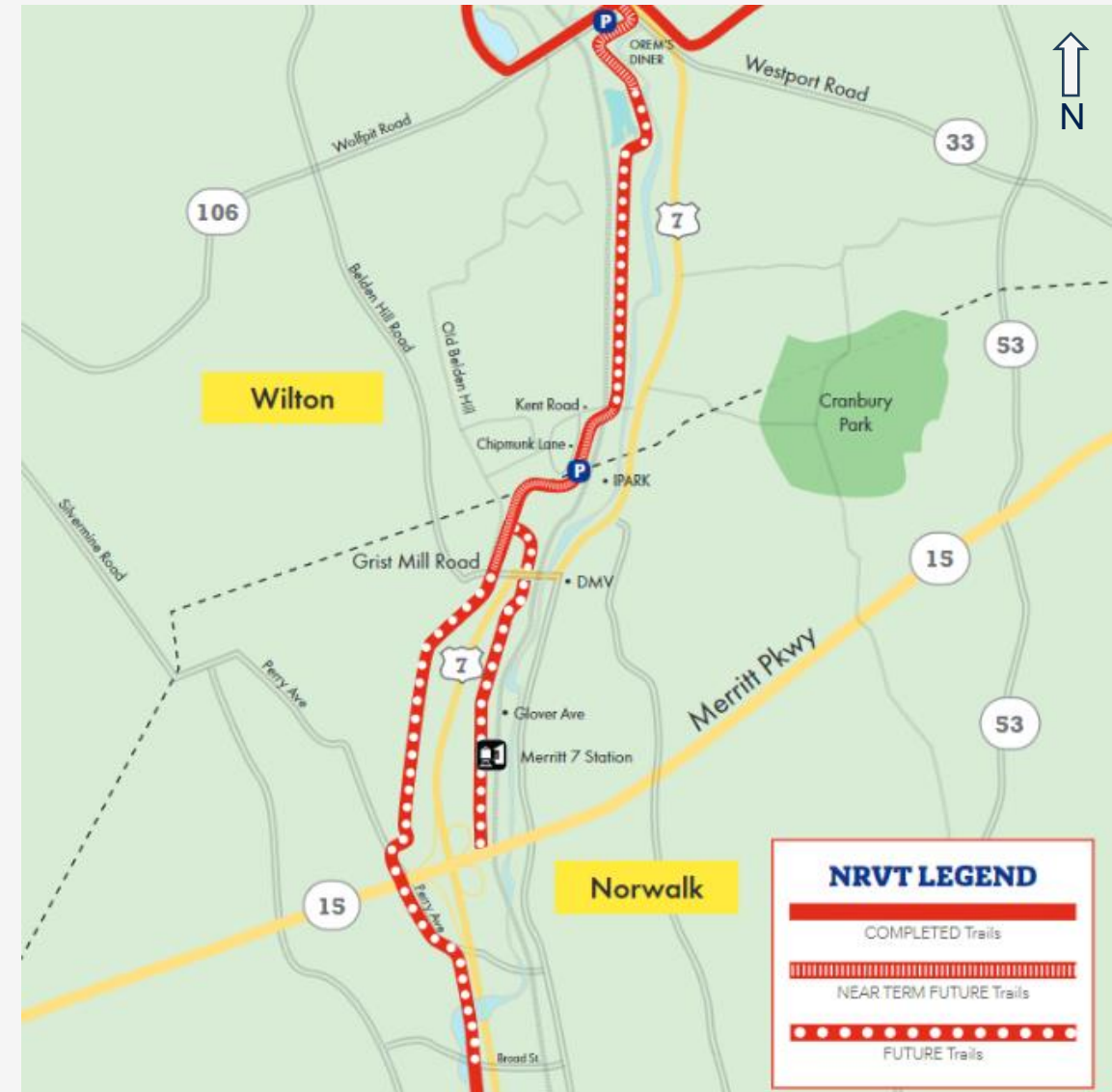


Existing & Planned Trail Network



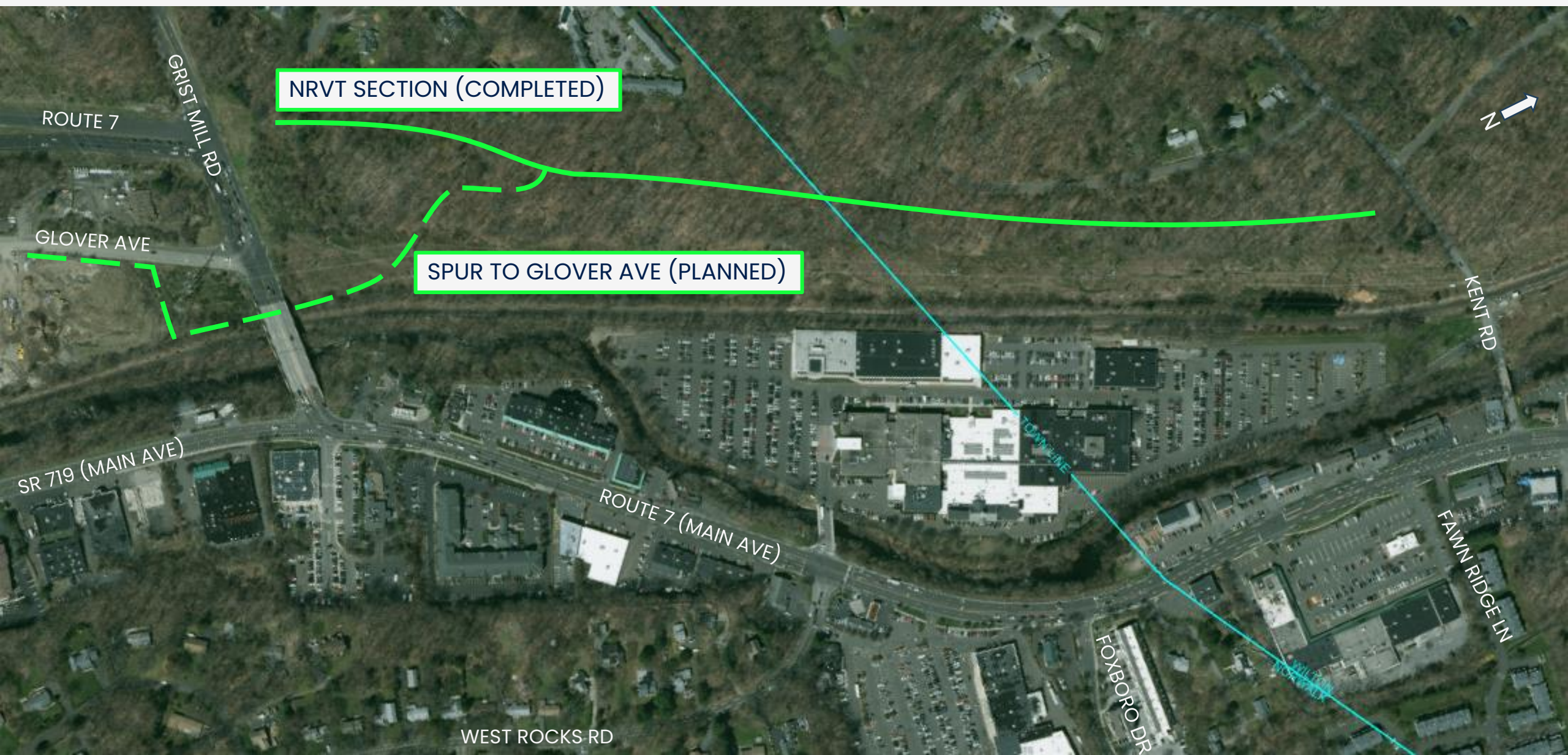
Norwalk River Valley Trail

- Trail parallel to our project area on west side of River
- Connection to Kent Road and further north are still in planning
- Connection to south at Grist Mill Road are still in planning
- Plans to connect a spur from NRVT to Glover Ave





Norwalk River Valley Trail



NRVT SECTION (COMPLETED)

SPUR TO GLOVER AVE (PLANNED)

COMPLETED



Transit Needs

Norwalk Transit District

Three main stops

- At DMV
- At Wal-Mart Plaza
- At iPark Plaza



Summary of Needs and Deficiencies

Priority Needs & Deficiencies to address:

- Peak Hour Congestion
- Incomplete Sidewalk Network
- Lack of adequate pedestrian crossings
- Lack of bicycle accommodation
- Excessive driveways



Purpose & Need Statement

The purpose of this project is to improve mobility and reduce congestion related crashes along U.S. Route 7 from Grist Mill Rd to Kent Rd in the City of Norwalk and Town of Wilton

Proposed solutions are developed to address the Purpose & Need of the Project



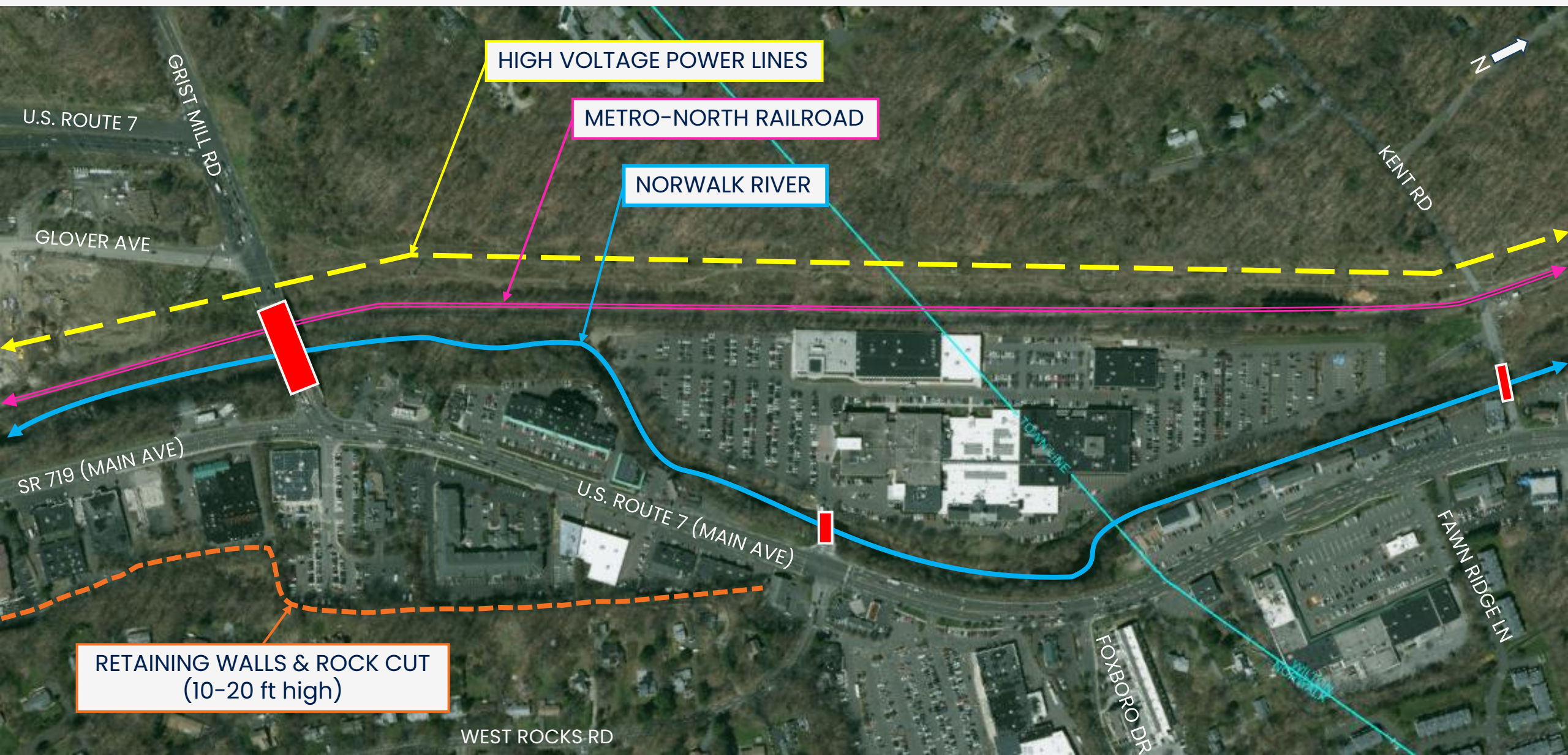
Conceptual Design Development

What is considered when developing solutions

- Existing Travel Patterns and Future Growth
 - Develop reasonable assessment of future growth
- North-South Throughput vs. Business Access
- Property Impacts, Construction Duration & Complexity, Cost
- Physical constraints
 - Natural Environment
 - Norwalk River
 - Topography
 - Environmentally Sensitive Areas
 - Built Environment
 - Bridges
 - Metro North RR
 - Power Lines- Utilities
 - Existing Connecting Roads and Access Points



Constraints in Area



HIGH VOLTAGE POWER LINES

METRO-NORTH RAILROAD

NORWALK RIVER

RETAINING WALLS & ROCK CUT
(10-20 ft high)

U.S. ROUTE 7

GLOVER AVE

SR 719 (MAIN AVE)

U.S. ROUTE 7 (MAIN AVE)

WEST ROCKS RD

FOXBORO DR

FAWN RIDGE LN

KENT RD



Route 7 Constraints – Narrow Frontage



Route 7 Constraints – Narrow Frontage



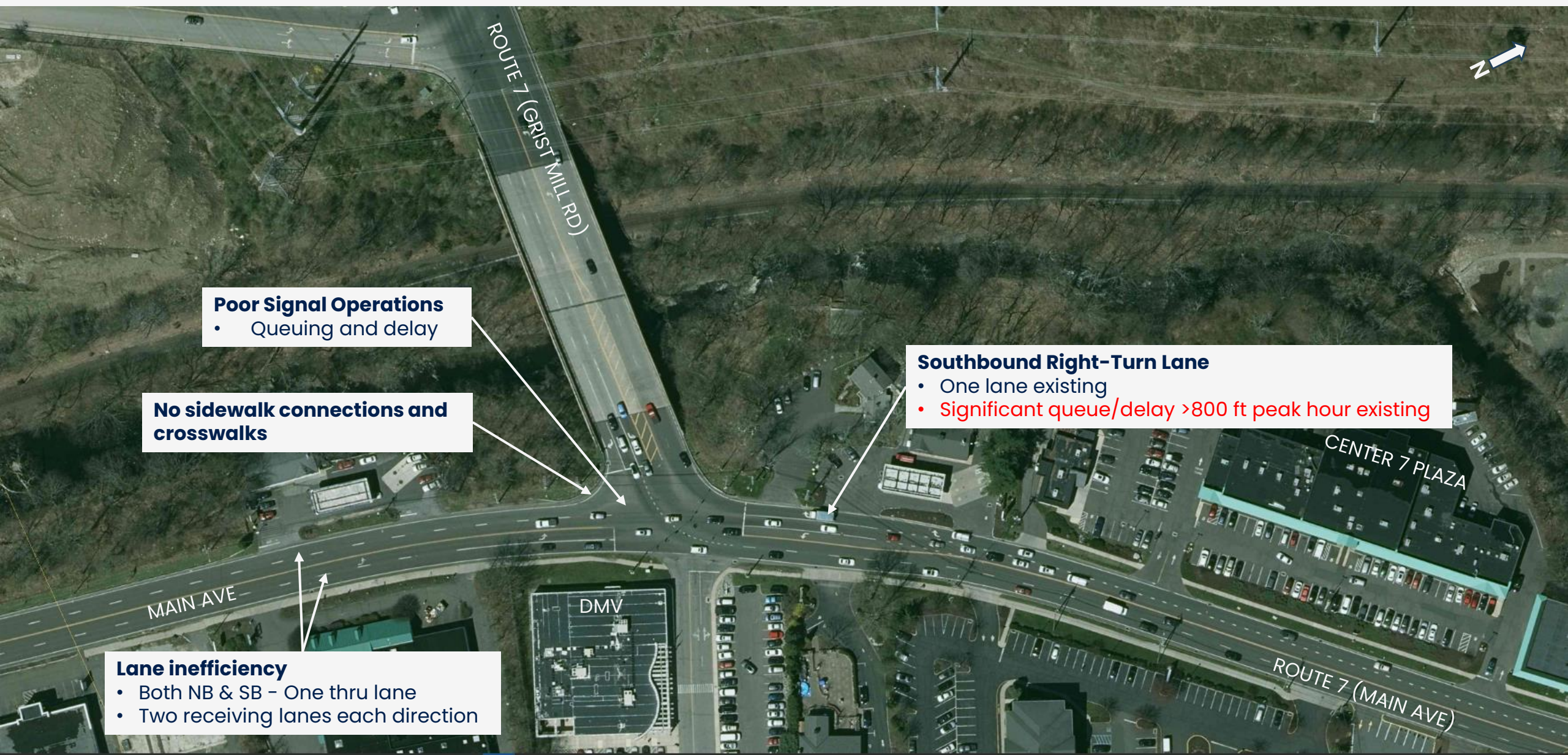
Proposed Conceptual Design

What are we able to accomplish – Balanced & Targeted Approach

- Larger Scale Realignments and Reconstruction Options determined to **NOT** be reasonable nor feasible
 - Impacts too significant
 - Construction Duration & Complexity – highly disruptive
 - Costs vs Benefits
- Targeted the Major Deficiencies for Improvement
 - Congestion Improvements
 - Pedestrian Network Improvements



Areas to Address – Intersection of Grist Mill Rd & Main Ave



Poor Signal Operations

- Queuing and delay

No sidewalk connections and crosswalks

Southbound Right-Turn Lane

- One lane existing
- Significant queue/delay >800 ft peak hour existing

Lane inefficiency

- Both NB & SB - One thru lane
- Two receiving lanes each direction

ROUTE 7 (GRIST MILL RD)

MAIN AVE

DMV

CENTER 7 PLAZA








ROUTE 7 (MAIN AVE)



Proposed Improvements – Intersection of Grist Mill Rd & Main Ave



LEGEND:

- | | | | |
|---|-------------------------|---|--------------------------|
|  | PLANTING OR STREETSCAPE |  | ROW POSSIBLE ACQUISITION |
|  | NEW PAVEMENT |  | ROW - HIGHWAY LINE |
|  | MILL & OVERLAY |  | ROW - PROPERTY LINE |
|  | SIDEWALK | | |

Improved Signal Performance
Overall Good Operations

- Queuing and delay reduced

New sidewalk connections and crosswalks

Possible Total Acquisitions

- Space needed for new pavement area and sidewalk
- Driveways are within functional intersection area
 - Existing crash patterns from driveways

Additional Southbound Right-Turn Lane Proposed

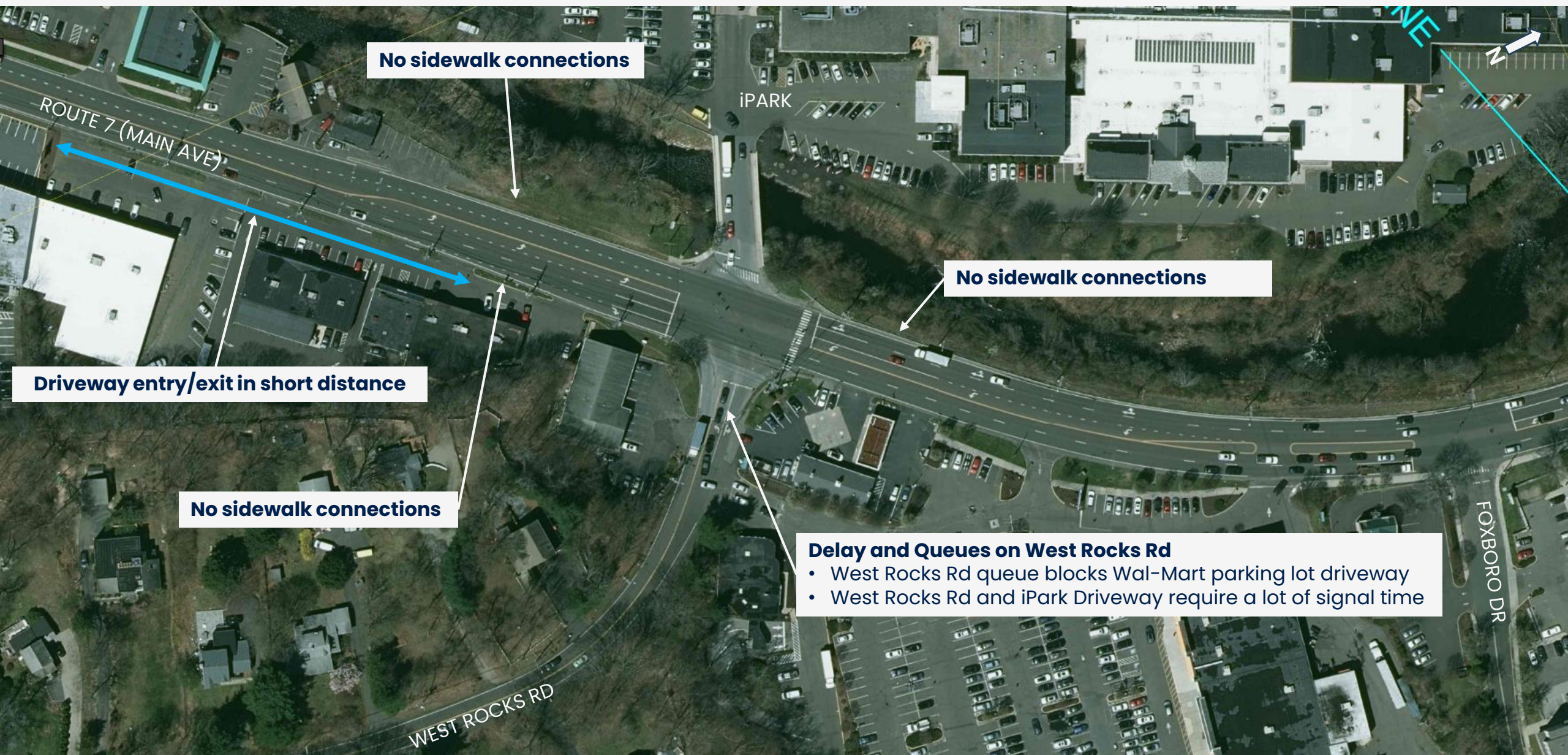
- New pavement area needed
- Benefit, reduced queue/delay

Reconfigure Lanes on Main Ave

- Two northbound lanes
- One southbound lane



Areas to Address – Intersection of Route 7, West Rocks Rd & Plaza



No sidewalk connections

No sidewalk connections

Driveway entry/exit in short distance

No sidewalk connections

Delay and Queues on West Rocks Rd

- West Rocks Rd queue blocks Wal-Mart parking lot driveway
- West Rocks Rd and iPark Driveway require a lot of signal time

WEST ROCKS RD

FOXBORO DR

ROUTE 7 (MAIN AVE)

iPARK

NE



Proposed Improvements – Intersection of Route 7, West Rocks Rd & Plaza



LEGEND:

	PLANTING OR STREETSCAPE		ROW POSSIBLE ACQUISITION
	NEW PAVEMENT		ROW - HIGHWAY LINE
	MILL & OVERLAY		ROW - PROPERTY LINE
	SIDEWALK		

New sidewalk connections

New sidewalk connections

Consider driveway consolidation and right-in/right-out only restrictions

New sidewalk connections

Additional Left Turn Lane on West Rocks Rd Proposed
• Reduce queues and delay on West Rocks Rd
• Helps improve overall signal performance – **Improved Operations**

Improved sidewalk connections

ROUTE 7 (MAIN-AVE)

iPARK

WEST ROCKS RD

FOXBORO DR

Proposed Improvements – Intersections of Route 7, Gateway Plaza & Kent Rd



No sidewalk and crossings

Poor condition sidewalk and no crossings

GATEWAY PLAZA








ROUTE 7 (DANBURY RD)

KENT RD

FAWN RIDGE LN

Proposed Improvements – Intersections of Route 7, Gateway Plaza & Kent Rd

LEGEND:

	PLANTING OR STREETSCAPE		ROW POSSIBLE ACQUISITION
	NEW PAVEMENT		ROW - HIGHWAY LINE
	MILL & OVERLAY		ROW - PROPERTY LINE
	SIDEWALK		



New sidewalk connections and crossing

New sidewalk connections and improved crossings

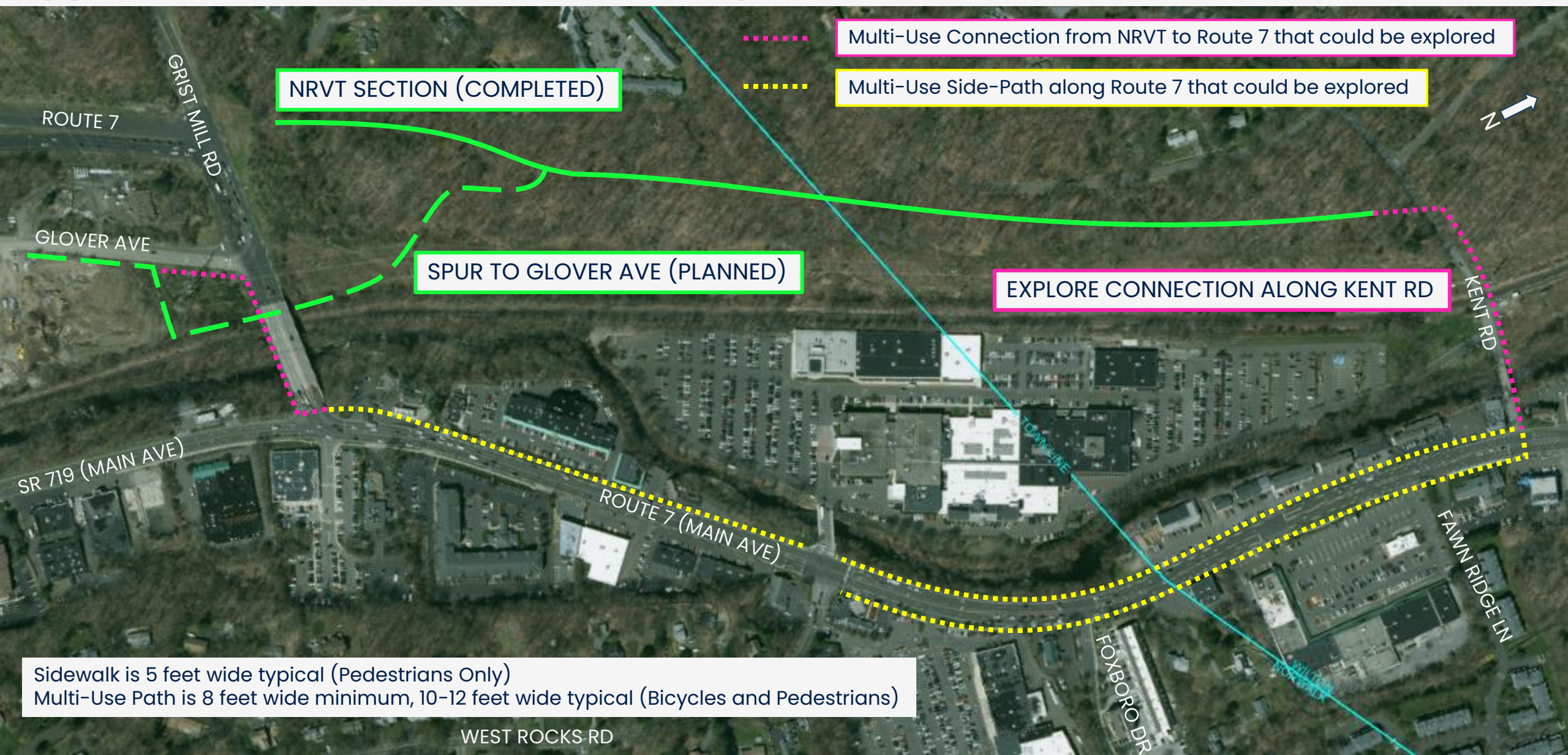
GATEWAY PLAZA

ROUTE 7 (DANBURY RD)

KENT RD

FAVN RIDGE LN

Opportunities for Bicycle Network Improvements



NRVT SECTION (COMPLETED)

SPUR TO GLOVER AVE (PLANNED)

Multi-Use Connection from NRVT to Route 7 that could be explored

Multi-Use Side-Path along Route 7 that could be explored

EXPLORE CONNECTION ALONG KENT RD

Sidewalk is 5 feet wide typical (Pedestrians Only)
Multi-Use Path is 8 feet wide minimum, 10-12 feet wide typical (Bicycles and Pedestrians)



Transit Recommendations

Proposed Improvements

- Bus shelters
- Landings that meet ADA compliance
- Connecting sidewalks





Where we are in the Project Process



PROJECT SCOPING

Evaluate Existing Conditions
Define Purpose and Need for Project
Develop Proposed Solutions

DESIGN PHASE

4 -5 Years Duration
Continued Opportunities for Public Input
Fully Develop Design

CONSTRUCTION

1-2 Years Duration
Construct Improvements
Maintain Traffic during Construction

WE ARE HERE



Design Phase



What aspects will need to be refined in the Design Phase

- Permitting – Within FEMA regulated flood area, but all activities are still expected to be permittable
 - Significant time during design phase needed for permitting
- Opportunities to combine or better manage driveway access points on Route 7
- Possible Property Acquisitions
- Sidewalk Alignment, Multi-Use Path Feasibility, and Overhead Utilities
- Continued coordination and public input



Construction Phase



What would we expect during a Construction Phase

- Most work will be outside of the existing roadway – All existing lanes of traffic should be maintained during peak driving hours
- Utility relocations
 - Overhead relocations very likely
 - Underground relocations possible – conflicts with drainage pipes



Project Costs

Construction	\$18,000,000
Property Acquisitions*	\$5,000,000
Engineering	\$4,000,000
Total Project Cost	\$27,000,000

**assumed costs for acquisitions and easements*

Construction Cost Highlights:

- Replacement of 5 traffic signals to latest standards
- Establishment of two new turn lanes
- 4,500 linear feet of new sidewalk
- Milling and repaving top 2" of pavement across the project limits
- Utility relocations



How to Provide Formal Comments



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