

**Project No. 102-278 & 102-306  
I-95 Operational Lanes, Interchanges 14 to 15  
US Route 1  
Norwalk**

**Public Information Meeting**

**November 24, 2008, 7:00 PM**

**Norwalk City Hall, Community Room  
125 East Avenue  
Norwalk, CT**

**Minutes**

**Representation:**

**Connecticut Department of Transportation**

Richard B. Armstrong  
Brian T. Cunningham  
Steven L. Degen  
Kevin M. Mahoney  
George A. Upton

**H.W. Lochner, Inc.**

David R. Isabelle  
Stephen A. Wexell

**City of Norwalk**

Richard P. Linnartz

**Presentations by Project Personnel**

**Brian T. Cunningham, DOT Project Manager:**

- Project Purpose and Objectives
  - Improve I-95 traffic operations and safety by construction of auxiliary lanes along I-95 SB and NB between interchanges 14 and 15,
  - Improve traffic operations and safety along Connecticut Avenue (US Route 1 and intersections),
  - Improve drainage (reduce flooding) and storm water management.
  
- Construction Highlights
  - Minimize work zone impacts
  - Minimize property impacts

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- Timeline and Schedule
  - 2002 – First Public Information Meeting
  - 2003 – Accommodate I-95 NB Lane & Reconstruct Bridges
  - 2005 – Added I-95 NB Auxiliary Lane and US Route 1
  - 2006 – Added US Route 1 Drainage Improvements
  - 2009 – Advertise Construction Contract
  - 2010 – Begin Construction
  - 2012 – End Construction
  
- Cost Estimate and Funding
  - The total cost of construction is estimated at \$81 million
  - Combination of Federal-aid and State funds, including \$10.5 million from the Governor’s Transportation Initiative.

**Stephen A. Wexell, Senior Engineer, H.W. Lochner, Inc.:**

- Detailed Description
  - Explanation of color coded roll plan (limits of new pavement, mill and overlay, cuts and fills, new structures).
  - Discussion of purpose, need for, and description of I-95 NB and SB auxiliary lanes.
  - Need to reconstruct three bridges at Taylor Avenue, Cedar Street and Fairfield Avenue to accommodate the new auxiliary lanes.
  - I-95 SB Ramp to Connecticut Avenue – three lane configuration at terminal transitioned from a two lane configuration on I-95.
  - US Route 1 Improvements
    - Left turn lanes from the southbound interchange ramp terminal, through the intersection with Fairfield/Clinton avenues,
    - New signalized intersections-Cedar Street, Taylor and Fairfield avenues,
    - Seven-foot wide sidewalks and curbing on both sides
    - Concrete driveway aprons,
    - Utility pole relocations,
    - Pavement resurfacing.
  - Separate I-95 drainage and route it into new water quality pond at West Avenue Ramp infield area. Eliminates need for additional outlet pipe.
  
- Work Zone Traffic Patterns
  - Will strive to minimize business disruptions.
  - Will maintain driveway access.
  - Will maintain pedestrian access.

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- Will need detours for bridge construction (for instance, when the Cedar Street Bridge is closed, motorists will drive along Taylor Avenue, Flax Hill Road and up Fairfield Avenue back to Connecticut Avenue).
- I-95 traffic will be shifted as necessary to construct bridge abutments, center median piers and auxiliary lanes.

**Steven L. Degen, DOT Rights of Way Unit:**

- DOT will acquire a variety of property interests from abutting properties including partial (e.g., frontage strips, corner) acquisitions and easements.
- Explanation of state law regarding property acquisitions and easements. Sale offers will be made to affected property owners following research and consultation. If negotiations fail to result in an agreement between the two parties, the State ultimately reserves the right to use eminent domain.

**Public Input and DOT Responses:**

- The owner of a gas station located on the west side of US Route 1 near the I-95 SB ramps and US Route 1 intersection stated that vehicles entering his business from the ramp are frequently involved in accidents. He stated that the traffic signal does not allow adequate time to cross US Route 1 and enter his establishment. The commenter also endorsed the construction of sidewalks, but feels the sidewalk along the north side of US Route 1 should be extended west to the Scribner Avenue intersection.

**Response:** Brian Cunningham indicated that he had heard similar concerns about conflicting traffic movements at the intersection/gas station area in his discussions with other meeting attendees earlier in the evening. He indicated that DOT will investigate existing conditions and appropriate measures for inclusion in this project.

- Another commenter stated that:
  - Left turns from US Route 1 northbound should not be allowed into the gas station (referenced in the previous comments).
  - He indicated support for inclusion of the retention basin. He asked several questions about the specific features of the retention pond (e.g., bio-treatment, access, plantings).

- He strongly endorsed the proposed sidewalks for US Route 1

**Response:** Brian Cunningham credited the City of Norwalk (Richard Linnartz) with steadfastly advocating the construction of sidewalks as part of the project. Regarding the retention pond, Cunningham noted that its design is in the preliminary stages (because it was added to the project more recently) and many design details have not been finalized. The location of the pond (within an interchange infield) and fencing will discourage access by children. Conditions at the intersection and its design under this project will be investigated (see previous response).

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- Another commenter suggested continuing the northbound auxiliary lane to the next interchange entrance ramp (US Route 7 southbound entering I-95 northbound) to include this major connection.

**Response:** Brian Cunningham indicated that the current project limits and scope represented a segment that was manageable and fiscally feasible, whereas a significant extension would not be.

**Adjournment:**

The plenary session of the meeting was adjourned at 8:15pm. A series of individual and small group discussions ensued.

# Public Informational Meeting

**I-95 Operational Lanes, Interchanges 14 to 15  
Route US 1 Improvements  
Norwalk, CT**

State Project Nos. 102-278/306

Connecticut Department of Transportation



# Tonight's Presenters

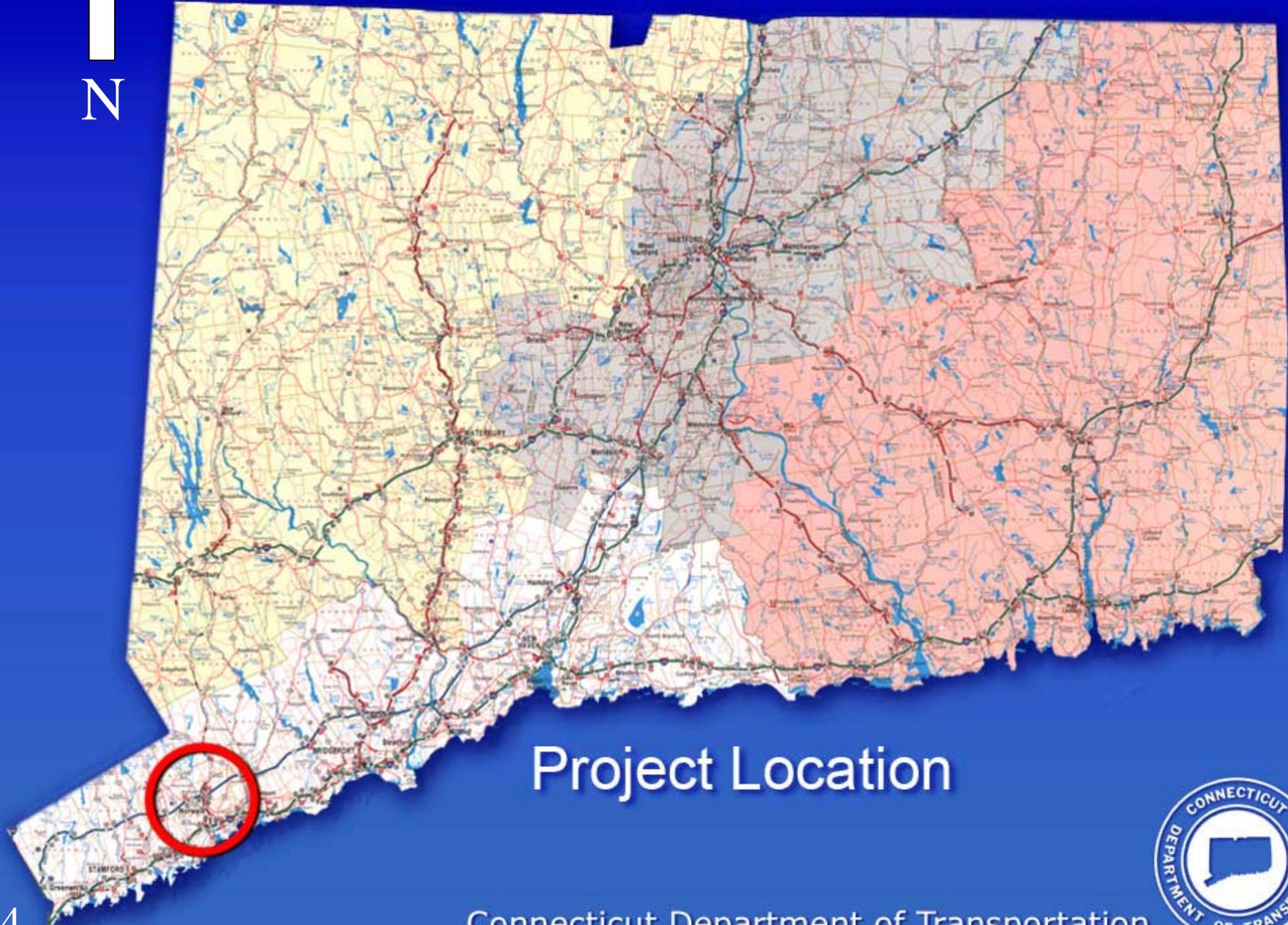
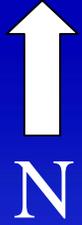
- **Brian T. Cunningham - CTDOT Design**
- **Stephen A. Wexell - H. W. Lochner**
- **Steven L. Degen - CTDOT Rights of Way**



# Overview

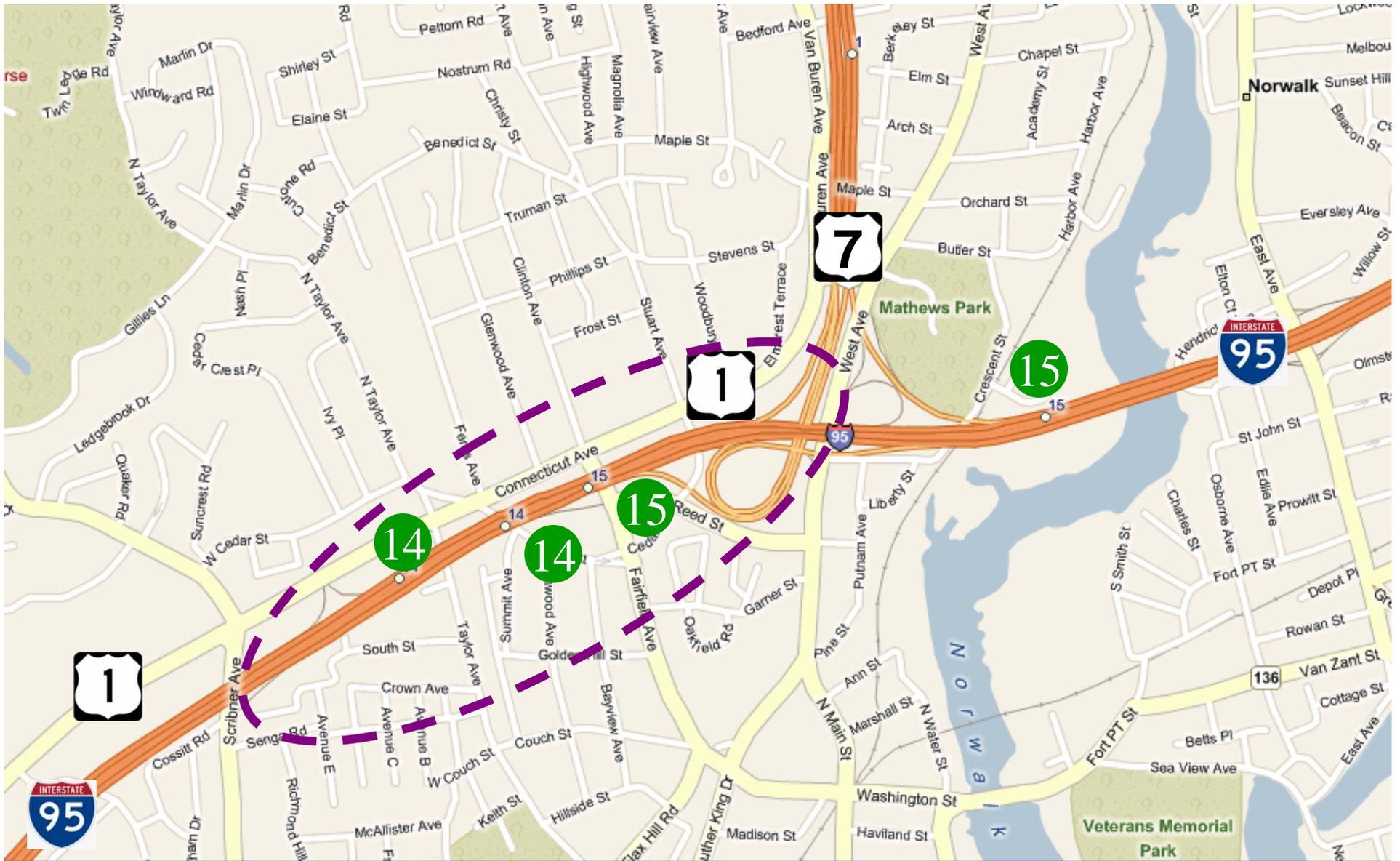
- **Project purpose & objectives**
- **Construction highlights**
- **Timeline & schedule**
- **Cost estimate & funding**
- **Detailed description**
- **Work zone traffic patterns**
- **Right of Way**





# Project Location





# Project Location



## **Project Purpose & Objectives**

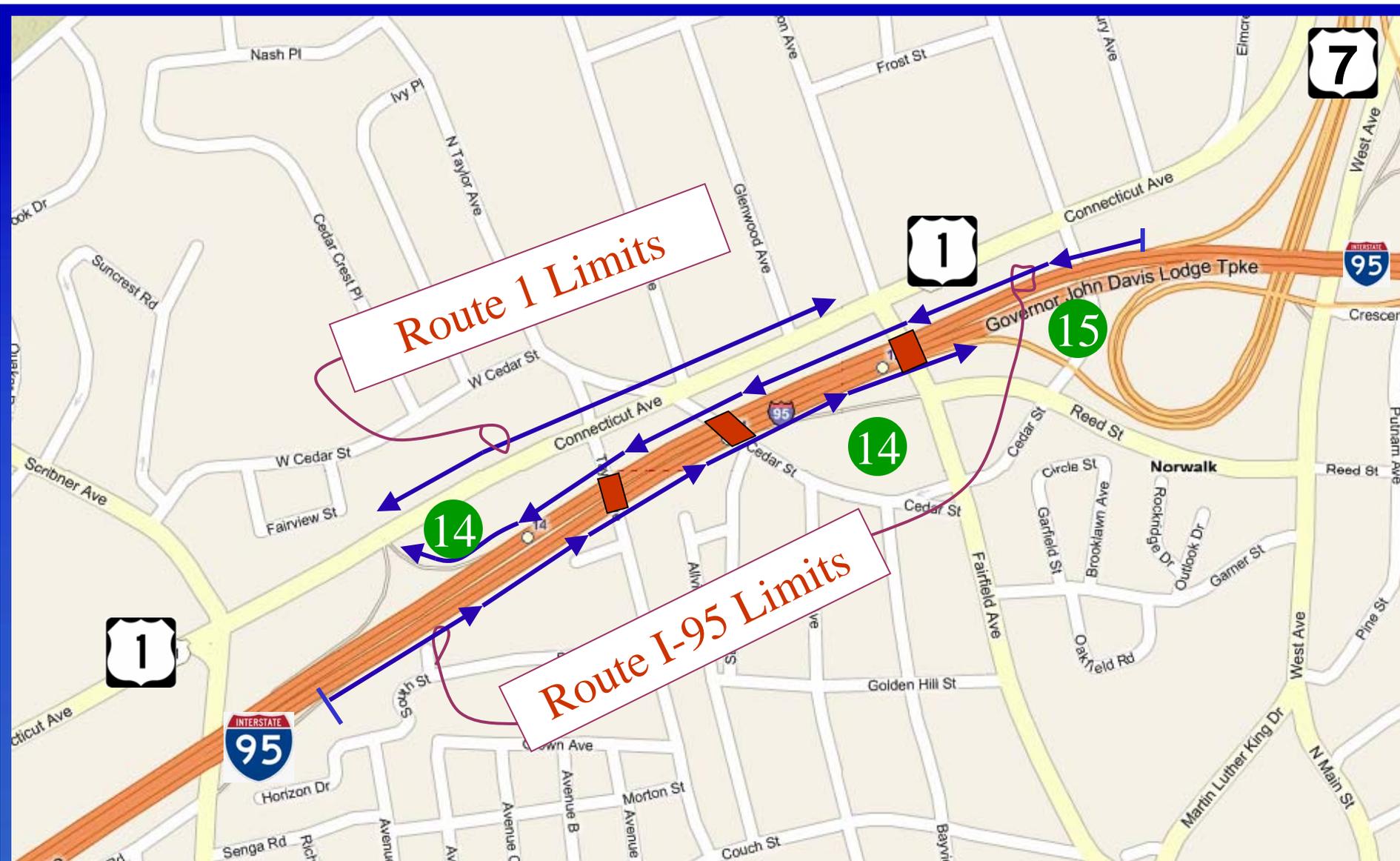
- **Improve I-95 traffic operations & safety**
- **Improve traffic operations & safety along Route US 1 (Connecticut Avenue) & intersections**



# Project Purpose & Objectives

- **Improve drainage (reduce flooding) and storm water management**
- **Minimize work zone impacts – for travelers & abutting properties**
- **Minimize property impacts**





# Construction Highlights



# Design Timeline & Schedule

- 2002 – 1<sup>st</sup> Public Info Meeting
- 2003 – Accommodate NB lane (bridges)
- 2005 – Add NB lane & Route US 1
- 2006 – Add Route 1 drainage
- 2009 – Advertise construction contract



# Construction Timeline & Overview

- **Begin - 2010 (Spring)**
- **End - 2012 (Fall)**
  
- **No closure of US 1, I-95 or ramps**
- **Local street (overpass) detours**



# Cost Estimate

Cost Element	Amount
Construction contract	62,200,000
Utilities	3,300,000
Other	15,600,000
<b>TOTAL</b>	<b>\$81,100,000</b>



# Funding

Category (Source)	Amount
Interstate Maintenance (Federal)	61,000,000
Highway Safety (Federal)	2,600,000
Governor's Transportation Initiative (State)	10,500,000
"Match" of Federal (State)	7,000,000
<b>TOTAL</b>	<b>\$81,100,000</b>



Next presenter .....

..... Steve Wexell, H. W. Lochner

