

Planning for the I-95 Stamford Improvements and Metro-North / Myrtle Ave Bridge Reconstruction

Stakeholder Meetings Presentation

Fall 2022



I-95 Stamford
Planning and Environment Linkages Study



CTDOT Study Team



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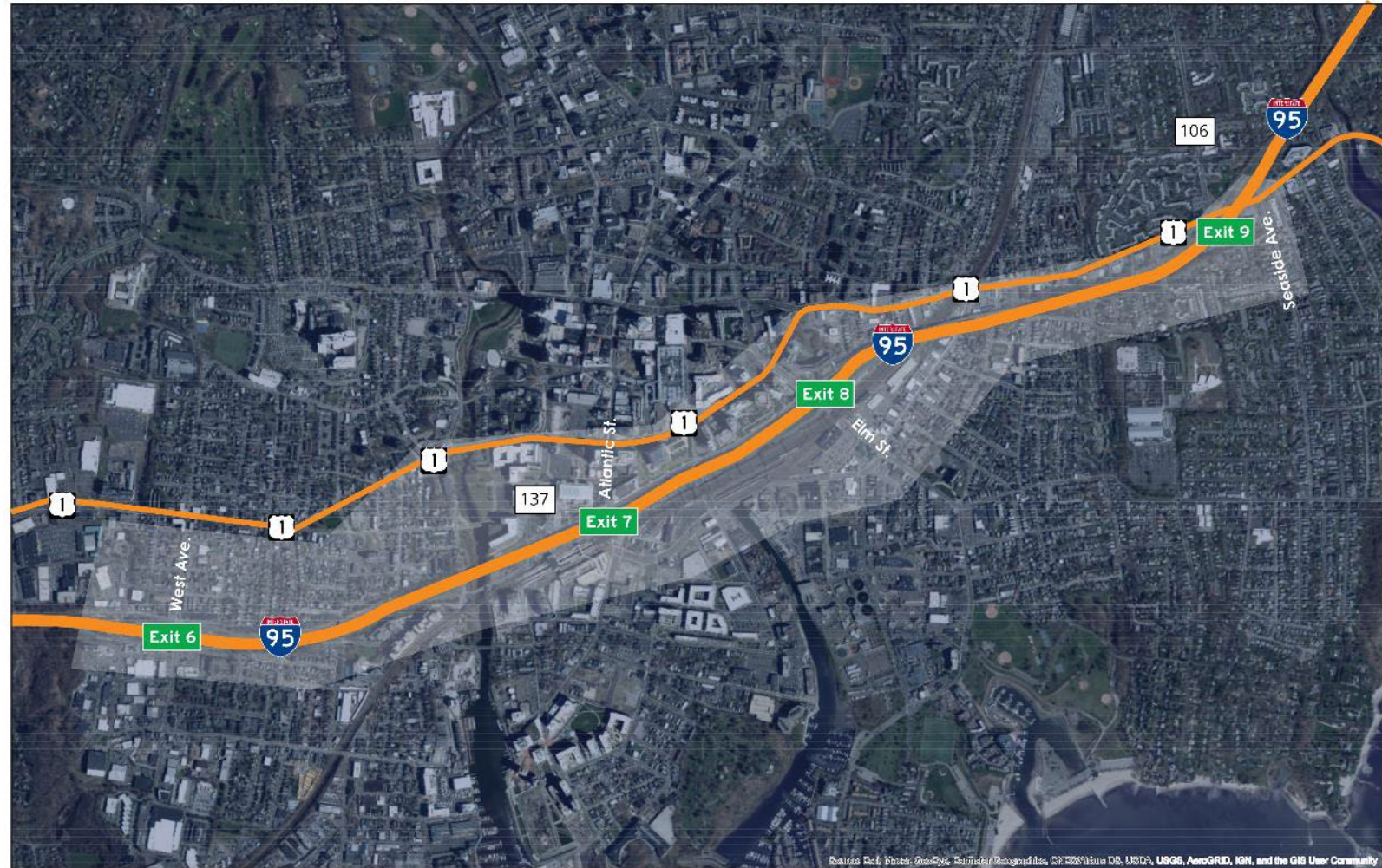
Joe Belrose, EIT
Project Engineer

Study Overview

Where is the Study?



- I-95 between Exits 7 and 9
- I-95 bridge over Metro-North Railroad (MNRR) and Myrtle Ave
- Diversion routes (e.g., Route 1, local roads)



Study Area Views

I-95 at Greenwich Ave, Washington Blvd (CT 137), and Stamford Transportation Center

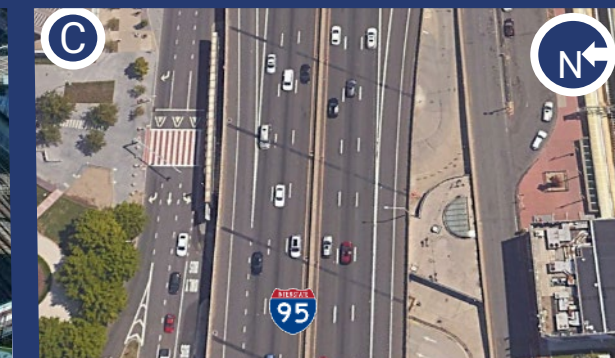


Top : Aerial view

Bottom left: I-95 westbound view

Bottom center: State St aerial view

Bottom right: I-95 aerial at STC



Study Area Views

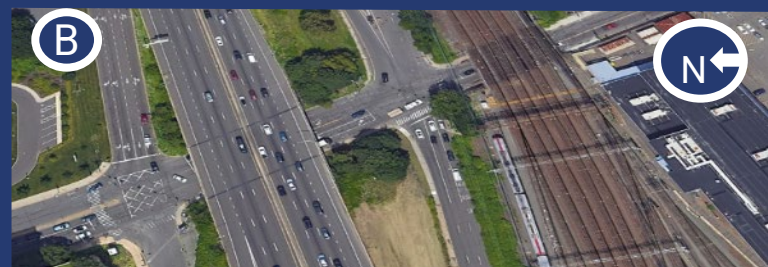
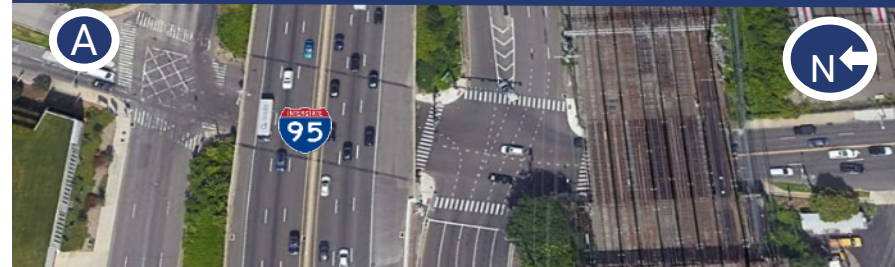
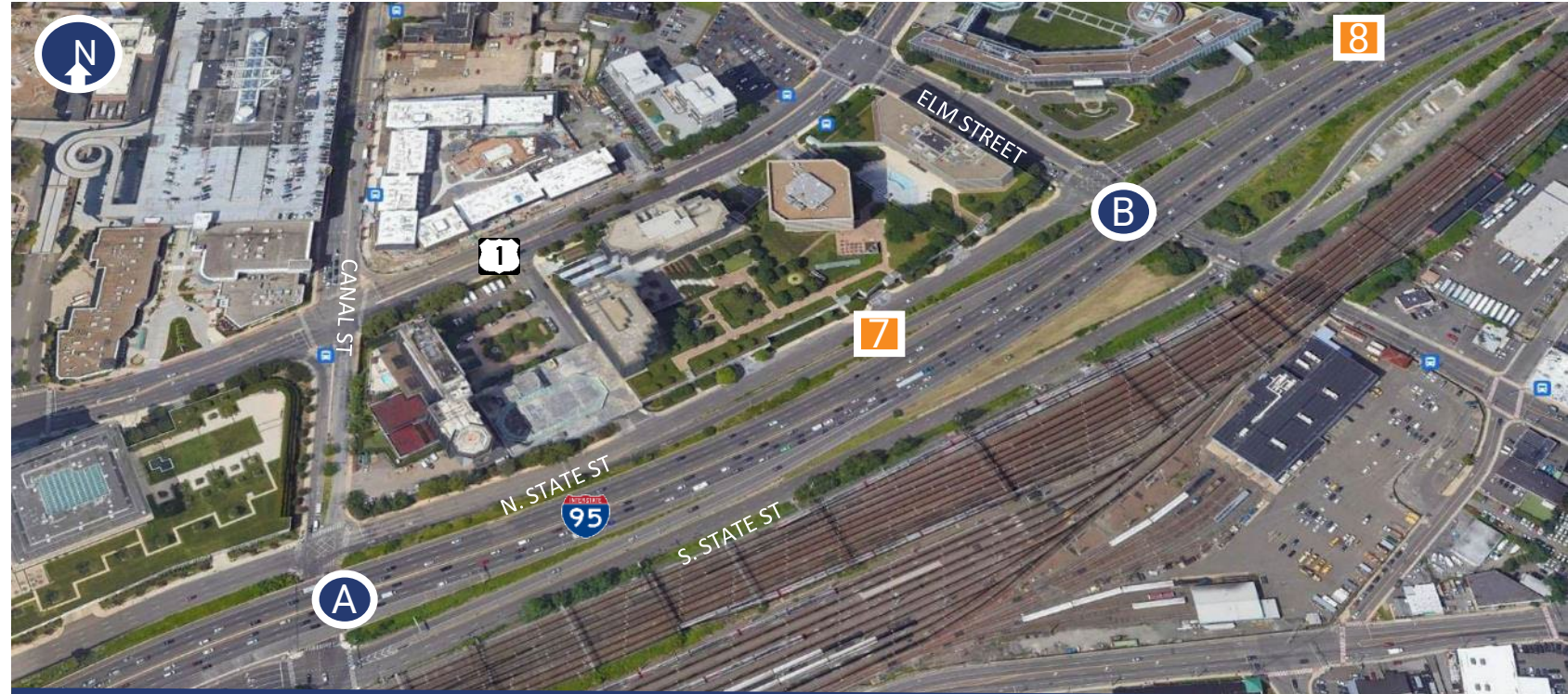
I-95 at Atlantic St and Elm St



Top: Aerial view

Bottom left: I-95
at Atlantic St
aerial view

Bottom right: I-95
at Elm St aerial
view



Study Area Views

Bridge over MNRR and Myrtle Ave



Top: Aerial view

Bottom left: I-95
eastbound view

Bottom center: I-95
westbound view

Bottom right: Myrtle Ave
northbound view



Characteristics of I-95 in Stamford



- Carries about 120,000 vehicles per day
- Interchanges 7 and 8 have high volume ramps
- I-95, Downtown, and neighborhoods are interconnected with many travelers
 - Motorists
 - Bus passengers
 - Rail (MNRR, Amtrak) passengers
 - Pedestrians
 - Bicyclists



Stamford Transportation Center



Critical North/South Arterials Connect I-95 to Downtown Stamford, South End, and other neighborhoods

I-95 Stamford is a PEL Study



What is a PEL Study?

- Planning and Environment Linkages (PEL)
- Federal Highway Administration recognized process
- Connects transportation planning and environmental/community concerns
- More information at:
www.environment.fhwa.dot.gov/env_initiatives/PEL.aspx
- Informational video: <https://youtu.be/kc44jvF8kAg>

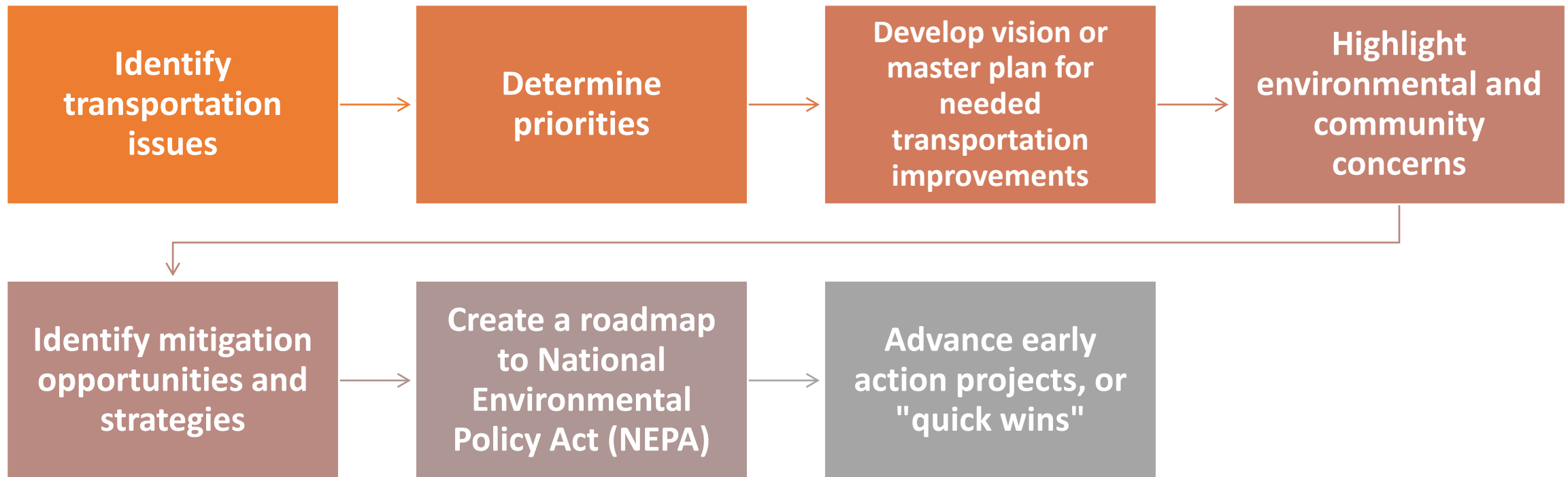


*Image Credit: FHWA,
www.environment.fhwa.dot.gov/env_initiatives/PEL.aspx*

PEL Informational Video



PEL Study Process



Benefits of PEL Studies



Streamlines efforts from planning into NEPA



Fosters relationships among agencies and the public



Shortens timelines for NEPA review and project delivery



Engages non-transportation agencies in the decision-making process



Stimulates the development of new tools



Creates better real-world outcomes for the community



Helps identify stakeholders early in the process



Improves planning products that improve the NEPA process



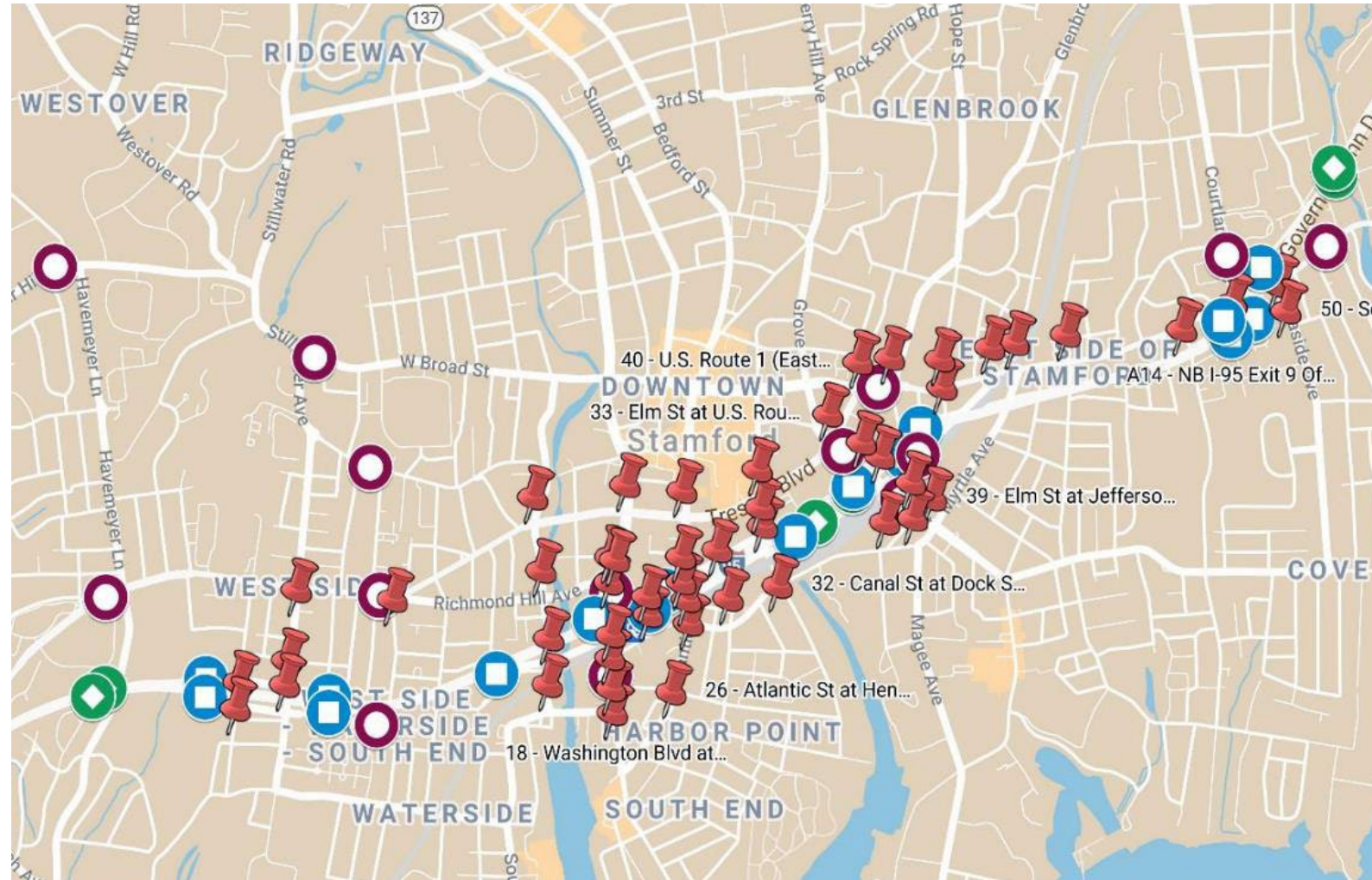
Transportation Considerations

Traffic Data Collection



- I-95 from Exit 6 to Exit 9 (mainline and ramps)
- 50 local intersections (adjacent to I-95 and on other key roadways)
- Key corridors entering and exiting downtown Stamford

Data collected Apr – Jun 2022



Developing a Future Baseline



Forecasting future travel demand:

- **Planned developments**
- Planned roadway improvements
- Other factors



Stamford Station Parking Garage



Metro Tower



Peninsula at Harbor Point



Developing a Future Baseline



Forecasting future travel demand:

- Planned developments
- **Planned roadway improvements**
- Other factors



NB/SB I-95 Auxiliary Lane between Exit 6 & 7
SPN 135-346



South Stamford Accessibility and MNRR Bridge Replacement
SPN 135-301



Greenwich Avenue Corridor Improvements
SPN L135-003



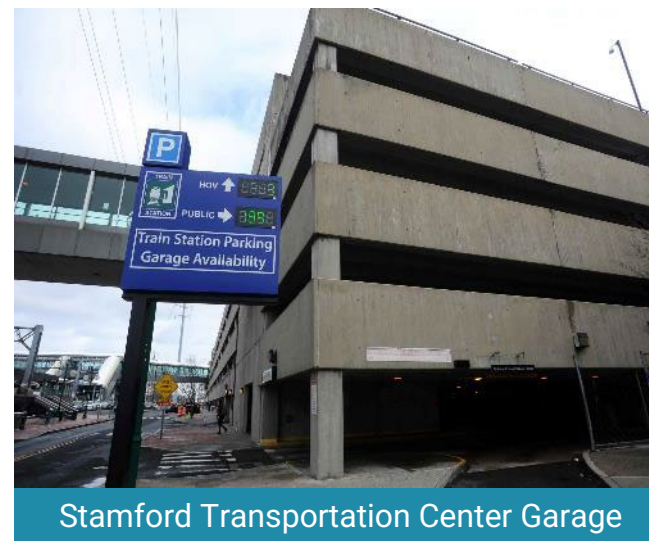
Interchange 9

Developing a Future Baseline



Forecasting future travel demand:

- Planned developments
- Planned roadway improvements
- **Other factors**
 - Off-street improvements
 - Connected and autonomous vehicles
 - COVID-19



Stamford Transportation Center Garage



Mill River Greenway

Environmental Considerations

Key Environmental Resources



- Historic and Archeological (Section 106)
- Section 4(f)
 - Publicly-owned parks, recreation areas, wildlife & waterfowl refuges & historic sites
- Tidal flooding and storm surge
- Noise
- Environmental Justice
- Wetlands and water resources
- Floodplains / floodways
- Coastal resources
- Threatened and endangered species
- Section 6(f)
- Air quality
- Climate change/resiliency
- Bicycle, pedestrian, and transit
- Visual resources
- Hazardous materials
- Socioeconomics

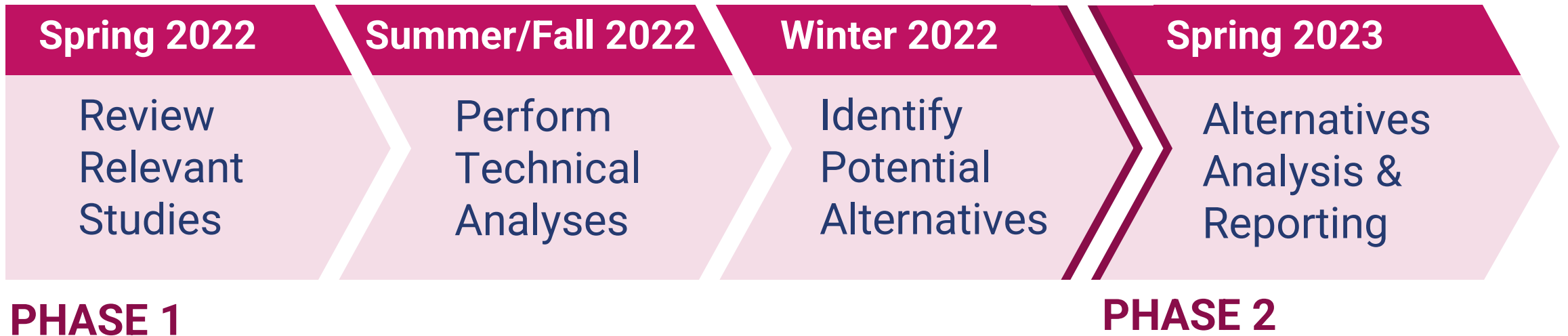
Scheduled Completion: Fall 2022

Study Schedule

Study Schedule



- Began January 2022
- Two phases of the PEL:
 - Phase 1: 14-18 months
 - Phase 2: 14-18 months



Phase 1 Tasks



- Strategy and scheduling
- Preliminary corridor and infrastructure assessments
- Data collection and preliminary traffic assessments (e.g., existing, no build)
- Needs and Deficiencies analysis
- Draft Purpose and Need development
- High-level concept development for improvements
- Stakeholder and public outreach

Phase 1 Engagement Tasks



- Stakeholder Engagement Plan
- Agency Engagement Plan
- Website www.i95stamford.com
- Social Media
- Contact list development
- Stakeholder meetings
- Project Advisory Committee development



Discussion



Contact Us



We look forward to talking with you!

CTDOT

Consultant Team

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Thank you for your time.