



**Final Environmental Impact Statement
and
Environmental Impact Evaluation**

FHWA-CT-EIS-98-01-F

Route 82/85/11 Corridor

Salem, Montville, East Lyme and Waterford

Volume I

July 2007

**U.S. Department of Transportation
Federal Highway Administration
Connecticut Department of Transportation**

Cooperating and Coordinating Agencies

**U.S. Environmental Protection Agency
U.S. Army Corps of Engineers
U.S. Fish and Wildlife Service**

**Connecticut Department of Environmental Protection
Connecticut Office of Policy and Management
State Historic Preservation Office**

Submitted pursuant to 42 U.S.C. 4332 (2)c and 42 U.S.C. 303 and Sections
22a-1a-1 to 12, inclusive, of the Regulations of Connecticut State Agencies

**ROUTE 82/85/11 CORRIDOR
SALEM, MONTVILLE, EAST LYME AND WATERFORD, CONNECTICUT**

**FINAL ENVIRONMENTAL IMPACT STATEMENT
ENVIRONMENTAL IMPACT EVALUATION**

Submitted Pursuant to Title 23, Part 771, 771.119 and 771.135 (23 CFR 771.119 and 771.135)
and

Sections 22a-1a-1 to 12, inclusive of the Regulations of Connecticut State Agencies

by the

U.S. Department of Transportation

Federal Highway Administration

and

Connecticut Department of Transportation

July 2007

7/31/2007

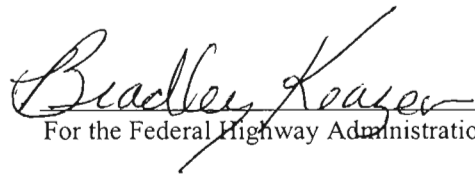
Date Approved



For the Connecticut Department of Transportation

7/31/07

Date Approved



For the Federal Highway Administration

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This Final Environmental Impact Statement and Environmental Impact Evaluation has been prepared for the proposed action for transportation improvements in the Route 82/85/11 Corridor, which extends from the current terminus of Route 11, at Route 82 in the town of Salem to I-395 and I-95 in East Lyme and Waterford. The preferred alternative is a four-lane limited access roadway on new location that meets the purposes and needs of the transportation corridor. Appropriate analyses and documentation of the potential environmental effects and benefits of the preferred alternative are included herein. Additional studies performed in response to comments made on the Draft Environmental Impact Statement, are summarized herein and incorporated by reference.

FEDERAL HIGHWAY ADMINISTRATION
WETLANDS FINDING
FOR THE SELECTED ALTERNATIVE FOR
ROUTE 82/85/11 CORRIDOR IMPROVEMENTS
SALEM, MONTVILLE, EAST LYME AND WATERFORD, CONNECTICUT
State Project No. 120-81

The proposed action has been carefully evaluated with respect to its effect on wetlands to determine if there are any practical alternatives to the proposed construction in wetlands. This evaluation is required under the provisions of Executive Order No. 11990, "Protection of Wetlands," DOT Order 5660.1A, "Preservation of the Nation's Wetlands" and 23 CFR 777. Reference is made to the approved Final Environmental Impact Statement (FEIS) prepared for Project No. 120-81 for a complete description of the proposed project, the alternatives considered, the affected wetlands, and the effects on these wetlands.

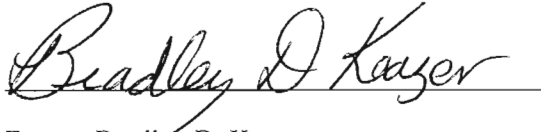
Project No. 120-81 involves an 8.5-mile extension of Route 11 from Route 82 in Salem to a reconstructed interchange at I-95 and I-395 in Waterford, including the construction of a new interchange at Route 11 & Route 161 and the reconstruction of approximately 3 miles of I-95. Approximately 16.6 acres of inland wetlands and watercourses, including four (4) seasonal pools, will be filled for the construction of these highway improvements. The greatest amount of impact would occur in the Latimer Brook watershed. Indirect impacts may occur where construction of the roadway, bridge piers or cut slopes could alter hydrology within portions of a wetland system. Indirect impacts from storm water runoff and invasive species may occur. Twenty-eight (28) seasonal pools would be indirectly impacted by construction within the upland area.

Fifteen alternatives for proposed Route 82/85/11 corridor improvements were considered in the Draft Environmental Impact Statement (DEIS): a no-action alternative; three (3) widening alternatives; a transportation systems management (TSM) alternative; a transportation demand management (TDM) / transit alternative; and nine (9) 2-lane and 4-lane new location alternatives. All of these alternatives were shown to be either impracticable (not feasible) or unacceptable (do not satisfy the purpose and need of the project). The proposed action, identified in the FEIS as the Preferred Alternative, is a modification of Alternative E₍₄₎ that was evaluated in the DEIS. The Preferred Alternative was developed to minimize impacts to wetlands as well as wildlife habitat to the greatest extent possible. Permits will be required from the Connecticut Department of Environmental Protection and the U.S. Army Corps of Engineers. A compensatory mitigation plan will be developed during the permit process to mitigate for losses of wetland functions and values.

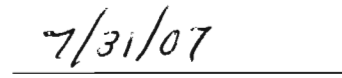
Pursuant to the requirements of 23 CFR 777.3(a), based upon the above summary, it is hereby determined that:

1. There is no practicable alternative to the proposed construction in wetlands; and

2. The proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.



For: Bradley D. Keazer
Division Administrator
Federal Highway Administration



Date