

This FEIS includes information on changes in the project, impacts, technical analysis and mitigation that has been updated since the DEIS was circulated in 1999. All changes and new information are shaded in gray.

TABLE OF CONTENTS

	PAGE
LIST OF FIGURES	TOC-16
LIST OF TABLES	TOC-19
LIST OF ACRONYMS AND ABBREVIATIONS	TOC-23
METRIC EQUIVALENTS.....	TOC-27

VOLUME I

— EXECUTIVE SUMMARY —

— INTRODUCTION —

1.1 PROJECT HISTORY AND BACKGROUND.....	1-1
1.2 FEIS PREPARATION.....	1-5

— PURPOSE AND NEED —

2.1 SUMMARY OF PROJECT PURPOSES AND NEEDS.....	2-1
2.1.1 Highway System Linkage (Statewide and National)	2-2
2.1.1.1 National Highway System.....	2-3
2.1.2 Roadway Function and Use	2-4
2.1.3 Roadway Safety and Accident Reduction.....	2-6
2.1.4 Roadway Capacity	2-7

2.1.4.1	Current and Future Traffic Volumes	2-8
2.1.4.2	Projected Future Traffic Volumes.....	2-8
2.1.4.3	Projected Future Levels of Service	2-9
2.1.5	Regional Growth and Development.....	2-11
2.1.6	Compatibility with Local Plans of Development.....	2-11
2.2	ACOE DETERMINATION OF BASIC PROJECT PURPOSE	2-13

DESCRIPTION OF ALTERNATIVES

3.1	BACKGROUND AND PREVIOUSLY-STUDIED ALTERNATIVES	3-1
3.1.1	Alternatives Considered Under Previous Studies	3-2
3.1.1.1	No Build Alternative	3-2
3.1.1.2	Mass Transit Alternative	3-4
3.1.1.3	Route 82/85 Widening Alternative.....	3-5
3.1.1.4	New Expressway Alternatives.....	3-6
3.1.1.5	Southern Terminus for a New Expressway	3-12
3.1.2	Summary: Rationale for Elimination of Former Alternatives.....	3-13
3.1.3	C/D Alternative - Preliminary Design	3-14
3.2	DEVELOPMENT AND SCREENING OF ALTERNATIVES.....	3-15
3.3	DESCRIPTION OF ALTERNATIVES.....	3-15
3.3.1	No Build	3-18
3.3.2	Route 82/85 Widening Alternatives.....	3-26
3.3.2.1	Alternative W ₍₄₎ : Full Four-lane Cross-section	3-27
3.3.2.2	Alternative W ₍₄₎ m: Modified Four-lane Cross-section	3-28
3.3.2.3	Alternative W ₍₂₎ : Two-lane Cross-section with Improvements	3-28
3.3.3	TSM Initiatives	3-29
3.3.4	TDM/Transit Initiatives	3-30
3.3.4.1	TDM/Ridesharing	3-30
3.3.4.2	Mass Transit	3-32
3.3.5	New Location-Full Build Alternatives.....	3-34
3.3.5.1	92PD Alternative.....	3-38
3.3.5.2	E ₍₄₎ Alternative	3-39
3.3.5.3	E ₍₂₎ Alternative	3-41
3.3.5.4	F ₍₄₎ Alternative	3-41
3.3.5.5	F ₍₂₎ Alternative	3-42
3.3.5.6	G ₍₄₎ Alternative	3-43
3.3.5.7	G ₍₂₎ Alternative	3-44
3.3.6	New Location-Partial Build Alternatives.....	3-44
3.3.6.1	H ₍₄₎ Alternative	3-45
3.3.6.2	H ₍₂₎ Alternative	3-46
3.3.7	New Location - Innovative Design Alternative	3-47
3.3.8	Estimated Construction Schedule	3-48
3.3.9	DEIS Alternatives' Ability to Meet Project Purposes and Needs	3-48
3.3.9.1	No Build Alternative	3-49
3.3.9.2	Route 82 and 85 Widening Alternatives	3-49
3.3.9.3	TSM and TDM/Transit Alternatives	3-50

3.3.9.4	New Location-Full Build Alternatives	3-51
3.3.9.5	New Location-Partial Build Alternatives	3-52
3.4	DEVELOPMENT OF THE PREFERRED ALTERNATIVE.....	3-53
3.4.1	Impact Minimization Study	3-53
3.4.1.1	Comparison of Impacts	3-56
3.4.1.2	Summary of Impacts	3-58
3.4.2	Community –sensitive Upgrade Study	3-59
3.4.2.1	Transportation and Safety Improvements	3-60
3.4.2.2	Community Enhancements	3-61
3.4.2.3	Access Management/Growth Management.....	3-62
3.4.2.4	Summary	3-62
3.4.3	Selection of the Preferred Alternative.....	3-63
3.4.4	Description of the Preferred Alternative	3-67

—AFFECTED ENVIRONMENT —————

4.1	TRAFFIC AND TRANSPORTATION	4-1
4.1.1	Overview of Existing Roadway Network	4-1
4.1.1.1	Physical and Functional Roadway Characteristics.....	4-3
4.1.2	1998 Existing Traffic Volumes.....	4-4
4.1.2.1	Automatic Traffic Recorder Counts	4-4
4.1.2.2	Peak Hour Traffic Volumes	4-5
4.1.2.3	Seasonal Adjustments/Calibration	4-5
4.1.2.4	ConnDOT Regional Model Forecasts	4-5
4.1.2.5	Supplemental Summer Traffic Counts	4-10
4.1.3	Future Traffic Volumes.....	4-11
4.1.4	Existing Vehicle Classification Data	4-11
4.1.5	Existing Vehicular Speed Data	4-13
4.1.6	Accident History	4-17
4.1.7	Existing Roadway Characteristics	4-22
4.1.8	1998 Existing Operating Conditions.....	4-22
4.1.8.1	Intersections	4-22
4.1.8.2	Roadway Segments	4-29
4.1.9	2020 Future Operating Conditions.....	4-29
4.1.9.1	Intersections	4-29
4.1.9.2	Roadway Segments	4-29
4.1.10	2020 Future Operating Conditions at I-95 Interchange	4-35
4.1.10.1	LOS Criteria for Freeway Facilities	4-35
4.1.10.2	I-95 Mainline.....	4-37
4.1.10.3	I-95 Weaving Analysis.....	4-38
4.1.10.4	I-95 Freeway ramps Capacity Analysis.....	4-39
4.1.10.5	I-95 Intersection Analysis	4-40
4.1.11	Existing Public Transportation Services and Initiatives	4-42
4.1.11.1	Existing Bus Service	4-42
4.1.11.2	Current Expansion Initiatives for Bus Service	4-43
4.1.11.3	Existing Rail Service.....	4-45
4.1.11.4	Other Current Regional Transit Initiatives	4-47

4.1.12	Existing Pedestrian and Bicycle Facilities	4-48
4.1.12.1	Local Initiatives for Pedestrian/Bicycle Improvements	4-49
4.1.13	Regional Emergency Management	4-49
4.1.13.1	Designated Evacuation Routes.....	4-49
4.1.13.2	Estimated Evacuation Times	4-50
4.2	NOISE	4-51
4.2.1	Existing Noise Level Monitoring Program	4-51
4.2.1.1	ConnDOT and FHWA Noise Abatement Criteria.....	4-56
4.2.1.2	Noise Monitoring Methodologies and Results	4-57
4.3	AIR QUALITY	4-58
4.3.1	Air Quality Standards/Connecticut Air Quality Control Regions	4-58
4.3.2	Mobile Source Air Toxics.....	4-59
4.4	BIOLOGICAL DIVERSITY.....	4-60
4.4.1	Vegetation Cover and Community Types.....	4-61
4.4.2	Fisheries Resources.....	4-67
4.4.3	Avian Resources	4-67
4.4.4	Mammalian Resources.....	4-69
4.4.5	Reptilian/Amphibian Resources	4-72
4.4.6	Wildlife Species/Community Diversity	4-73
4.4.7	Threatened and Endangered Species.....	4-77
4.4.7.1	Federally Listed Species.....	4-77
4.4.7.2	State Listed Species.....	4-79
4.4.8	Habitats	4-82
4.4.8.1	Wetlands as an Important Habitat Feature	4-82
4.4.8.2	Forest Blocks.....	4-82
4.4.8.3	Grassland Blocks.....	4-86
4.4.8.4	Wildlife Corridors	4-86
4.5	TOPOGRAPHY, GEOLOGY AND SURFACE/GROUNDWATER RESOURCES.....	4-88
4.5.1	Topography	4-88
4.5.1.1	Route 82 and Route 85 Vicinity	4-88
4.5.1.2	Route 11 Expressway Alternatives Vicinity.....	4-88
4.5.2	Geology	4-89
4.5.3	Surface Water	4-91
4.5.4	Groundwater Hydrology	4-94
4.5.5	Water Quality.....	4-96
4.5.5.1	Surface Water Quality	4-97
4.5.5.2	Groundwater Quality.....	4-100
4.5.6	Drinking Water Supply Systems	4-101
4.5.7	Public Water Supply Watershed Lands.....	4-104
4.6	WETLAND RESOURCES.....	4-106
4.6.1	Wetland Identification and Mapping	4-106
4.6.2	Field Verification of Wetland Systems and Functions and Values	4-107
4.6.3	Description of Corridor Area Wetland Resources	4-109
4.6.3.1	Notable Wetland Areas	4-114
4.6.3.2	Tidal Wetlands	4-117

4.6.3.3	Seasonal Pools.....	4-119
4.7	FLOODPLAINS AND FLOODWAYS	4-121
4.7.1	Existing 100-year Flood Boundary	4-121
4.8	LAND USE AND COMMUNITY CHARACTERISTICS	4-123
4.8.1	Regional Context	4-124
4.8.2	Land Use by Town.....	4-124
4.8.2.1	Town of Salem	4-124
4.8.2.2	Town of Montville	4-130
4.8.2.3	Town of East Lyme	4-134
4.8.2.4	Town of Waterford.....	4-139
4.9	FARMLAND RESOURCES.....	4-143
4.9.1	Designation of Important Farmland Resources.....	4-144
4.10	SOCIOECONOMIC ENVIRONMENT.....	4-147
4.10.1	Population Trends	4-148
4.10.1.1	Town of Salem	4-148
4.10.1.2	Town of Montville	4-148
4.10.1.3	Town of Waterford.....	4-148
4.10.1.4	Town of East Lyme	4-149
4.10.2	Income	4-149
4.10.3	Employment.....	4-150
4.10.4	Real Estate (Housing) Trends by Town.....	4-151
4.10.4.1	Town of Salem	4-152
4.10.4.2	Town of Montville	4-153
4.10.4.3	Town of Waterford.....	4-153
4.10.4.4	Town of East Lyme	4-153
4.10.5	Environmental Justice	4-154
4.11	HISTORIC, CULTURAL AND ARCHAEOLOGICAL RESOURCES	4-157
4.11.1	Overall Historic Context.....	4-157
4.11.2	Historic Architectural Resource Survey.....	4-158
4.11.2.1	Record Document Research.....	4-158
4.11.2.2	Field Investigations	4-159
4.11.2.3	Summary of Investigations.....	4-159
4.11.3	Archaeological Resource Survey	4-165
4.11.3.1	Field Investigations	4-165
4.11.3.2	Summary of Investigations.....	4-165
4.12	SECTION 6(F) LANDS AND NON-HISTORIC 4(F) LANDS	4-171
4.12.1	Section 6(f) Lands.....	4-171
4.12.2	Non-historic Section 4(f) Lands.....	4-172
4.13	VISUAL AND AESTHETIC RESOURCES.....	4-172
4.13.1	Route 82 (Route 11 Interchange to the Route 82/85 Intersection)	4-174
4.13.2	Salem Four Corners (Route 82/85 Intersection)	4-174
4.13.3	Route 85 Corridor	4-174
4.13.3.1	Segment A.....	4-174

4.13.3.2	Route 85/161 and Route 85/Chesterfield Road.....	4-174
4.13.3.3	Segment B	4-174
4.13.3.4	Route 85/I-395 Intersection.....	4-174
4.13.4	Route 82/85/11 Corridor Study Area Local Roads.....	4-175
4.14	HAZARDOUS WASTE / CONTAMINATED SITES.....	4-175
4.14.1	Evaluation Methodology.....	4-176
4.14.1.1	Environmental Records Review	4-176
4.14.1.2	Windshield Survey	4-177
4.14.2	Identification of Potentially Hazardous Land Uses - Current and Former.....	4-177
4.14.3	Identification of Potentially Hazardous Sites.....	4-178
4.13.3.1	No Build Alternative	4-178
4.13.3.2	Widening Alternatives	4-178
4.13.3.3	New Expressway Alternatives.....	4-180

— ENVIRONMENTAL IMPACTS —

5.1	TRAFFIC AND TRANSPORTATION	5-1
5.1.1	Alternative Transportation Strategies	5-1
5.1.1.1	Route 82 and 85 Four-Lane Widening Alternatives.....	5-2
5.1.1.2	TSM Alternative.....	5-11
5.1.1.3	TDM/Transit Alternative.....	5-11
5.1.1.4	New Location - Full Build Alternatives	5-12
5.1.1.5	New Location - Partial Build Alternatives	5-16
5.1.1.6	I-95 Interchange - Preferred Alternative	5-26
5.1.2	Pedestrian and Bicycle Facilities	5-35
5.1.2.1	No Build Alternative	5-36
5.1.2.2	Route 82 and 85 Widening Alternatives	5-36
5.1.2.3	TSM Alternative.....	5-36
5.1.2.4	TDM/Transit Alternative.....	5-37
5.1.2.5	New Location - Full Build Alternatives	5-37
5.1.2.6	New Location - Partial Build Alternatives	5-37
5.1.3	Emergency Management	5-38
5.1.3.1	No Build Alternative	5-38
5.1.3.2	Route 82 and 85 Widening Alternatives	5-38
5.1.3.3	TSM Alternative.....	5-38
5.1.3.4	TDM/Transit Alternative.....	5-38
5.1.3.5	New Location - Full Build Alternatives	5-38
5.1.3.6	New Location - Partial Build Alternatives	5-39
5.2	NOISE	5-39
5.2.1	Development of Calibrated Noise Model	5-39
5.2.2	Noise Impact Assessment - Alternatives.....	5-40
5.2.2.1	No Build Alternative	5-47
5.2.2.2	Route 82 and 85 Widening Alternatives	5-47
5.2.2.3	TSM Alternative.....	5-47
5.2.2.4	TDM/Transit Alternative.....	5-47

5.2.2.5	New Location - Full Build Alternatives	5-47
5.2.2.6	New Location - Partial Build Alternatives	5-48
5.2.3	Noise Impact Assessment - Preferred Alternative	5-49
5.2.3.1	Sensitive Noise Receptors.....	5-49
5.2.3.2	Noise Impact Analysis	5-51
5.2.4	Mitigation Measures	5-53
5.3	AIR QUALITY	5-56
5.3.1	Mesoscale Analysis.....	5-56
5.3.1.1	Model Inputs and Calculations.....	5-56
5.3.1.2	Comparison of Impacts	5-56
5.3.1.3	Preferred Alternative	5-59
5.3.2	Microscale Analysis - Parameters and Methodology.....	5-59
5.3.2.1	Air Quality Receptor Site Selection	5-60
5.3.2.2	Methodology	5-60
5.3.3	Microscale Analysis-Comparison of Impacts	5-61
5.3.3.1	No Build Alternative	5-64
5.3.3.2	Route 82 and 85 Widening Alternatives	5-64
5.3.3.3	TSM Alternative.....	5-64
5.3.3.4	TDM/Transit Alternative.....	5-64
5.3.3.5	New Location - Full Build Alternatives	5-64
5.3.3.6	New Location - Partial Build Alternatives	5-64
5.3.3.7	Preferred Alternative	5-65
5.3.4	Mobile Source Air Toxics.....	5-65
5.3.4.1	Mobile Source Air Toxics -Comparison of Impacts	5-69
5.3.5	Project Level Conformity Determination.....	5-71
5.3.6	Mitigation Measures	5-72
5.4	BIOLOGICAL DIVERSITY	5-73
5.4.1	Biological Impacts -Vegetation	5-74
5.4.1.1	Land Clearing.....	5-74
5.4.1.2	Elimination of Forest Blocks.....	5-74
5.4.1.3	Introduction of Non-native Species.....	5-75
5.4.1.4	Sediment and Toxicant Effects.....	5-75
5.4.2	Comparison of Vegetation Impacts.....	5-76
5.4.2.1	No Build Alternative	5-77
5.4.2.2	Route 82 and 85 Widening Alternatives	5-78
5.4.2.3	TSM Alternative.....	5-78
5.4.2.4	TDM/Transit Alternative.....	5-79
5.4.2.5	New Location - Full Build Alternatives	5-79
5.4.2.6	New Location - Partial Build Alternatives	5-81
5.4.2.7	Preferred Alternative	5-82
5.4.3	Threatened and Endangered Vegetation Species	5-82
5.4.4	Mitigation Measures - Vegetation Impacts	5-84
5.4.5	Biological Impacts - Fisheries and Aquatic Biota.....	5-85
5.4.6	Comparison of Fisheries/Aquatic Impacts	5-87
5.4.6.1	No Build Alternative	5-87
5.4.6.2	Route 82 and 85 Widening Alternatives	5-88

5.4.6.3	TSM Alternative.....	5-89
5.4.6.4	TDM/Transit Alternative.....	5-89
5.4.6.5	New Location - Full Build Alternatives	5-89
5.4.6.6	New Location - Partial Build Alternatives	5-91
5.4.6.7	Preferred Alternative	5-91
5.4.7	Threatened and Endangered Fisheries/Aquatic Species.....	5-93
5.4.8	Mitigation Measures - Fisheries/Aquatic Impacts	5-94
5.4.9	Biological Impacts - Terrestrial Biota.....	5-96
5.4.10	Comparison of Terrestrial Impacts	5-103
5.4.10.1	No Build Alternative	5-104
5.4.10.2	Route 82 and 85 Widening Alternatives	5-105
5.4.10.3	TSM Alternative.....	5-105
5.4.10.4	TDM/Transit Alternative.....	5-106
5.4.10.5	New Location - Full Build Alternatives	5-106
5.4.10.6	New Location - Partial Build Alternatives	5-108
5.4.10.7	Preferred Alternative	5-108
5.4.11	Threatened and Endangered Terrestrial Species	5-110
5.4.12	Mitigation Measures - Terrestrial Impacts	5-112
5.5	TOPOGRAPHY, GEOLOGY AND SURFACE/GROUNDWATER RESOURCES.....	5-117
5.5.1	Impacts to Topography	5-117
5.5.1.1	No Build Alternative	5-117
5.5.1.2	Route 82 and 85 Widening Alternatives	5-117
5.5.1.3	TSM Alternative.....	5-117
5.5.1.4	TDM/Transit Alternative.....	5-117
5.5.1.5	New Location - Full Build Alternative.....	5-121
5.5.1.6	New Location - Partial Build Alternatives	5-121
5.5.1.7	Preferred Alternative	5-121
5.5.1.8	Mitigation Measures – Topography	5-122
5.5.2	Geologic Features	5-122
5.5.2.1	No Build Alternative	5-125
5.5.2.2	Route 82 and 85 Widening Alternatives	5-125
5.5.2.3	TSM Alternative.....	5-125
5.5.2.4	TDM/Transit Alternative.....	5-125
5.5.2.5	New Location - Full Build Alternative.....	5-125
5.5.2.6	New Location - Partial Build Alternatives	5-125
5.5.2.7	Preferred Alternative	5-126
5.5.2.8	Mitigation Measures – Geologic Features	5-126
5.5.3	Water Resources and Water Quality	5-126
5.5.3.1	Estimating Effects of Stormwater Discharges.....	5-127
5.5.4	Surface Water Impacts	5-127
5.5.4.1	No Build Alternative	5-127
5.5.4.2	TSM Alternative.....	5-128
5.5.4.3	TDM/Transit Alternative.....	5-128
5.5.4.4	Build Alternatives and Preferred Alternative	5-128
5.5.5	Mitigation Measures - Surface Water Impacts.....	5-130
5.5.5.1	No Build Alternative	5-131
5.5.5.2	Route 82 and 85 Widening Alternatives	5-131
5.5.5.3	TSM Alternative.....	5-132
5.5.5.4	TDM/Transit Alternative.....	5-132
5.5.5.5	New Location-Full Build, Partial Build and Preferred Alternatives	5-132

5.5.6	5.5.5.6 Performance Standards for Stormwater Mitigation.....	5-134
5.5.7	5.5.7 Roadway Deicing Impacts	5-135
5.5.7	5.5.7 Groundwater Impacts.....	5-136
5.5.8	5.5.7.1 Comparison of Groundwater Impacts	5-136
5.5.8	5.5.8 Public Water Supply Impacts.....	5-138
	5.5.8.1 Stormwater Management	5-138
	5.5.8.2 Accidental Hazardous Release	5-138
5.5.9	5.5.9 Public Water Supply Watershed Lands (Class I and Class II Lands)	5-139
	5.5.9.1 No Build Alternative	5-139
	5.5.9.2 Route 82 and 85 Widening Alternatives	5-139
	5.5.9.3 TSM Alternative.....	5-142
	5.5.9.4 TDM/Transit Alternative.....	5-142
	5.5.9.5 New Location - Full Build Alternatives and Preferred Alternative	5-142
	5.5.9.6 New Location - Partial Build Alternatives	5-142
5.5.10	5.5.10 Mitigation Measures - Class I and Class II Land Impacts	5-143
	5.5.10.1 Contingency Planning and Spill Response Measures.....	5-143
5.6	5.6 WETLAND RESOURCES.....	5-144
5.6.1	5.6.1 Description of Wetland Impacts	5-144
	5.6.1.1 ACOE Impact Assessment Methodology.....	5-145
	5.6.1.2 Impacted Functions and Values	5-145
	5.6.1.3 Notable Wetland Areas	5-145
	5.6.1.4 Seasonal Pools.....	5-147
5.6.2	5.6.2 Comparison of Wetland Impacts.....	5-147
	5.6.2.1 No Build Alternative	5-148
	5.6.2.2 Route 82 and 85 Widening Alternatives	5-148
	5.6.2.3 TSM Alternative.....	5-150
	5.6.2.4 TDM/Transit Alternative.....	5-150
	5.6.2.5 New Location - Full Build Alternatives	5-150
	5.6.2.6 New Location - Partial Build Alternatives	5-154
	5.6.2.7 Preferred Alternative	5-155
5.6.3	5.6.3 Impact Minimization.....	5-161
5.6.4	5.6.4 Mitigation Measures	5-163
	5.6.4.1 Compensatory Mitigation / Constructed Wetlands	5-164
	5.6.4.2 Potential Mitigation Sites.....	5-166
	5.6.4.3 Functional Replacement	5-170
	5.6.4.4 Long-term Maintenance Measures.....	5-170
5.7	5.7 FLOODPLAINS AND FLOODWAYS	5-171
5.7.1	5.7.1 Floodplain Impacts	5-171
5.7.2	5.7.2 Mitigation Measures	5-172
5.8	5.8 LAND USE AND COMMUNITY CHARACTERISTICS	5-173
5.8.1	5.8.1 Transportation Improvement Impacts Upon Patterns of Development.....	5-173
5.8.2	5.8.2 Community Goals and Neighborhood Cohesion	5-173
	5.8.2.1 Community Goals	5-173
	5.8.2.2 Neighborhood Cohesion.....	5-174
5.8.3	5.8.3 Private Property Impacts (Takings)	5-176
	5.8.3.1 No Build Alternative	5-176
	5.8.3.2 Routes 82 and 85 Widening Alternatives.....	5-176

5.8.3.3	TSM Alternative.....	5-189
5.8.3.4	TDM/Transit Alternative.....	5-189
5.8.3.5	New Location - Full Build Alternatives	5-190
5.8.3.6	New Location - Partial Build Alternatives	5-191
5.8.3.7	Preferred Alternative	5-191
5.8.4	Municipal Tax Base Impacts Resulting From Property Acquisitions	5-195
5.8.5	Potential Employment Impacts Resulting From Property Acquisitions.....	5-201
5.8.5.1	No Build Alternative	5-201
5.8.5.2	Route 82 and 85 Widening Alternatives	5-202
5.8.5.3	TSM Alternative.....	5-202
5.8.5.4	TDM/Transit Alternative.....	5-202
5.8.5.5	New Location - Full Build Alternatives	5-202
5.8.5.6	New Location - Partial Build Alternatives	5-202
5.8.5.7	Preferred Alternative	5-203
5.8.6	Comparison of Land Use Impacts.....	5-203
5.8.6.1	No Build Alternative	5-203
5.8.6.2	Route 82 and 85 Widening Alternatives	5-203
5.8.6.3	TSM Alternative.....	5-203
5.8.6.4	TDM/Transit Alternative.....	5-203
5.8.6.5	New Location - Full Build Alternatives and Preferred Alternative	5-203
5.8.6.6	New Location - Partial Build Alternatives	5-204
5.8.7	Mitigation Measures – Land Use and Community Characteristics.....	5-204
5.9	FARMLAND RESOURCES.....	5-205
5.9.1	Farmland Impacts	5-205
5.9.2	Comparison of Farmland Impacts.....	5-206
5.9.2.1	No Build Alternative	5-206
5.9.2.2	Route 82 and 85 Widening Alternatives	5-206
5.9.2.3	TSM Alternative.....	5-208
5.9.2.4	TDM/Transit Alternatives	5-209
5.9.2.5	New Location - Full Build Alternatives	5-209
5.9.2.6	New Location - Partial Build Alternatives	5-210
5.9.2.7	Preferred Alternative	5-210
5.9.3	Mitigation Measures	5-211
5.10	SOCIOECONOMIC ENVIRONMENT.....	5-211
5.10.1	Comparison of Socioeconomic Impacts.....	5-211
5.10.1.1	No Build Alternative	5-211
5.10.1.2	Route 82 and 85 Widening Alternatives	5-212
5.10.1.3	TSM Alternative.....	5-212
5.10.1.4	TDM/Transit Alternatives	5-213
5.10.1.5	New Location - Full Build Alternatives and Preferred Alternative	5-213
5.10.1.6	New Location - Partial Build Alternatives	5-215
5.10.2	Municipal Service Impacts	5-215
5.10.2.1	Police Protection/Fire Protection.....	5-215
5.10.2.2	Emergency Medical/Health Services	5-215
5.10.2.3	Education Facilities/Library Facilities	5-216
5.10.3	Environmental Justice.....	5-216
5.11	HISTORIC, CULTURAL AND ARCHAEOLOGICAL RESOURCES	5-217
5.11.1	Comparison of Historic Architectural Impacts	5-217

5.11.1.1	No Build Alternative	5-221
5.11.1.2	Route 82 and 85 Widening Alternatives	5-221
5.11.1.3	TSM Alternative.....	5-221
5.11.1.4	TDM/Transit Alternatives	5-221
5.11.1.5	New Location - Full Build Alternatives	5-221
5.11.1.6	New Location - Partial Build Alternatives	5-222
5.11.1.7	Preferred Alternative	5-222
5.11.2	Mitigation Measures	5-222
5.11.3	Comparison of Archaeological Impacts.....	5-223
5.11.3.1	No Build Alternative	5-223
5.11.3.2	Route 82 and 85 Widening Alternatives	5-223
5.11.3.3	TSM Alternative.....	5-223
5.11.3.4	TDM/Transit Alternatives	5-223
5.11.3.5	New Location - Full Build Alternatives	5-223
5.11.3.6	New Location - Partial Build Alternatives	5-225
5.11.3.7	Preferred Alternative	5-225
5.11.4	Mitigation Measures	5-227
5.12	SECTION 6(F) LANDS AND NONHISTORIC 4(F) LANDS	5-228
5.12.1	Section 6(f) Land Impacts.....	5-228
5.12.1	Non-Historic Section 4(f) Land Impacts.....	5-228
5.13	VISUAL AND AESTHETIC RESOURCES	5-228
5.13.1	Visual and Aesthetic Impacts.....	5-228
5.13.1.1	Community Perceptions	5-228
5.13.2	Comparison of Visual and Aesthetic Impacts	5-229
5.13.2.1	No Build Alternative	5-229
5.13.2.2	TSM Alternative.....	5-229
5.13.2.3	TDM/Transit Alternatives	5-229
5.13.2.4	Route 82 and 85 Widening Alternatives	5-229
5.13.2.5	New Location-Full Build Alternatives	5-229
5.13.2.6	New Location-Partial Build Alternatives	5-230
5.13.2.7	New Location-Preferred Alternative	5-235
5.13.3	Mitigation Measures	5-236
5.14	HAZARDOUS WASTE / CONTAMINATED SITES	5-237
5.14.1	Comparison of Hazardous Site Impacts	5-237
5.14.1.1	No Build Alternative	5-237
5.14.1.2	Build Alternatives	5-237
5.14.1.3	Preferred Alternative	5-240
5.14.2	Mitigation Measures	5-241
5.14.2.1	Avoidance and Minimization	5-241
5.14.2.2	Remediation	5-242
5.15	CONSTRUCTION ACTIVITY	5-243
5.15.1	Construction Impacts	5-243
5.15.1.1	Noise	5-243
5.15.1.2	Air Quality	5-243
5.15.1.3	Water Quality	5-244
5.15.1.4	Earthwork.....	5-245
5.15.2	Maintenance and Protection of Traffic	5-246

5.15.2.1	No Build Alternative	5-246
5.15.2.2	Route 82 and 85 Widening Alternatives	5-246
5.15.2.3	TSM Alternatives	5-246
5.15.2.4	TDM/Transit Alternatives	5-246
5.15.2.5	New Location - Full Build Alternatives and Preferred Alternative	5-246
5.15.2.6	New Location - Partial Build Alternatives	5-247
5.16	UTILITY SERVICE	5-247
5.16.1	Comparison of Utility Impacts.....	5-247
5.16.2.1	No Build Alternative	5-247
5.16.2.2	Route 82 and 85 Widening Alternatives	5-249
5.16.2.3	TSM Alternatives	5-249
5.16.2.4	TDM/Transit Alternatives	5-249
5.16.2.5	New Location - Full Build Alternatives	5-249
5.16.2.6	New Location - Partial Build Alternatives	5-250
5.16.2.7	Preferred Alternative	5-250
5.16.2	Mitigation Measures	5-250
5.17	ENERGY CONSUMPTION	5-251
5.17.1	Energy Impacts	5-251
5.17.2	Construction Energy	5-251
5.17.3	Vehicular Energy	5-252
5.17.4	Comparison of Alternatives	5-253
5.17.4.1	No Build Alternative	5-254
5.17.4.2	Route 82 and 85 Widening Alternatives	5-254
5.17.4.3	TSM Alternatives	5-254
5.17.4.4	TDM/Transit Alternatives	5-254
5.17.4.5	New Location - Full Build Alternatives	5-254
5.17.4.6	New Location - Partial Build Alternatives	5-255
5.17.4.7	Preferred Alternative	5-255
5.18	INDIRECT AND CUMULATIVE IMPACTS	5-256
5.18.1	Indirect and Cumulative Impacts on Resources-Land Use	5-256
5.18.2	Comparison of Indirect and Cumulative Land Use Impacts	5-257
5.18.2.1	No Build Alternative	5-257
5.18.2.2	Route 82 and 85 Widening Alternatives	5-259
5.18.2.3	New Location - Full Build Alternatives	5-259
5.18.3	Indirect and Cumulative Impacts on Resources - Biological Diversity	5-262
5.18.4	Indirect and Cumulative Impacts on Resources – Wetlands and Water Resources	5-263
5.18.5	Indirect and Cumulative Impacts on Resources - Floodplains.....	5-264
5.18.6	Indirect and Cumulative Impacts on Resources - Farmlands.....	5-264
5.18.7	Indirect Impacts of the Preferred Alternative.....	5-265
5.18.7.1	Demographic and Economic Baseline Trends	5-266
5.18.7.2	Induced Development Potential	5-268
5.18.7.3	Quantitative Analysis of Commercial and Industrial Developments	5-269
5.18.7.4	Potential Environmental Impacts from Development	5-273
5.18.8	Cumulative Impacts of the Preferred Alternative	5-277
5.18.8.1	Cumulative Impact Analysis Scoping and Methods.....	5-278
5.18.8.2	Cumulative Impact Analysis Study Area and Timeframe.....	5-278
5.18.8.3	Cumulative Impacts Environmental Resource Summary	5-279

5.18.8.4	Summary of Direct and Indirect Impacts	5-280
5.18.8.5	Past, Present and Reasonably Foreseeable Future Projects	5-280
5.18.8.6	Cumulative Impacts	5-284
5.18.9	Mitigation Measures	5-290
5.19	SUMMARY OF IMPACTS	5-290
5.20	RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY.....	5-293
5.21	IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES	5-294

—REGULATORY COMPLIANCE AND PERMIT REQUIREMENTS

6.1	STATE AND FEDERAL REGULATORY COMPLIANCE	6-1
6.1.1	Federal Permits and Compliance Requirements	6-1
6.1.1.1	National Environmental Policy Act	6-1
6.1.1.2	Federal Water Pollution Control Act (Clean Water Act)	6-2
6.1.1.3	Coast Guard Bridge Permit	6-2
6.1.1.4	Clean Air Act Conformity Determination.....	6-3
6.1.1.5	Endangered Species Coordination.....	6-3
6.1.1.6	Hazardous Materials Regulations.....	6-4
6.1.1.7	Historic Preservation Act	6-4
6.1.1.8	Section 4(f) Evaluation.....	6-5
6.1.1.9	Section 6(f) Evaluation.....	6-5
6.1.1.10	Public Health Service Act (Safe Drinking Water Act).....	6-6
6.1.1.11	Executive Orders	6-6
6.1.2	State Permits and Compliance Requirements	6-7
6.1.2.1	Connecticut Environmental Policy Act.....	6-7
6.1.2.2	Inland Wetlands and Watercourses Act	6-8
6.1.2.3	Water Quality Certification	6-8
6.1.2.4	Change of Use Permit (Water Company Watershed Lands)	6-9
6.1.2.5	Tidal Wetlands Act/Permit.....	6-9
6.1.2.6	Coastal Consistency Review	6-10
6.1.2.7	National Pollutant Discharge Elimination System Permit	6-10
6.1.2.8	Stormwater and Floodplain Management Certification	6-11
6.1.2.9	Indirect Sources of Air Pollution Regulations.....	6-11

—PUBLIC INVOLVEMENT & AGENCY COORDINATION—

7.1	BACKGROUND	7-1
7.2	AGENCY COORDINATION	7-3
7.2.1	Agency Information Requests.....	7-3

7.2.2	Integration of NEPA and ACOE's Highway Methodology	7-5
7.2.3	Interagency Streamlining Committee	7-5
7.2.4	Route 11 Working Group.....	7-7
7.2.5	Agency Coordination on Historic and Archeological Resources.....	7-11
7.3	PUBLIC OUTREACH	7-11
7.4	AREAS OF CONTROVERSY AND UNRESOLVED ISSUES	7-15

MIS SUMMARY

8.1	INTEGRATION OF THE MIS AND EIS PROCESSES.....	8-1
8.1.1	Advisory Committee Role in Establishing Project Alternatives	8-2
8.1.2	Summary of Advisory Committee Meetings	8-2
8.2	MIS FINANCIAL ANALYSIS OF THE ALTERNATIVES	8-8
8.2.1	Benefit-Cost Analysis	8-8
8.2.2	Economic Benefit Analysis.....	8-14
8.2.2.1	The Economic Model.....	8-16
8.2.2.2	Model Inputs	8-17
8.2.2.3	Indicators of Economic Development Impact.....	8-18
8.2.3	Transportation User Benefit and Economic Impact Analysis	8-20

LIST OF PREPARERS

9.1	LIST OF PREPARERS.....	9-1
-----	------------------------	-----

DISTRIBUTION

10.1	FEIS DISTRIBUTION.....	10-1
------	------------------------	------

REFERENCES

VOLUME II

— DEIS COMMENTS & RESPONSES —

— CORRESPONDENCE —

PART 1 FEIS CORRESPONDENCE	Part 1
PART 2 DEIS CORRESPONDENCE	Part 2

— APPENDICES —

A	2002 & 2006 REEVALUATIONS
B	NOISE RECEPTOR LOCATION FIGURES B-1–B-8
C	MITIGATION AND COMPENSATION FRAMEWORK
D	WETLAND IMPACT FIGURES D-1–D-9
E	POTENTIAL PROPERTY ACQUISITION IMPACTS – PREFERRED ALTERNATIVE FIGURE E-1
F	CONCEPTUAL STAGE RELOCATION NEEDS ASSESSMENT AND RELOCATION POLICY INFORMATION
G	MEMORANDUM OF AGREEMENT-NHPA SECTION 106

LIST OF FIGURES

ES-1	Preferred Alternative	ES-7
ES-2	1998 Alternatives and Preferred Alternative	ES-11
1-1	Study Area Location Map	1-3
1-2	Corridor Study Area	1-4
3-1	1990 Build Alternatives	3-3
3-1a	1990 FEIS Chesterfield Study Lines	3-11
3-2	1998 Build Alternatives	3-17
3-3a	Typical Section Alternatives 92PD, E ₍₄₎ , F ₍₄₎ , G ₍₄₎ & H ₍₄₎	3-21
3-3b	Typical Section Alternatives E ₍₂₎ , F ₍₂₎ , G ₍₂₎ & H ₍₂₎	3-22
3-3c	Typical Section Alternatives W ₍₄₎ & H ₍₄₎	3-23
3-3d	Typical Section Alternative W _{(4)m}	3-24
3-3e	Typical Section Alternative W ₍₂₎	3-25
3-4	Distribution of Trip Ends	3-33
3-5	Alternatives 92PD, E ₍₄₎ , F ₍₄₎ - Route 11/I-95/I-395 Interchange....	3-36
3-6	Alternatives 92PD, E ₍₂₎ , F ₍₂₎ , G ₍₂₎ - Route 11/I-95/I-395 Interchange....	3-36
3-7	Typical Sections Impact Minimization Alternative E _{(4)m}	3-55
3-8	Alternatives E _{(4)m} -V1, E _{(4)m} -V2, and E _{(4)m} -V3	3-65
3-9	Typical Sections Preferred Alternative E _{(4)m} -V3	3-68
3-10	Route 161 Interchange	3-70
3-11	Typical Section I-95	3-73
3-12a	I-95 Interchange Sketch Plan	3-74
3-12b	I-95 Interchange Sketch Plan	3-75
3-12c	I-95 Interchange Sketch Plan	3-76
4-1	Regional Transportation Systems.....	4-2
4-2	Traffic Count Locations	4-6
4-3	1998 Annual Average Daily Traffic Volumes	4-8
4-4	1998 Intersection Turning Movement Traffic Volumes	4-9
4-5	2020 Intersection Turning Movement Traffic Volumes	4-12
4-6	Vehicle Classification Summary	4-14
4-7	Results of Travel Speed Studies.....	4-16
4-8	Route 85 Accidents by Type and Severity (Intersection).....	4-18
4-9	Route 85 Accidents by Type and Severity (Segment)	4-19
4-10	Route 161 Accidents by Type and Severity	4-20
4-11	Signalized Intersections – 1998 Existing Capacity Analyses	4-28
4-12	Unsignalized Intersections – 1998 Existing Capacity Analyses	4-31

4-13	Level of Service 1998 Existing Conditions/2020 No Build.....	4-32
4-14	Existing Public Transportation Routes.....	4-43
4-15	Proposed SEAT Expansion Routes	4-44
4-16	Noise Receptor Locations	4-55
4-17	2004-2005 Biological Survey Sites.....	4-62
4-18	Wildlife Habitat.....	4-84
4-19	Major Drainage Basins.....	4-92
4-20	Subregional Drainage Basins	4-93
4-21	Groundwater Resources	4-95
4-22	Water Supply Resources	4-99
4-23	Wetlands	4-110
4-24	Notable Wetland Areas	4-115
4-25	Coastal Features	4-118
4-26	Seasonal Pool Overview	4-120
4-27	Floodplains.....	4-122
4-28	Existing Conditions Zoning	4-125
4-29a	Important Farmland Soils.....	4-145
4-29b	Designated Prime Farmland	4-146
4-30	Population Blocks	4-155
4-31	Architectural Resources and Archaeologically Sensitive Areas	4-164
4-32	Wolf Pit Hills Potential Archaeological District.....	4-169
4-33	Visual and Aesthetic Resources	4-173
4-34	Hazardous Waste and Contaminated Sites.....	4-179
5-1	Route 85 Four-Lane Widening Alternative Existing and Future Traffic Volumes	5-4
5-2	Signalized Intersection Four-Lane Widening Alternative Capacity Analysis	5-7
5-3	Unsignalized Intersection Four-Lane Widening Alternative Capacity Analysis	5-9
5-4	Four-Lane Widening Alternative Effect of Improvement on LOS	5-10
5-5	Full Build Alternative Existing and Future Traffic Volumes.....	5-13
5-6	Signalized Intersection Full Build Alternative Capacity Analysis.....	5-17
5-7	Unsignalized Intersection Full Build Alternative Capacity Analysis....	5-18
5-8	Full Build Alternative Effect of Improvement on LOS	5-19
5-9	Partial Build Alternative Existing and Future Traffic Volumes.....	5-20
5-10	Signalized Intersections Partial Build Alternative Capacity Analysis ..	5-24
5-11	Unsignalized Intersections Partial Build Alternative Capacity Analysis	5-25
5-12	Partial Build Alternative Effects of Improvement on LOS	5-27
5-13	Air Quality Microscale Analysis Intersections	5-58
5-14	Impact to Wetlands with Wildlife Habitat as Principal Function.....	5-96
5-15	Notable Areas of Geologic Impact.....	5-123
5-16	Class I and II Water Company Land Impacts	5-140
5-17	Potential Wetland Mitigation Sites	5-167
5-18a	Alternative W ₍₄₎ Zoning and Acquisition Impacts	5-183
5-18b	Alternative 92PD Zoning and Acquisition Impacts	5-184

5-18c	Alternative E ₍₄₎ Zoning and Acquisition Impacts	5-185
5-18d	Alternative F ₍₄₎ Zoning and Acquisition Impacts.....	5-186
5-18e	Alternative G ₍₄₎ Zoning and Acquisition Impacts.....	5-187
5-18f	Alternative H ₍₄₎ Zoning and Acquisition Impacts	5-188
5-19	Prime Farmland Impact Areas.....	5-207
5-20a	Alternative 92PD/E Visual and Aesthetic Impacts	5-231
5-20b	Alternative F Visual and Aesthetic Impacts.....	5-232
5-20c	Alternative G Visual and Aesthetic Impacts	5-233
5-20d	Alternative H Visual and Aesthetic Impacts	5-234
5-21	Construction Energy Expenditures.....	5-252
5-22	Vehicular Energy Usage Over 20 Years	5-253
8-1	Benefit-Cost Analysis-Accident Rates and Cost.....	8-10
8-2	Benefit-Cost Analysis-Benefit Cost Ratios.....	8-12
8-3	Benefit-Cost Analysis-User Benefits	8-15

LIST OF TABLES

ES-1	Comparison Matrix: Overview of Impacts by Alternative.....	ES-15
2-1	Accident Data Summary (Selected Locations)	2-6
2-2	1998 ADT Counts (Selected Locations)	2-8
2-3	2020 ADT Projections (Selected Locations).....	2-9
2-4	1998 and 2020 Levels of Service (Signalized Intersections)	2-10
2-5	1998 and 2020 Levels of Service (Unsignalized Intersections)	2-10
3-1	Typical Pavement Cross Sections	3-19
3-2	Roadway Design Criteria (AASHTO Standards).....	3-20
3-3	Impacts to Habitat Blocks	3-57
3-4	Comparison of Impacts E ₍₄₎ and E _{(4)m}	3-58
4-1	Automatic Recorder Locations.....	4-4
4-2	Peak Hour Turning Movement Count Locations	4-7
4-3	Supplemental Summer Traffic Counts	4-11
4-4	Vehicle Classification Counts	4-13
4-5	Summary of Average Travel Speed Survey	4-15
4-6	Intersection Accident Summary	4-21
4-7	1994-1996 Roadway Segment Accident Summary.....	4-21
4-8	Roadway Characteristics	4-23
4-9	Level of Service Criteria for Signalized Intersections	4-26
4-10	Level of Service Criteria for Unsignalized Intersections	4-26
4-11	1998 Existing Capacity Analysis - Signalized Intersections.....	4-27
4-12	1998 Existing Capacity Analysis - Unsignalized Intersections.....	4-30
4-13	2020 Future Capacity Analysis - Signalized Intersections.....	4-33
4-14	2020 Future Capacity Analysis - Unsignalized Intersections	4-34
4-15	LOS Criteria for Freeway Segments	4-35
4-16	LOS Criteria for Freeway-Ramp Junctions.....	4-36
4-17	LOS Criteria for Weaving Areas.....	4-36

4-18	LOS Criteria for Signalized Intersections	4-36
4-19	LOS Criteria for Unsignalized Intersections.....	4-37
4-20	Freeway Analysis Summary	4-37
4-21	Weaving Analysis Summary	4-38
4-22	Freeway-ramp Analysis Summary	4-39
4-23	Capacity Analysis Summary – Signalized Intersections.....	4-40
4-24	Capacity Analysis Summary – Unsignalized Intersections.....	4-41
4-25	Route W Bus Service: Projected Ridership.....	4-45
4-26	Designated Emergency Evacuation Routes.....	4-50
4-27	Noise Receptor Locations	4-52
4-28	FHWA Noise Abatement Criteria (NAC).....	4-56
4-29	Existing Noise Levels Approaching or Exceeding NAC	4-57
4-30	Vegetation Communities Documented 2004-2005 Vegetation Survey	4-65
4-31	Overall Percent Dominance – Vegetation Transects 1 through 16	4-66
4-32	Mammal Species Found within the Corridor Survey Area	4-71
4-33	Herpetofauna Found with the Corridor Survey Area	4-74
4-34	Listed Species Detected During Biological Surveys 2004-2005	4-81
4-35	Unfragmented Forest Habitat Blocks	4-85
4-36	Watersheds within the Project Corridor	4-91
4-37	Highway Runoff Constituents and Their Primary Sources	4-97
4-38	Public Water Supply Systems	4-103
4-39	13 Primary Wetland Function and Value Categories	4-108
4-40	Existing Land Use by Town.....	4-127
4-41	Per Capita Income Summary.....	4-149
4-42	Employment Statistics.....	4-150
4-43	Developed Land by Town.....	4-152
4-44	Housing Activity by Town.....	4-152
4-45	Population and Race/Ethnic Characteristics by Town	4-156
4-46	Historic Architectural Resources	4-161
4-47	NRHP Eligible Archaeological Sites	4-170
5-1	Volume Comparison: Four-Lane Widening Versus No Build	5-2
5-2	2020 Future Capacity Analysis - Four Lane Widening Alternative - Signalized Intersections.....	5-5
5-3	2020 Future Capacity Analysis - Four Lane Widening Alternative - Unsignalized Intersections	5-6
5-4	Volume Comparison: Full Build Expressway Versus No Build	5-12
5-5	2020 Future Capacity Analysis - Full Build Alternative - Signalized Intersections.....	5-14
5-6	2020 Future Capacity Analysis - Full Build Alternative - Unsignalized Intersections	5-15
5-7	Volume Comparison: Partial Build Expressway Versus No Build	5-21
5-8	2020 Future Capacity Analysis - Partial Build Alternative - Signalized Intersections.....	5-22
5-9	2020 Future Capacity Analysis - Partial Build Alternative - Unsignalized Intersections	5-23
5-10	Route 11 Traffic Volumes.....	5-28

5-11	2020 Future Capacity Analysis-Preferred Alternative-I-95 Mainline....	5-29
5-12	2020 Future Capacity Analysis-Preferred Alternative-I-95 Freeway Ramps.....	5-31
5-13	2020 Future Capacity Analysis-Preferred Alternative-I-95 Signalized Intersections	5-32
5-14	2020 Future Capacity Analysis-Preferred Alternative-I-95 Unsignalized Intersections	5-33
5-15	2020 Future Capacity Analysis-Preferred Alternative- Proposed Intersection Improvements along I-95	5-35
5-16	Noise Impacts Analysis Summary	5-41
5-17	Future Noise Levels Approaching or Exceeding NAC	5-45
5-18	Noise Receptor Locations – Preferred Alternative.....	5-50
5-19	Noise Modeling Results – Preferred Alternative and Potential Candidates for Noise Mitigation	5-52
5-20	Noise Mitigation Modeling Results – Preferred Alternative.....	5-54
5-21	2020 Future Mesoscale Pollutant Emissions.....	5-57
5-22	Microscale Analysis Summary.....	5-62
5-23	Microscale Analysis Summary – Preferred Alternative.....	5-63
5-24	Impacts to Forest Blocks	5-77
5-25	Directly Impacted Aquatic Habitats by Type.....	5-88
5-26	Impacts to Odonata and Mitigation Measures – Preferred Alternative.	5-95
5-27	Forest Interior Bird Species Resident Within the Survey Areas	5-99
5-28	Wildlife Habitat Attributes Potentially Impacted by Alternative.....	5-104
5-29	Area of Habitat Blocks Remaining Outside of Roadway Effects Zone For Forest Interior Birds.....	5-109
5-30	Bridges Along Preferred Alternative E ₍₄₎ m-V3	5-113
5-31	Notable Topographic Modifications by Alternative	5-118
5-32	Comparison of Topography Impacts	5-120
5-33	Location and Geologic Description of Notable Rock Cut Areas by Alternative.....	5-124
5-34	Percentage of Storms Exceeding Acute Criteria	5-129
5-35	Percentage of Storms Exceeding Acute Criteria with Mitigation	5-134
5-36	Existing and Predicted Sodium and Chloride Concentrations in Latimer Brook	5-135
5-37	Area of Impact to High Yield Aquifers by Alternative	5-137
5-38	Public Water Supply Watershed Lands (Class I & Class II) Subject to Taking/Change of Use.....	5-141
5-39	Wetland Impact Summary by Alternative.....	5-146
5-40	Direct Wetland Impacts – Preferred Alternative	5-156
5-41	Direct Wetland Impacts by Type– Preferred Alternative E ₍₄₎ m-V3	5-157
5-42	Direct Impacts to Wetland Functions and Values– Preferred Alternative E ₍₄₎ m-V3	5-158
5-43	Direct Impacts to Seasonal Pools– Preferred Alternative E ₍₄₎ m-V3....	5-160
5-44	Summary of Potential Wetland Mitigation Sites.....	5-168
5-45	Selected Wetland Mitigation Study Sites.....	5-169
5-46	Impacts to Designated Floodplains by Alternative	5-172
5-47	Summary of Property Takes by Land Use (All Four Towns)	5-177

5-48	Total Property Impact Summary by Alternative (All Four Towns)	5-178
5-49	Property Impact Summary - Salem	5-179
5-50	Property Impact Summary - Montville	5-180
5-51	Property Impact Summary - Waterford.....	5-181
5-52	Property Impact Summary - East Lyme	5-182
5-53	Summary of Property Parcel Land Use Impacts by Town – Preferred Alternative E(4)m-V3.....	5-192
5-54	Property Impact Summary – Preferred Alternative E(4)m-V3 (All Four Towns).....	5-192
5-55	Potential Property Acquisitions – Preferred Alternative E ₍₄₎ m-V3.....	5-194
5-56	Total Estimated Right-of-way Acquisition Cost and Tax Base Impacts (All Four Corridor-area Towns)	5-196
5-57	Estimated Right-of-way Acquisition Cost and Tax Base Impacts (Town of Salem).....	5-197
5-58	Estimated Right-of-way Acquisition Cost and Tax Base Impacts (Town of Montville)	5-198
5-59	Estimated Right-of-way Acquisition Cost and Tax Base Impacts (Town of Waterford)	5-199
5-60	Estimated Right-of-way Acquisition Cost and Tax Base Impacts (Town of East Lyme).....	5-200
5-61	Summary of Employees Potentially Displaced	5-201
5-62	Summary of Prime Farmland Impacts	5-208
5-63	Summary of NRHP-eligible Resources by Alternative.....	5-218
5-64	Historic/Architectural Resource Impacts	5-219
5-65	Summary of Impacts to Archaeological Sites by Alternative	5-226
5-66	Identified Sites of Potential Environmental Concern Comparison of Alternatives	5-239
5-67	Potential Hazardous/Contaminated Areas– Preferred Alternative E ₍₄₎ m-V3	5-241
5-68	Potential Impacts to Utilities by Alternative	5-248
5-69	Potential Commercial and Industrial Development	5-273
5-70	Summary of Direct and Indirect Impacts of the Preferred Alternative	5-281
5-71	Summary of Direct and Indirect Impacts of the No Build Alternative	5-282
5-72	Past, Present and Future Projects and Associated Environmental Impacts	5-283
5-73	Potential Cumulative Impacts	5-285
5-74	Comparison Matrix: Overview of Impacts by Alternative.....	5-292
8-1	Benefit-Cost Analysis Results.....	8-11
8-2	Comparison of Cost Savings by Alternative	8-14
8-3	Economic Impacts to the State of Connecticut	8-19

ACRONYMS AND ABBREVIATIONS

The following acronyms and abbreviations are used throughout this document:

AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
AC	Route 82/85/11 MIS/EIS Advisory Committee
ac.	Acres
ACOE	Army Corps of Engineers
ADT	Average Daily Traffic
ATR	Automatic Traffic Recorder
BA	Biological Assessment
BGEPA	Bald and Golden Eagle Protection Act
BMP(s)	Benthic Macroinvertebrate
BMI	Best Management Practice(s)
BTU(s)	British Thermal Units
c.	Circa
CAA(A)	Clean Air Act (Amendments)
CAM	Coastal Area Management
CAS	Connecticut Archaeological Survey
CEF	Construction Energy Factor
CEPA	Connecticut Environmental Policy Act
CEQ	Council on Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFR	Code of Federal Regulations
CGS	Connecticut General Statutes
CHC	Connecticut Historical Commission
CO	Carbon monoxide
ConnDOT	State of Connecticut Department of Transportation
CTDECD	State of Connecticut Department of Economic Development
CTDOA	State of Connecticut Department of Agriculture
CWA	Clean Water Act (see FWPCA)
dBA	Decibel

DEIS	Draft Environmental Impact Statement
DEP	State of Connecticut Department of Environmental Protection
DOHS	see DPH
DPH	State of Connecticut Department of Public Health (formerly Department of Health Services (DOHS))
EAS	Emergency Alert System
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency (Region I)
EPT	Ephemeroptera, Plecoptera and Trichoptera
ESA	Endangered Species Act
EPZ	Emergency Planning Zone
FEIS	Final Environmental Impact Statement
FIRM	Flood Insurance Rate Map
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
ft.	Feet
FTA	Federal Transit Administration
FWPCA	Ferel Water Pollution Control Act (aka Clean Water Act)
FWS	United States Fish and Wildlife Service
FY	Fiscal year
GAC	Greenway Authority Commission
GIS	Geographic Information System
GPS	Global Positioning System
ha.	Hectares
HC	Hydrocarbons
in.	Inch
IRIS	EPA Integrated Risk Information System
ISTEA	Intermodal Surface Transportation Efficiency Act
IWWA	Inland Wetlands and Watercourses Act
km.	Kilometers
kph.	Kilometers per hour
LEDPA	Least Environmentally Damageing Practicable Alternative
Leq.	Level Equivalent Steady State Sound
LOS	Level of Service
LUST	Leaking Underground Storage Tank
LWCFA	Land and Water Conservation Funding Act
m.	Meters
MBR	Metal Beam Rail
MBTA	Migratory Bird Treaty Act
MPT	Maintenance and Protection of Traffic
MCL	Maximum Contaminant Level
mgd	Million gallons per day
mg/l	Milligrams per liter
mi.	Miles
MIS	Major Investment Study
MOA	Memorandum of Agreement
mph.	Miles per hour
MPO	Metropolitan Planning Organization
MSAT	Mobile Source Air Toxics

MTBE	Methyl tertiary butyl ether
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NAMS	National Air Monitoring System
Nddb	Natural Diversity Data Base
NEDMTC	New England DataMap Technology Corporation
NEPA	National Environmental Policy Act
NGVD	National Geodetic Vertical Datum
NHPA	National Historic Preservation Act
NHS	National Highway System
NLLMA	New London Labor Market Area
NO _x	Nitrogen oxide compounds
NPDES	National Pollution Discharge Elimination System
NPL	National Priority List
NRCS	Natural Resources Conservation Service (formerly Soil Conservation Service (SCS))
NRHP	National Register of Historic Places
NTNCPWS	Non-transient, non-community public water system
NURP	Nationwide Urban Runoff Program
O ₃	Ozone
O-D	Origin - Destination
OLISP	DEP Office of Long Island Sound Programs
OPM	State of Connecticut Office of Policy and Management
OSHA	Occupational Health and Safety Act/Administration
PA	Public Act
PCBC	Precast concrete barrier curbing (aka “Jersey” barrier)
PD	Preliminary Design
PEM	Palustrine Emergent Wetland
PFO	Palustrine Forested Wetland
PM	Particulate Matter
POW	Palustrine Open Water Wetland
ppb	Parts per billion
PSGNLU	PSG New London Utilities (formerly New London Water and Water Pollution Control Authority (WWPCA))
PSS	Palustrine Scrub-Shrub Wetland
RCL	Recommended Contaminant Level
RCRA	Resource Conservation and Recovery Act
REMI	Regional Economic Models, Inc.
RIV	Riverine Wetland
RMP	Remedial Management Plan
ROD	Record of Decision
RSR	Remediation Standard Regulations
SCCOG	Southeastern Connecticut Council of Governments
SCS	Soil Conservation Service (see NRCS)
SDWA	Safe Drinking Water Act
SEAT	Southeast Area Transit
SECTER	Southeastern Connecticut Enterprise Region
sf.	Square feet
SHPO	State Historic Preservation Officer

SIP	State Implementation Plan
SLAMS	State and Local Air Monitoring System
SLOSSS	Suggested List of Surveillance Study Sites
sq. mi.	Square mile
STIP	State Transportation Improvement Plan
TAZ	Transportation Analysis Zone
TCMs	Transportation Control Measures
TDM	Transportation Demand Management
TIP	Transportation Improvement Plan
TSM	Transportation Systems Management
TSP	Total Suspended Particulates
TSS	Total suspended solids
USC	United States Code
USDOT	U.S. Department of Transportation
USGS	United States Geological Survey
UST	Underground Storage Tank
V/C	Volume to Capacity Ratio
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
VOC	Volatile organic compounds
WHPA	Wellhead Protection Area
WWPCA	see PSGNLU
§404	Section 404 of the Clean Water Act

METRIC EQUIVALENTS

METRIC LENGTHS AND U.S. EQUIVALENTS

1 millimeter (mm)	=	0.0394 in.
10 millimeters	=	0.3937 in.
10 centimeters	=	3.937 in.
10 decimeters	=	3.28 ft.
10 meters	=	10.9361 yd.
100 meters	=	109.3611 yd.
1000 meters	=	0.6214 mi.
1 inch	=	2.54 centimeters
1 foot	=	0.3048 meters
1 yard	=	0.9144 meters
1 mile	=	1.6093 kilometers

METRIC VOLUMES AND U.S. EQUIVALENTS

1000 cu. centimeters	=	1.0 cu. decimeter	
1000 cu. decimeter	=	1.0 cu. meter (stere)	= 1.3097 cu. yds. or
			= 35.314 cu. ft.
1 cu. foot	=	0.0283 cu. meters	
1 cu. yard	=	0.7646 cu. meters	

METRIC AREAS AND U.S. EQUIVALENTS

100 sq. centimeters	=	1 sq. decimeter	= 15.5 sq. in.
100 sq. decimeters	=	1 sq. meter (centare)	= 1.196 sq. yds.
100 sq. meters	=	1 are	= 119.6 sq. yds.
10,000 sq. meters	=	1 hectare (ha)	= 2.471 acres
100 hectares	=	1 sq. kilometer	= 0.3861 sq. mi.

1 sq. inch	=	6.4517 sq. centimeters
1 sq. foot	=	9.2900 sq. decimeters
1 acre	=	0.4047 hectares
1 sq. mile	=	2.59 sq. kilometers
		= 259.0 hectares