

DEIS COMMENTS AND RESPONSES

The DEIS was released for public and agency review and comment on March 9, 1999. In accordance with NEPA, a 75-day comment period followed publication and distribution of the DEIS document. Written comments were received throughout the 75-day period. Public hearings were held on April 7, 1999 and April 8, 1999 to receive oral testimony.

SUMMARY OF COMMENTS

There were 145 written and 64 oral comments received on the DEIS; these were categorized as follows.

- 77% favored completion of Route 11 on new location
Of those persons favoring completion of Route 11 on new location, several reoccurring concerns were expressed:
 - 1) Completion of Route 11 would alleviate safety problems, congestion from through traffic, truck traffic and speeding;
 - 2) Completion of Route 11 with a greenway would provide opportunities for preservation of open space for wildlife and recreation;
 - 3) Opposition to widening of Route 85 noted because it would decrease safety, destroy small town character, and threaten water supply;
 - 4) Impacts/costs associated with I-395/I-95 interchange should be minimized;
 - 5) I-395/I-95 interchange should include access to Oil Mill Road and Parkway North.
- 6% opposed completion of Route 11 (no alternative selected)
Of those persons opposing completion of Route 11, the following reasons were cited:
 - 1) Environmental impacts of a new highway are too high;
 - 2) Cost of a new highway is not justified;
 - 3) Traffic volumes do not justify construction of a new highway;
 - 4) Mass transit should be promoted.
- 5% opposed widening of Route 85 (no alternative selected)
- 9% favored widening or improving Route 85
- 3% other

RESPONSES TO COMMENTS

This section has been prepared to respond to questions that were posed in comment letters or at the public hearings. Copies of comment letters and public hearing transcripts are included.

Each individual letter or transcript is numbered to highlight specific comments and provide a reference to the corresponding response given in the box to the right. Written and/or oral comments were received from the following agencies or individuals:

Written comments - Federal Agencies

US Environmental Protection Agency (Region I)
US Department of Health and Human Services
US Department of the Interior
US Department of Commerce (Under Secretary, Oceans and Atmosphere)

Written comments - State Agencies

State of Connecticut Council on Environmental Quality
State of Connecticut Historical Commission
State of Connecticut Department of Environmental Protection
State of Connecticut Department of Public Health
State of Connecticut Office of Policy and Management

Written comments – State and Local Officials / Representatives

Dennis Blanchette, Town of Waterford Water Pollution Control Authority
Jenny Contois, Town of Colchester First Selectman
Victor Ferry, Town of Waterford RTM, 3rd District
James Fogarty, Town of Salem First Selectman / Board of Selectmen
Harrison Fortier, Waterford Emergency Management Advisory Council
Wayne Fraser, Town of East Lyme First Selectman / Board of Selectmen
Sam Gejdenson, (former) Representative, 2nd Congressional District
Wesley Johnson, (former) Chairman, Southeastern CT Council of Governments
William Martin, Town of Salem Economic Development Commission
Susan Merrow, Town of East Haddam First Selectman / Board of Selectmen
John G. Rowland, Governor (former) of Connecticut
Southeastern Delegation, State of Connecticut Legislature
Town of Waterford Board of Selectmen
David Zoller, Chariman, Town of East Lyme Plan of Development Committee

Written comments - Individuals

110 written comments were received from the general public

Oral Testimony (Public Hearing) – Federal Agencies

Matthew Schweisberg, U.S. Environmental Protection Agency (EPA)

Oral Testimony (Public Hearing) - State and Local Officials / Representatives

James Butler, Executive Director, Southeastern CT Council of Governments
Patrick Dougherty, Town of Montville First Selectman
James Fogarty, Town of Salem First Selectman
Wayne Fraser, Town of East Lyme First Selectman
Ellen Hillman, Town of Montville Town Council
Edith Prague, State Senator, representing Salem and Montville
Frank Rowe, on behalf of (former) Representative, Sam Gejdenson
Andrew Norton, on behalf of John Rowland, Governor
Thomas Sheridan, Town of Waterford First Selectman
Peter Sielman, Town of Salem Board of Selectmen
Robert Simmons, (former) State Representative
Thomas Wagner, Town of Waterford Planning Director

Oral Testimony (Public Hearing) - Individuals

Public testimony - 55 individuals; private testimony - 9 individuals

COMMENTS AND RESPONSES FEDERAL AND STATE AGENCIES

WRITTEN COMMENTS - FEDERAL AGENCIES

- US Environmental Protection Agency (Region I)
- US Department of Health and Human Services
- US Department of the Interior
- US Department of Commerce (Under Secretary, Oceans and Atmosphere)

WRITTEN COMMENTS - STATE AGENCIES

- State of Connecticut Council on Environmental Quality
- State of Connecticut Historical Commission
- State of Connecticut Department of Environmental Protection
- State of Connecticut Department of Public Health
- State of Connecticut Office of Policy and Management

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No response necessary on this page.

May 21, 1999

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RE: Connecticut Route 82/85/11 Corridor - Section 404 Permit Application Public
Notice (PN 199702529) and Draft Environmental Impact Statement and Section 4(f)
Evaluation (FEWA-CT-EIS-98-01-D)

Dear Sirs:

This letter responds to the application for a federal permit under §404 of the Clean Water Act by the Connecticut Department of Transportation (CTDOT), and the issuance of the Draft Environmental Impact Statement (DEIS) by the Federal Highway Administration (FHWA) and CTDOT for transportation improvements in the Route 82/85/11 corridor. We submit these comments pursuant to the U.S. Army Corps of Engineers' March 2, 1999 public notice, which describes a variety of alternatives to address existing and future year (2020) safety and capacity deficiencies in the existing Route 82/85/11 project study corridor. EPA's detailed comments on both the §404 application and the DEIS are contained in the attachment to this letter. A summary of EPA's position on this project and recommendations for next steps are discussed below.

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1. Data collected and presented in the FEIS, together with the findings of additional studies and discussion with federal, state and local regulators and officials, clearly shows that the project purposes and needs cannot be met under an upgrade alternative (Refer to FEIS Section 3.4). Further, the ACOE has indicated their concurrence that a Routes 82 and 85 upgrade is not practicable and is in agreement regarding the LEDPA.

Construction of any of the alternatives presented in the FEIS, including alternatives for either a new expressway or widening of the existing roadway, would result in impacts to the aquatic environment. In each case, construction would require crossing wetlands at a number of locations. However, through the coordinated process that has taken place throughout the EIS process, and the resulting revisions to the concept plans, impacts to the aquatic environment have been substantially reduced.

Plan revisions include shifting and reducing the roadway cross-section, thereby avoiding impacts to wetlands, and installing numerous bridges to minimize impacts to wetlands where crossings are unavoidable. These and other design considerations resulted in a substantial reduction in wetland impacts. Impacts associated with the preferred alternative in the FEIS are approximately half of what was estimated for the other four-lane expressway alternatives.

Further, the remaining unavoidable impacts are fully mitigatable. A comprehensive mitigation program to offset remaining impacts has been outlined in the document, Mitigation and Compensation Framework, provided in Appendix C. Proposed mitigation includes acquisition of lands with important habitat features (both wetland and upland) for preservation, and the replacement of impacted wetland functions and values. In addition, strict application of best management practices is specified for the duration of the construction period.

The DEIS identifies both upgrade alternatives, and full build and partial build expressway alternatives. The upgrade alternatives include options for widening existing Routes 82 and 85, as well as transportation system management (TSM) measures to improve operation of the existing roads. The expressway alternatives all involve either two lane or four lane expressways built in a largely undeveloped corridor south of Route 82 and west of Route 85. The partial build alternative is a combination of an expressway and widening of existing Route 85.

Based on information contained in the DEIS and our experience with highway projects throughout New England, it is EPA's conclusion that the upgrade alternatives appear to meet the basic project purpose and to be practicable. Furthermore, construction of any of the upgrade alternatives would result in much less adverse impact to the aquatic ecosystem than any of the full or partial build expressway alternatives. Although widening Routes 82 and 85 would cause the loss of several acres of wetlands and disturbance to the stream systems that pass under and along both routes these adverse impacts would not be significant. Moreover, we are confident that properly designed compensatory mitigation could offset substantially the loss of ecological functions incurred. Based on all the information supplied in the DEIS, an upgrade of Routes 82 and 85 appears to represent the least environmentally damaging practicable alternative (LEDPA).

In addition, EPA believes that construction of any of the expressway alternatives contained in the DEIS would cause or contribute to significant degradation of the aquatic ecosystem. The quantity and quality of stream and wetland systems in the new expressway corridor are exceptional. The extent and mixture of upland ridges separated by stream and wetland valleys, teeming with vernal pools scattered across this landscape, are striking, especially for southeastern Connecticut. The area offers some of the finest fish and wildlife habitat remaining in southern New England.

Though a few residential subdivisions and small country roads mark this area, they appear to have had limited effect on the quality of this resource and the area remains a remarkable block of habitat with mostly high biological integrity. For that reason, any of the expressway alternatives contained in the DEIS would be extraordinarily destructive to the aquatic ecosystem. Based on the information available to date, EPA believes that construction of an expressway on any of the proposed alignments would significantly and irreversibly degrade the quality of these resources. In its April 30, 1999, comment letter to you regarding this project, the U.S. Fish and Wildlife Service reaches the same conclusion.

Based on current information, the expressway alternatives would not comply with the §404(b)(1) guidelines for two independent reasons: none of them represents the least environmentally damaging practicable alternative, and they would cause or contribute to significant degradation of the aquatic ecosystem. Hence a §404 permit should not be issued for any of the expressway alternatives contained in the DEIS. If a §404 permit were to be issued for an expressway, it would be a strong candidate for an EPA veto under §404(g) of the CWA.

In light of the above and our recent discussions with local citizens, we believe only two alternatives merit further analysis and consideration. The first is a community sensitive upgrade. While the widening and other upgrade options discussed in the DEIS appear practicable, there is substantial community resistance to an upgrade because of potential impacts on the character of

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2. These two alternatives were evaluated in greater detail in two special studies published by ConnDOT after receiving comments on the DEIS.

The concept of a roadway with a reduced cross section, designed to arterial standards (a so-called “parkway concept”) was introduced in the DEIS (Section 3.3.7) as a potential “innovative design alternative.” This concept was analyzed in a June 1999 report entitled *Impact Minimization Study* (refer to section 3.4). The basic concept for the reduced impact alternative introduced in the *Impact Minimization Study* was carried forward as the preferred alternative in the FEIS.

An additional study, *Community-sensitive Upgrade Study*, released in February 2000, was undertaken to evaluate the “community sensitive upgrade” alternative suggested by EPA. The study revisited traffic and roadway design issues and a concept was developed to bring the existing two-lane principal rural arterial into conformance with current highway standards, while adding community-oriented enhancements.

As part of the upgrade concept, the Transportation Systems Management (TSM) strategies from the DEIS were reviewed. Strategies that were evaluated included increased shoulder width, traffic calming/community enhancement features, and additional coordinated traffic signals. The analysis showed that in some cases, a TSM improvement produced unintended negative impacts on community concerns. For example, while installation of new signals and signal coordination may be effective for creating gaps in traffic, it also has a negative effect on congestion reduction efforts.

Transportation Demand Management (TDM) strategies were also reviewed, and additional strategies to reduce overall traffic volumes were considered. TDM was found to have limited potential for reducing traffic volumes, particularly during summer peak hours. TDM measures found to be most feasible for the corridor area were ridesharing, flexible work hours and telecommuting; these were recommended in the study.

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the roadway and the adjacent communities. EPA would like to see an exploration of upgrade proposals that better address these community concerns. The second alternative is a parkway concept, which has been developed by a group of thoughtful, well-motivated and well-intentioned local citizens as a less damaging alternative to the various full build expressway alternatives presented in the DEIS. If the parkway concept were significantly broadened as discussed below, I believe it would be worthy of further evaluation.

With respect to the upgrade, CTDOT should provide a much more detailed and creative exploration of TSM and TDM opportunities to achieve the basic project purpose and address the socioeconomic concerns identified by the communities. According to the DEIS, the four lane widening in conjunction with TSM measures at two intersections would achieve the safety and capacity objectives of the project. CTDOT should evaluate whether more comprehensive and creative TSM and TDM strategies could be employed, and whether they alone or in combination with a two lane widening could achieve the basic project purpose in manner more sensitive to community concerns. As part of this evaluation, CTDOT should provide, among other things, a more detailed analysis of travel demographics (local versus through traffic, commuter versus non-commuter traffic, destination points, etc.); average daily and commuter rush hour versus summer peak traffic counts; and descriptions of specific problem areas.

In short, the nature of the capacity and safety issues on the existing roads needs to be more clearly defined so that strategies can be carefully tailored to address the problem. For example, if it is determined that the presence of truck traffic is causing serious user conflicts, then a TSM option of banning truck traffic, particularly during certain times of the day, should be explored. If it is determined that weekend summer peak travel is the primary cause of capacity problems, TSM and or TDM strategies should be targeted to address that specific issue. If commuter traffic between the coast and Hartford is an important component of the problem, the effect of expanded bus service on that specific problem should be evaluated. CTDOT should also expand its evaluation of options for minimizing the adverse impacts on community character that could result from road widening, and evaluate more closely what could be achieved with a two lane upgrade with TSM measures such as improved shoulders, strategic turning lanes, additional and better coordinated signalization, etc. Methods for preserving the character of the road by reducing speed limits and limiting the type or location of new development through zoning restrictions or land acquisition along the road must also be identified. Options for adding a pedestrian/bicycling lane should be explored in more detail.

The parkway proposal, as currently conceived, consists of a limited access four lane arterial road to be built along the “E” alignment, combined with a 3000 acre greenway corridor. This approach is intended to reduce the direct impacts of a new road as compared to an expressway, and to address habitat fragmentation and other indirect impacts and potential future secondary impacts by preserving identified areas of valuable habitat. The parkway alternative is not presented as an alternative in the DEIS, so there are many details about the proposal that need further development before it can be fairly evaluated. For example, questions about the size and location of the parkway, the limits of the greenway corridor, the potential for extensive bridging and

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Ultimately, this upgrade alternative was found to not meet the project purposes and needs and a decision was made by ConnDOT and FHWA to not pursue this alternative further. (Section 2.2.2).

3. The preferred alternative presented in the FEIS expands upon the so-called “parkway” concept. This concept, on an arterial-type alignment, was introduced in the DEIS, however, it was not developed or evaluated in detail. Comments that followed publication of the DEIS indicated an overwhelming support for further development of an expressway designed to arterial standards with incorporation of “parkway” or “greenway”.

The alternative concepts presented in the DEIS were modified, with impact reduction and incorporation of reserved open space areas as primary objectives. As a result, the FEIS presents a concept that reduces the overall footprint of the roadway, reduces wetland impacts and provides for non-development areas adjoining the right-of-way through parcel acquisition.

As indicated in responses “EPA #1” and “EPA #2”, the revised concept presented in the FEIS is a direct result of the findings of the *Impact Minimization Study* and a collaborative process with federal and state regulators and local officials. In the revised concept, several parcels adjoining the right-of-way would also be purchased, in addition to the roadway right-of-way, for habitat protection and to provide public open space. It is envisioned that, together with parcels acquired through the local greenway committee, a “linear park” would adjoin the new roadway segment for much of its length.

4. Following publication of the DEIS, a collaborative process between federal and state agencies and local officials was initiated by ConnDOT and FHWA. The purpose and intent of the process was to address concerns brought forth by agencies and other officials during the DEIS comment period, and ultimately to reach a consensus regarding an approvable expressway configuration. Through this process, measures

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wildlife passageways and other aggressive minimization measures; the level of direct and indirect impacts; the existing threats to habitat from residential development; the viability of habitat blocks that would remain after road construction; the extent to which habitat fragmentation effects would be offset; and costs, funding sources, and methods of preservation, all need to be addressed in the context of both a full build arterial and a partial build arterial. EPA is prepared to explore this proposal in more detail, while recognizing that it will be a significant challenge to develop a proposal that could qualify for a permit. Any serious effort must include not only a greenway corridor, but also a comprehensive open space acquisition and growth management plan for the 15 town planning area (all of whom have endorsed a new Route 11 freeway), to address the severe impacts that would be caused by the road and to ensure that the landscape and natural resources outside of the greenway corridor are not sacrificed to growth spawned by the road or redirected by the greenway itself.

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As I have communicated to local officials and a number of citizen leaders, I believe that the best way to proceed is to begin a collaborative, facilitated process in which representatives of federal and state agencies, the four towns, and the Southeast Connecticut Council of Governments work together to explore each of these alternatives -- the upgrade of existing roads and the parkway concept. In my judgment, CTDOT and FHWA are best suited to initiate such a process. EPA would be happy to assist in identifying one or more neutral facilitators. I suggest that the state and federal agency representatives discuss this approach and other possible approaches at the upcoming June 1 meeting at the Corps' office in Concord, Massachusetts. Ultimately, the information developed in such a process should be included in a supplemental or revised DEIS and circulated for wider public review and comment.

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I hope you agree that a collaborative approach holds the greatest promise for finding a solution to the transportation safety and capacity needs identified for the area and for addressing the supplementary objectives identified by the local communities. We look forward to working with you toward that end. Please contact me if you want to discuss these comments or my proposal.

Sincerely,

John P. DeVillars
Regional Administrator

Attachment

cc: Michael Bartlett, USFWS, Concord, NH
William Lawless, COE, Concord, MA
Richard Martinez, CTDOT, Newington, CT

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that could be taken to reduce wetland, habitat and property impacts were discussed and, accordingly, modifications to the conceptual plan for the expressway were made.

The roadway concept presented as the preferred alternative in the FEIS (E₀m-V3) is a direct outcome of this collaborative process (Section 3.4).

5. The DEIS presented a comprehensive list of project purposes and needs (Section 2.1) which were developed by ConnDOT and FHWA following lengthy discussion and input from the project's Advisory Committee (AC). The AC consisted of representatives of state and federal regulatory agencies (DEP, ACOE and EPA), the first elected officials of the towns that would be directly affected by construction and others that served either in an official capacity or as concerned citizens. A variety of perspectives and factors were considered in determining the need for the project.

Further, to respond to comments that followed publication of the DEIS, FHWA conducted an additional study that analyzed corridor traffic data in greater detail (see Correspondence). Findings of this study confirmed that projected traffic volumes and safety concerns on the existing roadway system warranted construction of a new roadway. Similar findings were generated in the *Community-sensitive Upgrade Study* (See "EPA #2), which expanded the analysis to include impacts on properties and the communities, in addition to traffic issues.

**Connecticut Route 82/85/11 Corridor
Detailed Comments on Section 404 Permit Application Public Notice (PN 199702529)
and Draft Environmental Impact Statement and Section 4(f) Evaluation
(FHWA-CT-EIS-98-01-D)**

The preceding cover letter summarizes the primary conclusions from EPA's review of the Draft Environmental Impact Statement (DEIS) and the Clean Water Act section 404 permit application for the Route 82/85/11 Corridor. This attachment provides the basis for those conclusions and raises additional concerns.

I. Introduction

Both the federal Clean Water Act and the National Environmental Policy Act direct federal agencies to evaluate fully the range of impacts of the various alternatives to address the traffic and safety issues, and to disclose those impacts to the public. In evaluating CTDOT's application for a federal permit under section 404 of the Clean Water Act, and advising the Corps of Engineers as to whether a permit can issue, EPA focuses primarily on the rivers and streams, lakes, ponds, and wetlands -- the entire aquatic environment -- that would be affected by the proposed project alternatives. The Corps and EPA have a legal obligation to ensure that only the least environmentally damaging practicable alternative be permitted, and that no project be permitted that would result in significant adverse impacts to the aquatic environment.

EPA's § 404(b)(1) guidelines (40 CFR 230) set forth the environmental standards which must be satisfied in order for a § 404 permit to issue. Two key provisions of the guidelines are critical when considering the alternatives proposed for the Route 82/85/11 corridor. First, the guidelines generally prohibit the discharge of dredged or fill material if there exists a practicable alternative which causes less harm to the aquatic ecosystem. Where, as here, the project is not water dependent and involves fill in wetlands and other special aquatic sites, practicable, less environmentally damaging alternatives are presumed to exist unless clearly demonstrated otherwise. Second, the guidelines prohibit issuance of a permit if the discharge would cause or contribute to significant degradation of waters of the United States.

As discussed below, the DEIS fails to: 1) clearly document the need for this project; 2) consider a complete range of alternatives; and 3) fully analyze the expected environmental impacts of the alternatives on new location. Based on the information presented in the DEIS and section 404 permit application, it is EPA's conclusion that the Corps should not issue a § 404 permit for any of the expressway alternatives identified in the DEIS because none of them qualifies as the least environmentally damaging practicable alternative. In addition, all of the expressway alternatives would cause or contribute to significant degradation of the aquatic environment, which is a further basis for denying a permit.

II. Project Background

According to the DEIS, Routes 82 and 85 are "substandard two-lane arterials" between Colechester (at Route 2) and Waterford (at L-95/I-395) that experience heavy traffic and congestion during

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commuter and recreational traffic periods. The DEIS states that existing levels of congestion on those roadways, along with projected increasing congestion and associated safety problems, rekindled interest in the completion of Route 11 between Salem (at Route 82) and the Interstate 95/395 area in Waterford. As a result, this DEIS was prepared for the Route 82/85/11 corridor. The DEIS includes information generated since the 1970's associated with attempts to complete Route 11 as well as new information and alternatives developed through the MIS/EIS process and interagency coordination. Sections 1 and 3 of the DEIS contain a detailed discussion of the project history and background.

III. Alternatives

The § 404(b)(1) guidelines prohibit the discharge of dredged or fill material if there "is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem so long as the alternative does not have other significant adverse environmental consequences." [40 CFR 230.10(g)]. This fundamental requirement of the § 404 program is often expressed as the regulatory standard that a permit may only be issued for the "least environmentally damaging practicable alternative" or LEDPA. "Practicable" is defined as "available and capable of being done after taking into consideration cost, existing technology and logistics in light of overall [or, basic] project purposes." [40 CFR 230.3(g)]. For "non-water dependent" activities located in wetlands or other special aquatic sites, such as the Route 82/85/11 project, the guidelines presume that practicable alternatives exist and that such alternatives would be less damaging to the aquatic environment. The burden to demonstrate compliance with the alternatives test and rebut the presumptions rests with the applicant.

In order to be practicable, an alternative must be capable of satisfying the basic project purpose. The Corps has determined, as stated in its February 10, 1999 letter to CTDOT, that the basic project purpose in this case is "to address the existing and future year (2020) safety and capacity deficiencies in the existing Route 82 and 85 corridors within the study area defined by the Route 82/85/11 study." EPA agrees that the Corps has properly identified the purpose of the transportation improvement project for which a permit is being sought.

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The DEIS and the § 404 permit application present a broad range of possible alternatives to address the transportation deficiencies in the corridor. None of the alternatives is identified as the preferred alternative. The alternatives consist of nine expressway alternatives on new location, four alternatives based on widening of or implementation of TSM measures on existing roads (hereinafter referred to as "upgrade" alternatives), TDM/transit initiatives, and a "no build" alternative. The various alternatives are discussed in detail in Section 3 of the DEIS. Briefly, the various build alternatives are summarized below.

Data collection and analysis for the DEIS included a full examination of the environmental and social impacts associated with 15 separate alternatives. These alternatives were culled from a broader group of alternatives that have been considered and evaluated in numerous studies over a period of many years. These alternatives were deemed to offer the best opportunities to address traffic concerns while minimizing environmental impact and adhering to current expressway design standards. The alternatives that were examined included constructing a new expressway, widening the existing roadway, TSM and TDM options and the no build scenario.

As indicated in "EPA #1" above, any of the DEIS expressway alternatives would impact the aquatic environment at various locations where wetland crossings would be required. The primary objective in exploring other cross-sectional and design options for the alignment (*Impact Minimization Study*, also see "EPA #2") was to reduce the level of impact associated with a conventional design.

The modified alignment presented in the FEIS achieves this objective. Through the post-DEIS design, data collection and coordination efforts a substantial reduction in impact was realized. In a letter dated September 17, 2001, the ACOE stated their agreement that the E(4)m-V3 alignment could qualify as the least environmentally damaging practicable alternative (LEDPA) for the corridor. ConnDOT and FHWA subsequently made the decision to go forward with the FEIS, naming the E(4)m-V3 alignment as the preferred alternative.

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6. Under NEPA, it is not required that a preferred alternative be named in the DEIS, and FHWA's Technical Advisory on preparation of environmental impact statements (T 6640.8A) indicates the following:

"In the draft EIS stage, all reasonable alternatives should be discussed at a comparable level of detail. There is no requirement at this stage to have a "preferred" alternative, however, if an official position has been taken on one of the alternatives, it should be so stated in the document. Of course, at this stage in the process, no final decision can be made. The final EIS must identify and describe the preferred alternative and the basis for the decision."

Because there was still a very broad range of alternatives under consideration in the DEIS, ConnDOT and FHWA had not yet taken an official position on the preferred alternative. Further, it was determined that all of the alternatives should be examined by the public and regulatory agencies, and subject to their input, prior to naming a preferred alternative.

The full range of alternatives was examined in the DEIS. The alignment that was most favored was subsequently modified, based on public and agency comment and the results of the post-DEIS studies and agency coordination. This level of examination and documentation was pursued to assure that the alignment selected as the preferred alternative in the FEIS would satisfy both the §404(b)(1) guidelines and the basic project purpose. Also see responses to "EPA #1", "EPA #2" and "EPA #5".

Upgrade Alternatives:

- *Alternative W_{6r}: Widening of Routes 82 and 85 with a full four-lane cross section.
- *Alternative W_{6m}: Widening of Routes 82 and 85 with a modified four-lane cross section to avoid impacts.
- *Alternative W_{6r}: Two-lane cross-section for Routes 82 and 85 with widening to upgrade to current highway design standards.
- *Transportation Systems Management (TSM) Alternative: Operational improvements, such as intersection upgrades, turning lanes, and signal modifications.

Expressway Alternatives:

- *92PD Alternative: Full build expressway on new location (C/D alternative introduced in prior studies refined during a preliminary design (PD) process undertaken in 1992).
- *Alternative E_{9r}: Modification of the 92PD alternative to avoid new residential subdivisions.
- *Alternative E_{9m}: Modification of alternative E_{9r}, utilizing only the two southbound lanes.
- *Alternative F_{9r}: Full build, four-lane expressway on new location; approximately 900 m. (3000 ft.) west of 92PD.
- *Alternative F_{9m}: Two-lane variation of F_{9r}, utilizing only the northbound lanes.
- *Alternative G_{9r}: Full build, four-lane expressway on new location; approximately 900 m. (3000 ft.) west of 92PD, a variation of F_{9r}.
- *Alternative G_{9m}: A two-lane variation of G_{9r}, utilizing only the northbound lanes.
- *Alternative H_{9r}: New location-partial build expressway with four-lanes and a mid-corridor touchdown point on Route 85, south of Route 161, where widening option W_{6r} would continue to I-395.
- *Alternative H_{9m}: New location-partial build expressway with two-lanes and a mid-corridor touchdown point on Route 85, south of Route 161, where widening option W_{6r} would continue to I-395.

Of the various alternatives presented in the DEIS, EPA believes that one or more of the upgrade alternatives appear to be practicable, and all of them would cause less environmental damage than the expressway alternatives.

A. Practicability

As discussed above, under the § 404(b)(1) guidelines, a "practicable" alternative is one which meets the basic project purpose, is available, and is capable of being done taking into account logistics, cost, and existing technology. The upgrade alternatives discussed in the DEIS are available and capable of being done. Road widening and improvement projects are commonly designed and constructed by CTDOT. The costs for the upgrade alternatives are much lower than the costs of the new expressway alternatives, and are well within the range of transportation projects commonly funded by CTDOT and FHWA. The DEIS indicates that the costs for the

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7. This comment was given serious consideration by ConnDOT and FHWA prior to making a decision to go forward with the FEIS, naming the proposed alignment on new location as the preferred alternative. FHWA thoroughly evaluated all traffic analyses prepared for the EIS and a traffic study submitted by EPA, and independently undertook additional analyses of traffic conditions in the corridor (see Correspondence). FHWA has provided written documentation (dated September 1999, August 2000 and February 2002) summarizing their findings. FHWA concluded that the upgrade alternatives would not provide a satisfactory remedy for identified traffic deficiencies in the corridor (refer to Section 3.4.2); further, the upgrade alternatives would not meet either the NEPA project purposes and needs or the §404 basic project purpose (refer to FEIS Section 2.2).

8. The causes of accidents were analyzed in more detail in the *Community-sensitive Upgrade Study*. The most frequent type of accidents, the locations with the highest number of accidents during this period, and the estimated effect of safety improvements on the future rate of accidents were studied and the results incorporated in Sections 3.4 and 4.1 of the FEIS. The *Community-sensitive Upgrade Study* estimated and compared the accident rate and severity to the statewide average for similar roads. Locations with above average accident rates are listed in Tables 4-6 and 4-7.

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widening alternatives range from \$31 million to \$41 million, and the TSM measures are estimated to cost significantly less. In contrast, the full build expressway alternatives range in cost from \$255 million to \$345 million for the four lane versions and from \$155 million to \$225 million for the two lane versions. Partial build expressway alternatives range in cost from \$82 million for the two lane version to \$114 million for the four lane version. Clearly, costs are not a factor that affects the practicability of the upgrade alternatives in this case.

It is not clear from the DEIS analysis that the current and anticipated transportation deficiencies are of the magnitude that warrants many of the alternatives under consideration. We believe that many of the alternatives under consideration do not reflect the more modest nature of the transportation deficiencies. Additional information (identified below and in the cover letter to this attachment) is needed to fully evaluate capacity and safety issues in the corridor.¹ Nevertheless, based on the information provided in the DEIS, EPA believes that existing and future safety and capacity deficiencies could be addressed satisfactorily by the upgrade alternatives. Specifically, the DEIS reveals that a four lane widening of Routes 82 and 85 in conjunction with TSM measures appears to result in a safe road capable of handling existing and projected traffic at an acceptable level of service. At a minimum, the DEIS does not provide a basis to rebut the presumption that this and other less damaging upgrade alternatives, such as two lane widening coupled with substantial TSM, or extensive TSM measures alone, are practicable.

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1. Safety

The DEIS cites deficiencies in roadway alignment, numerous curb cuts, excess speeds, and congested conditions as factors leading to accidents on Routes 82 and 85. Yet the DEIS provides very little specific information about the nature and extent of existing and future safety problems in the corridor. Data on numbers of accidents for the past three years are provided, but they are not placed in any broader context. It is impossible from the information contained in the DEIS to estimate and compare the accident rate and severity to the statewide averages for similar roads. Nor do the SJOSSS critical rate data shed light on the relative frequency and severity of accidents

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¹ As part of the analysis, the DEIS should describe other CTDOT projects which are analogous from a safety, capacity, and traffic volume standpoint and the measures (including TSM) which are planned or have been successfully implemented to resolve such problems. For example, capacity and safety problems on Route 6 in the Brooklyn section are reportedly being addressed with community sensitive road improvements.

Responses to Comments:

EPA

9. This concern was evaluated in the report, *Federal Highway Administration's Engineering Evaluation of Route 82/85 Upgrade Alternatives, August 2000*, which is included in the Correspondence section. Also refer to "EPA#2".

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in the corridor. Thus the DEIS is deficient in documenting the current and future safety needs and consequently is deficient in identifying alternatives specifically designed to address such needs. In addition, the DEIS fails to make specific projections about the potential safety benefits of the various alternatives so that they can be fairly evaluated and compared. The final EIS must address these deficiencies. Based on the information contained in the DEIS, it appears that one or more of the upgrade alternatives would result in sufficient safety improvements to meet the basic project purpose.

Both the four lane and the two lane widening alternatives are designed to improve the existing roadway to conform to AASHTO standards, including wider lanes and shoulders, improved stopping and site distances, and improved vertical and horizontal alignments. These standards are normally considered safe, and are used in the design and construction of roads throughout Connecticut and nationwide. The DEIS confirms (section 5, page 9) that safety would increase substantially following the four-lane widening of Route 85 from the Route 82 intersection to just north of the I-395 intersection. While the DEIS notes (section 3, page 48) that there may be an increase in accident rates due to increased volume on a widened roadway, it also states that the improved physical layout would substantively reduce hazards along the roadway. The DEIS does not make a convincing case that a higher projected volume will lead to an increased accident rate (it merely makes the assertion). The analysis does not seem to take into account the likely reduction in accidents that would result from improved capacity conditions (e.g., fewer turning and rear end type collisions with adequate shoulders and improved site and stopping distances) on the widened and upgraded Route 82 and 85 roadways. Even if the accident rate were to increase due to widening, the severity of accidents would likely decrease due to the upgrade to AASHTO standards and the reduction in roadway hazards, and particularly if the widening were accompanied by TSM measures designed to improve safety further. Thus, at a minimum, it appears that a four lane widening (the DEIS does not distinguish safety results between the $W_{(4)}$ and the $W_{(4)pm}$ alternatives), without TSM, and even more so with TSM, would satisfy the safety component of the basic project purpose. It is also likely that a two lane widening to AASHTO standards coupled with TSM measures would improve safety over the no build scenario and result in a safe roadway. The DEIS mentions that TSM "may" be used in conjunction with the various upgrade alternatives, but no complete analysis is given indicating the resultant improvements in safety and level of service. The final EIS must provide a detailed analysis of the use of TSM improvements in combination with the various widening alternatives.

In addition, the TSM measures alone appear likely to improve safety compared to the no build scenario. The TSM alternatives would provide for an increased level of safety through operational improvements such as intersection upgrades and signal modifications, specifically directed toward improving safety and easing traffic flow within the 82/85/11 corridor. Examples of intersection upgrades include the addition of left turn lanes and the increase of storage bay length. Signalization improvements consist of additional traffic signals, coordinated signalization, and changes in signal timing, phasing and actuation. Turning lane and signalization improvements would result in fewer traffic queues at intersections due to left turning vehicles. This would contribute to a lowering of the frequency of rear-end and turning collisions, the most common

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type of collisions in this roadway system. The addition of turning lanes at key intersections, combined with phasing signals to allow several non-conflicting movements to occur within a cycle, and coordinating signals to optimize traffic flow along the main arterial, would reduce accident rates and traffic delays. The EIS should more fully evaluate the potential for these and other creative TSM measures to remedy safety deficiencies.

Lastly, the DEIS states that accident rates would be more likely to decrease on Routes 82 and 85 due to reductions in traffic volumes if an expressway alternative were constructed on new location. However, there is no specific evaluation of potential accident rates and severity that would result on the new location expressways themselves. Consequently, we are unable to evaluate how much these potential accident rates would affect overall safety throughout the corridor. For example, it is unclear whether and to what extent the overall increase in safety along Routes 82 and 85 would be offset by the expected accident rates on the new expressway. Also, the DEIS points out that the construction of the expressway alternative will do nothing to remove roadside hazards currently existing along Routes 82 and 85. It is unclear how the accident rates and severity on the new expressway, combined with the accident rates and severity on the unimproved existing roads, would compare to the accident rates and severity of an upgraded Route 82 and 85. The DEIS should provide the information necessary to make these determinations.

2. Capacity

The DEIS states that existing Routes 82 and 85 are substandard based on current highway design standards, and that during certain peak periods, traffic in the corridor is heavy and predicted to increase yearly. Hence, the other component of the basic project purpose is to address existing and future capacity deficiencies. Unfortunately, the discussion of capacity in the DEIS suffers from flaws similar to those discussed above regarding safety. The DEIS fails to present sufficient data about the existing and projected capacity deficiencies to allow a thorough evaluation of capacity needs and potential solutions.³ For example, the data are not sufficient to distinguish between peak summer weekend traffic problems and non-recreational traffic problems. The DEIS acknowledges (section 4, page 10) that the summer traffic volumes are markedly higher than winter conditions, and that the July 4th weekend volumes likely represent the peak volume condition for the entire year and are likely higher than the 30th highest hour volume condition, and that they would not be suitable for design or analysis purposes. Nevertheless, the DEIS states that the LOS analyses are based on summer Friday peak hour conditions (see section 4, page 5). It is unclear whether these summer Friday peak hour conditions are the very conditions which the DEIS states would not be

³In some cases the data seem to be in conflict. For example, Figure 4-13 depicts the current condition of the entire length of Route 85 from Route 82 to the Cross Road Extension to be LOS E, and the remainder of the road to I-95 to be LOS F. This characterization seems inconsistent with the information provided in Tables 4-11 and 4-12, and Figures 4-11 and 4-12. It also seems inconsistent with the speed study data, which suggest that traffic is flowing through the entire corridor efficiently (see Table 4-5).

Responses to Comments:

EPA

10. See “EPA # 9”

11. The traffic engineering study undertaken by FHWA (See EPA#9) and the *Community-sensitive Upgrade Study* provide additional information regarding roadway capacity. Principally, the study concludes that Route 85 would be operating “at capacity” within 20 years following its upgrade, even though FHWA’s policy is that “... a highway should be designed to accommodate the traffic that might occur within the life of the facility...”. Overly congested roadways not only cause delays, but also contribute to safety and air quality concerns.

On Route 85, the 30th highest peak hour volume condition (the standard for measurement) occurs under summer Friday peak hour conditions.

Responses to Comments:

EPA

12. In the *Community-sensitive Upgrade Study* existing and future levels of service (LOS) were examined in greater detail. In addition, this study discussed local and through traffic and distribution of trip ends. The *Community-sensitive Upgrade Study* expanding on the findings of the FEIS, evaluated the likely effect of implementing certain intersection-specific and segment-specific upgrades and treatments and also TDM measures to address the identified deficiencies. Overall, the study concludes that only a marginal improvement in LOS would result following implementation of the improvement program (refer to Section 3.4.2). A trip reduction analysis was performed for potential TDM strategies. TDM measures found to be most feasible for the corridor area were ridesharing, flexible work hours and telecommuting, but these would have limited potential for reducing traffic volumes and improving LOS, particularly during summer peak hours. Results showed that TDM strategies could provide a combined travel demand reduction of approximately 2% or less on total daily traffic, and would not have a measurable affect on roadway capacity in this corridor. Moreover, these strategies are not enforceable by ComDOT and require voluntary compliance by the public. Though use of alternatives to SOV travel has gained in popularity, it is considered to have limited potential in this corridor.

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suitable for design or analysis purposes. But in any case, the existing and projected LOS during non-peak recreational times of the year are not presented. While it may well be necessary to take steps to address traffic conditions that occur on occasional days in the summertime, we are not persuaded that such peak hour projections should be the primary basis for characterizing traffic problems or evaluating the ability of various alternatives to improve capacity. The data also do not allow for a clear understanding of the effects of local vs. through traffic on the capacity problems (although the DEIS asserts the existence of local vs. through traffic conflicts) or the effects of commuter vs. noncommuter traffic. As a result, the DEIS does not present in sufficient detail the causes of and potential solutions to existing and projected capacity deficiencies. In addition, as discussed further below, the DEIS fails to analyze fully the capacity improvements that would result from combinations of upgrade alternatives (e.g., widening plus substantial TSM) or from the combination of upgrades and TDM initiatives. The final EIS should address all of these deficiencies, as well as those noted in the cover letter.

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According to CTDOT's traffic projections, the four lane widening alternative would achieve improvements similar to the full build alternatives (compare, e.g., Figures 5-4 and 5-8); it would result in an acceptable LOS on road segments throughout the corridor, with the exception of the Route 85 segment south of I-395 (LOS F) and Route 161 south of Walnut Hill Road (LOS E). The four lane widening would also be substantially better than the no build condition.³

In addition to the LOS information for roadway segments, the DEIS presents volume and capacity analysis results for signalized and unsignalized intersections throughout the study corridor. Again, the widening would result in a substantial improvement over the no build condition. For both the four lane widening and expressway alternatives, the LOS at signalized intersections would be generally acceptable, with a few exceptions for future peak hour volumes (assuming the worst case analysis is appropriate). In addition, several unsignalized intersections are projected to operate at unacceptable LOS under peak hour conditions. However, the DEIS indicates (section 5, page 9) that for all the intersections for which TSM improvements were considered, acceptable levels of service are expected.⁴ The DEIS does not evaluate TSM opportunities for every intersection for which poor conditions are expected to remain after widening or expressway construction. It is

³The DEIS equates capacity improvements from a two lane widening to those of the TSM measures (although no supporting information is provided to justify this equation). EPA believes a two lane widening combined with TSM measures would likely result in a more efficient roadway than either of those alternatives considered separately. But because no data are provided for either the TSM or two lane widening scenarios (or a combination of the two) we cannot determine how effective these options would be in improving capacity. Without such information it is difficult to fully compare and evaluate the alternatives under consideration.

⁴Unfortunately, Figures 5-2 and 5-3 and Tables 5-2 and 5-3 related to the widening alternative do not show the effect of the TSM measures at key intersections and hence provide an overly negative projection of traffic conditions.

Responses to Comments:

EPA

13. The four-lane widening alternative does not meet purposes and needs for traffic capacity and safety improvements because it would result in an increase in accidents at unsignalized intersections on Route 85 and an increase in traffic volumes and decrease in LOS at 11 (13 without TSM improvements) intersections on Route 85 (refer to Sections 3.3.9.2 and 5.1.1.1). Further, this alternative would not be implemented given the extreme lack of local support for, and vocal opposition to, such an alternative. Also refer to “EPA #2” and “EPA #7”.

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reasonable to assume that the intersections which have been specifically targeted for TSM measures are not the only instances in the project area where TSM measures would help address roadway deficiencies under existing conditions and the various widening scenarios.

EPA believes that the effect of TSM measures on roadway safety and capacity is an important part of the analysis of the various widening alternatives. Consequently, we strongly encourage CTDOT to explain in narrative fashion, and through appropriate graphs and charts, how the LOS would be affected in each of the problem areas if TSM measures were implemented alone or in combination with widening alternatives⁵. The implementation of TDM measures, such as the increased bus service for commuters to Hartford and New London, should also be analyzed more fully in conjunction with the upgrade alternatives.

In summary, based on the information available in the DEIS, it appears that at least one upgrade alternative – the four lane widening alternative, combined with TSM improvements -- would satisfy the basic project purpose. It is unclear whether this alternative would perform as well as the expressway alternatives, but the test under the guidelines is whether the upgrade could meet the project purpose, not whether it would be the best alternative from the transportation standpoint. The information in the DEIS does not provide a basis to rebut the presumption that this alternative, and other upgrade alternatives, would be practicable.

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In addition to safety and capacity issues, we recognize the importance of minimizing the impacts of any alternative on people’s homes and businesses. Although the upgrade alternatives would affect a greater number of properties than the expressway alternatives, the actual acreage affected is quite small, totaling about 50 acres at a maximum. In contrast, although the new location expressway alternatives would affect fewer properties, the acreage affected is large, totaling about 223 acres at a minimum, and as much as 678 at a maximum. Looking at the number of structures potentially affected, the widening alternatives are roughly equal to the new location alignments, and are within the range typically encountered in highway projects. Therefore, we do not believe that the potential socioeconomic impacts from the upgrade alternatives would render them impracticable. Nevertheless, we appreciate community concerns about the loss of land, structures and changes to the landscape associated with roadway improvements. As discussed in the cover letter to this attachment, we support and encourage efforts by the CTDOT to work with the affected communities toward the development of community sensitive upgrade options.

B. Least Environmentally Damaging

⁵ Examples of the areas which should be analyzed with the addition of TSM measures include the Route 161/Route 1 intersection under the 2020 expressway alternatives; the Cross Road/Parkway North and South interchanges along I-95 under the 2020 PM peak conditions for all alternatives; and several unsignalized intersections in the corridor that are expected to operate at unacceptable LOS in 2020 peak hour conditions for both widening and new location expressway alternatives.

Responses to Comments:

EPA

14. Following the modification of the alignment during the impact minimization interagency coordination process, the ACOE indicated their concurrence that the modified E₍₄₎m-V3 alternative, and not the upgrade alternatives, qualifies as the corridor LEDPA.
15. Any feasible expressway alternative would result in some level of adverse impact to water resources. However, as a result of further field investigations, refinement of concept plans and extensive coordination efforts with regulatory agencies, an expressway alternative was developed that would dramatically reduce impacts to streams, wetland systems and sensitive habitats (refer to “EPA #1”, “EPA #2” and “EPA #4”). These efforts are documented in the additional studies (See Section 3.4) and herein. The FEIS describes the alignment modifications (Section 3.4); streamlining initiatives that took place during the spring and summer of 2001 (Section 3.4 & 7.2); and expanded natural resource evaluations (Sections 4 and 5).

A § 404 permit may be issued only for the least environmentally damaging practicable alternative. As discussed above, one or more of the upgrade alternatives appear to be practicable. In addition, any upgrade would be far less environmentally damaging to the aquatic environment than any of the expressway alternatives depicted in the DEIS, and they would not cause other significant environmental impacts. Section V of this attachment describes EPA’s view of the relative impacts in more detail.

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Of the full build expressway alternatives, the four lane designs would result in the direct destruction of approximately 29 to 35 acres of wetlands. Two lane full expressway options would destroy from approximately 15 to 20 acres of wetlands. The partial build alignments would destroy from approximately 7 acres of wetlands for the two lane designs to 11 acres for the four lane designs. Many hundreds of feet of Class A streams would be culverted. Indirect impacts, mostly in the form of habitat fragmentation, would increase the extent of adverse impacts to several hundred, and possibly more than a thousand, acres of wetlands and upland forest. In contrast, the widening footprints would fill between approximately 3 and 5 acres of wetlands, all as silver takes along the length of Routes 82 and 85, and pose little risk of indirect impacts; and the TSM measures would have negligible direct and indirect effects.

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The new location corridor is a nearly continuous complex of upland ridges separated by stream and wetland ravines and valleys, with some broader wetland systems in a few locations. The expressway alternatives depicted in the DEIS would cause severe adverse impacts to these stream and wetlands systems. The wetland filling would encompass extensive, key areas of the three major wetland complexes described in Section IV of this Attachment. This filling would occur in numerous places across the new location corridor, spreading the harm throughout this mostly undisturbed landscape. Under any of the expressway alignments, three out of the six forest habitat blocks would suffer critical acreage losses and a fourth would lose important acreage. Using culverts and limited bridging, between 9 and 13 new stream crossings would occur on the three major, Class A-designated brooks where few disruptions currently exist.

As the DEIS acknowledges, (section 5, pages 53 and 54), the majority impacts associated with the upgrade alternatives would occur in areas that were previously affected by the construction of the existing roads and subsequent development. The wetland areas and streams to be affected by the upgrades have been degraded by these prior disturbances. Far less impact is expected to result from the introduction of non-native species or increased sediment loading associated with the upgrades, as compared to the impacts that would result from any of the new location alternatives. EPA believes that the construction activities associated with the upgrade alternatives would cause little additional damage to the narrow wetland areas that would be affected, and common best management practices (e.g., erosion control measures), implemented effectively, could further reduce the risk of harm.

In terms of wildlife habitat, the DEIS recognizes the widening alternatives would be “likely (to) have the least impact to wildlife populations since the majority of impact area will occur along the

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16. The modified E₄m-V3 alignment was conceived specifically in recognition of the sensitivity of natural resource features within habitat block #2 (refer to “EPA #4”). In addition, the proposed mitigation program includes preservation of lands with high habitat value for wildlife (both wetland and upland) to compensate for impacts to these resources. The mitigation initiatives, including land acquisition, are an integral part of the construction project.
17. It was determined as a result of further study and coordination that each of the upgrade alternatives evaluated was deemed impracticable, and therefore would not qualify as the LEDPA (refer to “EPA #5” and “EPA #14”).

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existing roadway which includes developed areas and areas of low wildlife value...” (Section 5, page 68). According to the DEIS, expressway alternatives on new location would have much greater adverse impacts to wildlife populations, forming new barriers to smaller mammals and herpetofauna, as well as fragmenting forest blocks. All of the new location alternatives would cut through key portions of three to six forest habitat blocks, while the widening alternatives would only graze the edges of two blocks.

Section 5.4.6.2 (page 61) of the DEIS notes that the widening alternatives could result in increased stormwater runoff to Lake Konomoc, a drinking water reservoir. We do not believe that this potential impact would render the upgrade alternatives to be more damaging to the aquatic environment than the expressway alternatives. Under current conditions, there is already a potential risk to the reservoir from contaminated stormwater runoff. According to local officials and CTDOT, there is no existing roadway drainage system to protect the quality of runoff to the reservoir. Based on a preliminary evaluation, the DEIS identifies (section 5.4.6.2, page 61) two possible stormwater drainage and collection systems that could minimize or eliminate the risk of degrading the lake’s water quality. Thus, it appears that measures could be implemented that would avoid or greatly reduce the risk of adverse indirect effects to the lake due to an upgrade, and would improve the current situation considerably. If the expressway alternatives were built, the current risk of contamination of the reservoir by runoff from the existing Route 85 would likely continue.

Clearly, the upgrade alternatives would be less damaging to the aquatic ecosystem than the expressway alternatives. CTDOT has not offered any information to show that the upgrade alternatives would have greater adverse impacts to the aquatic ecosystem. Therefore, based on current information, an upgrade would be the least environmentally damaging practicable alternative. Further detailed analysis of the different upgrade options would be necessary before we could conclude precisely which of the upgrades would be the LEDPA.

IV. Environmental Setting

1. Aquatic Resources
 1. Landscape Setting

The project study area extends from Route 82 in the north to I-95 in the south, and from Route 85 in the east to the Nehantic State Forest and Route 161 in the west. The area is characterized by low rolling hills, moderately broad and level upland and valley bottoms, interspersed with steep hills and rugged terrain. The area is mostly undeveloped, with large expanses of forested upland and wetland, which provide excellent wildlife habitat. The project study area is part of a larger forested upland and wetland ecosystem that is connected via landscape corridors to adjacent extensive undeveloped forest habitat, for example, the Nehantic State Forest. Highly valuable aquatic resources are found throughout the area, including a wide variety of wetlands and streams, including forested, scrub-shrub and emergent wetlands, vernal pools, and watercourses which

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No response necessary on this page.

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range from large riverine complexes and perennial streams to intermittent streams, lakes, ponds, and impoundments. Many of these streams are associated with forested wetland systems, further enhancing the wildlife value of these important habitats. Sections 4.4 - 4.7 of the DEIS provide a thorough description of the ecological setting of the study area.

2. Wetlands and Other Waters

Most of the wetlands that occur within the project study area are located in three main complexes: from north to south, Harris Brook, Latimer Brook, and Oil Mill Brook. These three brooks are the primary watercourses within the corridor. Harris Brook, and the upper and middle reaches of both Latimer and Oil Mill Brooks, are narrow and winding with densely vegetated riparian corridors, and generally have cold water temperatures. In their lower reaches, Latimer and Oil Mill Brooks widen somewhat and become more typical warm water streams. Harris Brook flows west to the East Branch of the Eight Mile River; both Latimer and Oil Mill Brooks flow south to the Niantic River. Lake Konomoc, the largest water body in the area and a drinking water reservoir, is part of the upper Oil Mill Brook watershed. All three brooks are designated Class A streams according to state water quality standards classification.

All three complexes are comprised of a variety of wetland types, including forested and scrub-shrub swamps, emergent marshes, open water, and combinations of all of these types. These wetland complexes range from hillside seepage swamps to bottomland shrub swamps along brooks, and emergent marshes and open water within impounded beaver flowages. In addition, vernal and other temporary pools dot this landscape as isolated depressions or in association with the forested and shrub swamps. Throughout these wetland complexes, topographic and vegetative diversity are uniformly high. These complexes show few signs of human disturbance, e.g., exotic/invasive plant species, forest cutting, paved roads, etc.

The most abundant type of forested wetland in the project study area is red maple swamp, dominated by a mixture of red maple (*Acer rubrum*), yellow birch (*Betula alleghaniensis*), black gum (*Nyssa sylvatica*), and American elm (*Ulmus americana*). Shrub swamps are dominated by highbush blueberry (*Vaccinium corymbosum*), mountain laurel (*Kalmia latifolia*), winterberry (*Ilex verticillata*), speckled alder (*Alnus incana*) and smooth alder (*A. serrulata*), meadow sweet (*Spiraea latifolia*), stepple bush (*S. tomentosa*), northern arrowwood (*Viburnum dentatum*), and buttonbush (*Cephalanthus occidentalis*). There are lesser amounts of emergent marshes dominated by cattail (*Typha latifolia*) and a variety of aquatic plants, and a few areas of wet meadow, mostly in the form of active or abandoned hay fields or pasture, dominated by wetland grasses (Poaceae), sedges (*Carex* spp.), rushes (*Juncus* spp., *Scirpus* spp.), and some shrubs. Sections 4.4 and 4.6 of the DEIS provide a more detailed description of the wetlands and water resources in the study area.

3. Ecological Functions

The stream and wetland systems listed above, particularly those that exist within the new location corridor, are outstanding for their ecological integrity and broad range of functions. These

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functions stem from the mosaic of relatively undisturbed stream, wetland, and upland complexes in and adjacent to the project study area. Field work by CTDOT's consultant documented that the Harris Brook and Oil Mill Brook wetland complexes provide 12 of the 13 functions and values listed in the Corps Highway Methodology-Descriptive Approach. They documented all 13 for the Latimer Brook complex. Principal functions and values exhibited by these wetland systems include wildlife habitat; groundwater recharge/discharge; sediment/toxicant detention; production export; and fish and shellfish habitat. Sections 4.4 and 4.6 of the DEIS provide a more thorough discussion of the ecological functions provided by the wetland resources in the project study area; a review of Appendix B to the section 404 permit application, which contains the functional assessment field forms completed by CTDOT's consultant, provides the underlying functional evaluation for numerous wetlands throughout the project study area.

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Generally, EPA agrees with the description of aquatic resources and the landscape setting contained in the DEIS. We note two important exceptions, however, with respect to vernal pools/amphibian resources and wildlife habitat blocks. Our field visits to the project study area revealed what appears to be an abundance of vernal and other temporary pools that likely serve as key habitat for a variety of amphibian and reptilian species. During their relatively short time in the field, EPA staff noted several species of salamanders throughout the new location corridor. To more thoroughly and accurately describe the types and extent of wildlife resources present in the project study area, we strongly believe that the new location corridor requires an in-depth field survey to identify vernal and other temporary pools, and to carefully explore this area for rare amphibian and reptilian species. Due to the undisturbed nature of the new location corridor, and the mosaic and complexity of aquatic and terrestrial systems, there is a good chance that rare or uncommon amphibian and reptilian species could be found.

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Based upon our review of the DEIS and other supporting information, e.g., land use zoning and property maps, we believe that several of the wildlife habitat blocks shown in Figure 4-17 are larger (some substantially) than depicted, and that a few key connecting corridors are missing from this figure. For the final EIS, we recommend re-analyzing the methods used for delimiting the boundaries of habitat blocks and identifying habitat corridors, and revising the extent of these blocks and the number and location of corridors.

V. Significance of Impacts

1. Description of the Alternatives

Section 3.3 of the DEIS describes the typical dimensions for the build alternatives. They are summarized briefly below.

Upgrade alternatives:
 4-lane: variable r-o-w width (maximum 150 feet in some areas), 64 feet pavement width
 4-lane (m): variable r-o-w width (maximum 150 feet in some areas), 48 feet pavement width

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18. The FEIS presents additional data from field observation of seasonal pools within the corridor. Additional field studies were undertaken during the springs of 2001 and 2002, and in 2005 to address the concerns of EPA and the other agencies.

19. Sections 4.4.8.2 and 4.4.8.4 of the FEIS, respectively, described the methodologies for delineating habitat blocks and wildlife corridors within the study area. Based on available scientific literature and the other resources available at the time, we believe the habitat block delineations depicted on Figure 4-18 of the FEIS are accurate. By utilizing recent aerial photographs, an accurate portrayal of forest cover was obtained for the land within the corridor. Upon application of the parameters described in the FEIS, which are supported by scientific literature, important and viable habitat blocks were delineated. Coordination with the regulatory agencies on selection of the preferred alternative involved lengthy discussions of the location of the alignment relative to the limits of the habitat blocks and specific resource features. Also refer to "EPA #5" and "EPA #16".

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2-lane: variable r-o-w width (maximum 100 feet in some areas), 44 feet pavement width.
 TSM: limited widening for turning lanes at particular intersections; widths unspecified.

Expressway alternatives:
 4-lane: 300 feet right-of-way width, 142 feet pavement width
 2-lane: 150 feet r-o-w width, 55 feet pavement width

The widening alternatives would fill between 3.4 and 5.1 acres of wetlands, including small areas along the edges of 2 ponds, and require extending existing culverts at 13 perennial and intermittent streams. The TSM alternative would fill 0.7 acres of wetlands and require culvert extensions at 4 perennial and intermittent streams. Loss to forest habitat blocks would range from 3 acres for the two-lane widening design to 4.5 acres for the four-lane design. TSM improvements would have negligible effects upon forest habitat blocks. (As noted above under the section on Alternatives, use of the term "upgrades" includes a combination of the widening alternatives with TSM measures.)

In contrast, construction of the expressway alternatives on new location would result in the direct destruction of between 7.5 and 35 acres of high quality wetlands. Of the full build expressway alternatives, the four lane designs result in the direct destruction of 28.7 to 35.3 acres of wetlands. Two lane full expressway designs would fill 15.4 to 19.6 acres of wetlands. The partial build expressway alignments require the direct filling of 7.4 acres of wetlands for the two lane design and 10.9 acres for the four lane design. In addition, the expressway alternatives on new location would require the crossing and culverting or bridging of between 8 and 13 perennial and intermittent streams and 1 pond. These crossings all would be new. Also, the loss to forest habitat blocks would range from 71 acres for the two-lane partial build design to 94 acres for the four-lane design. For the full build alignments, the loss to forest habitat blocks would range from 117 acres for the two-lane designs to 169 acres for the four-lane designs.

B. Adverse Environmental Impacts

Section 5.4 of the DEIS contains a description of the general types of direct and indirect adverse environmental impacts caused by constructing new highways and, to a much lesser degree, by widening existing roadways. These impacts are summarized below.

- Land clearing, roadway cuts, and road base fill, removing all vegetation within the right-of-way and dramatically altering the topography and surface hydrology of the land.
- Stream and river culverting at crossings and vegetation clearing around crossings, causing loss of stream-side and -bottom habitat, sedimentation of waterways, increased water temperatures, and lowering of water quality.
- Erosion of cut slopes and unstabilized fill, causing sedimentation of adjacent water bodies and wetlands that smothers plants and sedentary animal species, degrades water quality, and

Responses to Comments:

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20. As indicated in previous responses, the impact acreage associated with the modified alignment (E₍₄₎m-V3) has been dramatically reduced through various avoidance and minimization measures applied following publication of the DEIS. Wetland impacts are quantified and discussed in Sections 5.6 and Appendices B and C of the FEIS. Also refer to "EPA #1" and "EPA #15".

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renders habitat less suitable for fish and wildlife.

- Placement of long, wide permanent features through an undisturbed landscape, separating forest blocks and fragmenting wildlife habitat, degrading adjacent areas and rendering remaining habitat less valuable.

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1. Upgrade Alternatives

These alternatives would cause minor to perhaps moderate adverse impacts. The wetland filling associated with the widening and TSM alternatives would involve slices or sliver-takes along the edges of several wetlands that abut existing Routes 82 and 85. Culverts at existing stream crossings would have to be extended several feet on each side, and some fill in wetlands might be necessary at these crossings to achieve proper slopes. Nearly all of the wetlands that would be directly affected are forested and scrub-shrub. In addition, for the widening alternatives, forest habitat blocks 1 and 2 would each lose about 2.2 acres along their eastern edges.

In section 5.4.2.2 (pages 53 and 54), the DEIS states that the majority of anticipated impact areas associated with the upgrade alternatives would overlap areas that were previously affected by the construction of the existing roads and subsequent development. According to the DEIS, the wetland areas and streams to be affected by the upgrades have been degraded by these prior disturbances -- plant communities with an abundance of exotic or invasive species; stream channels containing runoff sediment and other debris; and adjacent upland habitat that has been cleared, excavated, planted with exotic plant species, and developed. The DEIS mentions that "little impact resulting from introduction of non-native species is anticipated as many of those species already exist there today. Sediment/toxicant loading into wetland areas would also be . . . much less than any of the new location alternatives." EPA agrees with this assessment. The construction activities associated with the upgrade alternatives would cause little additional damage to the narrow wetland areas that would be affected, and common best management practices (e.g., erosion control measures), implemented effectively, could further reduce the risk of harm.

In terms of wildlife habitat, Section 5.4.10.2 (page 68) of the DEIS singles out the widening alternatives as "likely [to] have the least impact [compared to expressway alternatives] to wildlife populations since the majority of impact area will occur along the existing roadway which includes developed areas and areas of low wildlife value characterized by noise and other man-made sources of impact." Again, EPA agrees with this conclusion. Upgrade construction activities would be mostly limited to narrow portions of adjoining wetland areas already disturbed by the road itself and a variety of human activities, as described above. Along the narrowest lengths of Route 85 where widening would extend into uncleared areas, these activities would primarily involve cutting into bedrock outcrops and steeply sloped uplands, not wetlands.

With regard to stream crossings and culvert extensions, Section 5.4.6.2 (pages 59 to 61) of the

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21. The post-DEIS studies conducted by ConnDOT and FHWA concluded that although the upgrade alternatives would result in less direct impact to wetlands, none of them would sufficiently remedy traffic and safety concerns in the corridor. Based on data collected for the DEIS, as well as the subsequent *Community-sensitive Upgrade Study*, all of the upgrade alternatives, including the "community sensitive" alternative, were deemed infeasible and were eliminated from further consideration. (Refer to "EPA #7", "EPA #11", "EPA #12" and "EPA #13", as well as FEIS Section 3.4. Subsequent efforts focused on an expressway alternative that would address all traffic concerns, meet the project purposes and needs, minimize environmental impacts, and be acceptable to the local communities.

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22. Refer to “EPA #20”. Although much of the impact minimization focus has been with respect to wetlands and other aquatic features, in developing the E₍₄₎m-V3 alignment, consideration was given to minimizing *all* identifiable impacts. A reduction in roadway cut and fill volumes was realized by reducing the roadway cross-section and minor shifts in the alignment. These modifications also made it possible to avoid sensitive resources and reduce fragmentation and its effects. Where impacts remain, commitments to observe appropriate mitigation measures have been developed (FEIS Section 5.4, 5.6, Appendix C) to minimize and offset the short-term and long-term effects of disturbances associated with roadway construction. Also refer to Sections 5.4 and 5.6 of the FEIS regarding specific impacts to wildlife and the aquatic environment.

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DEIS notes that there would be some vegetation loss and alteration of the stream bed and banks which could result in sedimentation impacts, but that “sedimentation impacts would be much greater with the alternatives on new location as the area of exposed soils would be much larger.” EPA agrees. The DEIS continues, stating that widening “construction would be largely confined to work near the existing roadways, [so] little stream-side vegetation would be lost, therefore, stream temperatures would remain virtually unchanged.” In contrast, in Sections 5.4.6.5 and 5.4.6.6, the DEIS describes the stream impacts for the expressway alternatives as including “streamside vegetation clearing and increased sediment loading . . . [with] longer-term water quality impacts” likely to occur from road runoff, and fisheries impacts that “include elevated water temperatures near cleared areas, and stormwater-pollutant inputs.” EPA agrees with these conclusions too.

In the southern portion of Route 85, within the contributing watershed of Lake Konomoc, there is a potential for indirect adverse effects to this drinking water reservoir from increased stormwater runoff associated with roadway upgrading and operation. According to local officials and CTDOT, there is no existing roadway drainage system to protect the quality of runoff to the reservoir. Section 5.4.6.2 (page 61) of the DEIS suggests two possible stormwater drainage and collection systems that could minimize or eliminate the risk of degrading the lake’s water quality. We believe that, upon additional examination and design, at least one of the two would prove feasible, greatly diminishing the risk of adverse indirect effects to the lake, and improving the current situation considerably.

Beyond the potential risk to Lake Konomoc, we see little potential for any more than minor indirect adverse effects to the aquatic ecosystem occurring from construction or operation of the upgrade alternatives because the direct adverse impacts to wetlands and other waters are individually small, few in number and total extent, and occur in an already degraded landscape. Moreover, section 5.4 of the DEIS suggests a number of effective minimization and mitigation measures that could further reduce any potential adverse indirect effects that might occur.

In summary, we anticipate no significant adverse impacts to the aquatic ecosystem from the upgrade alternatives.

2. Expressway Alternatives

The expressway alternatives depicted in the DEIS would cause severe adverse impacts to the aquatic ecosystem. The wetland filling would encompass extensive, key areas of the three major wetland complexes described above. This filling would occur in numerous places across the new location corridor, spreading the harm throughout this mostly undisturbed landscape. Under any of the expressway alignments, three out of the six forest habitat blocks would suffer critical acreage losses and a fourth would lose important acreage. Using culverts and limited bridging, between 9 and 13 new stream crossings would occur on the three major, Class A-designated brooks where few disruptions currently exist. The wetlands that would be directly affected by these alternatives include all types found in the project study area.

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No response necessary on this page.

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Several types of adverse impacts would result from these losses and disturbances. Outright loss of 7.5 to 35 acres of wetland habitat would occur. Adjacent aquatic habitats would be damaged by sedimentation and loss of canopy cover, which would increase land surface and water temperatures. Within a few of the cold water streams that would be crossed by the expressway, most notably Latimer Brook, these impacts would reduce available habitat for the wild populations of brook and brown trout, placing these populations at risk. Surface water circulation and flow patterns would likely be altered by the substantial topographic cuts described in the DEIS, possibly drying out some wetlands or making others wetter, both of which would result in substantial changes to plant and wildlife communities. Interruption and/or other decreases of the nutrient production and export function of many of the forested and shrub headwater wetland systems to be filled or affected would occur, damaging downstream aquatic communities. All of these adverse impacts would contribute to the severe fragmentation effects that would be caused by the expressway alternatives (see discussion below), and lead to an overall decrease in the productivity and functioning of the affected aquatic systems.

Highway construction would kill all plant species and sedentary aquatic wildlife species within the footprint of the road and many adjoining areas of the right-of-way, as well as less mobile wildlife species that could not escape construction activities quickly enough. Other aquatic plant and animal species would perish due to elimination or degradation of habitat in the immediate vicinity of the construction work. In addition, it is likely that for most of these wildlife species, surrounding habitat is already at carrying capacity; many displaced animals would ultimately die or displace other members of the same species that would in turn perish. **Some individuals might survive relocation but, unable to establish and defend breeding territories, would not reproduce.** Over time, operation of the highway would further degrade adjacent and downslope stream and wetland systems. Among the more vulnerable groups of wildlife would be aquatic macroinvertebrates, reptiles and amphibians, the organisms that form the bulk of the food web base. Reductions in the base of the food web often impair the flow of energy to higher trophic levels, reducing the overall productivity and nutrient export capabilities of the aquatic ecosystem.

Furthermore, the expressway alternatives would significantly fragment the ecologically intact and highly valuable wetland and upland habitat mosaic that comprises the new location corridor.

⁶ For a more complete explanation of fragmentation, see Attachment II to EPA's June 15, 1998

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23. Protection of sensitive resource features within Habitat Block No. 2, was a primary consideration during development of the E₍₄₎m-V3 alignment. The roadway concept was designed to reduce the effects of fragmentation to the greatest extent possible, while observing acceptable separation distances from nearby residences and other development. The process that resulted in selection of the E₍₄₎m-V3 alignment as the preferred alternative is discussed in Section 3.4 of the FEIS; Section 4.4 describes the resource characteristics Habitat Block No. 2 (also refer to “EPA #24”).

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Construction of the full build expressway alternatives would substantially degrade the integrity of no fewer than three of the six forest habitat blocks. All of the full build alternatives would separate blocks 1 and 2, the two largest forest blocks in the corridor, and the F and G alignments would sever blocks 3, 5 and 6 as well. The partial build alternatives would separate blocks 1, 3 and 4.

Fragmentation harms wildlife in a number of ways, including: 1) creating a partial or total barrier to overland and/or riparian corridor movement; 2) reducing the value of habitat for some more specialized species adjacent to where the fragmentation occurs (this “negative buffer zone” effect is species specific and, for highways, varies in proportion to the width of the cleared alignment); 3) leaving habitat patches too small, isolated or otherwise unsuitable to support certain species with minimal habitat requirements, such as some amphibians, whose local survival relies on recolonization from larger regional breeding populations; 4) allowing more tolerant, nuisance or exotic species to infiltrate and dominate an area; which, in turn, 5) increases competition for food and breeding sites with native intolerant species, lessening their breeding success; and 6) increases mortality of intolerant species from predation or parasitism by the invading tolerant species.

Generally speaking, the extent of harm from fragmentation is a function of 1) the nature and dimensions of the intrusion; 2) the size and configuration of the affected area; and 3) the size and configuration of the remaining habitat patches. We recognize that some fragmentation has occurred in the new location corridor from secondary roads and scattered residential development which has diminished the value of the area for wildlife from a completely pristine condition. Nonetheless, the area still contains an expanse of relatively undisturbed and unfragmented stream and wetland systems and large forest blocks, and remains highly valuable for wildlife.

Construction of the expressway alternatives through the stream and wetland systems in the new location corridor would destroy plants and animals in the footprint of the fill and produce numerous other direct adverse impacts. Of less obvious but equal concern, highway construction and operation would impede daily and seasonal movement of animals between the various community types present in this portion of the landscape, and favor intrusion of generalist, opportunistic fauna and flora at the expense of native, intolerant species. Amphibians, for instance, with a strong drive to return annually to their native breeding ponds, would be particularly

letter to the Army Corps of Engineers, New England District regarding the Connecticut Route 6 Project.

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24. In recognition of the potential effects of fragmentation within this sensitive resource area, minimization and mitigation opportunities specific to this section of the roadway were evaluated (Section 5.4.12). The frequency of bridges along the alignment provides a higher degree of permeability than most roadways. In the vicinity of Habitat Block No. 2, the basic roadway cross-section was modified to accommodate wildlife crossing and to reduce incidences of roadkill. The mitigation plan proposes to split the northbound and southbound lanes, leaving a wide median between each barrel. In removing the concrete median barrier (a feature in the standard cross-section), wildlife may move more freely between areas to the east and west of the roadway. The Mitigation and Compensation Framework was prepared to address unavoidable wildlife impacts (Appendix C).

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susceptible to these adverse effects of the highway. Other fragmentation impacts to the aquatic ecosystem from highway construction would include increased levels of noise and human disturbance; emissions of vehicle exhaust; stormwater runoff containing gas, oil, heavy metals, sand and de-icing salts; and easier access to remaining wetlands for pervasive suburban predators, such as house cats, dogs, raccoons, skunks and opossums from the surrounding residential landscape.

Constructing the expressway alternatives would add a massive physical barrier across the landscape. At 7.5 to 8 miles long and between 150 to 300 feet wide, the new expressway would present a formidable hurdle for most mobile wildlife, especially small and slower moving species, including turtles, snakes, frogs, salamanders, and numerous small mammals. Currently, no barriers of this type or dimension exist within the new location corridor.

Despite CTDPOR's intention to bridge the larger watercourses, the vast majority of the highway's length would be at ground level, with fencing likely running the length of the right-of-way. While bridging the larger streams and rivers would reduce the barrier effect of the highway on those species that primarily move along those corridors, it would not address the vast numbers of wetland-dependent wildlife that move across upland habitat as well. Many of the snakes, turtles, and salamanders that typically move across uplands would have difficulty even getting up on the road surface to cross over. Those that succeeded would likely perish on the pavement. Over time, local populations of these species could disappear as a result of the impediment to daily and seasonal movement between the various habitat types required for their survival. As individuals and populations of more sensitive species were weakened by the barrier effects of the highway, they would suffer additional harm by competition from opportunistic, generalist species more tolerant of human disturbance.

Numerous wildlife species observed or expected to occur in the project study area would be particularly susceptible to the direct and indirect adverse effects described above. Using *The Atlas of Breeding Birds of Connecticut*, Section 4.4.3 (page 55) of the DEIS describes 117 bird species as confirmed, probable, or possible breeders in the study area. Among the more sensitive bird species likely to suffer greatest from the adverse effects of expressway construction and operation would be wetland dependent species such as northern waterthrush; American woodcock; ruffed grouse; broad-winged hawk; red-tailed hawk; eastern phoebe; eastern wood-pewee; eastern kingbird; veery; wood thrush; red-eyed vireo; yellow warbler; chestnut-sided warbler; black-throated green warbler; black-and-white warbler; cerulean warbler; worm-eating warbler; American redstart; Canada warbler; ovenbird; common yellowthroat; and scarlet tanager.

Many of the mammals observed or expected to occur in the study area require or prefer wetlands

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for a portion of their life cycles, including, river otter, mink, beaver, bobcat, muskrat, star-nosed mole, meadow vole, southern red-backed vole, muskrat, masked shrew, smoky shrew, short-tailed shrew, beaver, little brown myotis, eastern pipistrelle, meadow jumping mouse, ermine, and white-tailed deer, among others (Whitlock et al., 1994). These mammals would incur considerable harm from expressway construction and operation.

In Section 4.4.5 (page 57), the DEIS states that, according to Klemens (1993), 17 amphibian and 19 reptilian species are expected to occur in the project study area. The DEIS states further that during field visits to prepare the document, 9 amphibian and 8 reptilian species were observed. As stated in this Section, "[v]irtually all of the amphibian species which may occur in the corridor either prefer, or utilize to some extent, forested red maple wetlands," the most abundant type in the project study area. In addition to the multitude of amphibians and reptiles that would perish during construction of any of the expressway alternatives, operation of the highway would pose a formidable physical barrier to these small, relatively slow species. A large proportion of those individuals that were able to reach the pavement surface to cross the highway would likely perish as road kill.

3. Secondary Impacts

Section 5.18 (pages 189 to 196) of the DEIS describes in a general manner some possible consequences of constructing any of the alternatives described earlier in the document. According to the DEIS, an array of potential development activities could occur along an upgraded Route 82 and 85 corridor, or along and especially at the interchanges of a new expressway. While difficult to predict precisely, some secondary adverse impacts are more likely to occur than others. The DEIS expresses particular concern for additional impacts to forest habitat blocks and cold water fisheries, especially in Latimer Brook. Section 5.18.3 (page 194) of the DEIS states that the "new expressway alternatives would impact the greatest amount of habitat" and "secondary highway-induced development would be concentrated near the interchanges." This section describes the synergistic effects of new highway construction and operation and induced development activities, and the additive nature of their adverse impacts to the environment. The DEIS notes further that this type of "incremental degradation of habitat contributes to the cumulative loss of wildlife habitat currently experienced statewide." EPA agrees with the general description provided in the DEIS and shares the concern expressed for highway induced development activities. Finally, in Section 5.18.7 (page 197), the DEIS concludes that "[i]n management of land use and development is the single most important tool that may be used by individual towns in order to reduce the adverse [secondary] impacts associated with roadway construction, and take advantage of the positive impacts that result from transportation improvements." EPA agrees with this conclusion and recommends some specific management actions for the towns in the cover letter to this attachment.

4. Summary

The extensive direct, indirect and secondary adverse effects of constructing any of the expressway alignments contained in the DEIS would pervade the adjoining landscape, severely diminishing the

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25. The DEIS addressed indirect impacts in a generalized manner, as fifteen alternatives remained under consideration at that time. The FEIS describes, in greater detail, foreseeable secondary effects associated with construction of the preferred alternative. The FEIS addresses potential indirect effects upon resource features (e.g., water quality and habitat integrity) beyond the immediate area of disturbance. In addition, the potential for induced development, particularly in the vicinity of the new interchanges, was examined in greater detail. Likely future impacts upon corridor land use and development were evaluated based on past development trends in the corridor area and in southeastern Connecticut, as well as discussions with local and regional planners regarding their growth and development projections (Section 5.18)

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26. As part of the impact minimization process, ConnDOT and FHWA have modified the conceptual design for extension of Route 11, working closely with the regulators to develop an alignment that substantially reduces adverse impacts. The plan includes a comprehensive mitigation program to offset and compensate for remaining adverse impacts. Refer to “EPA #1”, “EPA #4”, “EPA #15”, “EPA #20”, “EPA #22”, “EPA #23”, “EPA #24” and “EPA #27”. The Mitigation and Compensation Framework is included in the FEIS as Appendix C. Additional evidence of the potential for extending Route 11 on a new alignment without causing significant degradation to the aquatic environment is also provided in comments from prominent Connecticut biologists, Dr. William Niering, Biology Professor at Connecticut College (now deceased) and Dr. Richard Goodwin, Biology Professor Emeritus at Connecticut College in comments provided on the DEIS (refer to Written and Oral Comment-Individuals and Section 5.6.3).

27. The impact minimization coordination effort resulted in a framework for a comprehensive mitigation plan specific to the E₍₄₎m-V3 alignment; this framework is presented in Appendix C. The framework sets forth the basic elements of the mitigation program; however, as design and construction plans are finalized in subsequent project phases, specific mitigation activities will be included. As an integral part of the mitigation program, the plan includes parcel acquisition for habitat protection purposes. Parcels will be targeted for acquisition based on specific habitat characteristics and/or proximity to other protected habitat. These parcels, however, are primarily privately-owned parcels and, therefore, may not actually be available for acquisition or may not remain undeveloped until such time when acquisition is sought. Following the final design and permitting processes during which time the formal

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wealth of ecological functions currently provided by the existing stream and wetland systems. The capacity of the landscape to support the existing variety and numbers of fish and wildlife species would be irreparably reduced. Based on the information available to date, EPA believes that these adverse impacts would cause or contribute to significant degradation of the aquatic ecosystem, a violation of section 230.10(c) of the 404(b)(1) guidelines, and that none of the expressway alternatives could receive a section 404 permit.

VI. Compensatory Mitigation

For a permit application to comply with the section 404(b)(1) guidelines, the proposal must include all appropriate and practicable steps to compensate for unavoidable impacts. Where, as here, the adverse impacts from any of the expressway alternatives contained in the DEIS would cause or contribute to significant degradation of the aquatic ecosystem, the mitigation plan must also prevent or offset the environmental damage to an extent sufficient to comply with section 230.10(c) of the guidelines (i.e., the impacts must no longer be significant). Whether a mitigation plan succeeds in sufficiently reducing significant impacts normally depends upon the extent to which it replaces or offsets the harm to the aquatic environment from the project. In this case, the types of aquatic habitats most severely damaged would be forested and shrub wetlands, streams, and vernal pools. It is technically difficult to restore or create these habitats successfully, let alone replicate the unusual juxtaposition of habitats that results in the high biodiversity of the project study area. Furthermore, there are myriad risks inherent in wetland restoration and especially creation that make these already difficult ventures more perilous. Among others, these risks include mistakes in project site analysis and engineering design; imperfect project implementation; and unforeseen natural events such as drought or severe storms. For example, the hydrology of forested wetlands is quite complex and difficult to duplicate. It would take at least several years to be able to make an initial judgment about whether an attempt to restore or create a forested wetland is successful; to establish a fully functioning system could require a decade or more. Moreover, we know of few instances of well-documented, persistent, and fully established forested wetland or vernal pool creation.

The DEIS presents a general discussion of compensatory mitigation, opting to more fully evaluate compensation following the determination of the LEDPA. Thirteen potential compensatory mitigation sites are described; all would involve wetland creation efforts. EPA agrees that specific compensatory mitigation proposals are best planned and evaluated after determining the extent and nature of unavoidable adverse impacts. However, we are doubtful that individual, scattered wetland creation efforts could replace to any comparable level the myriad and complex ecological functions provided the stream and wetland systems located in the new location corridor that would be lost as a result of constructing one of the expressway alternatives.

VII. Air Quality Impacts -- Transportation Conformity

The state of Connecticut is nonattainment for ground level ozone and must fulfill the requirements of 40 CFR 93, the transportation conformity rule. The DEIS indicates that this project is not

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<p>Responses to Comments:</p> <p>EPA</p>	<p>Mitigation and Compensation Plan is developed, the parcels to be acquired will be finalized. In addition to parcel acquisition, the Mitigation and Compensation Framework outlines a program that includes techniques to minimize impacts as well as a compensation plan that would replace wetland functions and values. Several potential wetland establishment areas have been identified within the corridor. Conceptually, these sites appear suitable to support wetland establishment, based on field observation of conditions and characteristics. However, during the permit process, these sites (and potentially others) will be studied in greater detail to determine, more precisely, how the sites should be designed to best achieve the goal of full replacement of lost functions and values. Final design, grading and planting schemes, as well as any additional associated studies, will be undertaken in cooperation with ACOE and DEP.</p> <p>28. A project-level conformity determination was performed for the preferred alternative (Section 5.3.5). The preferred alternative has been determined to be in conformity with the Clean Air Act, as amended, pursuant to all applicable EPA regulations currently in effect as of the date of approval of this FEIS.</p> <p>29. See EPA#1 and #26 for discussions of avoidance and minimization of aquatic resources impacts. Because of the time that had lapsed between issuance of the DEIS and completion of the FEIS, it was necessary for ConnDOT to submit a reevaluation to FHWA to determine whether it was appropriate to go forward with the FEIS without a supplemental or revised DEIS. This reevaluation, dated November 29, 2002 (see Appendix A), determined that the</p>
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<p>21</p>	<p>included in the statewide transportation improvement program (STIP) and will not be in the STIP until an alternative is selected for construction. We note that the NEPA process cannot conclude unless the record of decision and/or Final EIS indicates that this project is in a conforming long range plan and STIP. Furthermore, the FHWA must approve the conformity analysis in conjunction with EPA. Therefore, conclusion of the NEPA process cannot occur until this project is incorporated into a statewide conformity analysis that receives an affirmative finding by the FHWA and EPA. The Connecticut Department of Transportation must conduct a new or revised conformity analysis that contains the selected alternative. However, if the state desires to complete a conformity analysis before the final scope of this project is identified, we recommend that the worst case scenario (the scenario with the most air quality impacts) be included in the conformity analysis. Regardless, a conformity analysis containing this project must be approved prior to the issuance of a FEIS and/or record of decision.</p> <p>VIII. Recommendations</p> <p>Based upon our review of the DEIS, the CWA section 404 permit application, and supporting information, EPA believes that the upgrade alternatives represent the LEDPA, and that any of the expressway alternatives would significantly degrade the stream and wetland systems that exist in the new location corridor. At this point, EPA finds that any of the expressway alternatives contained in the DEIS would violate sections 230.10(a) and (c) of the 404(b)(1) guidelines and could not obtain a permit.</p> <p>As reflected in the cover letter to this attachment, EPA recommends that a supplemental or revised DEIS be prepared and circulated for wide public review. A supplemental or revised DEIS could accomplish three main objectives. It could address the information deficiencies in the DEIS that are identified in this attachment to allow a more thorough evaluation of project need, alternatives, and potential environmental impacts. Also, it could focus particular attention on the upgrade alternatives and explore specific measures to make them more responsive to community needs.</p> <p>Finally, we are aware of a parkway proposal currently being advanced by local citizens as a less damaging alternative to the expressway alternatives contained in the DEIS. We have not commented on this proposal since it is not presented as an alternative in the DEIS. We understand that it generally includes the construction of a limited access four lane arterial road along the AE" alignment, combined with a 3000 acre greenway corridor. EPA is prepared to explore this proposal in more detail, while recognizing that it will be a significant challenge to develop a proposal that could qualify for a permit. Many details, including those identified in the cover letter, would need to be addressed before the proposal could be fairly evaluated. Moreover, any serious effort to develop this proposal should be accompanied by the comprehensive planning recommendations detailed in the cover letter.</p> <p>IX. Rating</p> <p>For the reasons discussed above, EPA has rated this EIS "Environmental Objections; Insufficient</p>
<p>28</p>	<p>29</p>
<p>30</p>	<p>31</p>

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time necessary to complete the post-DEIS studies (refer to “EPA #2”) was reasonable. In addition, it determined that the project, as well as circumstances and conditions within the corridor, had not substantially changed during the period of time between issuance of the DEIS and FEIS and, therefore, a supplemental or revised DEIS was not warranted. A second, more detailed, reevaluation was completed in June 2006 and resulted in the same conclusions. The additional studies and agency coordination undertaken since publication of the DEIS (refer to Sections 3.4, 4.4, and 7.2) have addressed the objectives that the comment notes could be satisfied with a supplemental DEIS.

30. The “parkway proposal” is similar to the innovative design alternative (Section 3.3.7), which was studied further in the Impact Minimization Study (Section 3.4.1) and ultimately became preferred alternative E₍₄₎m-V3. The Route 11 GAC is undertaking development of a greenway as a separate but related effort.

31. EPA’s rating of Environmental Objections; Insufficient Information has been addressed by the additional studies and agency coordination undertaken since publication of the DEIS (refer to Sections 3.4, 4.4, and 7.2).

No response necessary on page 22.

22.

Information” in accordance with EPA’s national rating system, a description of which is attached.

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No response necessary on this page.

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Swift, B. L., J. S. Larson, and R. M. DeGraaf. 1984. **Relationship of Breeding Bird Density and Diversity to Habitat Variables in Forested Wetlands.** Wilson Bull., 96:48-59.

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Public Health Service
Centers for Disease Control and Prevention (CDC)
Atlanta GA 30341-3724

April 22, 1999

DEPARTMENT OF HEALTH & HUMAN SERVICES

Donald J. West
Division Administrator
Federal Highway Administration
628-2 Hebron Avenue, Suite 303
Glastonbury, CT 06033-5007

Dear Mr. West:

Thank you for the opportunity to comment on the proposed Draft Environmental Impact Statement (DEIS) for the Route 82/85/11 Corridor, Salem, Montville, East Lyme and Waterford, Connecticut. We are responding on behalf of the U.S. Public Health Service, Department of Health and Human Services.

Because of the volume of DEISs available for review each year and our limited resources, a comprehensive review of every document developed under the National Environmental Policy Act (NEPA) is not conducted. However, we screen most of the documents and select for review those which, in our view, pose the most significant potential for impacts upon human health.

With the long standing history of the NEPA process, and the fact that many projects are similar in scope, our experience in reviewing EISs allows us to anticipate areas of potential health concerns typically associated with these projects. Therefore, instead of providing project specific review comments on each DEIS prepared, we are providing a list of topics which may involve potential public health concerns which are of particular interest to us.

We recommend that during the NEPA process the sponsors ensure that the topics below are considered along with other necessary topics/concerns, and be addressed if appropriate for the proposed project. Mitigation measures/plans which are protective of the environment and public health should be described in the EIS wherever warranted for adverse impacts.

AREAS OF POTENTIAL PUBLIC HEALTH CONCERN:

I. Water Quality/Quantity

- special consideration to private and public potable water supply, including ground and surface water resources
- compliance with water quality and waste water treatment standards
- ground and surface water contamination (e.g. runoff and erosion control).
- body contact recreation

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1. Impacts associated with each of the issues cited have been addressed in the FEIS. Reference is made to the sections of the FEIS that discuss potential impacts associated with each of the applicable public health concerns, as follows:

- Water Quality – Sections 5.5.3 through 5.5.8 and FEIS Appendix C
- Air Quality – Section 5.3
- Wetlands and Floodplains – Section 5.6 and 5.7; and Appendix D
- Hazardous Materials – Section 5.14
- Noise –Section 5.2
- Land Use and Housing –Sections 5.8, 5.10, and 5.18

Recommendations and mitigation requirements are discussed in the FEIS within each respective impact category. The FEIS also cites short-term water quality, air quality and noise impacts associated with construction in Section 5.15. Permits related to several of the areas of concern will be required prior to commencing construction activity, at which time these issues will be addressed in greater detail. Permit requirements are discussed in Section 6. Further discussion of proposed mitigation is discussed in relevant sections of the FEIS (noted above) and in Appendix C.

HHS

No response necessary on this page.

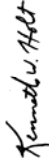
- II. Air Quality
 - dust control measures during project construction, and potential releases of air toxics
 - potential process air emissions after project completion
 - compliance with air quality standards
- III. Wetlands and Flood Plains
 - potential contamination of underlying aquifers
 - construction within flood plains which may endanger human health
 - contamination of the food chain
- IV. Hazardous Materials/Wastes
 - identification and characterization of hazardous/contaminated sites
 - safety plans/procedures, including use of pesticides/herbicides; worker training
 - spill prevention, containment, and countermeasures plan
- V. Non-Hazardous Solid Waste/Other Materials
 - any unusual effects associated with solid waste disposal should be considered
- VI. Radiation
 - proper management to avoid exposure which may adversely affect human health during and after construction of project
- VII. Noise
 - identify projected elevated noise levels and sensitive receptors (i.e. residential, schools, hospitals) and appropriate mitigation plans during and after construction
- VIII. Occupational Health and Safety
 - compliance with appropriate criteria and guidelines to ensure worker safety and health
- IX. Land Use and Housing
 - special consideration and appropriate mitigation for necessary relocation and other potential adverse impacts to residential areas, community cohesion, community services
 - demographic special considerations (e.g. hospitals, nursing homes, day care centers, schools)
 - consideration of beneficial and adverse long-term land use impacts, including the potential influx of people into the area as a result of a project and associated impacts
 - potential impacts upon vector control should be considered

HHS

No response necessary on this page.

While this is not intended to be an exhaustive list of possible impact topics, it provides a guide for typical areas of potential public health concern which may be applicable to various federal projects. Any health related topic which may be associated with this NEPA project should receive consideration when developing draft and final EIS.

Sincerely,



Kenneth W. Holt, MSEH
Emergency and Environmental Health Services Division
Chemical Demilitarization Branch (proposed) (F16)
National Center for Environmental Health

Responses to Comments:

INT

1. Coordination with the State Historic Preservation Officer has continued throughout the NEPA process. Subsequent to publication of the DEIS, further historical and archaeological data has been collected; these data, as well as a discussion of the measures that were used to minimize adverse impacts to cultural resources, are presented in Section 4.11 and 5.11 of the FEIS and the Memorandum of Agreement (Appendix G). The preferred alternative would not impact Section 4(f) resources and therefore a final Section 4(f) Evaluation is not required.
2. The mitigation program (Appendix C) includes acquisition of open space parcels for habitat preservation purposes (also refer to "EPA #3). These open space areas, together with others acquired as part of a local "greenway" preservation effort, will provide passive recreational opportunities for the public.



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240



ER-99/241

MAY 12 1999 RECEIVED
MAY 18 1999
ENVIRONMENTAL PLANNING
DIVISION

Mr. Donald J. West
Division Administrator
Federal Highway Administration
628-2 Hebron Avenue, Suite 303
Glastonbury, Connecticut 06033-5007

Dear Mr. West:

This is in response to the request for the Department of the Interior's comments on the Draft Environmental Impact Statement (DEIS)/Section 4(f) Evaluation for a Major Investment Study (MIS) for Route 82/85/11 Corridor, Salem, Montville, East Lyme and Waterford, New London County, Connecticut.

SECTION 4(f) EVALUATION COMMENTS

The subject DEIS indicates that there are no Section 6(f) lands (under the Land and Water Conservation Act /Fund Grants) involved, nor are there any non-historic Section 4(f) lands to be affected. However, it is clear that there are many historic sites and potential archeological values which may be affected by the proposed project. Therefore, we recommend continued cooperation and coordination with the State Historic Preservation Officer in order to prepare the proposed Memorandum of Agreement (MOA) which should include measures to avoid and/or minimize harm to cultural resources, in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended. A signed copy of the MOA should be included in the Final Section 4(f) Evaluation.

1

Pedestrian and Bicycle Facilities

The subject DEIS indicates that local interests have articulated a desire to construct pedestrian/bicycle trails and/or a greenway recreation corridor in conjunction with highway construction on a new location. We recommend further exploration of this worthwhile idea with park and recreation authorities as it will enhance recreational opportunities in the project area. Evidence to that effect should be documented in the Final Section 4(f) Evaluation.

2

ENVIRONMENTAL STATEMENT COMMENTS

Natural Resources

The limits of the project area extend from Route 82 on the north to Route 395 on the south and from Route 85 on the east to the Nehantic State Forest on the west. This area contains an array of different and valuable fish and wildlife habitats. In general, the project area consists of rolling hills with some

Responses to Comments:

INT

3. Refer to “EPA #4”, “EPA #15”, “EPA #20”, “EPA #22”, “EPA #23”, “EPA #24” and “EPA #27”, above, as well as the Mitigation and Compensation Framework (Appendix C).

2

steeper hills interspersed throughout. The dominant vegetative community on the slopes and terraces is mixed oak. Maple-sh communities are found at the base of the slopes and in uplands adjacent to wetlands. In the southern section of the project area, homogenous stands of chestnut oak dominate the tops of ridges and knolls. Some grasslands occur in the central portion of the project area, but these grasslands are small compared to the forested areas. Most of the wetlands are palustrine forested (red maple), but a small number of scrub-shrub wetlands also occur in the project area.

The project area is part of a larger forest/wetland ecosystem which connects off-site with other unfragmented forested areas such as the Nohantic State Forest. The connectivity with other large forested/wetland blocks gives this area its unique character and contributes to its high habitat value. The Draft Environmental Impact Statement (DEIS) and Section 4(f) Evaluation for this project described six unfragmented forest blocks within the study corridor. Two large blocks (671 and 2,065 acres) and four smaller blocks (233, 130, 413, and 190 acres) are identified. These unfragmented forest/wetland blocks provide the most significant fish and wildlife habitat in the project area. Unfortunately, such unfragmented blocks are becoming rare in eastern Connecticut. In fact, statewide, large contiguous tracts of forests appear to be decreasing, with forest blocks greater than 250 acres becoming scarce.

3

Throughout the project area, wetlands and watercourses add important habitat diversity to the forested blocks. Latimer Brook, which runs in a southeasterly direction west of Route 85 from Montville to Niantic Bay in East Lyme, is the most important watercourse within the corridor. Other brooks include Oil Mill Brook, which runs from Waterford to Niantic Bay, and Shingle Mill Brook and Harris Brook, which flow from Salem to the east branch of the Eight Mile River. All of these streams support substantial aquatic resources. Latimer Brook is stocked annually with trout by the Department of Environmental Protection.

The DEIS describes three large wetland complexes within the project area. The Harris Brook complex is predominantly forested wetlands. The Latimer Brook complex is an extraordinarily diverse ecosystem constituting the largest overall wetland acreage within the corridor. It includes well-developed riverine, lacustrine, and extensive palustrine systems. The Oil Mill Brook complex in the southeast corner of the corridor is composed of predominantly forested wetlands; however, there are also some small areas of scrub-shrub and emergent wetlands.

Herpetofauna

During DEIS field investigations, nine amphibian and eight reptilian species were observed. The most common species include the red-backed salamander (*Plethodon cinereus*), red-spotted newt (*Notopthalmus viridescens*), green frog (*Rana clamitans melanota*), wood frog (*Rana sylvatica*), American toad (*Bufo a. americanus*), and bull frog (*Rana catesbeiana*). All of the amphibian species which may occur in the corridor either prefer, or utilize to some extent, red maple wetlands. DeGraaf and Rudis (1986) identified 12 species of reptiles and amphibians that prefer red maple wetlands as their habitat, and pointed out that red maple wetlands provide important habitat to 30 other species of reptiles and amphibians. According to Goler et al. (1993), “The seasonal flooding of many red maple swamps provides suitable breeding areas for several species and is clearly the reason for selection of this type of habitat by amphibians and reptiles.”

Responses to Comments:

INT

4. A post-DEIS study of seasonal pools within the study area was conducted. The findings of this study, together with a discussion of potential impacts to seasonal pools and their associated uplands, are presented in FEIS Sections 4.6 and 5.6 and the Seasonal Pool Inventory and Evaluation (2006). Also refer to "EPA #18". Impact minimization measures incorporated into the preferred alternative, specifically, added and extended bridges, and oversized culverts will reduce barriers to amphibian dispersal routes. The Mitigation and Compensation Framework discusses measures planned to compensate for unavoidable losses through wetland mitigation and habitat preservation and for the prevention of erosion and sedimentation and protection of water quality.

3

Herpetofauna Impacts

The expressway alternatives directly affect vernal pools and forest habitat surrounding the pools. Many species such as mole salamanders and tree frogs require two or more habitat types to be successful. They need vernal ponds for breeding and forests for shelter and foraging. If a highway is placed between the vernal pool and forest habitat, the roadway could act as a barrier prohibiting species from reaching habitat critical to their life cycle.

In addition to destroying their migratory routes between vernal pools and adjacent forest, the expressway alternatives fragment the forest/wetland blocks and create barriers to movement and dispersal of amphibian populations. For example, the movement of amphibians between Nehantic State Forest and Shingle Mill Park/Horse Pond natural areas will be significantly limited by the expressway alternatives. The Lehtinen et al. (1999) study shows that reduced species richness can be directly attributed to wetland isolation because of roadway barriers. They found that the density of roads and wetland isolation measured by the distance to the nearest neighbor wetland were the most important predictors of amphibian species richness. Their results are consistent with other studies that show a negative relationship between amphibians and road density (Fahrig et al., 1995). Findley and Houhan (1997) also provide evidence that road construction may pose serious risks to wetland biodiversity. The evidence suggests that vernal pools isolated by roads are beyond the dispersal capabilities of many amphibian species. The decrease in landscape connectivity because of fragmentation and habitat loss plays an important role in explaining amphibian declines in many areas.

Finally, the expressway alternatives will likely increase erosion and sedimentation into the wetlands and watercourses, degrading water quality and, consequently, the quality of the habitat for amphibians and reptiles.

Avifauna

One of the most important values of a forest/wetland block is its use by breeding birds. The DEIS identified 84 bird species as confirmed breeders, 22 species as probable breeders, and 11 as possible breeders within the corridor. Some of the most abundant birds using forest/wetland blocks are veery (*Catharus fuscescens*), common yellowthroat (*Geothlypis trichas*), Canada warbler (*Wilsonia canadensis*), wood thrush (*Hylocichla mustelina*), scarlet tanager (*Piranga olivacea*), hooded warbler (*Wilsonia citrina*), worm-eating warbler (*Helmitheros vermivorus*), pileated woodpecker (*Dryocopus pileatus*), black and white warbler (*Mniotilta varia*), and ovenbird (*Seiurus aurocapillus*). The Cerulean warbler (*Dendroica cerulea*), a rare Connecticut bird, was observed by DEIS biologists. The above birds need large unfragmented blocks of forest and are especially susceptible to fragmentation (Wilcove et al., 1986).

Red maple wetlands provide essential habitat for wetland-dependent species such as the northern waterthrush (*Seiurus noveboracensis*). They are also of great importance to facultative species, including tufted grouse (*Bonasa umbellus*), American woodcock (*Philohela minor*), wild turkey (*Meleagris gallopavo*), and several species of hawks and owls. These wetlands are heavily used during spring migration by waterfowl such as the wood duck (*Aix sponsa*), American black duck (*Anas rubripes*), mallard (*Anas platyrhynchos*), and hooded merganser (*Lophodytes cucullatus*). Waterfowl species that breed in northeastern forested wetlands include American black duck, mallard, wood duck and hooded merganser (Bellrose, 1976).

4

Responses to Comments:

INT

5. Refer to “EPA #23”, “EPA #24” and “EPA #27”, above, regarding forest fragmentation and wildlife movement issues, as well as FEIS Sections 4.4 and 5.4.12.

6. Refer to “EPA #25”.

4

The veery and wood thrush are on the U.S. Fish and Wildlife Service 1995 List of Migratory Nongame Birds of Management Concern because of population decline. There is concern that if their populations continue to decline, they may become candidates for listing under the Federal Endangered Species Act. These species should receive a high priority from all State and Federal agencies in order to reverse their decline.

Avifauna impacts

Most forest interior-nesting avian species such as veery and wood thrush are experiencing a population decline, primarily as a result of forest fragmentation. The expressway alternatives would fragment the largest remaining forest/wetland blocks in the project area and significantly impact the forest-interior nesting species that use these blocks. The removal of forest interior habitat will make the remaining forest less valuable for forest interior-nesting birds (Robbins et al., 1989) because of increased isolation of remaining stands and increased predation and parasitism of nests (Wilcove, 1985). Large unfragmented forest blocks greatly reduce the amount of predation on the area sensitive species nesting in these areas. Predators such as the brown-headed cowbird (*Molothrus ater*) tend to occur in higher numbers at the edges of large forest blocks and are less common deeper within the habitat core of unfragmented blocks. Many species such as the Cerulean warbler, scarlet tanager, wood thrush, ovenbird and hooded warbler experience more successful breeding deep within the forest blocks.

5

Mammals

Mammals that use forested wetlands in southeastern Connecticut include white-tailed deer (*Odocoileus virginianus*), bobcat (*Lynx rufus*), raccoon (*Procyon lotor*), Virginia opossum (*Didelphis virginiana*), red squirrel (*Tamiasciurus hudsonicus*), New England cottontail (*Sylvilagus transitionalis*), and white footed mouse (*Peromyscus leucopus*). Wetlands in the project corridor provide year-around cover and shelter for white-tailed deer, bobcat, red fox (*Vulpes*), raccoon, opossum and river otter (*Lutra canadensis*). Mixed forests of hardwoods and conifers provide a food source for most small mammal species that feed primarily on mast and fruit. These forest/wetland blocks provide important core habitat as well as travel corridors.

Mammal Impacts

Fragmenting the large forest/wetland blocks will decrease the carrying capacity of the block for maintaining large mammalian species (especially predators such as the bobcat) because of their large home range. Also, the migration of mammals from one forest/wetland block to another will be severely limited by any expressway alternative.

Secondary and Cumulative Impacts

In addition to the direct impacts associated with the proposed fill for the expressway alternatives, there would also be secondary impacts associated with the decrease in forest interior. The expressway alternatives will decrease the buffer zone between human activity and wildlife in the remaining forest/wetland blocks. These secondary impacts would extend an unknown distance into the remaining forest/wetland blocks, reducing their value as wildlife habitat. Additionally, the expressway alternatives will fragment the forest ecosystem and restrict the migration of wildlife to other contiguous forested sites (reducing connectivity).

6

5

Moreover, the expressway alternatives will serve as vectors for invasive plant species to spread into new areas. Since the areas bisected by the expressway alternatives are primarily undisturbed, introduced species could have a serious effect on native plant communities.

Alternatives

As you are aware, the 404(b)(1) Guidelines state that no discharge of fill material shall be permitted if there is a practicable alternative which would have less adverse impacts on the aquatic ecosystem. Clearly, the widening alternatives have significantly less environmental impact on wildlife resources associated with the large forest/wetland blocks than the expressway alternatives.

Mitigation

It will be extremely difficult, if not impossible to compensate for the complex ecological functions provided by the forest/wetland blocks that will be fragmented by the expressway alternatives.

The widening alternatives would have significantly less impact on fish and wildlife resources than the expressway alternatives, and it would be possible to compensate for the impacts associated with these alternatives. Moreover, the widening alternatives could have a positive impact on the water quality in the project area if a closed drainage system is constructed. As proposed, such a drainage system would improve the quality of water draining into the water supply reservoirs and would provide greater protection for the reservoir in case of an oil or chemical spill.

FISH AND WILDLIFE COORDINATION ACT COMMENTS

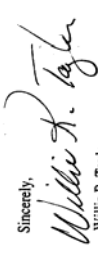
The U.S. Fish and Wildlife Service recommends that one of the widening alternatives be selected as the least environmentally damaging practicable alternative. The expressway alternatives would cause significant and irreversible impacts to valuable fish and wildlife habitat and will result in substantial and unacceptable impacts to aquatic resources of national importance. In view of the above, the Fish and Wildlife Service intends to recommend denial of any Corps of Engineers permits for the expressway alternatives.

If you have any questions concerning impacts to natural resource values, please contact Greg Mannesto of the U.S. Fish and Wildlife Service, Rhode Island Field Office, telephone 401-364-9124.

SUMMARY COMMENTS

The Department of the Interior will provide you with further comments on the Section 4(f) aspects of this project upon the circulation of the Final EIS for public review and comment.

We appreciate the opportunity to provide these comments.

Sincerely,

 Willie R. Taylor
 Director, Office of Environmental
 Policy and Compliance

Responses to Comments:

INT

7. All specified plantings and vegetative site stabilization materials will utilize native, non-invasive species. ConnDOT and FHWA have specific guidance with respect to preventing introduction of invasive species, which will be followed during construction and post-construction maintenance activities.

8. Refer to "EPA #1", "EPA #2", "EPA #4", "EPA #5", "EPA #7", "EPA #14", "EPA #15", "EPA #16", "EPA #17", "EPA #21", "EPA #23", "EPA #26" and "EPA #27", above, as well as the Mitigation and Compensation Framework (Appendix C).

INT

No response necessary on this page.

6

cc: Mr. Edgar T. Hurlé
Director of Environmental Planning
Bureau of Policy and Planning
Connecticut Department of Transportation
Post Office Box 317546
Newington, Connecticut 06131-7546

DoC/NOAA

No response necessary on this page.

UNITED STATES DEPARTMENT OF COMMERCE
Office of the Under-Secretary for
Oceans and Atmosphere
Washington, D.C. 20230



March 23, 1999

RECEIVED

MAR 26 1999

ENVIRONMENTAL PLANNING
DIVISION

Mr. Edgar T. Hurlie
Bureau of Policy and Planning
State of Connecticut, DOT
2800 Berlin Turnpike
Newington, Connecticut 06131-7546

Dear Mr. Hurlie:

Enclosed are comments on the Draft Environmental Impact Statement for Route 82/85/11 Corridor Salem, Montville, East Lyme and Waterford, Connecticut. We hope our comments will assist you. Thank you for giving us an opportunity to review this document.

Sincerely,

Susan Fruchter

Susan B. Fruchter
Acting NEPA Coordinator

Enclosure



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DoC/NOAA

Comments noted.

MEMORANDUM FOR: Susan B. Fruchter
Acting NEPA Coordinator

FROM: Charles W. Challstrom
Acting Director, National Geodetic Survey

SUBJECT: DEIS-9903-02-Route 82/85/11 Corridor Salem, Montville, East
Lyne and Waterford, Connecticut

The subject statement has been reviewed within the areas of the National Geodetic Survey's (NGS) responsibility and expertise and in terms of the impact of the proposed actions on NGS activities and projects.

All available geodetic control information about horizontal and vertical geodetic control monuments in the subject area is contained on the NGS home page at the following Internet World Wide Web address: <http://www.ngs.noaa.gov>. After entering the NGS home page, please access the topic "Products and Services" and then access the menu item "Data Sheet." This menu item will allow you to directly access geodetic control monument information from the NGS data base for the subject area project. This information should be reviewed for identifying the location and designation of any geodetic control monuments that may be affected by the proposed project.


If there are any planned activities which will disturb or destroy these monuments, NGS requires not less than 90 days' notification in advance of such activities in order to plan for their relocation. NGS recommends that funding for this project includes the cost of any relocation(s) required.

For further information about these monuments, please contact Rick Yorczyk, SSM/C3, NOAA, N/NGS; 1315 East West Highway; Silver Spring, Maryland 20910; telephone: 301-713-3230 x142; fax: 301-713-4175.

Responses to Comments:

CEQ

1. Planning for the greenway is currently being undertaken by the Route 11 GAC as a separate but related effort. The Mitigation and Compensation Framework (Appendix C) includes measures for acquisition and preservation of land in addition to the proposed greenway. ConnDOT will continue coordination with the Route 11 GAC to facilitate logical connections between mitigation and compensation parcels and the Committee's formal greenway plan.



STATE OF CONNECTICUT
COUNCIL ON ENVIRONMENTAL QUALITY

April 8, 1998

Edgar T. Hurlie
Director of Environmental Planning
Department of Transportation
2800 Berlin Turnpike
Newington, CT

RECEIVED
APR 13 1998
ENVIRONMENTAL PLANNING
DIVISION


RE: Route 82/85/11 Corridor Environmental Impact Evaluation

Dear Mr. Hurlie:

The Council urges you to include consideration of a linear park or greenway in connection with the current project. Any extension of existing Route 11 would likely be designated as Route 11 also, and therefore would be part of any future park or greenway as authorized by Public Act 98-132. If the Department waits until all of the planning or construction (if any) is completed, it might find that insufficient land remains to create a park. The time to consider the park is during the planning.

Please call me if you have any questions about these comments.

Sincerely,


Karl J. Wiegner
Executive Director

Melissa S. Ryan
Environmental Analyst

79 Elm Street • Hartford, Connecticut 06106
Phone: (860) 424-4000 Fax: (860) 424-4070

STATE OF CONNECTICUT
CONNECTICUT HISTORICAL COMMISSION

April 12, 1999



Mr. Edgar T. Hurle
Environmental Planning
CONNDOT
2800 Berlin Turnpike
Newington, CT 06131

Subject: Route 82/85/11 Corridor
Salem, Montville, East Lyme, and Waterford, CT

RECEIVED
APR 13 1999

ENVIRONMENTAL PLANNING
DIVISION

Dear Mr. Hurle:

The State Historic Preservation Office has reviewed the *Draft Environmental Impact Statement and Section 4(f) Evaluation* prepared by CONNDOT concerning the above-named project. This office appreciates and acknowledges CONNDOT's extensive consultation with our professional staff with respect to the identification, evaluation, and management of historic, architectural, and archaeological resources that are located within the proposed study area.

The State Historic Preservation Office believes that the *Draft EIS* comprehensively identifies all historic and architectural properties and historic cemeteries that exist within the corridor study area. This office also notes that the *Draft EIS* incorporates pertinent archaeological data from CONNDOT's 20% reconnaissance survey of Routes 82/85/11 and the 92PD/E corridor. In this regard, we reaffirm our prior request, dated December 3, 1998, that CONNDOT and/or Maguire Group Inc. provide an in-depth historic resources technical report and a reconnaissance archaeological survey report (2 copies), including unbound archaeological inventory forms, to our professional staff for substantive review.

In the opinion of the State Historic Preservation Office, the Route 82 and 85 Widening Alternatives will result in significant impacts to approximately 10 National Register-eligible historic and architectural properties [Table 4(f)-1]. Potential adverse effects upon several historic cemeteries and numerous archaeological resources also would result from the proposed upgrading of the existing roads. Conversely, any of the full build alternatives would adversely impact between 25 and 100 archaeological resources. Most notably, the important 18th and 19th century Butlertown community archaeological district would be adversely affected by these alternatives.

The State Historic Preservation Office anticipates working with CONNDOT and all interested parties with respect to the selection of a preferred alternative that minimizes potential impacts upon cultural and natural resources and satisfies transportation needs and safety requirements within the study corridor area. This office looks forward to further consultation concerning the professional management of Connecticut's historic and archaeological resources vis-a-vis the Route 82/85/11 transportation corridor.

TEL: (860) 566-3005 e-mail: chis@ceca.com FAX: (860) 566-5078
59 SOUTH PROSPECT ST. - HARTFORD, CONN 06106 - 1901
AN EQUAL OPPORTUNITY EMPLOYER

Responses to Comments:

CHC

1. Additional information documenting potentially affected historic resources associated with the preferred alternative, and the findings of a more comprehensive archaeological reconnaissance survey are presented in the FEIS (Section 4.11 and 5.11), and a Memorandum of Agreement is included in Appendix G. ConnDOT anticipates on-going coordination with SHPO throughout each of the subsequent phases of this project; correspondence to date is included in the Correspondence section. Also refer to "INT #1".

Responses to Comments:

CHC

No response necessary on this page.

Route 82/85/11 Corridor
Salem, Montville, East Lyme, and Waterford, CT
Page 2

This comment updates and supersedes all prior correspondence for the proposed undertaking.
For further information please contact Dr. Dawn A. Maaddox, Staff Archaeologist.

Sincerely,



Dawn Maaddox
Deputy State Historic
Preservation Officer

cc: Mr. Robert Dirks/FHWA
Dr. Nicholas Bellantoni/OSA

Responses to Comments:

DEP

1. The necessary improvements to I-95 that would accompany completion of Route 11 are discussed in the FEIS (Section 3.4). The narrative description is accompanied by a typical cross-section (Figure 3-11) and graphic representation of the proposed interchange area and associated I-95 improvements (Figures 3-12a, 3-12b and 3-12c). Impacts associated with these improvements are discussed in Section 5 of the FEIS.



STATE OF CONNECTICUT
DEPARTMENT OF ENVIRONMENTAL PROTECTION

May 21, 1999

Mr. Edgar T. Hurlle
Director of Environmental Planning
Bureau of Policy and Planning
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, Connecticut 06111

RE: Draft Environmental Impact Statement
Route 82/85/11 Corridor
Salem, Mortville, East Lyme and Waterford

Dear Ned:

Thank you for the opportunity to review the above-referenced document and to submit these comments. This Draft Environmental Impact Statement (DEIS) is an extremely thorough document in its range and analysis of topics covered and is fair and objective in presenting both the widening and full build alternatives. The one topical area where a deficiency in the document does exist is in the description of and justification for the reconstruction of 3.19 miles of Interstate 95 found to be necessary for any of the four lane build alternatives that interchange with Interstate 95. This element represents a significantly large component of the total full build projects and has major community impacts yet it is discussed in only two paragraphs with no supporting text to explain its criticality to the project.

1

Project Need

The document cites the multi-faceted Purpose and Need Statement developed by the MIS Advisory Committee. The six cited purpose and need elements are: (1) to complete the final link in the limited access highway between the southern terminus of Route 11 in Salem and I-95/I-395 in Waterford, (2) to reduce conflicts between increased mobility/ efficiency and access to local properties by separating through and local traffic; (3) to improve motorist, pedestrian and bicycle safety in the corridor and reduce roadway hazards contributing to accident frequency and/or severity; (4) to provide transportation system improvements that are capable of meeting current and projected future peak traffic demands for all vehicle classes; (5) to sustain community character in evaluating long-term transportation options; and (6) to meet local, regional and statewide transportation needs while observing local growth and development goals and attempting to reduce excess burden on the corridor municipalities.

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Responses to Comments:

DEP

2. ConnDOT's scheduled spot safety improvement projects for Route 85 (State project number 120-79 / 120-80) include improvements to the intersections noted on the SLOSS list. Under these projects, sight lines would be improved and lanes would be widened at intersections to facilitate turning movements. In addition, minor horizontal and vertical geometric modifications are planned. The focus of the improvements is safety; any measurable improvement in roadway capacity is not anticipated. The Route 85 improvement program does not affect the need for completion of Route 11.

Route 11/82/85 DEIS 2 May 21, 1999

Elements 2 and 4 dealing with the conflict between local and through traffic uses of the corridor and the overall roadway capacity of the corridor are the foremost of these issues. At first blush, the cited conflict between local and through traffic on Routes 82 and 85 in the roadway function and use element (#2) of the Purpose and Need Statement would appear to be an issue common to a significant degree on almost all non-access controlled state highways and, therefore, not an issue unique to this corridor. However, the speed of the traffic on Route 85 combined with the lack of shoulders and turning lanes does make left hand turns off Route 85 and entry at unsignalized intersections on to Route 85 in either direction a potentially dangerous mismatch of high speed and slow or stationary vehicles.

The need for corridor improvements, either widening or a new facility, to meet corridor capacity needs (need #4) is predominantly based on the realization of a 30%-50% growth in traffic volumes at various corridor locations, as shown in figure 4-3, between 1998 and the design year of 2020. As stated on page 4-10, this assumed growth contrasts with a flat trend in traffic volumes over the past decade. The document notes generally acceptable levels of service (LOS) at most corridor intersections currently, both for signalized (table 4-11) and unsignalized (table 4-12) intersections. Average travel speed analysis in the corridor (pp. 4-15, 4-16) generally shows no significant difference in average speeds between the commuting peaks and mid-day. (It is noted that two of the three largest differentials between peak and mid-day speeds were measured on existing Route 11.) The comparable peak and off-peak speeds indicate acceptable travel conditions in the corridor during peak hours. However, only four of the 12 locations analyzed in the corridor are actually located on Routes 82 and 85, with the remainder on other corridor roads. More analyzed locations on Route 85 would be useful.

The DEIS notes (p. 2-7) that six corridor locations are listed on the Suggested List of Surveillance Study Sites (SLOSS) as having above average accident rates. The section of Route 85 from Woodland Drive to Route 82 and the Salem Four Corners intersection rated particularly high in the list. At a minimum, these locations should be considered for improvement regardless of which project alternative is selected for the corridor.

The Widening Alternative

Three possible widening alternatives are discussed in the DEIS: a 2-lane widening option, a 4-lane widening and a narrow profile 4-lane widening with 11-foot lanes and a minimal shoulder. By virtually any measure, the widening alternatives represent the least amount of environmental impact when compared to any of the full build alternatives on alignments PD, E, F, G or H. Wetland impact acreages of 3.77 acres to 5.12 acres for the two four lane widenings compare to 35 acres for alternative PD, and 29 to 35 acres for the other 4-lane full build alternatives. Fisheries impacts for the widenings are much less than for the new facility options because the widening involves an extension of existing culverts and bridges as opposed to approximately 13 or 14 new crossings, depending on the actual alignment chosen, which create a like number of new barriers to fish movement, operating to divide existing populations and habitats into segmented reaches. These impacts will be discussed in greater detail later in these comments.

Similarly, impacts to large forest habitat blocks are estimated at 3.5 to 7.2 acres for the 4-lane widenings versus approximately 11.5 acres for alignments PD and E and 98 acres for alignments F and G, considering the 4-lane alternatives for the build cases. Commercial impacts caused by takings at the Route 161/ Interstate 95 interchange as well as impacts to the major residential subdivisions are also avoided with the widening alternatives. Lastly, in terms of corridor capacity and level of service, a comparison of figures 5-4 and 5-8 shows equivalent year 2020 results for the widening and full build options.

While the 4-lane widening options may meet the capacity needs in the corridor, the though traffic/local traffic conflict also needs to be evaluated relative to these alternatives. Local traffic must be able to safely execute turning maneuvers, either off of or on to Route 85. The provision of four lanes rather than the current two not only provides more capacity but more flexibility to accommodate the co-existence of these two groups of users. As turning movements would be made from, or onto, the outside lanes, through traffic can use the inside lanes to navigate around turning vehicles or as *de facto* through lanes. The provision of turning lanes at the more significant intersections would be a further safety and service enhancement. The installation of trip-actuated traffic signals at the larger side streets or the major subdivisions such as Daisy Hill, Beckwith Hill or Skyline Drive, would operate to provide a safer turning environment while providing for the free flow of Route 85 traffic when no entering side traffic is present. Such signals would also increase safety for other nearby intersections by slowing traffic and by creating gaps in the Route 85 traffic to accommodate turns at proximal unsignalized intersections.

3

The concept of the W(4)m alternative was developed to explore ways to reduce the impacts of a four lane widening by using a narrower footprint. This concept certainly has merit. It may be worthwhile to consider the modified four lane widening with full 12' lanes to enhance capacity and safety but with narrower shoulders in sensitive areas such as wetland crossings. While saving a foot off lane width may not be merited to achieve incremental impact reductions, shaving width off the 8' shoulders of the standard widening option may represent a better trade-off with a lesser impact to safety and capacity. The result would be a widening option intermediate between W(4) and W(4)m.

The widening alternatives may yield less environmental impact than the full build alternatives in most resource categories, but one area where widening has greater impact is in Class I and II public water supply watershed lands. The lion's share of this impact would be adjacent to Lake Konomoc through small amounts of Class I land would be affected at Fairy Lake (0.01-0.03 acres) and Polly Brook (0.08-0.12 acres). The impact to Class I and Class II lands at Lake Konomoc is estimated at between 7.06 acres and 8.52 acres for the 4-lane widening options. Lake Konomoc and its contributing reservoirs are the source of water supply for New London and most of Waterford and their purity and protection is critical. Any proposed widening of Route 85 will need to look very closely at the security of this water supply resource.

The DEIS discusses stormwater management measures that could be implemented along Route 85 at Lake Konomoc with a widened road. These include the use of separate drainage systems for watershed runoff and roadway stormwater, with the latter employing gross particle, oil and sediment separation before discharge. The measures described (p. 5-86) would represent an improvement in stormwater quality control compared to the current drainage system. Should the

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3. The alternatives that focused on upgrading the existing road system were rejected as they did not adequately meet the project purposes and needs (see FEIS Section 3.4). Traffic and community considerations, as well as potential effects upon public drinking water supplies and Class I watershed lands were among several reasons that the widening alternatives were eliminated from further consideration. Also refer to "EPA #1", "EPA #5", "EPA #7", "EPA #12", "EPA #13", "EPA #14", "EPA #15", DPH #1 and DPH #2, as well as FHWA's engineering study (see Correspondence).

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4. Extensive work efforts and agency coordination led to selection of the preferred alternative (the E₍₄₎m-V3 alignment). The process and its outcome are discussed in detail in Sections 3.4 and 7.2 of the FEIS. Also refer to “EPA #2” and “EPA #7”.

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widening option be pursued further, ConnDOT should contact DEP’s stormwater management program for assistance in selecting the design, and assessing the effectiveness of, particular treatment features to be used. Christopher Stone of the DEP Bureau of Water Management can be contacted at 424-3850 in this regard.

Reservoir protection measures selected for incorporation in the Route 66 widening project in Middlefield, where that road crosses the Middletown Water Department’s reservoirs, could serve as a good starting point for designing the drainage improvements. Also, under existing conditions, Lake Konomoc enjoys only a minimal level of physical protection, in the form of a chain link fence of apparently older vintage. A more substantial physical barrier, perhaps such as Jersey barriers, may be desirable along certain portions of the lake for an added measure of protection.

Full Build Alternatives

The widening alternatives appear capable of satisfying traffic corridor needs and at a much lower level of impact than the full build options. At this point, the DEIS has not demonstrated why a widening option cannot be the proposed corridor alternative. However, regulatory constraints connected to water supply lands or revised traffic needs justification in the Final EIS might force additional evaluation of full build alternatives. As indicated above, regulatory review of the full build alternatives will be much more complex due to the vastly greater wetland, fisheries, and habitat impacts of these options relative to the widening. The DEIS has done an excellent job in its presentation of the wetland impacts, including the functional values of the major wetland areas and in its discussion of the habitat value of the large forested blocks. The relative merits and impacts of the individual full build alternatives are well described.

The study corridor is a difficult one through which to construct a new limited access highway due to its very rough terrain, the density and quality of watercourses and wetlands and the constraints of existing development. ConnDOT’s previously selected C/D alignment, now renamed alternative PD, was a good effort at minimizing the various resource impacts within the constraints of acceptable highway geometry and existing development. Developments that have occurred in the corridor since the initial delineation of this alignment, such as the Daisy Hill and Beckwith Hill subdivisions, led to the evolution of alignment E, which shifts PD slightly to the west in the area of Daisy Hill in Montville so as to avoid impacts to this major new subdivision. This shift reduces residential takings by 9 structures at a relative cost of 0.25 acres of additional wetland loss and 11 acres of forest habitat. Alignment E may represent a reasonable shift depending on the quality of the incremental resources impacted.

Alignments F and G, while having lower wetland acreage impacts (28.72 acres and 32.69 acres, respectively) than the 35.01 acres impacts by PD, require substantially greater cut and fill volumes than PD, approximately double the earthwork volumes. This results from the more numerous and steeper road cuts and the higher fill embankments necessary to traverse the varied terrain in the area of Walnut Hill and Pigeon Hill. Alignments F and G yield greater impact to forest habitat blocks by bisecting blocks 3, 5 and 6 (and block 4 also for alignment G) while showing a slightly smaller impact to block 2, relative to PD. These fragmentations of corridor habitat compound the impact of the extra eleven acres of forest habitat; these options consume relative to PD. On

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balance, alignments F and G appear to be more disruptive to the corridor, habitat and topography than the more easterly alignments. Table 5-39 also shows that these alternatives would wipe out almost 3% of the total tax base of East Lyme.

While repeating that, at this point, it has not been demonstrated that a widening option cannot meet corridor capacity and safety needs, should it prove necessary to further evaluate full build options, it appears that quantifiable resource impacts might potentially be minimized using a hybrid alignment which would follow alignment H from Route 82 until H intersects PD, and then follow PD south to Interstate 95. Although this suggestion is highly preliminary, the resource constraint mapping shows a possible impact reduction relative to alignment PD in several categories. An eyeball analysis of the wetland delineation on figure 4-22 appears to indicate lesser wetland involvement for H/PD relative to PD or E. Stream crossings west of Beckwith Hill and also south of Salem Turnpike are avoided, potentially lessening impacts to watercourses. Figure 4-17 shows one less habitat corridor crossed and possibly slightly less impact to a second. Forest block 4 would be bisected by the hybrid alternative which would also have somewhat greater impacts to blocks 3 and 5 than would PD. However, as with alignment E, the Daisy Hill subdivision is avoided and separation in increased from the Beckwith Hill and Skyline Drive neighborhoods. Offsetting this would be impacts to homes at Fawn Run; however this would be a smaller number of homes than would be impacted by PD at Daisy Hill. Relative to PD or E, indirect impacts to one additional historic structure are encountered with this shift (structure E in Table 5-43). All the impacts of this alignment would have been assessed during the evaluation of alignments H and PD so that no new field work would be necessary. It is requested that the possible merits of this hybrid alignment be considered in the FEIS, or conversely, that reasons for its dismissal be given.

Impacts occasioned by the 2-lane build options for alignments E, F, G and H are uniformly and significantly less than those for their four lane variants. As such, DEP would certainly prefer a 2-lane design to a 4-lane design on environmental impact grounds. It is incumbent upon ConnDOT to clearly state whether a 2-lane facility is acceptable as a solution to corridor needs from a transportation standpoint and, if not, to document why this is so. In the absence of justification to remove these options from consideration, it is conceivable that the regulatory process could force the selection of a 2-lane expressway on the basis of its lesser impact.

The consideration of the 2-lane designs also argues against the need for additional passing lanes to be included in the 4-lane facilities. Given the traffic volumes expected on a new Route 11 and the fact that a 2-lane road would be considered to meet these capacity needs, a four lane road without passing lanes on steeper grades (which would also be likely to involve the areas of greatest earthwork needs) should also meet the capacity requirements.

DEP Programmatic Comments

The following comments relate to specific regulatory and resource programs within DEP which will have permit involvement with the eventually selected preferred alternative.

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5. Prior to undertaking the *Impact Minimization Study* (FEIS Section 3.4, "EPA #2" and "EPA #5") it was determined that only a 4-lane alignment could meet projected traffic and safety needs. All of the 2-lane alternatives were eliminated from further consideration, as they were considered impracticable and would not effectively meet the project purposes and needs. Additional factors in this decision include the roadway geometrics proposed for the arterial alignment and safety concerns regarding the transition from a 4-lane to a 2-lane cross-section at the Route 82 interchange. Under a 2-lane cross-section scenario, an additional climbing lane would be required for much of the roadway's length to accommodate truck traffic, in effect, resulting in a 4-lane roadway for most of its length. The discontinuity associated with short segments was considered unsafe. Further, a substantial reduction in impacts over the full 4-lane cross-section would not be realized.

<p>Route 11/82/85 DEIS</p> <p>Air Management</p>	<p>6</p>	<p>May 21, 1999</p> <p>The following comments refer to the Air Quality analysis in the DEIS.</p> <ul style="list-style-type: none"> The DEIS has used the most current EPA approved model (MOBILE 5b) for determining emission factors. However, EPA periodically updates the computer model and as the Route 82/ 85/ 11 project progresses and more details become available, ConnDOT should make sure the latest version of the model is being used. EPA recommends using CAL3QHC Version 2.0 to model CO emissions at intersections. The DEIS does not indicate which version of CAL3QHC is being used. Estimates of vehicle miles of travel (VMTs), which are combined with emission factors to estimate NOx, nonmethane hydrocarbons and CO concentrations, also need to be updated as information becomes available. It appears that an Indirect Source Permit is required for this project. As stated in the DEIS, final design details must be in place prior to applying to DEP for this permit. The modeled years of 1998 and 2020 are adequate for the DEIS. However, for the Indirect Source Permit, an analysis should be performed for the following years: <ol style="list-style-type: none"> Year project construction is complete. Ten years after construction is complete. Interim year within the ten year period after construction. MOBILE 5b inputs need to reflect all of our mobile source programs, including reformulated gasoline, enhanced inspection and maintenance (ASM 2525) and low emissions vehicles. DEP agrees with the use of a persistence factor of 0.7 as shown on page 5-46. However, clarification is required for the eight-hour CO concentration values. If the one-hour modeled concentration is converted to the peak eight-hour concentration by multiplying by the persistence factor, then the peak eight-hour value should be 3.5 ppm instead of 3.0 ppm. <p>Inland Water Resources</p> <p>Within the context of a Draft EIS, the document adequately describes the water resources and the potential impacts from the project alternatives to the water resources of the study area. Approvals necessary from the Inland Water Resources Division are also accurately identified. Though the DEIS does not identify a preferred option, submission of an Inland Wetlands and Watercourses Permit application pursuant to section 22a-36 through 45 of the Connecticut General Statutes will require selection of a particular alternative for approval as well as presentation of the discounted alternatives for consideration within the context of feasibility and prudence. Whichever alternative is presented, ConnDOT will be required to propose mitigation measures for the proposed wetland and watercourse impacts including compensatory mitigation in the order of priority as noted in section 22a-41(a)(4) of the Inland Wetlands and Watercourses Act. As recognized in the DEIS, such priority order is to restore, enhance, and create productive wetlands and watercourses.</p>
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- CAL3QHC Version 2.0 was used for the CO microscale analysis. The air quality analysis has been updated using the most current (as of 2006) model for determining emission factors (EPA Mobil6.2). The 8-hr background concentration of 3.0 ppm was a typographical error that has been corrected to read 3.5 ppm.
- Regarding stream and wetland crossings, reference is made to the design modifications and coordination efforts discussed, above, in response to EPA's comments, and the analyses presented in the FEIS, which expand the natural resource evaluations and proposed mitigation activities. Also refer to Appendices C and D and, generally, the responses to EPA's comments.

<p>Route 11/82/85 DEIS</p> <p>7</p> <p>Fisheries Resources and Assessment of Impacts</p>	<p>May 21, 1999</p> <p>Stream quality and fisheries habitat value in the corridor are uniformly high. An assessment of individual corridor streams follows. Since the DEIS lacked specifics on fish communities, these comments will also provide an overview of the fisheries resources that would be potentially affected by the construction of the new alignments.</p> <p>-Fisheries Resources</p> <p><i>Shingle Mill Brook</i></p> <p>Shingle Mill Brook is expected to support a warmwater fish community due to the lack of an overhead, forested canopy and the presence of Shingle Mill Pond, a warmwater impoundment. Typical assemblage is expected to be bluegill, pumpkinseed, chain pickerel, white sucker and brown bullhead.</p> <p><i>Latimer Brook</i></p> <p>Latimer Brook was sampled at 5 different locations within the watershed in 1993 by the DEP Fisheries Division Stream Survey Team. The stream is stocked with over 1,700 hatchery reared adult brook, brown and rainbow trout. Fish community diversity and abundance in Latimer Brook progressively increases from its headwaters down to its conveyance into the Niantic River. Headwater reaches primarily support a coldwater fish community including small stream fishes along with a mixture of some warmwater species that originate from stream impoundments. The typical stream assemblage is comprised of native brook trout, blacknose dace, brittle shiner, creek chubsucker and the catadromous American eel. Warmwater species include bluegill, pumpkinseed, yellow perch, largemouth bass, and chain pickerel. "Self-reproducing" brown trout populations can be found in areas downstream of the confluence with Cranberry Meadow Brook along with native brook trout, tessellated darter, American eel and white sucker. DEP also manages anadromous fishes in Latimer Brook and maintains a fishway on the north side of I-95 for the passage of anadromous alewife, blueback herring and sea-run brown trout. Mummichog, banded killifish, fourspine stickleback and other estuarine species reside near the head of tide.</p> <p><i>Unnamed Tributaries to Latimer Brook</i></p> <p>The specific fish communities of the unnamed tributaries to Latimer Brook are unknown and cannot be determined without conducting a thorough stream sampling survey. It is expected that some of the tributaries to Latimer Brook may support fish populations on a seasonal basis, even if sections of the streams dry-up in the summer. For example, native brook trout can utilize this type of stream for spawning and egg incubation requirements during the fall and winter. After hatching in the early spring, juvenile trout then disperse to downstream areas which maintain perennial flows and more suitable fish habitat.</p> <p><i>Old Mill Brook</i></p> <p>This stream supports a valuable coldwater fishery. Native brook trout and self-reproducing brown trout populations have been documented in this stream. Other stream fishes that can be found are blacknose dace, white sucker, tessellated darter, American eel, and warmwater immigrants from ponds that include chain pickerel and sunfish species. Anadromous fishes, primarily alewives and sea-</p>
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<p>Route 11/82/85 DEIS</p>	<p>8</p>	<p>May 21, 1999</p>	<p>run brown trout have access to upper sections of this stream now that the first dam in the system has been breached. However, there are artificial and natural/temporary barriers between I-95 and I-395 that limit the degree of migration.</p> <p><i>Patagonsett River</i></p> <p>The Patagonsett River primarily supports a warmwater fish community comprised of chain pickerel, largemouth bass, pumpkinseed, bluegill, yellow perch, brown bullhead and the catadromous American eel. The river is also a very important migratory pathway for the anadromous alewife. A fishway has been constructed at the Gorton Pond Dam to assist with upstream and downstream fish passage.</p> <p><i>Cranberry Meadow Brook</i></p> <p>Cranberry Meadow Brook supports a coldwater fish community which includes native brook trout, brown trout, blacknose dace, tessellated darter, white sucker and the catadromous American eel. It is expected that some of the tributaries to Cranberry Meadow Brook may support viable fish populations, including native brook trout.</p> <p>-Impact Assessment of Roadway Alignments</p> <p>When reviewed in a watershed context, all possible alignments outlined in the DEIS, other than roadway widening alternatives result in creating impacts to multiple locations within the Latimer Brook Watershed. This watershed has been increasingly under the pressures of suburban development resulting in the overall loss or alteration of wetlands. Its surface waters are diverted into Lake Konomoc for public water supply purposes. These alterations result in an overall diminution of streamflow. Reduction of streamflow translates into a reduction of instream fish habitat. Since the proposed highway alternatives will traverse through numerous wetlands associated directly with Latimer Brook or which are tributary to Latimer Brook, further diminution of low discharge streamflows in the watershed is expected. The DEIS did not address or quantify how wetland loss/alteration will impact stream flow regimes of Latimer Brook and all other streams to be impacted by highway construction.</p> <p>Many proposed alignments will cross first order headwater streams. Scientific evidence has documented the importance of first order headwater streams. From a water quality standpoint, these streams provide a source of unpolluted waters which function to provide clean water to recipient higher order streams. They greatly influence instream flow conditions, water chemistry, sediment load, organic matter loading, and other factors in downstream segments of the stream system. Headwater streams are the primary source of allochthonous energy inputs representing the beginning of the stream food web. Alteration and loss of instream/riparian habitats in these streams will result in significant reductions in invertebrate energy inputs. Loss of allochthonous energy inputs can significantly reduce fish population production.</p> <p>Coarse sands as a byproduct of winter deicing activities are transported into watercourses via stormwater runoff. Accumulation of sediment from stormwater runoff is a major cause of instream habitat degradation in Connecticut rivers. The myriad negative impacts of sedimentation upon fisheries resources have been well documented. All alignments will entail new crossings of perennial and seasonal streams. These new road crossings represent new sources of sediment</p>
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loading. Even with the application of current technologies relative to stormwater best management practices, sediment will end up in watercourses, slowly dispersing from their input into headwater streams and downstream into recipient higher order streams. The result of these phenomena is to induce habitat alteration over long reaches of riverine habitat.

All alignments other than widening would further result in the segmentation and fragmentation of resident fish populations. Because of project cost, many streams would be proposed to be crossed via the installation of very long culverts. Only the mainstem of Shingle Mill Brook and Laimier Brook are proposed in the DEIS to be crossed with clear span bridges. The development footprint width of each full build 4 lane alternative is estimated at 300 feet. Every culvert would require special design consideration for fish passage based on an assessment to pass target species for each stream. This design cannot be expected to pass every resident fish species, therefore, it is inevitable some resident fish populations will become fragmented. Fragmentation can lead to fewer spawning interactions and lower population levels.

All full build alternatives include a southern terminus connection involving the reconstruction of 3.19 miles of Interstate 95. The DEIS mentions that new structures would be placed over the Patuxent River and Laimier Brook and that a retaining wall would be utilized in the vicinity of Laimier Brook. The report does not mention if new structures would involve installation of culverts or clear span bridges. It also appears that the culvert which conveys Oil Mill Brook under Interstate 95 would be extended. Thus, terminus interchange construction will significantly increase cumulative impacts to aquatic resources.

-Assessment of Roadway Alignment Alternatives

From an aquatic resource perspective, the various widening alternatives of Routes 82 and 85 represent less environmental impact than the full build or partial build 'H' alternatives. Widening will limit footprint impacts and alterations along an existing roadway corridor resulting in little additional "long term" impact to Laimier Brook and its major tributaries. This alternative will least likely negatively impede upstream fish passage and will not cause further fragmentation of resident fish populations since no new stream crossings would be required.

In so far as an alignment other than roadway widening may ultimately be constructed, it is prudent to provide aquatic resource assessment of full build/partial build alternatives. Of all the full build alternatives, E₁₀ and 92PD would involve direct long term impacts to the greatest number of stream crossings, 14 and 13 stream crossings, respectively. Wetland loss for these alternatives is also very high being estimated at 35.26 acres for E₁₀ and 35.01 acres for 92PD. The C₁₀ alternative which has been suggested by EPA and FWS personnel does offer a full build alternative with a somewhat reduced level of impacts in regards to a reduced number (10) of stream crossings; however, wetland loss is still substantial at 32.69 acres. The F₁₀ alternative with 11 stream crossings is also less desirable since it encroaches into another subbasin of Laimier Brook called Cranberry Meadow Brook. This alternative will impact the headwaters and a tributary of Cranberry Meadow Brook. These resources are known to support a very healthy coldwater fish community comprised of native brook trout. The H₁₀ alternative which is a partial build alternative would be the least impactful build alternative from an aquatic resource perspective. This alternative would involve a reduced number of stream crossing impacts (8) and wetland impacts are limited to 10.87 acres. In addition, this

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6. (contd.) The DEP Design Criteria for Stream Crossings will be followed during the design/permitting phase of the project.

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alternative would not involve any reconstruction of I-95 thereby further reducing impacts to prime aquatic resources such as Latimer Brook, Oil Mill Brook and the Pattagansett River.

-Design Criteria for Stream Crossings
 Fisheries Division staff should be contacted in the future, ideally during any pre-permit application phase to provide more substantive comments on stream crossing design. Clear span bridges or precast arch bridges are recommended for all new crossings so that efficient passage can be provided for resident and anadromous fish. It should be noted that there is an existing timber baffle system within the I-95 Latimer Brook culvert. At the minimum, this system should be updated and modified to concrete which will enhance structural integrity. Also, it is recommended that fish passage within the existing culvert that conveys Oil Mill Brook under I-95 needs to be enhanced through the use of a new concrete offset baffle system. Also, if any major construction project is initiated, there are artificial and natural/temporary barriers in Oil Mill Brook between I-95 and I-395 that limit the degree of migration which would require removal.

The following guidelines, albeit generic, are provided as a baseline for culvert design.

1. Water Depth: The target water depth in culverts would be 10" at low flow and minimum depth would be 6" at low flow.
2. Water Velocity: For culverts 125 feet or shorter, the maximum allowable velocity is 6.2 fps (feet per second) during springtime freshet conditions. Any culvert longer than 125 feet should have a maximum allowable velocity of 2.0 fps.
3. Grade: New construction should target for level grade, i.e. 0% slope. Any crossing that requires culverts with slopes greater than 2% will not be allowed. All such crossings should be clear spanned with either deck bridges or precast arch culverts.
4. Low Flow Concentrations: If multiple boxes are to be utilized, only one should be installed and sunken 1 foot below streambed elevation to allow for fish passage and the accumulation of streambed substrates. This sunken box should be centered or positioned in the stream such that it conveys all stream low flows. Flows can be directed to the sunken box by the placement of a streambank deflector upstream of the box or by the construction of concrete sills, 1 foot in height, at the inlet to boxes placed at grade.

-Fisheries Habitat Mitigation
 A fish habitat mitigation plan will be required to compensate for lost instream habitat within areas of any new highway crossings. Mitigation will most likely be in the form of instream habitat restoration and enhancement practices. Fisheries habitat mitigation is recommended within the DEIS (Section 5, page 64) to offset habitat loss. At such time that a mitigation plan is devised, Fisheries Division staff are available to assist project engineers and biologists to evaluate onsite impacts and determine specific areas of streams, habitats, and enhancement practices that should be utilized.

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Route 11/82/85 DEIS	11	May 21, 1999	<p>Natural Diversity Data Base</p> <p>As mentioned on page 4-59 of the DEIS, three state listed bird species not identified in DEP's review were observed in the field. The bird species were the State Special Concern red-shouldered hawk, savannah sparrow and brown thrasher. Since these would be sightings new to our records for this location, field survey information for these birds should be submitted to Dawn McKay at the DEP Natural Diversity Data Base, 79 Elm Street, Hartford, CT 06106. Field survey summary data should include observer credentials (name, address, phone number), detailed maps where the birds were observed, the nature of the observations (sight, song identification), observation dates and evidence of reproduction (nest, carrying food, etc.). Your assistance with these submittals is much appreciated.</p> <p>Office of Long Island Sound Programs</p> <p>The DEIS notes that elements of the interchange of Route 11 with Interstate 95 as well as some aspects of the reconstruction/ relocation work for Interstate 95 will lie within the coastal boundary as defined in the Connecticut Coastal Management Act. Therefore, consistency with relevant policies of the Act must be demonstrated. In particular, the Connecticut Coastal Management Act (CCMA) includes the following transportation policies that are relevant to this planning process:</p> <ul style="list-style-type: none"> • to make use of rehabilitation, upgrading and improvement of existing transportation facilities as the primary means of meeting transportation needs in the coastal area [Connecticut General Statutes (C.G.S.) section 22a-92(b)(10)(F)]; • to require that coastal highways and highway improvements, including bridges, be designed and constructed so as to minimize adverse impacts on coastal resources [C.G.S. section 22a-92(c)(1)(G)]; and • to require that coastal highways and highway improvements give full consideration to mass transportation alternatives [C.G.S. 22a-92(c)(1)(G)]. <p>Therefore, these policies should be included in the FEIS document. The rehabilitation, upgrading and improvement of the existing Route 82/85 corridor would possess the greatest consistency with these policies. The possible incorporation of operational improvements, transportation demand management and/or mass transportation alternatives discussed in the DEIS would also be consistent with these CCMA policies.</p> <p>In the event that it is determined that existing Routes 82 and 85 cannot be improved to adequately meet the transportation needs of the corridor, and a partial or full build alternative is deemed necessary, activities or impacts within the coastal boundary which may significantly affect the environment must be consistent with applicable goals and policies on the CCMA (C.G.S. section 22a-100). In particular, activities associated with the Route 11/ I-95/ I-395 interchange under the full build alternatives would have to be consistent with CCMA. While the information contained in</p>
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6. (contd). FEIS Section 6.1.2.6 acknowledges that a Tidal Wetlands Permit and Coastal Consistency Review may be required to ensure consistency with Connecticut's Coastal Area Management Act (§22a-90 through §22a-112).

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the DEIS (fig. 4-24) suggests that this interchange might not be within the coastal boundary, our coastal boundary maps indicate that most of the interchange and some adjacent portions of Interstate 95 are within the boundary. Work necessary to implement modifications to this interchange to accept Route 11 would directly impact the coastal resources of shorelands, and possibly also inland wetlands. Direct and indirect water quality impacts would also be a concern.

With regard to shorelands, this resource is defined by the CCMA to be those land areas within the coastal boundary exclusive of coastal hazard areas, which are not subject to dynamic coastal processes and which are comprised of typical upland features such as bedrock hills, till hills and drumlins [C.G.S. section 22a-93(7)(M)]. The applicable CCMA policy regarding shorelands is to regulate shoreland use and development in a manner which minimizes adverse impacts upon adjacent coastal systems and resources [C.G.S. section 22a-92(b)(2)(I)]. Therefore, of greatest concern is potential impacts to adjacent coastal resources, in particular, tidal wetlands and coastal waters.

CCMA policies applicable to coastal waters, or estuarine embayments, and tidal wetlands are:

- to manage estuarine embayments so as to insure that coastal uses proceed in a manner that assures sustained biological productivity, the maintenance of healthy marine populations and the maintenance of essential patterns of circulation, drainage and basin configuration [C.G.S. section 22a-92(c)(2)(A)]; and
- to preserve tidal wetlands and to prevent the despoliation and destruction thereof in order to maintain their vital natural functions [C.G.S. section 22a-92(b)(2)(E)].

Adverse impacts to the characteristics and functions of tidal wetlands are defined to be:

- degrading tidal wetlands through significant alternation of their natural characteristics or functions [C.G.S. section 22a-93(15)(H)].

Further, adverse impacts to coastal water circulation patterns and drainage patterns are defined to be:

- degrading existing circulation patterns of coastal waters through the significant alteration of tidal exchange or flushing rates, freshwater input, or existing basin characteristics and channel contours [C.G.S. section 22a-93(15)(B)]; and
- degrading natural or existing drainage patterns through the significant alteration of groundwater flow and recharge and volume of runoff [C.G.S. section 22a-93(15)(D)].

Assuming that no activities will occur in either tidal wetlands or coastal waters, the primary concern of the Office of Long Island Sound Programs is with indirect effects resulting from any of the full build alternatives at their interchange with Interstate 95. Any of these alternatives would have to incorporate all appropriate measures to protect tidal wetlands and coastal water quality including best management practices discussed in Section 5.5.5 of the DEIS.

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7. Refer to "EPA #3" and "INT #2" regarding the commitment of open space and the "greenway" concept.
8. Where minor inconsistencies occur, comments were noted and/or corrections were made, as applicable. With selection of the E₍₄₎m-V3 alignment as the preferred alternative, several of the "miscellaneous" comments are no longer applicable. With respect to comments regarding habitat blocks, mitigation measures and water quality, specific reference is made to the additional information presented in Sections 4.4, 4.6, 5.4 and 5.6) and Appendices B and C. Also refer to "EPA #1", "EPA #4", "EPA #15", "EPA #16", "EPA #24", "EPA #27" and "INT #2".

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Route 11 Greenway

Throughout the MIS Advisory Committee process, there has been significant discussion concerning the incorporation of a greenway along any new highway corridor. The definition of a greenway in these discussions has ranged from a simple hiking/biking trail along the new road to a more ambitious land acquisition program involving wildlife corridors and substantial dedicated open space for habitat and recreational purposes. This greenway project element has enjoyed wide community support in the study corridor. The DEIS does not include discussion of a greenway in its description of the build alternatives.

DEP is supportive of both greenways and of open space preservation, whether in this corridor or elsewhere in the state. The goals cited by the local greenway proponents are laudatory ones and DEP concurs that, as much as may be possible, particularly valuable land in the corridor should be protected and that a trail system through the corridor is a desirable goal. Should a full build or partial build alternative be selected, such measures would also deserve consideration for incorporation into the project, either in their own right, as in the case of a greenway, or for compensation for impacts, as might be the case for acquisitions of land beyond the needs of a new highway.

From a regulatory perspective, however, the justification for the selected transportation alternative must stand on its own merits. Land acquisition and protection as compensation can be considered only after the need for a new facility has been justified and all the impacts involved in that alternative have been avoided and minimized as much as possible. Should ComDOT choose to incorporate additional recreation or preservation efforts in the corridor for their own merits, DEP would commend this. However, these efforts cannot factor into the selection of the preferred alternative nor our regulatory concurrence with that choice.

Clarifications, Corrections and Miscellaneous Comments

The DEIS, though generally thorough and well written, contains a few areas with apparent minor errors or questionable conclusions. These minor points are presented for correction or clarification in the Final EIS.

The first paragraph on page 4-29 lists the northbound off ramp of Interstate 95 to Route 85 as one of three unsignalized intersections where long delays are experienced. Should this actually refer to Route 85 at I-395? Table 4-12 and figure 4-12 back up this finding for Interstate 395 at Route 85 while the 85/I-95 intersection is shown as LOS B in Figure 4-12 and not included at all in Table 4-12. It is also a signalized intersection whereas the I-395 intersection is not.

Tables 4-14 and 5-3 present capacity analyses for the unsignalized intersections in the year 2020 for the no build and widening options, respectively. With all due respect to the forecasting model, it is hard to picture that some of the anticipated intersection delays are not overstated. To note the worst cases, 'no build' delays of eleven and one half minutes in the AM peak and over 16 minutes in the PM peak at the Route 85/I-395 northbound ramps or nine minutes at the Interstate 95 to US-1 ramp in East Lyme are difficult to accept at face value. Modeling for a widening

7

8

Route 11/82/85 DEIS	14	May 21, 1999
<p>alternative in 2020 shows delays of roughly 14 minutes (AM peak) and at least 17 minutes (PM peak) at the 85/I-395 ramp and nine minutes (PM peak) at I-95 and US-1. The model may be prone to some overestimation at the high end of the capacity analysis.</p> <p>The discussion of rail service on page 4-40 incorrectly lists the Providence and Worcester Railroad as the actual operator on this line. Conversely, it is the P&W rather than Connecticut Southern which provides freight service on Amtrak's Shoreline east of New Haven.</p> <p>Table 4-19 shows two noise receptors (# 7 and 8) at the same address yet with different 1998 noise levels. Noise receptor #7 should probably be 1830 Route 85 rather than 1605 Route 85. Another minor error is found toward the bottom of page 4-53 where one of the two references to white pine is listed as <i>Pinus strobus</i> rather than <i>Pinus strobus</i>.</p> <p>On Table 5-15, for alternative W(4), the impacts to forest blocks 1 and 2 are incorrectly added. Assuming columns 1 and 2 are correct, column 3 for W(4) should be 1.8(4.4). In this case, the table on page 5-199 would also need correction. Figure 4-17 would indicate similar widening involvement at blocks 1 and 2 leading one to believe that the error lies in column 3.</p> <p>The discussion of habitat mitigation measures on page 5-72 includes the bridging of the Shingle Mill Brook valley and associated wetlands. The deep, broad and diverse Shingle Mill Brook valley unfortunately falls within all of the build alignments and cannot reasonably be avoided without shifting the existing southern terminus of Route 11. However, the nature of the valley and its associated wetland system make any crossing at this point highly impactful upon the stream corridor. Though a steep slope convenient for a bridge presents itself on the south side of Shingle Mill Brook, the northern span touchdown would either involve a substantial embankment across the lower lying land sloping down to the brook or a very long span in order to reach elevations comparable to the southern bank. While the latter design is far preferable to the former, its construction would still yield serious disturbance to this productive habitat area including vegetative clearing, potential erosion and noise to surrounding habitat, both during and after construction. As noted on page 5-72, this area would be a very appropriate one for forestland acquisition should mitigation measures or the creation of a wildlife habitat corridor ultimately require land purchases.</p> <p>Relative to the discussion of surface water impacts on pages 5-83 through 5-85, the DEIS takes a very conservative approach to calculating potential pollutant loading from the highway by using the FHWA model and excluding the stream dilution credit from upstream flows above the discharge point during storm events. Although the DEIS cites this as a worst case condition, these undiluted loadings are then used to calculate exceedences of EPA's acute aquatic life criteria in the receiving streams and impoundments. DEP would expect the exceedences to be considerably less than projected both with and without the proposed mitigation, due to the extremely conservative 'no dilution' assumption.</p> <p>Please explain why the Class I and Class II watershed land impact acreages in Table 5-25 do not uniformly decrease for all parcels from the full width W(4) to the slightly narrower W(4)jm profile to the still narrower W(2) widening. For watershed parcels 3, 4 and 5, the impact acreages do not</p>		

Responses to Comments:
DEP
See #8 on previous page.

Responses to Comments:

DEP

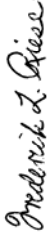
No response necessary on this page.

Route 11/82/85 DEIS 15 May 21, 1999

seem to correspond to roadway width but rather appear to vary randomly.

Thank you for your consideration of these comments. DEP appreciates the difficulties involved with this project and wishes you well in the preparation for the Final EIS including the selection of an alternative which satisfies as many of the corridor's transportation, land use, social and environmental needs as possible. Please feel free to call me at (860) 424-4110 should you have any questions regarding any points contained in these comments.

Respectfully yours,



Frederick L. Riese
Senior Environmental Analyst

DPH WRITER S/UP SECTION Fax:1-860-566-1710 May 20 '99 12:40 P.02/10



STATE OF CONNECTICUT
DEPARTMENT OF PUBLIC HEALTH

MEMORANDUM

TO: Edgar T. Hurie, Director of Environmental Planning
Bureau of Policy and Planning
Connecticut Department of Transportation

FROM: Lori J. Mathies, Planning Analyst
Water Supplies Section
Connecticut Department of Public Health

SUBJECT: Review of the Draft Environmental Impact Statement,
and Section 4(f) Evaluation (FHWA-CT-EIS-98-01-D) with
an Executive Summary document, for the Route 82/85/11
Corridor. Towns of Salem, Montville, East Lyme, and
Waterford, both documents dated February 1999.

DATE: May 19, 1999

PROJECT DESCRIPTION: The above mentioned Environmental Impact
Statement /Section 4(f) Evaluation (EIS) has been prepared as two
volumes which analyze and document the assessment of potential impacts
and benefits of fifteen alternatives under consideration for the
improvement of transportation within the Route 82/85/11 corridor. The
study corridor extends from the current terminus of Route 11, along
Routes 82 and 85 in the towns of Salem, Montville, East Lyme and
Waterford to the interchange of Interstates 395 and 95. In addition
to twelve build alternatives, the no build alternative, Transportation
System Management alternatives, and transportation demand
management/transit options were assessed.

PUBLIC WATER SUPPLY: The Corridor study area (see Map 1) consists of
numerous public drinking water supplies, surface and ground water
sources. Most of these sources are located along the Route 85
corridor. Within the EIS, an accurate description of these public
water supply sources exists in Section 4 - Pages 76 through 79. The
largest public water supply system in the Corridor study area is owned
and operated by the City of New London. The City of New London owns
and operates a drinking water supply reservoir system which yields 7.0
million gallons per day (Map 2). This reservoir system supplies
drinking water to approximately 45,000 people in the towns of
Waterford and New London, and 1,300 people in the town of Montville.
Lake Konomoc Reservoir serves as the distribution reservoir for this
system. New London maintains a potential well-site known as Polly
Brook Well. This potential well-site is located adjacent to Route 85,
south of Lake Konomoc.

Phone: (860) 509-7333
Telephone Device for the Deaf (860) 509-7191
410 Capitol Avenue - MS # 5100N
P.O. Box 340308 Hartford, CT 06134



Responses to Comments:

DPH

- 1. With selection of the E₄m-V3 alignment as the preferred, there would be no impact to public water supply watershed lands.

DPH WATER SUP SECTION Fax:1-860-566-1710 May 20 '99 12:41 P. 03/10

The East Lyme Water Department (ELWD) serves approximately 14,000 people in the town of East Lyme. A small portion of ELDW's active Well #1 preliminary Level B aquifer recharge area is located within the Corridor study area. Well #6, a proposed stratified drift well, is located to the south of Well #1 and may have a similar preliminary Level B aquifer recharge area. Both public water supply stratified drift well locations are shown on Map #4.

Two small community public water systems exist along Route 85 as well. These systems are Crystal Lake Associates (five separate systems, with eleven bedrock wells, serving in total 184 persons), and the Deer Run Supply (one bedrock well which serves 53 people). Map 2 identifies the locations of these systems.

A number of non-community public water system wells exist along Route 85. Map 3 identifies five separate public water systems: Salem Country Gardens with (three bedrock wells), Salem Marketplace (one bedrock well), Salem Town Center (one bedrock well), The Colonial Center (one bedrock well), and the Quality Day Care & Coop Nursery (one bedrock well).

PUBLIC WATER SUPPLY WATERSHED LANDS: The EIS clearly identifies classifications of water company owned lands for the surface water sources of supply. These lands are shown on Figure 4-21 and discussed in Section 4 - Pages 79-81. Water company owned lands were not identified or discussed for the public water supply groundwater sources, except for New London's proposed Polly Brook well. Section 5 of the EIS contains Table 5-25 (page 96) and Figure 5-16 which outline and map the amount of Class I/II water company owned land which will be subject to taking or change of use as based upon each alternative design. The Route 85 road widening alternatives, specifically alternatives W(4), W(2), W(4)M, H(4), and H(2), as shown in Table 5-25, have a taking or change in use of Class I land.

CONSERVATION AND DEVELOPMENT POLICIES PLAN POLICIES: Conservation and Development Policies Plan for Connecticut 1998-2003 (C&D Plan) as issued by the Office of Policy and Management sets policies for public water supply protection and preservation. The C&D Plan is used as a guide by the Water Supplies Section of the Department of Public Health in the review of any proposed development project. The most significant of these water supply policies is the preservation of existing preserved open space land. Conservation Priority 1 of the C&D Plan states:

Existing Preserved Open Space: Conservation Priority 1 - support for permanent continuation as public or quasi-public open space, and discouragement of sale and structural development of such areas except as may be consistent with the open space functions served.

Responses to Comments:

DPH

See #1 on previous page.

DPH WATER SUP. SECTION Fax:1-860-566-1710 May 20 '99 12:41 P.04/10

Existing preserved open space represents areas in the state with the highest priority for conservation and permanent use a open space. Existing preserved open space land includes Class I water utility owned lands and state owned lands that meet the definition for Class I land.

The guideline for existing preserved open space is to continue long-range protection of these lands specifically by:

"Limit state actions to those acquisitions, improvements, and structural developments that are consistent with long-term preservation of the natural resource and open space values of the site and appropriate public use and enjoyment. State plans and actions not consistent with the long-term preservation values should be approved only when it is demonstrated that there are overriding social, economic, and public benefits and there are no feasible alternative sites. Maintain all Class I water utility owned lands through Department of Public Health regulation of sale and use, and maintain all similar lands that are presently in state ownership."

COMMENTS AND RECOMMENDATIONS: The Water Supplies Section is particularly concerned with the protection and preservation of all active and proposed public drinking water supplies identified within the Corridor study area. All sources of public drinking water must be continuously protected from intensive development and potentially deleterious land uses. Of most concern is the protection and preservation of the surface water reservoir system owned by the New London Water Department (NLWD), and protection of the Crystal Lake Associates, Deer Run, Salem Country Gardens, Salem Marketplace, Salem Town Center, Colonial Center, and the Quality Day Care & Coop Nursery public water supply sources. It must be recognized that the NLWD's reservoir systems, which serves over 46,000 people in southeastern Connecticut, is a unique source of public drinking water which is in need of preservation and protection and must not be subject to any unnecessary risk of contamination. The following are the Water Supplies Section's comments and recommendations concerning the EIS and the proposed alternatives:

(1) The Water Supplies Section does not support or recommend the five Route 85 widening alternatives due to the direct impacts and potential impacts to the numerous drinking water supply sources along Route 85. The most significant impacts would be to the City of New London Water Department's reservoir system, with Lake Konomoc Reservoir at the highest risk. The taking of any Class I water company owned land associated with this reservoir system is not consistent with the existing preserved open space policies of the CED Plan for the protection of a public drinking water supply watershed. State plans and actions not consistent with the long-term preservation values should be approved only when it is demonstrated that there are

Responses to Comments:

DPH

2. The alternatives that considered widening Route 85 were deemed not practicable and have been eliminated from consideration. Refer to "DEP #3". Potential impacts to public drinking water supplies from stormwater impacts and changed of land use on Class I and II watershed lands were evaluated in Sections 5.5.3, 5.5.4 and 5.5.9. Appropriate stormwater pollution control measures are outlined in the Mitigation and Compensation Framework (Appendix C).

The Level B Aquifer and potential water supply areas are shown in Figure 4-21, and the community water supply wells are shown in Figure 4-22. Impacts to groundwater resources are discussed in Section 5.5.7. Impacts to aquifers were reduced with the preferred alternative.

overriding social, economic, and public benefits and there are no feasible alternative sites.

(2) Impacts to any State owned Existing Preserved Open Space land along Route 85 within the public drinking water supply watersheds were not evaluated within the EIS. These impacts need to be evaluated and outlined within the EIS.

(3) The activities associated with the widening of Route 85 are not consistent with the preservation of drinking water supply watershed areas. Within the evaluation portion of the EIS, a discussion of state policies concerning the protection of public drinking water supplies and their impacts should be included in the EIS. Emphasis and a sense of priority must be added to the evaluation in the consideration of state policies for the preservation of public drinking water supplies. The overall sensitivity of the project area along Route 85 is recognized within the EIS (Section 5 (5.5.10) - Pages 98-99) with special measures required. The text discusses special stormwater, BMPs, and emergency spill response measures which would be required along the Route 85 corridor. This is a good discussion, however, it lacks a specific policy emphasis.

2

(4) It is strongly recommended that the stormwater system along Route 85 be upgraded to reduce impacts to the NMD's reservoir system. The EIS (Section 5 - Page 98) recognizes that an upgraded stormwater management system would have a positive impact on the purity of the water supply. Improvements to the existing stormwater system is supported by the Water Supplies Section, and should be planned to take place no matter which alternative is chosen.

A stormwater discharge within 100 feet of a watercourse or reservoir requires a stormwater discharge permit pursuant to the requirements of the Public Health Code Section 19-13-332(i). The stormwater design must incorporate an appropriately designed stormwater component which addresses water quality of the discharged water.

(5) The preliminary (Level B) area of the East Lyme Water Department's Well #1 and the location of Well #5 should be added (Map

4). The Route 161/Interstate 95 intersection is within the level B aquifer recharge area for Well #1 and is within the corridor study area. Even though impacts may be minor, these wells must be noted.

CONCLUSION: The EIS provides adequate information in the statement and evaluation of impacts on public drinking water supplies. However, a particular emphasis must be added in the evaluation for the consideration of the need to preserve Class I water company owned land, and for the protection of the drinking water supply sources adjacent to the Route 85 corridor. The Water Supplies Section is particularly concerned with the protection and preservation of all

Responses to Comments:

DPH

See # 2 on previous page.

DPH WATER SUP. SECTION Fax:1-860-566-1710 May 20 '99 12:42 P. 06/10

active and proposed public drinking water supplies identified within the Corridor study area. Therefore, the Water Supplies Section does not support or recommend the five Route 85 widening alternatives due to the direct impacts and potential impacts to the numerous drinking water supply sources along Route 85.

cc: Sid Albertsen, OPM
Robert Rust, DEP
Tom Bowen, City of New London Water Department
Dennis Blanchette, Waterford WPCA
James Fogarty, First Selectman - Town of Salem
Patrick Dougherty, Mayor - Town of Montville
Fred Thumm, East Lyme Water Department
Dave Miner, Deer Run Supply
Jay Baydu, Crystal Lake Associates
Salem Country Gardens
Salem Marketplace
Salem Town Center
The Colonial Center
Quality Day Care & Coop Nursery

Responses to Comments:

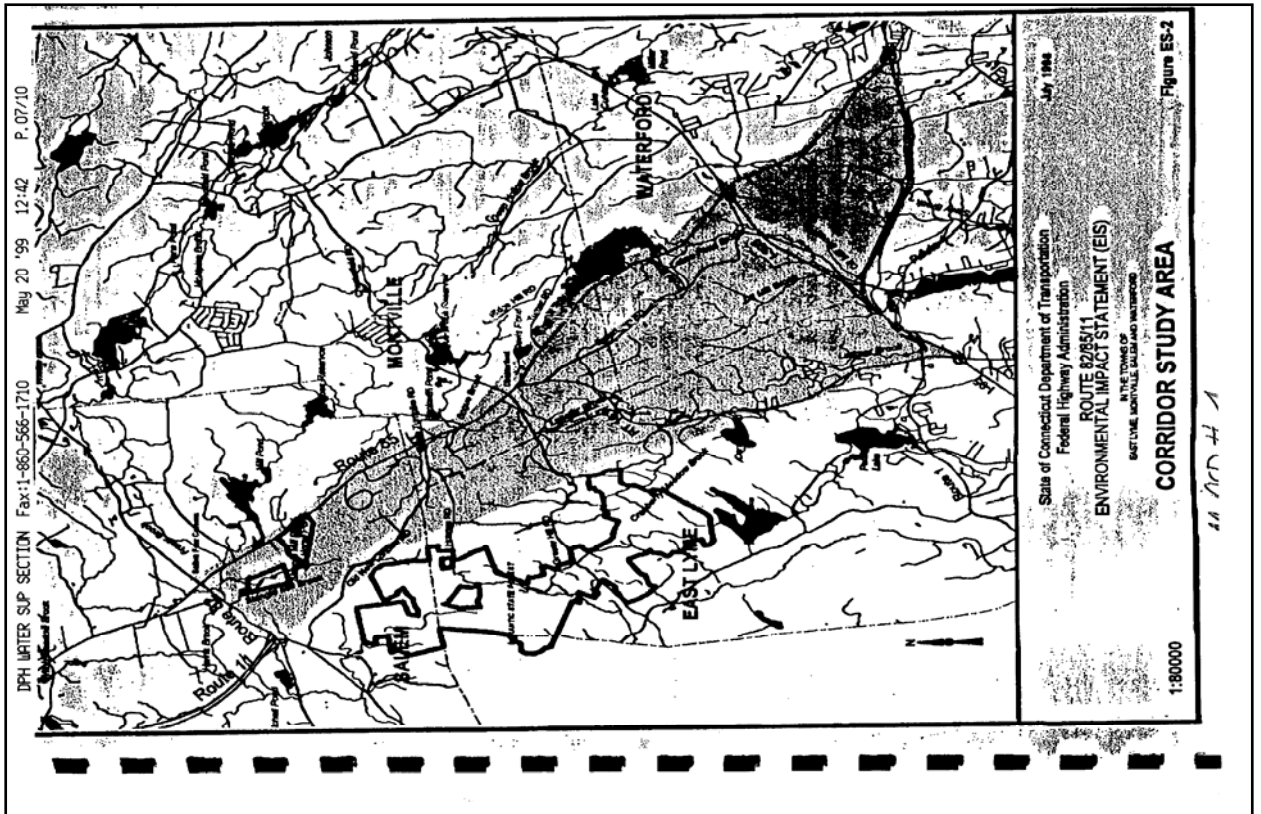
DPH

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Responses to Comments:

DPH

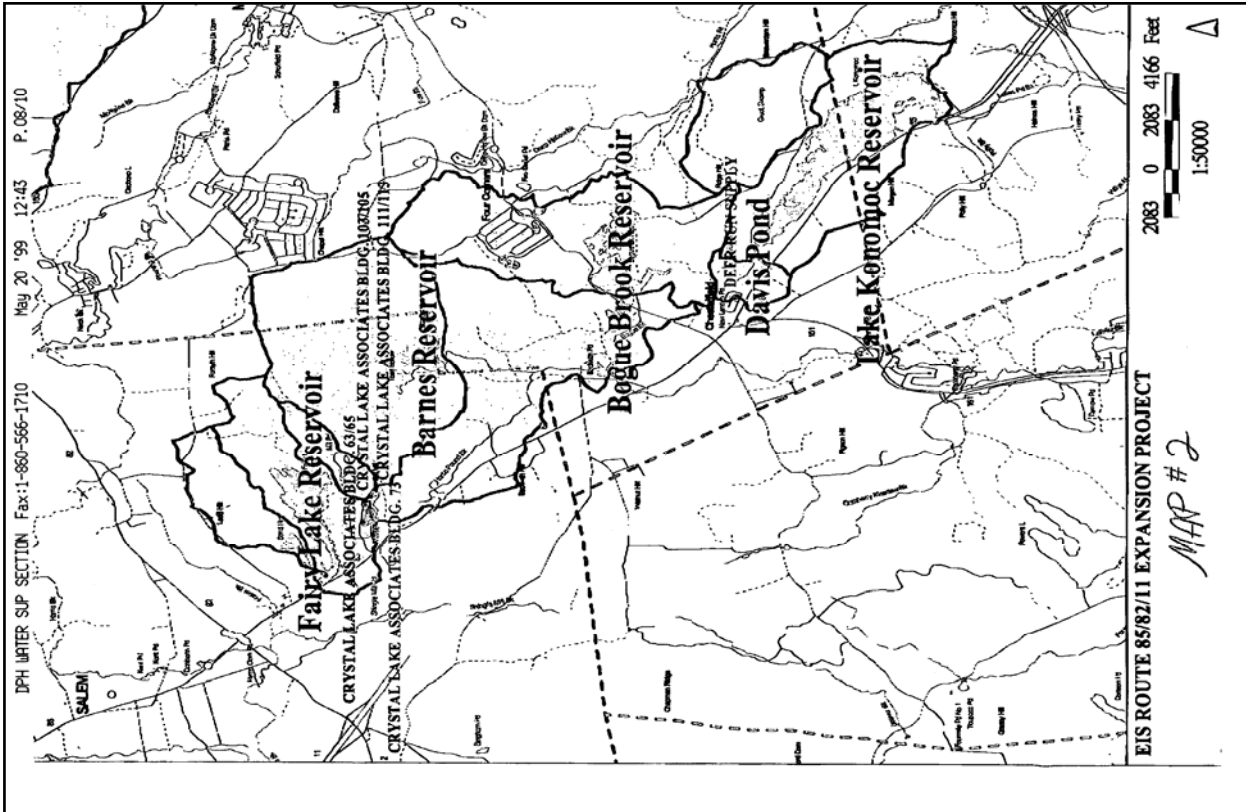
See #1



Responses to Comments:

DPH

See #1



Responses to Comments:

OPM

1. As indicated, the Comparison Matrix in the DEIS provided a comprehensive summary of impacts on an alternative-by-alternative basis. It is true that this type of quantitative summary analysis presents only a "snapshot" and does not evaluate the qualitative factors that were also essential in selection of the preferred alternative. A narrative discussion of impacts (both adverse and beneficial), together with relevant qualitative factors associated with each of the alternatives, was provided under individual impact categories in Section 5 of the DEIS. The quantitative and qualitative factors, as well as the project purposes and needs, contributed to ConnDOT and FHWA's selection of the preferred alternative. The alternative selection process is outlined in Section 3.4 of the FEIS.



STATE OF CONNECTICUT
OFFICE OF POLICY AND MANAGEMENT
 www.opm.state.ct.us
 May 21, 1999

To: Edgar T. Hurlle
 Director of Environmental Planning
 Department of Transportation

From: Daniel D. Morley
 Planning Specialist
 Office of Policy and Management

Subject: Draft Environmental Impact Statement (DEIS) & Section 4(f) Evaluation
 Route 82/85/11 Corridor - Salem, Montville, East Lyme and Waterford
 FHWA-CT-EIS-98-01-D

In accordance with CEPA regulations, this office has reviewed the subject Draft Environmental Impact Statement (DEIS) for adequacy and consistency with the Conservation and Development Policies Plan for Connecticut 1998-2003 (C&D Plan). OPM evaluates all relevant aspects of the C&D Plan such as policies, strategies, guidelines, and the Locational Guide Map in determining a project's consistency.

The DEIS states that the construction of Route 11 in 1972 was a major factor in the ensuing growth in the corridor towns. The expressway terminus at Route 82 also led to increasing through traffic demands on Routes 82 and 85, as this corridor served to link the region with I-95 and I-395. The reclassification of Routes 82 and 85 (north of I-395) to rural principal arterial reflected their increasing importance in roadway function and use, even though they were originally designed to serve local needs. As a result, these roadways have difficulty serving both the local and through traffic needs in an efficient manner during peak periods.

The Basic Project Purpose, as defined by the Army Corps of Engineers, requires that the DEIS "address existing and future year (2020) safety and capacity deficiencies in the existing Route 82 and 85 corridor." The DEIS acknowledges that none of the proposed alternatives fully meet the project's purpose and needs. A dozen build alternatives were evaluated for their benefits and impacts, but the DEIS does not synthesize this information in a manner that allows one to draw any conclusion as to which alternative, or combination of alternatives, should be carried forward to design. This inadequacy needs to be corrected in the Final EIS.

Please provide a written response to the following comments:

- 1) The DEIS does not adequately prioritize or weigh the qualitative and quantitative benefits and impacts of the various alternatives. Without such an approach, subjective reasoning tends to result in polarized opinions as to which alternative is best for the corridor towns and the region as a whole. While the Comparison Matrix contained in the DEIS provides

450 Capitol Avenue • Hartford, Connecticut 06106-1308

Responses to Comments:

OPM

2. In recent years, the region has experienced a pattern of growth that is not reflected in longer-term historic trends. The growth in housing development in the immediate corridor is an apparent effect of increased economic activity and employment in New London and elsewhere in the southeast region. The *Community-sensitive Upgrade Study*, discussed in FEIS Section 3.4.2, examined travel patterns in greater detail, on a local, regional and statewide basis, including the percentage of through trips (48%) versus local trips (19%) in the corridor (*Community-sensitive Upgrade Study*, Section 2.2).
3. The *Community-sensitive Upgrade Study* addressed the community effects of upgrading the existing roadways. The same study also addressed access management strategies that could be adopted for the corridor and, generally, land use control mechanisms that could be utilized to control traffic and assess. Given the anticipated future traffic volumes, it was determined that acceptable levels of service could only be maintained if no new access to Route 85 was permitted. This is clearly regarded as a non-practicable option, given that it could only be executed if state or local government entities were to purchase all rights of access. Also refer to “EPA #2” and “EPA #7”. An updated and more detailed analysis of indirect growth impacts was recently completed and is documented in a technical report, *Induced Growth Analysis of the Preferred Alternative*. Also refer to Section 5.18 for an updated discussion of indirect growth impacts.
4. Development of the interchange areas, to some degree, would be expected. The extent to which these areas develop is primarily a function of local regulations and plans of development. At present, the town of Salem is actively seeking developers for the Route 11 / Route 82 and Witchmeadow Road interchange areas. These areas are currently zoned for commercial and industrial uses. The town of Montville is encouraging growth within their light industrial zone on Route 85 south of Route 161. Also refer to Section 5.18 for an updated discussion of indirect growth impacts.

2

a summary of impacts by alternative, the raw data presented therein does not necessarily help the reader to fully assess the nature of the impacts. In order to assist all stakeholders in reaching an acceptable, preferred alternative, and this agency in determining the adequacy of the Final EIS, DOT should include a discussion of the relative weights and methodology used to select a preferred alternative.

2) The travel demand model projections provide a quantifiable basis to begin assessing the need for additional capacity and for determining the corresponding scale of proposed alternatives. Section 2 – Page 9 states that traffic can be expected to grow from between 33 to 50 percent by 2020. Although the DEIS acknowledges that traffic volumes in the corridor did not grow in the past decade, it states that improving economic conditions should result in significant regional employment growth over the next two decades. Please discuss what factors or assumptions go into the regional employment projections, and discuss the relative impact of the employment projections on the overall travel demand model. Also, what is the projected split between local and through traffic for the 33 to 50 percent growth figure?

2

3) Regarding local plans of conservation and development, the DEIS stresses that town planning and zoning controls, along with existing physical constraints, will be the ultimate determinant of community character. Nonetheless, any of the full build alternatives will have profound impacts (direct and indirect) on both the landscape and the communities. The C&D Plan states that the introduction or expansion of public facilities in rural areas should be at a scale which responds to the existing need without serving as an attraction to major intensive development.

3

a) A widened Route 82/85 would attract additional through traffic and have significant impacts on both the Salem Four Corners and Chesterfield community centers. In addition, existing traffic problems on Route 161 and Route 85 in the southern portion of the corridor are expected to continue no matter which alternative is selected. An Access Management Plan, developed through the cooperative efforts of DOT, the Southeastern Connecticut Council of Governments and the affected towns, could be a useful tool in preserving roadway capacity and mitigating the impacts of future land uses by controlling the number, location, and design of access points. Such a plan would also help to ensure that development occurs in a manner consistent with local plans of conservation and development. Please discuss whether an Access Management Plan is appropriate for this corridor and, if so, how it would be implemented.

b) An expressway on new location would exert substantial development pressures on the proposed interchange at Route 161, as well as the existing interchange at Route 82. Please discuss what elements can be incorporated into the design of the interchanges to help ensure that access to developable lands is commensurate with local plans of conservation and development.

4

Responses to Comments:

OPM

5. Refer to "DEP #3"

3

4) Section 2.1.6 of the DEIS describes several issues contained in the C&D Plan that are relevant to this project. It should be noted, however, that a discussion of existing preserved open space policies, especially those pertaining to public water supply, are absent from this discussion. The C&D Plan guidelines for Existing Preserved Open Space include, "Maintain all Class I water utility owned lands through Department of Public Health regulation of sale and use, and maintain all similar lands that are presently in state ownership." Also, "Limit state actions to those acquisitions, improvements, and structural developments that are consistent with long-term preservation of the natural resource and open space values of the site... State plans and actions not consistent with the long-term preservation values should be approved only when it is demonstrated that there are overriding social, economic, and public benefits and there are no feasible alternative sites."

a) This agency agrees with the Department of Public Health comment that a further discussion of C&D Plan policies concerning the protection of public drinking water supplies and their impacts should be included in the EIS. For example, Section 5 – Page 84 states that "the impact on water quality from all alternatives will be relatively similar... because each of the roadway alternatives involves generally the same ratio of stream flow to runoff flow." However, all alternatives do not have similar impacts on public water supply watershed land.

Table 4-22 lists typical highway runoff constituents and their primary sources. If possible, compare the relative concentrations at which such pollutants are currently discharged to the reservoirs, versus the estimated rate at which they would be discharged after implementation of the stormwater management system under each of the widening alternatives. In addition, there should be a discussion of the secondary and cumulative impacts on water supplies. For purposes of this supplemental analysis, it seems appropriate that all of the new expressway alternatives continue to be examined together since they would not affect surface drinking water supplies.

b) Table 5-25 lists the total number of acres of Class I and Class II land that would be subject to a taking or have a change of use under each alternative. There should be a separate table, similar to Table 5-25, that lists by alternative the total number of acres of non-water utility owned land in the public water supply watershed that would be subject to a taking or have a change of use. This is necessary in order to fully assess the impacts to all lands in the water supply watershed that would be subject to a taking or have a change of use.

c) For the widening alternatives, DOT's primary goal should be no net loss of Class I land. At a minimum, DOT should determine whether there is sufficient Class-I type land available for compensation and whether it can be acquired. In order to have a ballpark estimate of the potential cost to purchase such Class I offsets, please identify the cost to purchase the Class I land Class II land listed in Table 5-25.

5

Responses to Comments:

OPM

6. The factors that contributed to selection of the preferred alternative are discussed in FEIS Section 3.4. Also refer to "OPM #1.

4

d) Since Lake Konomoc is a distribution reservoir, is it feasible to have the discharge of runoff not enter the Reservoir and be diverted off of the water supply watershed?

e) Table 5-21 shows the percentage of storms exceeding acute criteria for the Harris Brook, Latimer Brook, and Oil Mill Brook drainage basins. Can a similar evaluation of acute toxicity be prepared for just the public water supply watershed areas in these drainage basins?

f) Please state what is meant by an "Interim Wellhead Protection Area" on Figure 4-21.

5) The Benefit-Cost and Economic Benefit Analyses contained in the MIS Summary section of the DEIS should be included in the Executive Summary of the Final EIS. These analyses need to be fully integrated into the discussion of the preferred alternative selection in the Final EIS. Also, Section 8 - Page 13 acknowledges that environmental, social and economical impacts are not included in the Benefit-Cost Analysis. While it is inherently difficult to determine property acquisition, relocation, and redevelopment costs at this time, please discuss whether these types of added costs might skew the Benefit-Cost rankings in favor of either the widening or new expressway alternatives.

6

Thank you for the opportunity to comment on this DEIS. If there should be further consideration of an innovative design alternative on new location, this office would be interested in participating in such discussions to determine the feasibility of such an approach. I can be reached at 418-6343, if you have any questions.

cc: John Radassi

COMMENTS AND RESPONSES
STATE AND LOCAL OFFICIALS/
REPRESENTATIVES

WRITTEN COMMENTS – STATE AND LOCAL OFFICIALS / REPRESENTATIVES

Dennis Blanchette, Town of Waterford Water Pollution Control Authority
Jenny Contois, Town of Colchester First Selectman
Victor Ferry, Town of Waterford RTM, 3rd District
James Fogarty, Town of Salem First Selectman / Board of Selectmen
Harrison Fortier, Waterford Emergency Management Advisory Council
Wayne Fraser, Town of East Lyme First Selectman / Board of Selectmen
Sam Gejdenson, Representative (former), 2nd Congressional District
Wesley Johnson, Chairman (former), Southeastern CT Council of Governments
William Martin, Town of Salem Economic Development Commission
Susan Merrow, Town of East Haddam First Selectman / Board of Selectmen
John G. Rowland, Governor (former)
Southeastern Delegation, State of Connecticut Legislature
Town of Waterford Board of Selectmen
David Zoller, Chairman, Town of East Lyme Plan of Development Committee

Responses to Comments:

**Blanchette, Dannis R.
Town of Waterford**

Comments noted. See "DEP #3"

WATERFORD, CT 06385-2886



FIFTEEN ROPE FERRY ROAD

November 4, 1998

COPY

Ms. Melodie Peters
10 Totoket Rd.
Quaker Hill, CT 06375

Dear Ms. Peters:

The Water Pollution Control Authority of the Town of Waterford voted at its
r 13, 1998 meeting, to oppose the widening of Route 85 because of potential
n of Waterford's drinking water supply. It should be noted that the concern
beyond Lake Konomoc to the entire watershed which extends to Fairy Lake in

Sincerely,

Dennis R. Blanchette
Project Manager

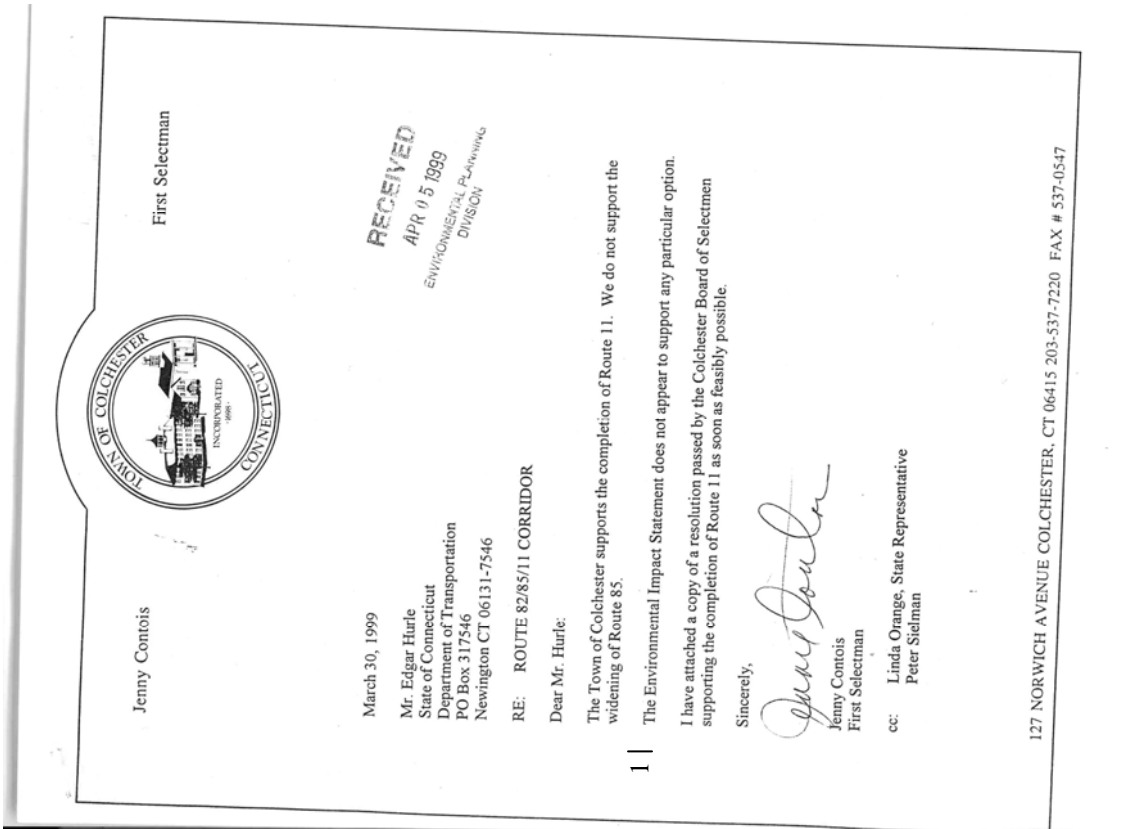
DRB:mpl

WATER POLLUTION CONTROL AUTHORITY
OFFICE LOCATION: 1000 HARTFORD RD.
MAIL: P.O. BOX 310, WATERFORD, CT 06385
TEL: 860-444-5886 - FAX 860-442-9037

Responses to Comments:

**Contois, Jenny
Town of Colchester**

1. Under NEPA, it is not a requirement that the DEIS name a preferred alternative. Rather, the DEIS must provide a comparison of all reasonable alternatives under consideration. Selection of the preferred alternative (described in the FEIS) was made based on public and agency comments received after circulation of the DEIS, and as a result of post-DEIS studies. Also see "EPA #2", and "OPM #1".




Responses to Comments:

**Contois, Jenny
Colchester, Town of, Resolution**

1. Comment noted.
2. A limited-access roadway, designed to arterial standards, following the E(4) alignment, and incorporating the maximum degree of impact minimization was selected as the preferred alternative of the FEIS (see FEIS Section 3).
3. See FEIS Sections 1 and 3.
4. See CEQ #1
5. As part of the post-DEIS coordination leading to selection of the preferred alternative (FEIS Section 3.4 and Section 7), 4 meetings were held of a sub-committee of local officials and regulatory agencies specifically on the I-95 interchange. Two design options (narrowed down from 15 possible concepts) for a safe and efficient Route 11 terminus at I-95 and I-395 were evaluated. For purposes of completion of the FEIS, the consensus (while not unanimous) was to proceed with evaluation of the impacts associated with development of an interchange that would safely accommodate the greatest number of traffic movements at Route 11/I-95/I-395/Route 1.
6. Comment noted.

Jenny Contois



First Selectman

TOWN OF COLCHESTER RESOLUTION

I, Patricia A. LaGrega, the duly qualified and acting Clerk of the Town of Colchester, Connecticut, do hereby certify that the following resolution was adopted at a regular meeting of the Board of Selectmen held on March 25, 1999, and is on file and of record, and that said resolution has not been altered, amended or revoked and is in full force and effect.

WHEREAS, the Draft Environmental Impact Statement for the Route 82/85/11 Corridor, dated February, 1999 has been reviewed and,

WHEREAS, the Draft, as published, notes only very general differences in the relationship between each of the fifteen specified alternatives and the specified purposes of the proposed roadway study and,

WHEREAS, failing to act at this time will increase estimated vehicular congestion with adverse impacts on the environment within two or three decades.

1 (1) NOW, THEREFORE, the Colchester Board of Selectmen resolves that it continues to: (1) (2) Support the completion of Route 11. (2) Advocate utilizing the E4 alternative and building it to arterial roadway specifications to achieve the best result and value. (3) Oppose, especially, the alternatives based on widening Routes 82 and 85, and alternatives F(2&4) and G(2&4) as too socially and environmentally detrimental. (4) Support establishing a Greenway along the completed Route 11 to the extent possible. (5) Support a more careful (and clear) review of the plans to connect Route 11 to I-95/I-395 in order to minimize adverse social and environmental impacts. (6) Advocate the completion of Route 11 as soon as feasibly possible.

IN WITNESS WHEREOF, the undersigned has affixed her signature and the seal of the Town of Colchester this twenty-sixth day of March 1999.

SEAL

Patricia A. LaGrega 3-26-99
(Signature of Clerk) (Date)

127 NORWICH AVENUE COLCHESTER, CT 06415 203-537-7220 FAX # 537-0547

Responses to Comments:

Ferry, Victor H.
Waterford Emergency Management Advisory Board

Comments noted.



Route 82/85/11 Corridor MIS/EIS
 Salem, Monrville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS ...

Public comments are an integral part of the NEPA/EIS process - you are invited and encouraged to forward your comments on the Route 82/85/11 DEIS to ConnDOT at the following address or by facsimile at (860)594-3028. Comments must be received by May 7, 1999.

Mr. Edgar T. Hurlle
 Director, Environmental Planning
 Bureau of Policy and Planning
 State of Connecticut Department of Transportation
 P.O. Box 317546
 Newington, CT

Comments: I support the completion of route 11, 4 lanes. Among the reasons, emergency access, future development along the 85, waterbed issues along route 85 are primary. Flow through Waterford may not have the #1 to support completion, but the above do. I shall spare you the details as I am sure you have heard those before in and good luck!

Victory 4/7/99

I participated in summer
 * PTM Rep. - 3rd District (E.L. Underhill - 201-25-2500 x 7) Cross Rd.

* Member, Waterford Emergency Advisory Bd.

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: Victor H. Ferry, Ph.D. *
 Address: 20 Scenic View Dr.
Waterford, CT 06385-1124

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Fogarty, James D.
Salem, Town of, Resolution

- 1. See responses to Colchester



TOWN OF SALEM
RESOLUTION

Whereas, the Draft Environmental Impact Statement for the Route 82/85/11 Corridor, dated February 1999 has been reviewed and,

Whereas, the Draft, as published, notes only very general differences in the relationship between each of the fifteen specified alternatives and the specified purposes of the proposed roadway study and,

Whereas failing to act at this time will increase estimated vehicular congestion with adverse impacts on the environment within two or three decades, now therefore, the Salem Board of Selectmen resolve that it continues to:

- 1) Support the completion of Route 11.
- 2) Advocate utilizing the E4 alternative and building it to arterial roadway specifications to achieve the best result and value.
- 3) Oppose, especially, the alternatives based on widening Routes 82 and 85, and alternatives F(2&4) and G(2&4) as too socially and environmentally detrimental.
- 4) Support establishing a Greenway along the completed Route 11 to the extent possible.
- 5) Support a more careful (and clear) review of the plans to connect Route 11 to I-95/I-395 in order to minimize adverse social and environmental impacts.
- 6) Advocate the completion of Route 11 by year 2006.

Unanimously approved this 7th day of April 1999 by:

D. W. Bourdeau, Jr.
D. W. Bourdeau, Jr., Selectman

James D. Fogarty
J. D. Fogarty, First Selectman


F. P. Sroka
F. P. Sroka, Selectman

270 HARTFORD ROAD • SALEM, CONNECTICUT 06420-3809

Responses to Comments:

Fortier, Harrison
Waterford Office of Emergency Management

Comments noted.

 **Waterford Office of
 Emergency Management**
 204 BOSTON POST ROAD • WATERFORD, CT. • 06385 • (203) 442-9585 • FAX (203) 443-5327

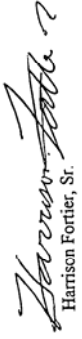
October 15, 1998

Mr. Robert Wardwell
 Chairperson
 Maguire Group, Inc.
 1 Court Street
 New Britain, CT 06051

Dear Mr. Wardwell:

The Waterford Emergency Management Advisory Council at its October 13, 1998 meeting endorsed the completion of the Route 11 project for purposes of providing adequate evacuation alternatives on the event of a natural or human made disaster.

Sincerely,


 Harrison Fortier, Sr.
 Chairperson
 Emergency Management Advisory Council

VFF/hf/kfp

cc: Representative Andrea Stillman
 Senator Melodie Peters
 Advisory Council Members

Responses to Comments:

**Fraser, Wayne L.
East Lyme, Town of, Resolution**

1. Comment noted.
2. See response to Colchester #2
3. See response to Colchester #5

Town of

P.O. Drawer 519
Wayne L. Fraser
First Selectman



East Lyme
108 Pennsylvania Ave.
Niantic, Connecticut 06357
(860) 739-6931
Fax (860) 691-0773

Resolution passed unanimously by the East Lyme Board of Selectmen at its Regular Meeting on March 17, 1999.

RESOLVED that the Board of Selectmen of the Town of East Lyme endorses the following statements relative to the construction of Route 11:

- 1 | 1. Support for the completion of Route 11.
- 2 | 2. Support for the completion following the 92PD alignment.
- 3 | 3. Support for the complete full build option only.
4. Support the design as an arterial roadway allowing for as much Greenway as reasonably possible.
5. Opposed to the widening of Routes 82 and 85.
6. Opposed to the F and G alignments and the negative affect on the environment and neighborhoods, as well as the additional cost.
7. Opposed to the I-95 changes and cost associated with areas other than the identified intersection with I-395 and I-95 terminus.

In summary, we support the concept for future increased traffic volumes being controlled on a completed Route 11 following the 92PD alignment plan. We support the minimizing of environmental impacts and preservation of prime agricultural land by building this road to arterial standards and utilizing greenway design to support the sensitive lands this road will pass through.

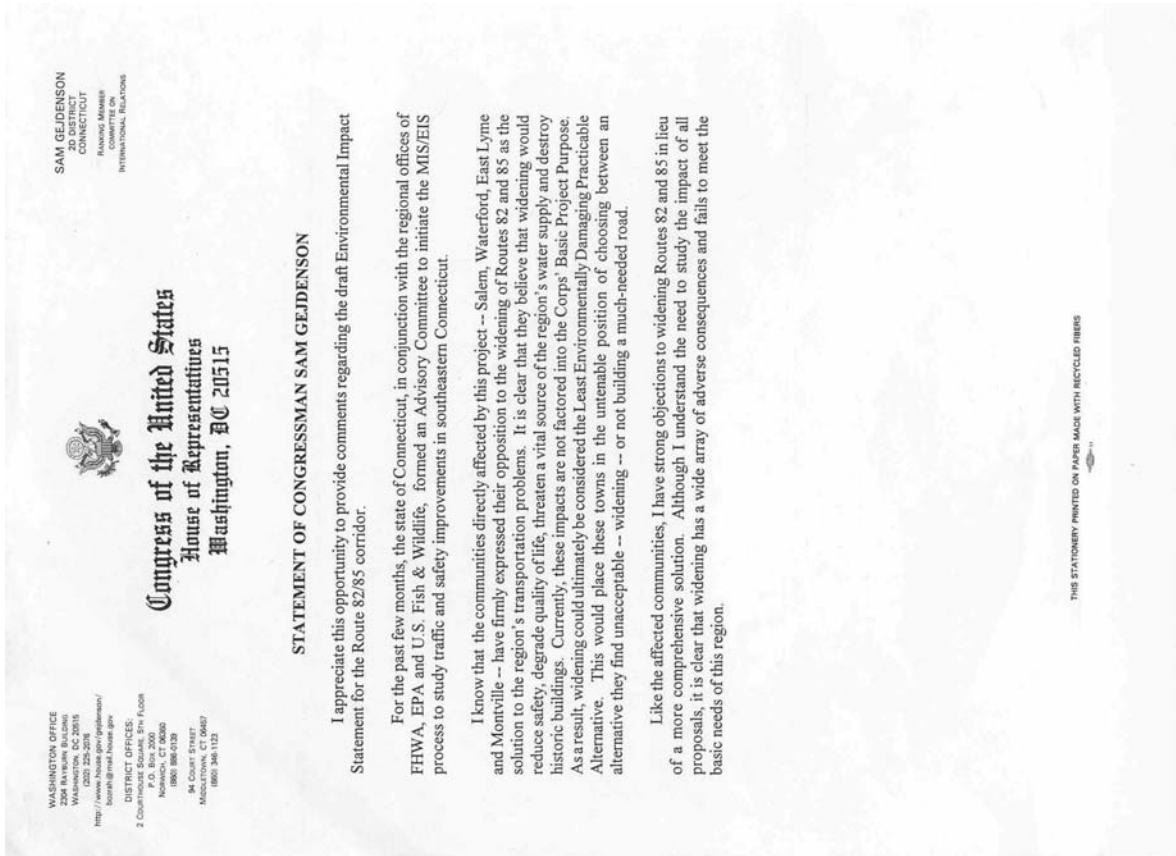
The town's Plan of Development supports the completion and expressed a specific desire for Route 11 to extend to I-95/I-395. As traffic volumes are expected to grow 30-50% over the next 20 years on Route 161 and Route 85, a completed Route 11 will allow our residential Route 161 to handle local traffic and protect sensitive waterways along both routes. We consider the importance of minimizing impact to both environmental and socioeconomic resources within the corridor while promoting traffic improvements and improved access to the region and important goal. We consider the elimination of the F and G alignments to be of extreme importance as this destroys developed neighborhoods and property values and adds high cost and environmental problems onto this project.

The unknown work on I-95 should also be eliminated from this project as it has not been identified or covered in earlier meetings. The possible negative effect on East Lyme needs to be studied and the cost separated from the Route 11 project. This added cost only adds fuel to make the project unfeasible. I-95 has its own study and problems and work other than the I-95/I-395 terminus should not be allowed in this project.

Responses to Comments:

Gejdenson, Congressman Sam

Comments noted.



Responses to Comments:

Johnson, Wesley J.
Southeastern Connecticut Council of Governments

1. Comments noted.
2. See "DEP #1", Colchester #5 and Section 7 of the FEIS regarding the interchange at I-95 and coordination with SECCOG on the selection of the preferred alternative.

SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS
 139 Boswell Avenue, Norwich, Connecticut 06360
 (860) 889-2324/Fax: (860) 889-1222/Email: secocg@snet.net

April 7, 1999

Mr. Edgar T. Hurle, Director of Environmental Planning
 Bureau of Policy and Planning
 Connecticut Department of Transportation
 2800 Berlin Tpke., PO Box 317546
 Newington, CT 06131-7546

RECEIVED
 APR 08 1999
 ENVIRONMENTAL PLANNING
 DIVISION

Dear Mr. Hurle:

Subject: Route 82/85/11 Corridor Draft Environmental Impact Statement and Section 4(f) Evaluation

The Southeastern Connecticut Council of Governments has historically supported the completion of Route 11. The Council wishes to re-state Resolution 98-10 relating to Routes 11 and 85, adopted unanimously by the Council on 19 August 1998.

RESOLVED, that the Southeastern Connecticut Council of Governments hereby: (1) reaffirms its support for the completion of Connecticut Route 11, with due consideration of environmental effects; (2) indicates its opposition to Alternatives F and G among the several corridors being considered for the extension of Route 11; and (3) recommends that improvements to Connecticut Route 85 be limited to safety improvements within available funding.

As a result of the recently-released draft EIS/MIS, the Council offers the following additional comments:


1. The Council supports alternative 92 PD, utilizing option E(4) as the preferred alignment.
2. The Council recommends a more detailed review of the plans to connect Route 11 to I-95/I-395 in order to minimize adverse social, environmental, and economic impacts. Improvements to the I-95/I-395 should be considered necessary, regardless of the status of Route 11. Improvements to this intersection are consistent with the conclusions of the Southeastern Connecticut Corridor Study. The proposed intersection of Route 11 and I-95/I-395 allows for the efficiency of concurrent engineering and construction with needed improvements to the I-95/I-395 intersection. The costs of improving the intersection should be allocated to the I-95 improvement project rather than counted as a cost to extending Route 11.

Member Municipalities: Bozrah • Colchester • East Lyme • Franklin • Griswold • City of Groton • Town of Groton • Ledyard • Lisbon • Montville • New London • North Stonington • Norwich • Preston • Salem • Stratford • Sturbridge • Shelton
Member Municipalities: Bozrah • Colchester • East Lyme • Franklin • Griswold • City of Groton • Town of Groton • Ledyard • Lisbon • Montville • New London • North Stonington • Norwich • Preston • Salem • Stratford • Sturbridge • Shelton

The Council urges the State to act as quickly as possible to move this project to implementation. This important link from the southeastern region to Hartford has been discussed and studied for over twenty-five years. The estimated construction schedule in the EIS/MIS suggests that a total of eight years will be needed to complete an extension of Route 11, once a Record of Decision is issued. While some might consider this an ambitious schedule, in the Council's opinion it is the absolute longest period of time that should be allowed for the completion of this project.

Thank you for the opportunity to express our opinion on this highly important regional issue.

Sincerely,


Wesley J. Johnson, Sr.
Chairman

WJJ/jsb

Member Municipalities: Bozrah • Colchester • East Lyme • Franklin • Griswold • Groton • City of Groton • Town of Groton • Ledyard • Middlebury • New Britain • Northampton • Norwich • Preston • Salem • Sprague • Sturbridge • Stratford • Waterbury • Waterford

Responses to Comments:

**Johnson, Wesley J.
Southeastern Connecticut Council of Governments**

- 3. Every effort will be made to continue to advance the project, while meeting all requirements of state and federal laws and statutes.

Responses to Comments:

**Martin, William
Chairman, Salem Economic Development Commission**

1. The likelihood of residential development occurring in or near the potential Route 11 alignment under a no build or widening scenario, and the resulting inevitable costs to the town, were addressed in the DEIS (Section 5.18). This section has been updated with additional information in the FEIS. The impact of property acquisitions on tax revenues for each alternative was presented in the DEIS (Section 5.8.4). Although individual municipalities are not specifically addressed, the DEIS (Section 8.2) provides a benefit-cost analysis in which all of the alternatives are compared.



RECEIVED
MAY 17 1999
ENVIRONMENTAL PLANNING
DIVISION

May 14, 1999

Mr. Edgar T. Hurle
Director Environmental Planning
Bureau of Policy and Planning
Connecticut Department of Transportation
Box 317546
Newington, Connecticut 06131-7546

Re: Salem Economic Development Commission Comments on Draft DEIS-
Routes 82/85/11 Corridor

Dear Mr. Hurle:

In their May 6, 1999 meeting, the Salem Economic Development Commission (EDC) authorized me to carry their consensus comments on the Draft DEIS for the Route 82/85/11 Corridor. Our commission endorses the completion of some form of 4-lane limited access highway completing Route 11 to intersect with I-95 not only because of the positive economic impacts this choice would have for the region but for safety, capacity planning, environmental (greenway and unfragmented forest block preservation), and consistency with objectives and land use decisions in the last two Plans of Development. The Salem EDC is aware also that the draft DEIS does not select a primary alternative. This comes out of comments on the draft, public hearing, and meetings of various agencies and consultants. The information on which decisions are based, however, comes largely from this draft DEIS. **The Salem EDC finds that this document is deficient in several areas which may bias the fair evaluation of alternatives in this process.** These deficiencies are explained in the following paragraphs.

The Salem EDC was particularly disappointed in Section 5.18.2 containing only **vague statements addressing secondary environmental and economic impacts** which would occur given the choice of one alternative or another. We could find no evidence of an attempt by the consultant to estimate the economic costs when an alternative is not chosen. For instance, if Route 11 is not completed, the corridor land would be released in most cases for development of single family homes and subdivision roads with unestimated impact both on

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Responses to Comments:

**Martin, William
Chairman, Salem Economic Development
Commission**

2. See FEIS Section 5.18 for further discussion of indirect and cumulative effects on development.
3. See DEP #1 and Colchester #5 regarding the improvements needed on I-95 if a new Route 11 interchange is added.

the environment and the economy of each corridor town. Also, the lack of a completed Route 11 has in the past and perhaps into the future contributed to a huge imbalance in residential development over light industrial. In the single discussion that the consultant staff had with our Economic Development Coordinator, the history of our light industrial lands in the area of the full interchange at Wichemeadow Road and Route 11 was underscored. This interchange was added to the original project to provide the highway access to these industrially zoned parcels. Recent targeted marketing campaigns in the areas of trucking terminals and light assembly by our coordinator were encouraging until the possible clients realized that these sites had ready highway access only to the north. Reasonable build-out scenarios of very small portions of this industrial zone indicated that it could easily contribute an increase of over 15% to the grand list. This kind of development is not likely to occur without the completion of Route 11 and should be an economic cost of the no-build or Route 82/85 widening alternatives. Although the Wichemeadow Road interchange is technically not in the corridor under study, the fact that it is only one exit up from the present end of Route 11 and within one host town suggests to the EDC that it should have been studied as an indirect impact to the alternatives. The economic and environmental impacts of alternatives not chosen should be factored in somehow to Table 8.3 before "further screening and elimination of unsuccessful alternatives."

Fair evaluation of the Route 82/85/11 corridor alternatives should not be tied to future upgrades of the I-95 corridor as is suggested in Section 5.19. The costs and environmental impact on interchange improvements associated with the I-95 upgrade should be added to that future project rather than be added as a contingency to this one.

Widening Routes 82/85 would result in land use development contrary to that in Plan of Development. Land use plans in Salem for over 20 years have been predicated on the eventual completion of Route 11 and the centralization of commercial development around Salem Four-Corners. Widening the existing routes south from the present abrupt terminus of Route 11 in the southern half of Salem would likely destroy the quality of life for remaining residential homes in this corridor. It may also stimulate the highway commercial and business growth, which would create, added safety and capacity concerns. Without effective access management, language in the present Plan of Development and the related zoning regulations, commercial road cuts may work counter to the objectives of this widening which nobody in the affected communities wants.

The Salem Economic Development Commission urges ComDOT, its consultants, and the other regulatory agencies involved in the evaluation of alternatives to refrain from making a decision from this "chammeted" documentation. Please wait for the above deficiencies (as well as those identified by other parties) to be corrected and reflected in the information upon which you will base your decision on the preferred alternative.

Responses to Comments:

No response necessary on this page.

Thank you very much for your assistance in conveying the comments of the Salem EDC.

Best Regards,



William E. Martin, Chairman
Salem EDC

C: Board of Selectman
Planning & Zoning Commission

Responses to Comments:

**Merrow, Susan
First Selectman, East Haddam**

Comments noted.



Selectman's Office
TOWN OFFICE BUILDING
EAST HADDAM
CONNECTICUT
06423

Susan D. Merrow
First Selectman
Bradley P. Parker
Emanuel A. Miserilli
Selectmen
Office 873-5020
Fax 873-5025

April 28, 1999

Ed Hurle
Department of Transportation
2800 Berlin Turnpike
Newington, CT 06111

Dear Mr. Hurle:

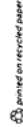
Concerning Route 11, I write to express the support of the Board of Selectmen for Alternate E4, built to arterial standards. We support the greenway proposal as well. As officials of a neighboring town, we understand the concern of Salem officials that widening Route 85 will only exacerbate traffic, safety, and air pollution issues. We feel that Alternate E4, built to arterial standards, and including a greenway will be the most practical and acceptable alternative.

Yours truly,

Susan D. Merrow
Susan D. Merrow,
First Selectman

cc: Robert DeSista, Army Corps of Engineers
John DeVillars, Region One, US EPA

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MAY 10 1999
ENVIRONMENTAL PLANNING
DIVISION



STATE OF CONNECTICUT
EXECUTIVE CHAMBERS
HARTFORD, CONNECTICUT
06106



Comments Of Governor John G. Rowland
for the Route 11 DEIS Public Hearing at Waterford High School
April 7, 1999

I want to once again state my support for the completion of Route 11. I know that since the early 1970's the Route 11 project has been a source of frustration for many, many people in Southeastern Connecticut. I have committed our government to pushing this project forward because you and your leaders have made it clear how important finishing this highway is to the region.

Route 11 is important to the economic viability and to the basic livability of New London County.

We have come far. The very fact that we are holding a hearing tonight is a sign of the progress we are making. I want to thank everyone in the community who has put so much work and energy into this project. I especially want to thank the members of the Advisory Committee for their time and efforts.

I am aware that there are concerns along the Route 11 corridor in Salem, Montville, East Lyme and Waterford. This highway affects people throughout the region, but it affects you most of all. I also know also that recently there has been particular concern about the effect on the area where Route 11 might intersect with I-95. We will do our best to avoid negative impact on the people, their homes and their businesses all along the corridor and also at the point where 11 and 95 will meet up. We will do our job of listening to you throughout this process to make sure that the highway does as little harm as possible.

We also want to avoid negative effects on our environment. We know it's the smart thing to do to ensure approval of the project and we know it's the right thing to do to maintain the quality of the ecosystem around us and the beauty of Connecticut's natural landscape.

In addition, let me renew our commitment to completing Route 11 quickly. Today we are 16 months ahead of the schedule. We want to speed up the schedule even more. Shortening the design and construction phase will be our next task.

This highway is a priority for you here in Southeastern Connecticut and it is a priority for my administration, as well. Working together, we can get this job done.

Thank you very much for your time and attention. Good luck to you all.

Responses to Comments:

Rowland, Governor John

Comments noted.

Responses to Comments:

Southeastern CT Legislative Delegation

1. See "CEQ #1"
2. Comments noted.



State of Connecticut
 GENERAL ASSEMBLY
 LEGISLATIVE OFFICE BLDG.
 HARTFORD, CONNECTICUT 06106-1591

RECEIVED
 APR 15 1999
 ENVIRONMENTAL PLANNING
 DIVISION

April 13, 1999

Edgar T. Hurlle
 Director of Environmental Planning
 Bureau of Policy and Planning
 CT DOT
 P.O. Box 317546
 Newington, CT 06131-7546

Dear Mr. Hurlle,

The legislative members of the Southeastern Connecticut delegation wish to be on the record in support of the completion of Route 11, and encourage the E4 alternative to be selected as the best route. It is also imperative that the selected route encompass a greenway on both sides of the road to allow for passive recreation as well as an opportunity to build a road that is more environmentally friendly. It is the opinion of the legislators that the completion of Route 11 will do less environmental damage because it will lessen the impacts of suburban sprawl, which will do more damage in the long run.

As Southeastern Connecticut undergoes immediate significant economic change, the completion of Route 11 is now, more than ever, a public safety, environmental, and economic development project. We are experiencing unprecedented growth in New London due to its redevelopment; and the Route 85, 82, and 11 corridor will continue to play an important role in the future of our area.

As you are aware, the \$270 million Pfizer facility, creating between 1200 and 2000 jobs, the redevelopment of the City of New London, completion of the State Pier in New London, the growth of the tourism industry, as well as the continued growth of two of the most successful casinos in the United States, are creating the need for a safe, secure road system to complete our much needed link with points north of New London. Route 85 can no longer serve that role. Too many lives have been lost, and widening that road will erode the quality of life for the people that live along its route. Public safety should be an

1

2

57 Printed on recycled paper

Responses to Comments:

Southeastern CT Legislative Delegation

- 3. Comments noted. Also see "DEP #3"

overwhelming concern as you assess the EIS, and the widening of Route 85 should not be an acceptable alternative.

Route 85 has the main drinking water reservoir adjacent to its route. Approximately 3 years ago, there was a devastating accident just 1/4 of a mile from the reservoir when an oil truck and car collided. If that accident, just a short distance away, had happened closer to the main water resource, the drinking water supply would have been polluted as well as other area aquifers. It is imperative that local traffic and commercial traffic be separated to help prevent future accidents such as that from occurring again. The completion of Route 11 will create that separation.


As the public comment period draws to a close, and you analyze the EIS and public remarks, please keep in mind that there is overwhelming support from the public, the local governmental entities, the business community and many environmentalists that the completion of Route 11 makes sense. This area has waited almost 30 years to move forward with the completion and we believe that we have demonstrated a need to do so. Please do not look away from the outcry.

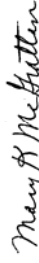
Thank you for your consideration. If we can be of further assistance, please do not hesitate to contact us.

Sincerely,



Andrea Stippari
State Representative
38th District


Melodie Peters
State Senator
20th District


Kevin Ryan
State Representative
139th District


Mary McGarran
State Representative
42nd District


Jack Malone
State Representative
47th District



Chaire Sauer
State Representative
36th District

Responses to Comments:

No response necessary on this page.


Lenny Winkler
State Representative
41st District


Linda Orange
State Representative
48th District

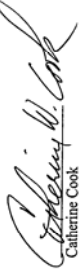

Cathy Orenb
State Representative
37th District



Peter Nystrom
State Representative
46th District


Nancy DiMarnis
State Representative
40th District


Wade Hyslop
State Representative
39th District


Steven Mikutiel
State Representative
45th District


Catherine Cook
State Senator
18th District


Robert Simmons
State Representative
43rd District

Cc: Maguire Group

Responses to Comments:

Waterford, Town of, Resolution

1. See FEIS Section 5.1.1, and responses to “CHC #1” and “CEQ #1.
2. See Colchester #5.
3. Comments noted. Also, see “EPA #7”.
4. See Colchester #5



FIFTEEN ROPE FERRY ROAD

WATERFORD, CT 06385-2866

Resolution passed unanimously by the Waterford Board of Selectmen at its Regular Meeting on April 6, 1999.

RESOLVED that the Board of Selectmen of the Town of Waterford endorses the following statements relative to the construction of Route 11:

1. Support for the completion of Route 11.
2. Support examining the three design alternatives of a four lane expressway, two lane expressway and arterial roadway along the preferred corridor.
3. Support creating as much Greenway as reasonably possible particularly in the area of Wolfpi Village and the surrounding forest block. Documentation of archeological and historic resources in the corridor is critical. Consideration of central repository along the corridor as a side attraction should be accommodated in the design.
4. Opposed to the F and G alignments and the negative affect on the environment and neighborhoods in East Lyme.
5. The I-95 changes should be reduced to what is necessary to fit the preferred design alternative into I-95 as it currently exists. The additional work and cost associated with Exit ramp 74 should be eliminated. Waivers or modifications to current Federal Highway Administration standards should be applied for, to minimize the interchange improvements and to match current design conditions.
6. In summary, the only way to control the anticipated increase in through traffic and provide for a reasonable quality of life along the 85 corridor is through an alternative alignment. The widening alternatives only increase the potential for accidents by enabling greater speeds. The preferred measure for protecting the public water supply is to move the traffic onto an alternative alignment.
7. The town's Plan of Preservation, Conservation and Development supports the completion of Route 11 and expresses a specific desire for Route 11 to extend to I-95/I-395. The importance of minimizing impact to both environmental and socioeconomic resources within the corridor while promoting traffic improvements and improved access to the region should be considered as an important goal.
8. The work on I-95 was not covered in detail at earlier meetings. The possible negative effect on East Lyme and Waterford needs to be studied and the interchange design need to what is able to be permitted and directly associated with the Route 11 alignment.
9. Support to the no build, widening and partial build alternatives. These alternatives do not meet the essential project need of removing through traffic from Route 85.
10. Support a preferred alternative corridor, comprised of portions of Alternate alignments E2, E4, and 92PD.

Responses to Comments:

Waterford, Town of, Resolution

- 5. See "CEQ #1" and FEIS Sections 3.4, 4.11 and 5.11. The preferred alternative was developed to minimize impacts to cultural and natural resources.
- 6. Mitigation for unavoidable water resources impacts of the new roadway will include acquisition of land for wetland mitigation and preservation of habitat. Under a separate but related project, the Route 11 GAC is currently planning a greenway that would be a corridor of open space located generally parallel to the proposed roadway alignment. The properties being considered for the greenway are evaluated for their potential use in natural and cultural resources preservation and passive recreation (Route 11 GAC Greenway Development Plan 2005).

Resolution adopted 4/6/99 regarding Route 11
Page 2

- 5 | 11. Final design needs to be sensitive of archeological and natural resources, which may necessitate a different design approach, a limited access arterial design. An innovative approach that controls drivers' expectations rather than has drivers dictating design standards can be developed.
- 6 | 12. Mitigation of natural resource impacts should be achieved by preservation of additional open space along the corridor, especially privately held aquifer recharge areas, large habitat blocks and wetlands of special significance.
- 13. Each alternative roadway type also needs to include a design for a trail/bikeway.

Responses to Comments:

Zoller, David R.
East Lyme Plan of Development Commission

Comments noted.

EAST LYME PLAN OF DEVELOPMENT

April 6, 1999

A final draft of an extensive revision to the East Lyme Plan of Development is currently in review by the town boards and commissions and is expected to be published later this year. The draft has been developed by a group of citizen volunteers over a three-year period.

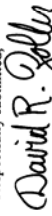
Section Seven of the draft plan, "Transportation", includes a sub-section on Route 11. A brief description of each of the major alternatives being considered is provided as well as a map illustrating the alternatives. The plan draft, written several months ago, takes the following position with regard to the Route 11 alternatives:

①

"While it is too early in the process to fully recommend the final location of the Route 11 extension, it is not premature to state that Alternatives F and G cause significant impact to the Town of East Lyme and will cause irreparable harm to valuable existing residential and secular property. In addition, the existing steep topography of the eastern border of the town and the confluence of two major streams within the construction limits of these route alternatives would cause extensive engineering to minimize environmental damage."

The position taken by the East Lyme Board of Selectmen at its Regular Meeting on March 17, 1999 is consistent with the draft East Lyme Plan of Conservation and Development.

Respectfully submitted,



David R. Zoller, Chairman
East Lyme Plan of Development Committee

COMMENTS AND RESPONSES INDIVIDUALS

WRITTEN COMMENTS – INDIVIDUALS

110 written comments from the general public – Names listed below

Ann F. and Francis L. Apes	J. Scott Farley	Vincent Melesko	Jay Smith
M. A. Apes	Kristine M. Ferguson	George Menghi	Phyllis Smith
Vaidya S. and Rajalakshmi V. Atree	Robert Fromer	Robert McDonell	Reginald and Nancy Sowa
Glenn Bammer	Norma Gargano	Adam McNiece	Lois Stahlschmidt
John W. Bierclerka	Simeon Gillman	Frank Miceli	Gilbert and Thelma Strickler
Annie Bingham	David M. Goebel	Louis and Jacquelyn Mildrum	Mitchel Strickler
David B. Bingham	Joseph Goldberg	Marijane Mitchell	Artelle Strub
Robert Bingham	Richard H. Goodwin	William Moletich	Deborah Strub
Robert Brooks	Mary W. Grandchamp	John Morris	Joshua Strub
Rena Charprell	Anthony J. and Janet Griggs	Richard Neigel	Martin Strub
Miss Calhoun's Class, Batchelder School, Hartford, CT	Harold Grodinsky	William A. Niering	Aviv Sugarman
Rick Carroll	Utpal Gupta	Revs. Gerald and Susan Nikirk	Brynn Sugarman
Mary N. Cikatz	Marie Hary	Rosemary O'Brien	Dov Sugarman
Pam Clark	Kathleen and Richard Hauser	Teresa Oscarson	Idan Sugarman
David Condon	Dennis Hoisington	Terrell Pattersen	Rachael Sugarman
Gwen and Richard Costello	Tommy L. and Antoinette D. Jernigan	Harry Picazio III	Shirley Supowitz
Melissa Dearborn	Marie Katz	Karol Pilecki	Mr. and Mrs. Arthur Sylvia
Michael Dearborn	Stuart M. Katz	Marjorie Porucznik	Mr. and Mrs. M.J. Virgadamo
Louis E. Denette	Ellery and Randi Kington	Norman and Judith Rabe	Kristen M. Widham
Raymond E. Denette	Walter Kopycinski	S. Rader	Richard J. Wildermuth
William Dickson	Matthew and Patricia Krautmann	Edgar Russ	Karl Winkler
James R. Dimitri	Peter Kreckovic	John Scagliotti	Elaine P. and John J. Wood
Mary Dominica	Pam and Norm Krohn	Brian Sears	David Wordell
Hellen M. Drabik	Richard Lacey	Gail and Joseph Sherman	Lois Wordell
Claire Dundorf	Brian Little	B.K. Siebenthal	Barbara H. Zolusky
Matt Elgart	Mary And David Maria	Peter F. Sielman	
Richard Fabricant	Heather Mathieu	Lyn Simmons	
Edith Fairgrieve	Molly McKay	John Slozne	
	George Mees	Easton Smith	

April 6, 1977

To Whom It May Concern:

We have lived on Skyline Drive in Salem since 1966, and have travelled Route 85 DAILY for all of those years. We STRONGLY believe that widening Route 85/82 would be a MONUMENTAL DISASTER. We would prefer NOTHING to the " Widening Option". This is a DEVELOPED area - with many homes, sub-divisions and businesses. We realize that sacrifices must be made to handle the ever-increasing traffic, but we have SACRIFICED TOO MUCH for TOO LONG! We have been FORCED to bear the ENTIRE burden of this NIGHTMARE. We believe the ONLY SOLUTION is to CONTINUE ROUTE 11. Depending on ONE widened residential roadway to serve ALL of the Hartford/ New London FUTURE traffic needs is INSANE!

In hind sight, we ALL know that Route 11 construction SHOULD NEVER HAVE been halted, all those years ago. But NOW IS THE TIME to work together. Route 11 completion has HUGH support. We NEED a SAFE ROADWAY linking Hartford and Southeastern Connecticut. We need to SEPARATE the LOCAL and THRU traffic. The ROAD RAGE is ALREADY EVIDENT. Cost is a consideration, HOWEVER, the economy is the BEST it has been in over 20 years. Environmental issues are a concern, but CERTAINLY we can work together to find the solutions. If the land in question is NOT used to create a beautiful ARTERIAL GREENWAY, to safely and pleausrably handle commuters, it will most definitely be developed into subdivisions and businesses, resulting in FAR MORE environmental destruction, than the proposed ARTERIAL GREENWAY.

.Please DO NOT DESTROY OUR COMMUNITIES by making Routes 85/82 into a 4-lane RACEWAY. IT WILL NOT SOLVE THE PROBLEM! LET'S WORK TOGETHER AND COMPLETE ROUTE 11.

DO YOU REALLY WANT TO LOOK BACK IN A FEW YEARS AND SAY - WOW, WE DEFINITELY SHOULD HAVE CHOSEN TO FINISHED ROUTE 11 BACK IN 1999. Regretfully, we're doing that NOW - we should have finished Route 11 back in 1973 - BUT INSTEAD we 've wasted MILLIONS of \$\$\$ because of that STUPID DECISION.

THANK YOU,

ANN F. APES and FRANCIS L. APES, JR.
15 Skyline Drive, Salem, CT 06490

Responses to Comments:

Apes, AnnF. and Francis L.

1. Comments noted.

Responses to Comments:

Apes, M. A.

1. No decisions had been made at the time of publication of the DEIS in February, 1999 or at the time of the public hearings in April, 1999. FHWA and ConnDOT followed the procedures set forth in the National Environmental Policy Act, which include coordination with regulatory agencies, such as DEP and EPA, throughout the process.
2. See Written Comments – Federal Agencies, “EPA #2”. Also, impacts were further reduced by the addition or extension of bridges over wetlands and modifications in horizontal and vertical geometry. This reduced-impact alternative was carried forward as the preferred alternative of the FEIS.
3. See Written Comments – State Agencies, “CEQ #1”.

Hurlie, Edgar T.

From: Maapes@aol.com
 Sent: Friday, May 07, 1999 3:13 AM
 To: edgar.hurlie@no.state.ct.us
 Subject: Route 82/85/11 PROJECT

M.A. Apes

1 It is our understanding that your Department is accepting "Comments" - for consideration - from the Public regarding the proposals for Route 82/85/11 until May 7, 1999. Those of us who will be greatly affected by the outcome of your decision, are very disturbed by the fact that your "Decision" seems to have been made well before the "Comments" from the Public were even submitted! Many in our area have heard the the DEP has already decided AGAINST a Route 11 Expressway. WE SINCERELY HOPE THAT THIS DOES NOT ALSO

2 END YOUR CONSIDERATION FOR A PLAN TO BUILD - OR AT LEAST STUDY - A ROUTE 11 ARTERIAL GREENWAY . Public Meetings have shown overwhelming support for a Greenway build, however, there seems to be only a blatant disregard for the concerns and ideas of the majority of the people of Southeastern Connecticut, and that vast majority of people have offered to work together with the DOT and DEP, etc., in hopes of preserving and creating an outstanding roadway and environment. Noted Botanists are supporting the Greenway Project as the only way to save the land in the Route 11 area.

3 Warning: Rte.82 and 85 meet none of the criteria, and will surely go down in history as a huge blunder. PLEASE, DONT SADDLE US - AND THE NEXT GENERATION - WITH A NIGHTMARE! HAVE THE GUTS TO BACK ROUTE 44 - BUILT TO ARTERIAL GREENWAY SPECS. We certainly hope that the rumors we are hearing about the disregard and lack of support of the DEP and DOT are not true. We hope you will consider these last minute comments. THANK YOU

Responses to Comments:

Atree, Vaidya S. and Rajalakshmi V.

Comments noted.

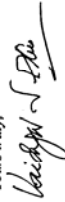
Vaidya S. & Rajalakshmi V. Atree
21 Corrina Lane
Salem Ct. 06420-4113
April 7, 1999.

To Whom It May Concern,

I am a resident at the Silver Valley area. I find it very difficult to make a left turn into and out to Route 85 these days. The conversion of Route 85 to a major highway will increase the traffic on this route and dangerous to us home owners in this area. This is not a good idea and I object to this proposal. This conversion will also ruin our rural nature of this area.

The extension of Route 11 as it was previously planned is the right way to speedup and meets the requirements of added traffic now and for the future. The original plan was good, let the state implement the original plan without delay. This project will continue to cost more if delayed. Expanding RT85 is an inexpensive alternate as the need to continue RT11 will still be necessary in the future.

Yours truly,



Responses to Comments:

Bammer, Glenn

1. See Written Comments – State Agencies, “CEQ #1”.
2. ConnDOT has already planned safety improvements (State Projects 120-79 and 120-82) for Route 85 in Salem and Montville. This project is warranted, regardless of the construction of Route 11, to upgrade the roadway to improve safety and operations *under the present conditions*. The planned improvements were introduced in the DEIS and were discussed further in Section 1.2 of the document, *Community-sensitive Upgrade Study* prepared in February 2000. Also, see Written Comments – Federal Agencies, EPA #15”.
3. Opportunities to provide connectivity of forest blocks and wetlands restoration have been an essential part of the mitigation planning process (See FEIS Section 5.4, 5.6 and Appendix C). Also see Written Comments – Federal Agencies, “EPA #10”.

Rec'd 5/11/99

Route 82/85/11 Corridor MIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS . . .

Comments provided by both the Corridor Advisory Committee and members of the public are an integral part of the MIS process - you are invited and encouraged to forward your comments to the Route 82/85/11 consultant team.

Name: Glenn Bammer
Address: 47 Fawn Run
Salem CT 06420

Do you own/rent residential property within the corridor study area? yes no
Do you own/rent residential property on Route 82 or 85? yes no
Do you own or operate a business on Route 82 or 85? yes no
If yes, what type? _____

On average, how often do you travel Route 85? (e.g., daily, twice/week, monthly, etc.)
Probably 6 days/week Times At Least Twice

PLEASE INDICATE HERE IF YOU WOULD LIKE
YOUR NAME ADDED TO THE PROJECT MAILING LIST

Comments and/or observations: I Oppose Rte 11 Completion.
1) The Volume On Rte 11 Has Dropped (Aug '98 Weekend Traffic
Increased On Rte 2
2) The Greenway Would Take More Land Away From The Wild: It
would Be Displaced
3) Rte 85 Still Would Need To Be Made Safer - Climbing 27
Lanes, Shoulders

Questions or additional comments may be directed, as follows:
Nancy Shea (Maguire Group Project Manager): 1-800-261-9141
Paul Corrente (ConnDOT Project Manager): 1-860-594-2932
E-mail: mis-ed@MaguireGroup.com
4) Salem's Little Commercial Tax Base would Die By At Least 50%
Additional Burden On Residential Needs
5) FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE
6) Lastly, wetlands cant be replaced? Rte 85 would cost \$30
3) Lastly, wetlands Has Already Spent His \$ On The Patricia

Responses to Comments:

Biederka, John W.

1. Comment noted.
2. Though the specific configuration described was not studied, the DEIS and the *Community-sensitive Upgrade Study*, summarized in FEIS Section 3.4, provided a detailed analysis of alternatives for a partial build on new location and alternatives for widening Route 85. The benefits and impacts of the suggested connector would be similar to those of the alternatives already studied. Section 3.3.9.5 provides an evaluation of the ability of the partial build alternatives to meet the project purposes and needs. A partial build would not be as effective as a full build and fails to meet the important need for *highway system linkage*. Since a partial build would still result in deficient capacity on Route 85, widening would be required on Route 85 south of the junction of the connector. The adverse impacts of widening were detailed in the DEIS, and were further analyzed in the *Community-sensitive Upgrade Study*. Also, see Written Comments – Federal Agencies, “EPA #2”.

John W. Biederka
949 Grassy Hill Road
Oakdale, CT 06370

May 21, 1999

CT Department of Transportation
P.O. Box 317546
Newington, CT 06131-7546

Attn: Edger T. Hurle

Subject: Draft Environmental Impact Statement—Route 82/85/11 Corridor

Dear Mr. Hurle:

The purpose of this letter is to reiterate my strong opposition to construction of a new expressway as a solution to issues in the Route 82/85/11 corridor, and to provide a possible option—a Route 11 to Route 85 Connector—to be considered with the widening alternative.

A significant level of inconvenience in the Route 82/85/11 Corridor lies in the area of Salem Four Corners. Considering the difficulties involved in improving the Salem Four Corners area, and the unused Route 11 overpass over Route 82, I suggest that a possible advantage may exist in connecting Route 11 to Route 85 through an engineered transition which would join Route 85 just south of Horse Pond. This “connector” might have the following advantages:

1. No additional structures would be required to accomplish this configuration. Modification of the structure over Harris Brook could be avoided and the existing overpass at Route 82 could be put to good use (vice an annoyance).
2. The natural terrain (downhill to highway speeds and uphill to arterial speeds) supports an effective transition from expressway conditions to arterial conditions.
3. A safe and efficient intersection between Route 11 and the widened Route 85 could be created. Traffic at this intersection would be less as Route 82/11 traffic would not use this intersection. Possibly the traffic on the connector could be merged into a single lane for a smoother entry onto and exit from the widened Route 85.
4. Environmental impacts to Harris Brook, Horse Pond and Fairy Lakes could be avoided, possibly offsetting resource impacts created by the connector. Also, design requirements of the connector might allow less impact.
5. A minimal number of existing residences would be affected (one or less).

I've discussed this idea briefly with some of your staff, who have noted that wetland impacts would be created in the path of the connector and generally transportation

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Responses to Comments:

Biederka, John W.

3. The “parkway” idea to which the comment refers manifested itself as the reduced cross section, limited access roadway innovatively planned to minimize environmental impact to the greatest degree possible, while maintaining established principles of sound roadway design. This roadway concept incorporated the maximum amount of mitigation for unavoidable adverse effects. This concept ultimately became the preferred alternative. Also see Written Comments – Federal Agencies, ‘EPA #2’.

agencies have moved away from “connector” designs. I offer this idea in the hope of providing substantive improvements for the widening option, and would be interested in learning your views.

I am also troubled by recent suggestions that a parkway would be an effective solution for the corridor considering environmental concerns and transportation needs. This approach seems to me a “Trojan Horse” which in reality would still devastate the environment and result in an undesirable expressway design. Enlightenment from you on this matter would be much appreciated.

In my comment letter to the Army Corps of Engineers I noted the politically biased conditions under which you and your team have had to operate. Again, I commend you for your efforts to remain objective and trust that an unbiased solution to the transportation needs of the corridor can be achieved. Thank you and your team for your help and professionalism.


John W. Biederka

Responses to Comments:

Bingham, Annie

1. Emergency evacuation was analyzed in Sections 4.1.13 and 5.1.3.

My name is Annie Bingham
I live in Salem.
I support extending Rte 11
Albany to E.
I am against the widening
of Rte 85 for many reasons,
but safety is a big concern.
It is obvious that widening
a road seems to give drivers
the license to drive faster -
which will mean more accidents.

A second major concern of mine
is using Rte 85 as an
evacuation route.

What if we had a Three
Mile Island accident?
Has anyone imagined what
it would be like trying to
evacuate Wabigoon going
north on Rte 85?

Annie Bingham - dated 4/7/99

Responses to Comments:

Bingham, David B.

Comments noted.

David B. Bingham, MD
50 White Birch Road
Salem, CT 06420

Testimony on Route 11 Draft EIS 4/8/99

My name is David Bingham, from the Salem Route 11 Greenway Committee.

For over 50 years I have watched destructive urban sprawl spreading over southeastern Connecticut.

So how is it that we still have an open corridor here, with clean waterways and large forest blocks? Because for thirty years people have expected Route 11 might be completed, and they avoided building in its path.

Hundreds of acres have sat unused. No one wants to build a house one day and tear it down the next for a highway.

But in the last decade the rumor was out that Route 11 would never get completed. Pressure to develop reached a critical level, and subdivisions began to spring up throughout the corridor.

Over a hundred new houses have been built, and there is room for hundreds more, with miles of new driveways and town roads. A new subdivision has just been approved on Lattimer Brook, with houses ready to go up.

This map (Potential Greenway) shows a greenway which can be created as part of this project, to save the existing wildlife corridor. Beaver activity here can provide natural wetland restoration that will far exceed the wetlands disturbed by this project.

Moreover, if we build the project using alternative E, Lattimer Brook will be spared the effects of the new subdivision, and less forest fragmentation will occur than with other full-build routes.

The next map (Suburban Sprawl) shows a build-out of the area, using current growth patterns. If we do not complete Route 11, but widen 85, this is the most likely future scenario, with urban sprawl invading the forest and watersheds. Is this what we want? Of course not.

Responses to Comments:

Bingham, David B.

1. See Written Comments – State Agencies “CEQ #1”.
2. See the Mitigation and Compensation Framework in Appendix C, and also Written Comments – State Agencies “DEP #6” and Written Comments – Federal Agencies, “EPA #15”.
3. A limited access roadway, designed to arterial standards, incorporating the maximum degree of impact minimization, was selected as the preferred alternative of the FEIS (see FEIS Section 3).

Anyone who thinks we can get the forest and watersheds protected without linking the greenway with Route 11 is naive. There is limited money for open space preservation, and lots of other projects have higher priority.

Those who know the political and economic realities here know that if Route 11 dies, we will not be able to save the corridor from developmental pressures that will create far greater impacts on the forest and wetlands than completion of the road.

But if the new road is approved, we already have approval from the legislature and the governor to create a greenway as part of the project. This important fact was omitted in the DEIS.

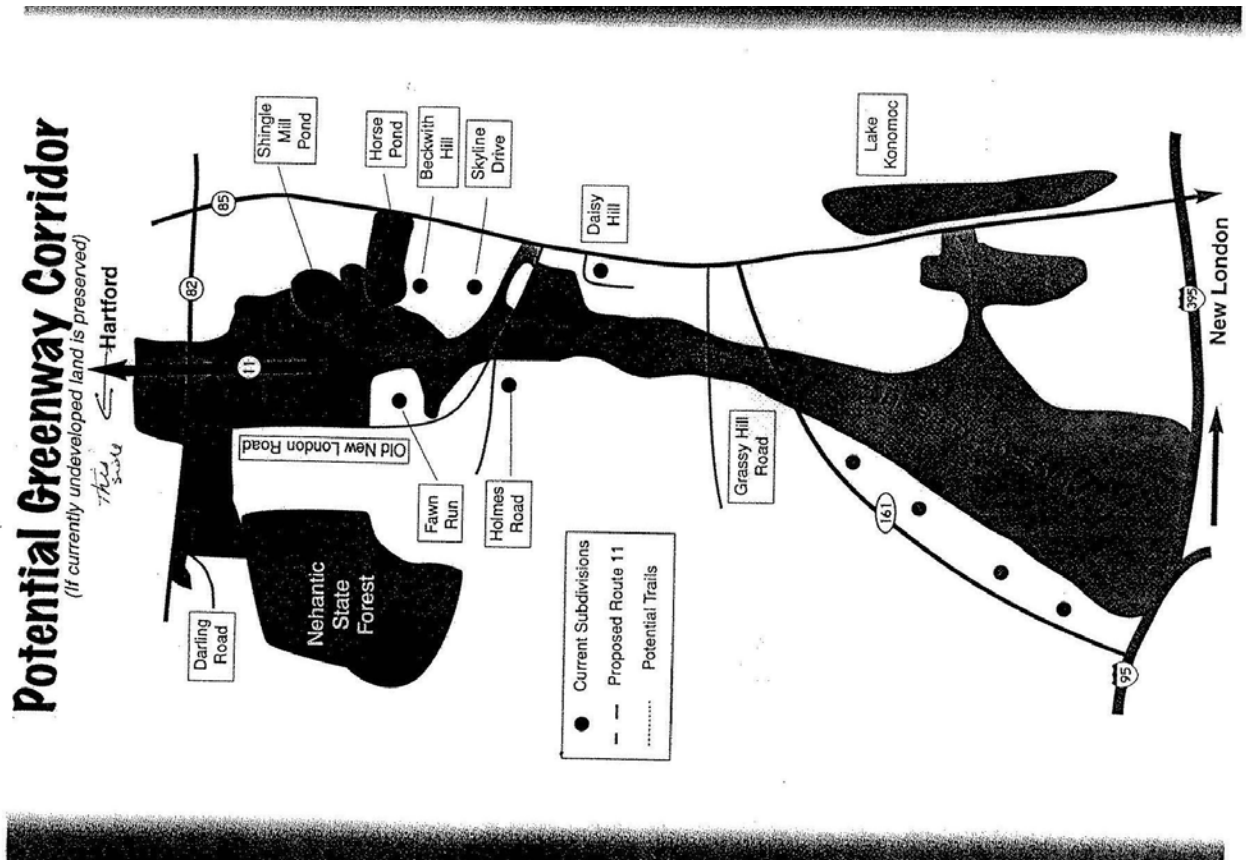
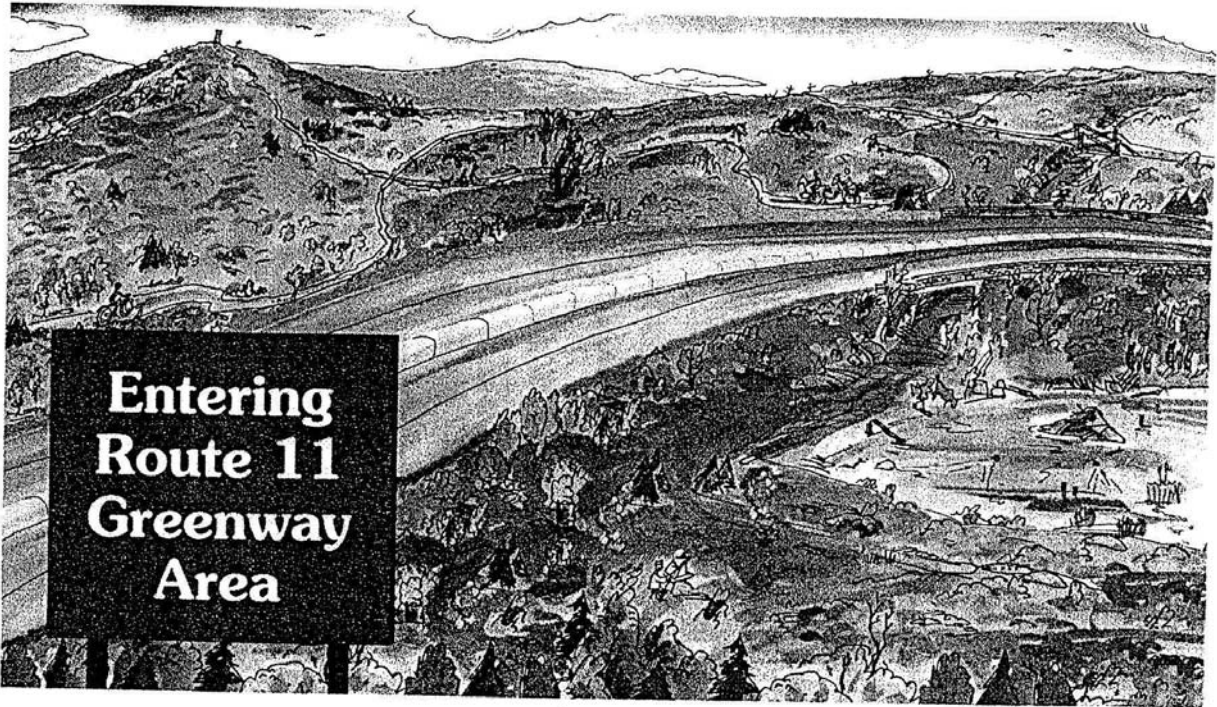
To insure that this is more than a political promise, the approval process can require mitigation for the impacts caused by this project. Since forest fragmentation and wetlands impacts are the greatest environmental threats, we believe that mitigation should require a greenway to be created large enough to keep large forest blocks from further fragmentation, and to allow natural wetlands restoration by beaver activity.

By completing Route 11 as a low-impact arterial route with a greenway, we have a solution that restores our community, provides greater traffic safety, and enhances biodiversity in this corridor better than all other options.

We believe Alternative E is the preferred route from an environmental standpoint.

Thank you very much.

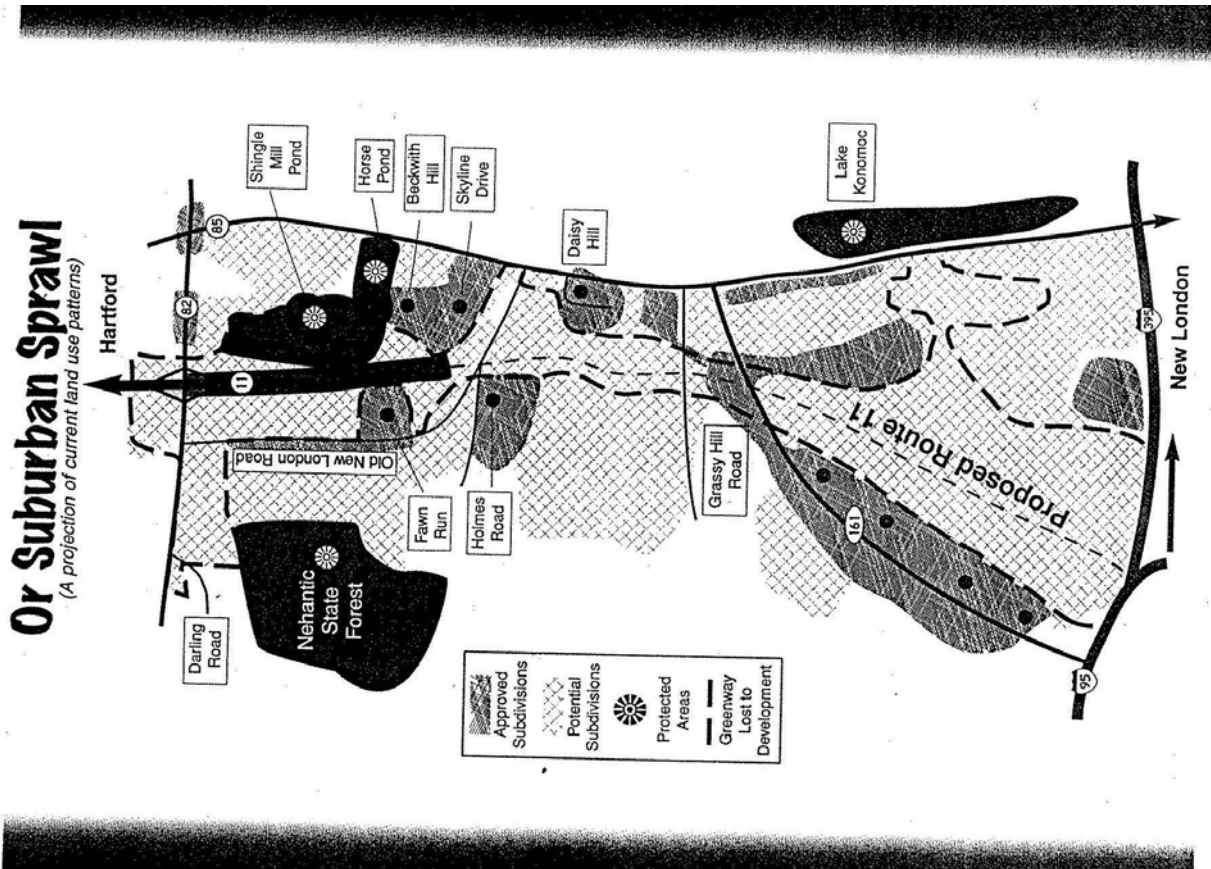
< A brochure from the Salem Route 11 Greenway Committee is attached, with maps alluded to above >



Responses to Comments:

Bingham, David B.


Comments contained in 3-page brochure noted.



Responses to Comments:

Bingham, Robert

Comments noted.



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS ...

Public comments are an integral part of the NEPA/EIS process - you are invited and encouraged to forward your comments on the Route 82/85/11 DEIS to ConnDOT at the following address or by facsimile at (860)594-3028. *Comments must be received by May 7, 1999.*

Mr. Edgar T. Hurle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

Comments: Please complete Route 11
Alternative E-4 - to achieve
the greatest good for the
greatest number - we
need to preserve greenways
and heal the wounds
of those residing on Rt. 85.
Let's improve the quality
of life for the rural residents
and for Hartford's inner city
residents who will be encouraged
to take the bus to Connecticut
Beautiful Coe'sville. The west
west

Note: This comment form is provided for convenience; however, comments may be submitted in any 8 1/2" x 11" format.

Name: Robert Kim Bingham, Esq.

Address: 42 Broad Hill Rd.
Salem, CT 06470

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Brooks, Richard

1. The potential effects of widening Route 85 were discussed in the alternatives section (Section 3.1.1.3), and the potential impacts of widening were presented in Section 5. Comments submitted by the public during the EIS process, particularly in the form of petitions, were discussed in Section 7.4. Public concerns about the widening of Route 85 were also studied in the 2000 *Community-sensitive Upgrade Study*, summarized in Section 3.4.

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Richard Brooks
 4 Valley Drive
 Salem, Connecticut

April 8, 1998

To Whom It May Concern:

I support the completion of Rte. 11 with a Greenway. Over 50 years ago, I was born in Hadlyme, Connecticut. Because my family's charter boat business operated out of New London, I regularly traveled Rte. 85 even before I was old enough to drive. I am one of the few people who remember it as a pleasant country road linking New London to small communities like Salem, Chesterfield and Colchester. Over the years I have witnessed not only the physical erosion of the road, but also of the sense of community ties. Salem, once a close-knit, small town has become nothing more than a thoroughfare for commuters and truck drivers traveling between Hartford and the shore.

Those of you who claim that it is mostly local traffic traveling on Rte. 85 causing the congestion, accidents, etc., obviously do not have my perspective that comes from living on property located right on this road. I seriously doubt that all the drivers of the large 18-wheeler trucks are residents of Salem or surrounding towns. --Nor are the drivers of most of the smaller vehicles that I see every morning as I impatiently wait for an opportunity to make a left turn onto Rte. 85.

I support Governor Rowland and others in their pursuit of Rte. 11's completion. We need this new road and we want it with a Greenway designed to minimize ecological impact and maximize efficient transportation routes. **WIDENING RTE. 85 IS NOT ACCEPTABLE.** We want to restore the small town ambience and safe country roads to Salem and neighboring towns.

Sincerely,

 RICHARD BROOKS

Responses to Comments:

Chaprell, Rena

Comments noted.



Route 82/85/11 Corridor MIS/EIS
Salem, Monrville, Waterford, East Lyme

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Mr. Edgar T. Hurlle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

Comments: PLEASE CONSIDER GREENWAY CORRIDOR.
I AM LOCATED ON ROUTE 82/85/11 CORRIDOR.
FEEL THIS ROUTE WOULD BE LESS
DANGEROUS TO MY NEIGHBORS

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

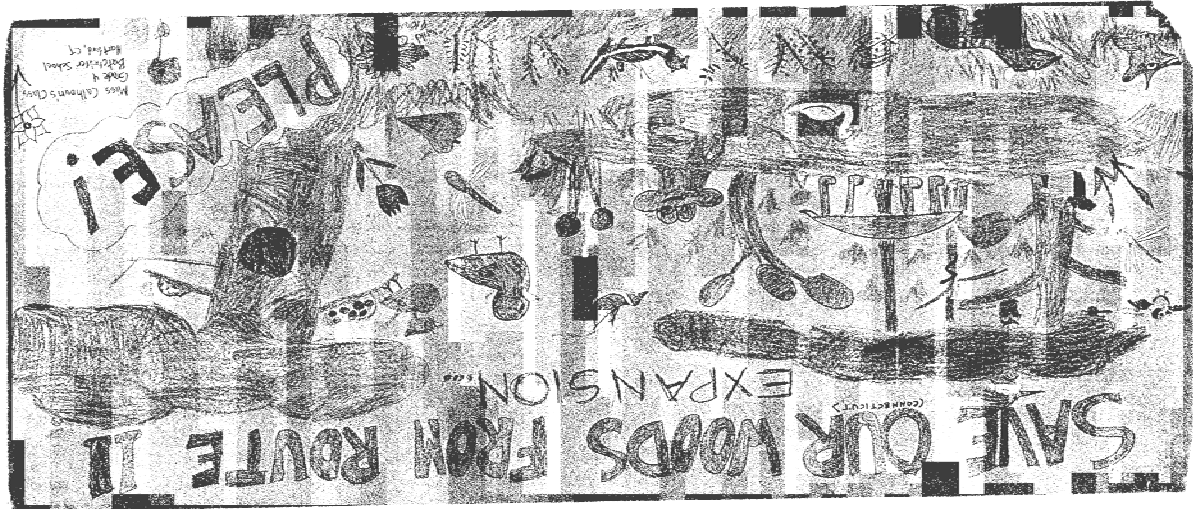
Name: RENA CHAPRELL
Address: 289 RUTLEDGE TOWN RD
WATERBURY, CT 06705



Responses to Comments:

Miss Calloun's Class, Grade 4, Batchelder School, Hartford, CT

1. We appreciate your efforts in creating the wonderful drawing. We commend the students for taking the time to express concerns about the forest and wildlife in Connecticut. ConnDOT, FHWA, and the Route 11 Advisory Committee have worked closely with state and federal regulatory agencies toward selecting a roadway alignment that would reduce the potential for impacts to the forest, wetlands and wildlife to the greatest extent possible. This process will continue throughout the design and permitting of the new roadway. Also see Written Comments – Federal and State Agencies, "EPA #2" and "CEQ #1".



Responses to Comments:

Carroll, Rick

1. The primary purpose of the preparation of an environment document, in this case an EIS, is public disclosure of the potential effects of a project. Another important component is providing those affected or concerned with an opportunity to comment. The means for achieving this public outreach was documented in the Section 7, which has been updated for the FEIS. Opportunities for input on the preferred alternative were provided through comment forms, email and public hearings. Additionally, opportunities to provide input will occur throughout the design and permitting process as the project progresses. Public meetings will be held during the design process, and will be widely advertised.

If Route 11 is chosen, specifically the E. alternative please, during the design phase, consider the peoples' best and property and let them have a strong say in the specifics of this design.

Rick Carroll
25 Chester Ct
Salem, CT 06180
860-959-0272

Responses to Comments:
 Cikatz, Mary N.
 1. See "APES #1".

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 ENVIRONMENTAL PLAN
 DIVISION

29 Cornia Lane
 Salem, CT 06420
 May 3, 1999

To: Governor John Rowland, Commissioner James Sullivan (CT Dept. of Transportation), Deputy Commissioner Richard Marinuzzi (CT Dept. of Transportation), Ned Hurie (Head of Environmental Planning), Colonel Pratt (US Army Corps of Engineers), Lt. Colonel Louis Rovero (US Army Corps of Engineers), Robert Desias (US Army Corps of Engineers), Susan Lee (Project Manager US Army Corps of Engineers), Carol Browner (EPA), John DeVillars (EPA), Matt Schweisberg (EPA), Mike Marsh (EPA), Gage Mammisto (US Fish and Wildlife Service), Donald J. West (FHA), Nancy Shea (Maguire Group)

On Thursday, April 8, 1999, I spoke at the public hearing at the Chesterfield FireHouse on the subject of the completion of Route 11. Based on the volume and duration of the applause I received, what I said basically summarized the opinions of the great majority present. Below is the text of my speech:

"My name is Mary Cikatz, and I live in Salem. I have come here tonight, as a supporter of the completion of Route 11, a project that I feel is long overdue.

However, after reading the EIS compiled by the various government agencies, I am deeply troubled that 3 of the alternatives proposed involve modification of the existing Route 85.

The desire for completion of Route 11 has come to the front burner because of the dramatic increase in traffic on Route 85 over the past several years. This increase will further continue with the Pfizer development underway in New London. However, it is not solely the number of cars that travel this road everyday that has resuscitated this issue. If Route 85 were a 4-lane road (as one of the alternatives suggest), traffic could flow much more freely. However, the problem that concerns all of us will still exist. Along Route 85 are hundreds upon hundreds of homes with their individual driveways, school bus stops, mailboxes and roadways, all of which need access on and off Route 85. This is why all of Southeastern Connecticut is rallying for the completion of Route 11. We desperately see a need for local traffic to be separated from through traffic.

I fail to see how anyone with the slightest bit of common sense could even think that widening Route 85 is the solution to the problem. The homes with their driveways will still be there, along with the school bus stops, the mailboxes and the roadways. Widening Route 85 will only allow for the volumes of cars to travel faster, thereby making travel along this road even more hazardous than it already is. Only the completion of an alternative route for the through traffic can allow our towns to maintain their rural characteristics, and keep these towns safe for the people.

I beg of you to listen to the town officials of the towns involved, and even more, to listen to the people who live with this problem every day. After reading the Hartford Courant account of the public meeting last night in Waterford, it seems to me that these public hearings are merely a formality, and that the officials who will be making the decisions really do not want to hear from the public. According to the Courant, Matt Schweisberg of the EPA said that "all of the variations of the completion of Route 11 cannot qualify for a federal permit", and that Steven Ladd of the DOT basically stopped short of admitting defeat, saying that "this was the first time

Responses to Comments:

Cikatz, Mary N.

- 2. The purpose of including Alternatives F and G was to ensure that all reasonable alternatives were evaluated as required by NEPA and Section 404 of the CWA.

that a federal agency has stated its position so early in the process". To the EPA I say, "Please work with us, do not turn us out."

2

I have always thought deep in my heart that someone, or some organization somewhere, is determined, for some reason other than protecting the wetlands, that completion of Route 11 will never become a reality. When it became public knowledge that all of the towns were together on the concept of the completion of Route 11, alternatives F & G were introduced, which would severely impact the newly completed St. Mathias Church in East Lyme. Was this a divide and conquer strategy by that elusive someone? When I now hear that federal officials have made their decisions before this process is even completed, I am more convinced than ever that I am right. Where is democracy?

Please... listen to the people of Southeastern Connecticut. Do not modify Route 85, and please complete Route 11. Thank you."

Just a few thoughts after the fact:

- 1. Even noted environmentalists are praising the Route 11 path proposed by the Route 11 Greenway Committee. Why are no "government powers" even thinking about this as a proposal? Could it be that this alternative is something that actually makes sense, and once again, that elusive someone does not want Route 11 to be finished?
- 2. To Governor Rowland: I'm truly sorry that your pet project of the Patriots stadium seems to be halted. Imagine how we in SE CT feel, when a "pet project" of ours, namely the completion of Route 11, has been in the halted mode for over 20 years. Completion of this road would not only make our part of the state more accessible, but would save lives. I really never did see how a football stadium would save a life. How about it? Please put the same energy into this project.

Very truly yours,

Mary N. Cikatz

Mary N. Cikatz

Responses to Comments:

Clark, Pam

1. The comment correctly states that the E alternatives would bring the roadway closer to properties off Holmes Road than the 92PD alternative because a westward shift was required to avoid homes on Daisy Hill Drive. The preferred alternative, however, will be farther away than the E₍₄₎ alternative because the roadway footprint will be narrower.

PD

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 APR 19 1999
 ENVIRONMENTAL PLANNING DIVISION

Pam Clark
 24 Holmes Rd.
 Oakdale CT 06370
 4/12/99

Mr. Edgar T. Hurle
 P.O. Box 217546
 Newton, CT

Dear Mr. Hurle,

My name is Pam Clark and I live @ 24 Holmes Rd on the corner of Birch. I am writing in response to the Rte 11 meeting held April 8, 1999. I bought this house last year mainly because I liked the quiet and wooded nature of this area.

Unfortunately, widening Rte 85 may not be the answer although, in some ways, I would like it better because the Highway would be further away from me. In fact, if they were to build the highway on my house I would probably like it even better. At least then they would buy it (supposedly @ market value) and I could afford to move elsewhere. However, this does not look like an option. This, the original "92PD" looks better to me, as it would be further away from me than the "E" plan.

I please correct me if I am wrong.

At any rate, is there any

Responses to Comments:

Clark, Pam

2. Noise effects and mitigation measures are discussed in FEIS Section 5.2. Additional opportunities to include noise reduction measures in final design will be considered throughout the design process.
3. See Written Comments – State Agencies, “CEQ #1”. Construction of the preferred alternative will not affect any portion of the Nehantic State Forest.

...consideration being given to having some soft of sound barrier?? There are quite a few residences here, and like me, I'm sure they don't want to hear vehicles zooming by at all hours of the day and night.

I would also like to know where this proposed Greenway is to start and end as I have no info on this. I'd also like to add please stay away from Nehantic State Forest. The further away from this the better.


I feel I am directly affected by the Rte 11 proposals and would like to receive or going info, updates, notification of meetings etc.

Sincerely,
Pam Clark

Responses to Comments:

Condon, David

1. See Written Comments – Federal Agencies, “EPA#5” and “EPA#6”.



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS ...

Public comments are an integral part of the NEPA/EIS process - you are invited and encouraged to forward your comments on the Route 82/85/11 DEIS to CombDOT at the following address or by facsimile at (860)594-3028. Comments must be received by May 7, 1999.

Mr. Edgar T. Hurie
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT


Comments: I appreciate all of the informational diagrams at the 4/7/99 public hearing at Waterford High School. One set of diagrams showed grades of traffic flow from A-F. The speed was very minimal. No conclusion that highway route 85 will be a positive. No comments of the Salem residents aware of the new road are covered by mine. I'm from the town and I'd like to see a road level without local people stopping traffic. Lastly, the diagrams show that 240 accidents occurred on Route 85 from 1994 to 1996. It would be interesting to compare that number to the number of accidents on the 101.5 to see if that is about 1 to 100 ratio.

Note: This comment form is provided for your convenience; however, comments may be submitted in any 8 1/2" x 11" format.

Name: David P. Condon

Address: 182 Leachmer Farm
New London, CT 06320

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS . . .

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Mr. Edgar T. Hurlé
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

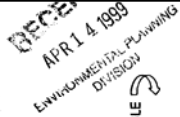
Comments: *We live in Salem right over the train line right off Route 85. One of us works in Norwich, one in Wethersfield and we both use the bus to travel Route 85 every morning. It is a dangerous drive; we have personally seen accidents between people driving too fast for a local road. To widen 85 would be to encourage even higher speeds & would be very dangerous.*

We are in favor of completing Route 11, though we know that there are environmental concerns. Please keep in mind that humans are part of the environment too and Route 85 has been away with the majority of them. If this is a government for, of, and by the people, please listen to the people on this matter and finish Route 11. Thank you.

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: Gwen and Richard Costello

Address: 89 Villa Dr
Salem CT 06420



FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Costello, Gwen and Richard

1. The balance between protection of the natural environment and the needs of the community is the fundamental purpose of the preparation of an Environment Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA).
See FEIS Section 1.

Responses to Comments:

Dearborn, Melissa

1. See "Brooks" and Written Comments – State Agencies "CEQ #1".

6 Skyline Drive
Salem, CT 06420
April 8, 1999

Mr. Edgar T. Hurlle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut DOT
P.O. Box 317546
Newington, CT

Dear Mr. Hurlle,

In a state published document, tourists and residents alike are beckoned to take in the wonders of Connecticut.

"Connecticut scenery is some of New England's most beautiful. Scores of Colonial villages are filled with historic homes and landmarks."

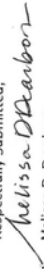
That sounds to me like those qualities are valued. We promote those qualities in advertisements to support our 4 billion dollar a year tourism industry. The flavor of our small towns with white steepled churches, one room libraries, village greens, and historic homes can all be seen from Route 85. We say we value those characteristics. Yet to truly be valued, the preservation of those things must be acted upon.

To expand Route 85 is a shortsighted venture. It will result in the felling of trees, the dismantling of stone walls that our forefathers crafted, the destruction of the dwellings they built and it will dissolve the very essence of small town New England that we say we value.

To what end? To expand Route 85 and fail to create a greenway along Route 11 is to preserve land along that corridor that will inevitably be developed into some subdivision down the road. We will be writing off of countless other victims of excessive speed and traffic. We will also be acting in a most short-sighted and foolish manner. The growth of the casinos, Pfizer, the New London waterfront as well as the rest of the shoreline will mean more through traffic racing through our small towns in the future. It's hard to see a white steepled church at 60 miles an hour. It's hard to stop for a turning school bus or brake for a child on a bicycle.

If the only solution is to expand 85, we will find ourselves right back here in 10 years. We will gather at this Fire Station and discuss the "death trap" road called 85 and wonder what on earth to do about it.

I value our community character and the lives of our residents and I choose to act upon it with my support of the Route 11 Greenway.

Respectfully Submitted,

Melissa D. Dearborn

Responses to Comments:

Dearborn, Michael

1. These roadway deficiencies were documented in DEIS Sections 2.1 and 4.1 and in the *Community-sensitive Upgrade Study* (summarized in FEIS Section 3.4). DEIS Section 2.1 also provided a detailed listing of the project purposes and needs, including "Roadway Function and Use", "Roadway Safety and Accident Reduction", and "Roadway Capacity." The purposes and needs were established to address the deficiencies, and were a crucial factor in the selection of the preferred alternative of the FEIS.

To: Connecticut Department of Transportation
 From: Michael A. Dearborn
 Date: April 7, 1989
 Subject: Route 11

I believe Route 11 should be completed. The road was designed and started for a reason, and I do not believe that it has changed or gone away. On the contrary, this area of the state continues to grow all the time. Route 85 is a two lane road that for the most part runs through residential areas where children play and cyclists ride. Widening Route 85 would not make it safer, there would still be driveways entering the road, drivers making left and right turns onto side roads, and school buses stopping to pickup and drop off children. Everyone would in fact be driving faster if Route 85 was widened which would make the road even more dangerous than it is now. Route 11 on the other hand would not have driveways, side roads, cyclists, pedestrians, or school buses to hinder the flow of through traffic, so people could travel to the beaches, malls, jobs, and football games quicker and safer than they could on Route 85. I live on Route 85 and have spent up to seven minutes waiting at a stop sign to get on the road during peak hours. I have been held up in traffic numerous times due to accidents at the four corners, the intersection of Route 161, and the intersection in front of the Chesterfield fire house. Widening Route 85 and increasing traffic speed in residential neighborhoods is not the right answer. Finishing Route 11 is the right answer that would give people heading north or south of Salem a more direct safer road to travel. Do the right thing...Finish what you started.



Michael A. Dearborn
 6 Skyline Drive
 Salem, CT 06420

Responses to Comments:

Denette, Louis E.

1. Comments noted. See "Brooks" and "Costello".



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS . . .

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Mr. Edgar T. Hurlle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

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MAY 07 1999

ENVIRONMENTAL PLANNING
DIVISION

Comments: I WOULD LIKE TO URGE YOU TO CONSIDER
WIDING THE W(2) PROPOSED ALTERNATIVE TO THE RT.
82/85/11 DEIS. I AM CONCERNED WITH THE PERMANENT
IMPACT ON WETLANDS, AQUAFILTERS, WOODLANDS, WILDLIFE
AND ENVIRONMENT QUALITY IF A NEW LOCATION ROADWAY
IS BUILT. CONNECTICUT IS DAILY LOSING QUALITY
WOODLAND & WETLANDS TO PROGRESSIVE BUILDING & ROADWAYS.
WE NEED SOME TO LEAVE TO OUR CHILDREN & GRANDCHILDREN.
AS A PROPERTY OWNER IN BOTH IMPACT AREAS, I WILL BE
AFFECTED BY ANY DECISION, HOWEVER, I STRONGLY
RECOMMEND A WIDENING EFFORT, INSTEAD OF PERMANENT
ENVIRONMENTAL DAMAGE TO OUR BEAUTIFUL STATE.
THANK YOU FOR YOUR CONSIDERATION IN THIS MATTER.

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: LOUIS E. DEMETIE
Address: 13 MELODY LANE
IVORYTON, CT. 06442

⤵ FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Denette, Raymond E.

1. See APES #2, and Written Comments – Federal/State Agencies, EPA #15, CEQ #1.
2. See “Bammer #2” regarding planned improvements for Route 85.

Mr. Edgar T. Hurlle
 Director, Environmental Planning
 State of Conn. D.O.T.
 P.O. Box 317546
 Newington, CT 06131

RECEIVED
 APR 20 1999
 ENVIRONMENTAL PLANNING
 DIVISION

April 16, 1999

Dear Mr. Hurlle,

I'm writing to express my opposition to the completion of Route 11. The undeveloped woodland in the path of route 11 between Salem and Waterford is too environmentally important to be destroyed. It is home to many species of wildlife, many of which would become roadkill on the new highway.

Due to the amount of wetlands and the rugged terrain, this area would not be privately developed in the foreseeable future. Enough woodland and wetlands have already been destroyed by development, and it is time to stop. Protecting the remaining undeveloped land should be more important than property values of a few residents who live along route 85.

However, making a few minor safety improvements along route 85 will allow this corridor to be safely developed both residentially and commercially. The environmental damage has already been done along route 85; there is no need to now destroy the area in the path of the proposed route 11 as well.

My brother and I own undeveloped residential property in the path of route 11 as well as on route 85. Although it would be in our financial best interest to see route 11 completed, we both feel that the environmental damage that it would cause is too great. Therefore, I favor alternative W2.

Sincerely,

Raymond E. Denette
 8 Buttertown Road
 Waterford, CT 06385

Responses to Comments:

Dickson, William

Comments noted.

William Dickson
133 Music Vale Road
Salem, Connecticut

April 6, 1999

To Whom It May Concern:

I am writing in regards to the Rt. 11/Rt. 85 Project. My family and I support the completion of Rt. 11 with minimal improvements to Rt. 85. We also support the Greenway concept. We live a half mile from Salem Four Corners and travel Rt. 85 daily to get to work, school, stores and recreational activities. Therefore, we are keenly aware of the frustrations and dangers that exist with the current conditions. In contrast, when we travel to Hartford or other points to the north and west via Rt. 11 we notice the lack of delays, frustration, and the increased safety.

The widening of Rts. 85 and 82 is not a desirable or feasible option. It would involve a great deal of expense and disruption without the desired gain. Speeds would increase, but so would the danger posed to residents, pedestrians, bicyclists, and passing motorists. Residences and commercial properties would be negatively impacted, as would the character of Salem and Chesterfield.

Rt. 11, in its least disruptive four-lane version, would answer the objectives of traffic flow in the region with the smallest overall impact. The addition of a Greenway would enhance the aesthetics and help preserve a beautiful, wild and natural resource, which otherwise would continue to be carved up into residential building lots.

Therefore, this is the version we support, and the one we encourage the Connecticut DOT to proceed with.

Sincerely;

William Dickson

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APR 06 1999
DIVISION

Responses to Comments:
Dimitri, James R.
Comments noted.

April 7, 1999

I am a resident of Skyline Drive in Salem and submit the following statement to state my position regarding the need for completion of Rt. 11.

Completing Route 11 will:

- Improve the Safety for commuters and all the residents of SEC
- Improve the linkage and connectivity for commuters
- Improve the road way function by separation of through traffic from local traffic
- Improve the travel time and convenience for commercial and industrial traffic. There are over 100 cross roads and driveways on Rt. 85
- Improve the growth and development of the transportation resources in New London
- Improve the protection of the New London and Waterford water supply. Currently the main water supply for Waterford is Lake Kanonic which is fed by Baus reservoir and Carr pond—all of which are adjacent to Rt. 85

We all recognize that Rt. 85 is and has been a safety issue due to the volume and speed of traffic using this country road. Widening Rt. 85, will exacerbate the problem for the hundreds of families exiting onto Rt. 85. Widening RT85 is not a solution but a temporary fix.

Improvements can only be achieved by completing Rt. 11 for the all the residents and visitors to Southeastern Connecticut.

I urge you to complete RT 11.

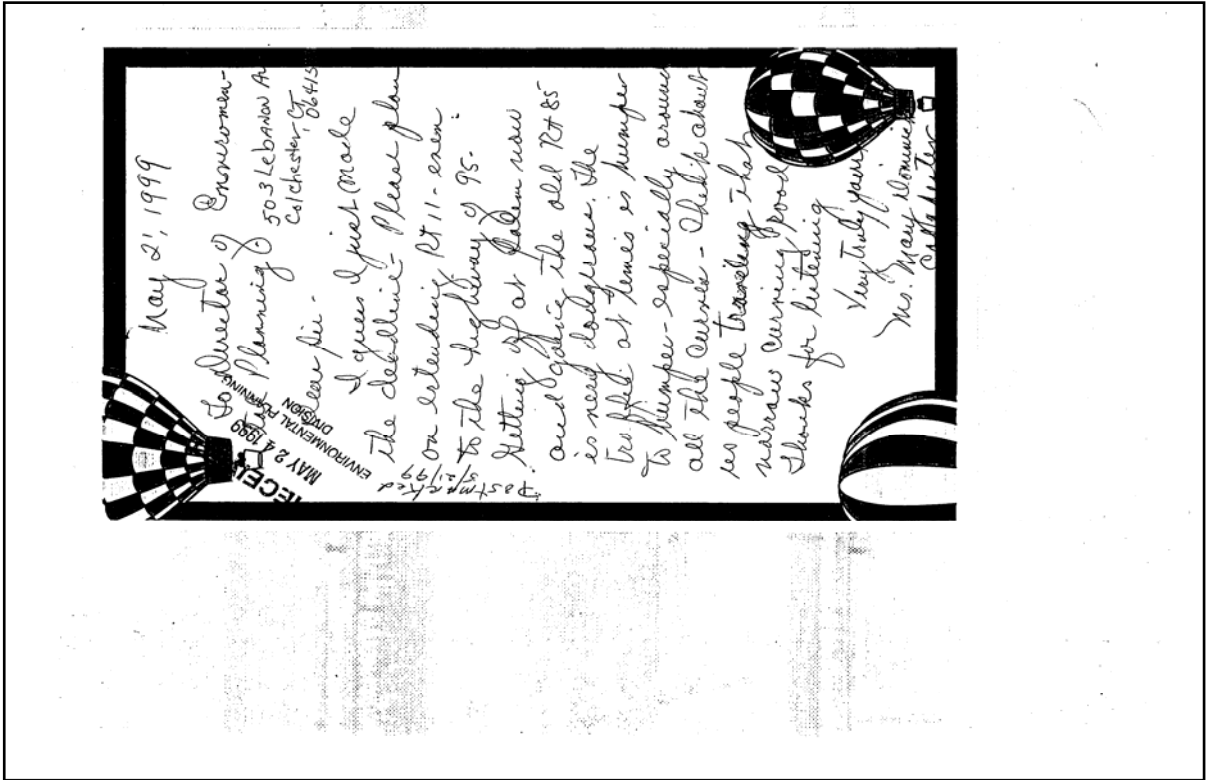
We have suffered enough!

I thank you,
James R. Dimitri
James R. Dimitri
Salem, CT

Responses to Comments:

Dominica, Mary

Comments noted.



Responses to Comments:

Drabik, Hellen M.

Comments noted.

RECEIVED
 16 DRABIK RD
 EAST LYME, CT 06433
 MAY 21 1989
 ENVIRONMENTAL PLANNING DIVISION
 MAY 20, 1989

EDGART HIRSH
 DIRECTOR OF ENVIRONMENTAL PLANNING
 EXTENSION OF COMMENT PERIOD

REF. RT. 82/85/11 CORRIDOR

DEAR SIR:

SIMPLY PUT - I DO AGREE WITH SOME OTHERS THAT THE ROUTE 85 PLAN WOULD HAVE THE LEAST IMPACT ON THE ENVIRONMENT AND ON PRIVATE HOME OWNERS.

ALSO THE COST WHICH ALWAYS HAS TO BE CONSIDERED WOULD BE MUCH LESS.

HELEN N. DRABIK
 Helen M. Drabik

P.S. SORRY FOR BEING SO LATE

Responses to Comments:

Dundorf, Claire

Comments noted.

426 Forsyth Road
 Salem, CT 06120
 5/16/99

RECEIVED
 MAY 18 1999
 DIVISION

Edgar T. Nicols
 Director of Environmental Planning
 Connecticut DOT
 PO Box 37546
 Springfield, CT 06131

Dear Mr. Nicols:

I am writing as a resident of Salem to urge you to support the completion of Route 11 as the best environmental option to solving the traffic flow between Route 2 and Route 95. In my view, the amount of woodland to be destroyed by completing Route 11 would have far less impact on the environment of this area than the destruction of home and historic sites along Route 85... and the impact of a major widening of Route 85 through Salem.

The additional benefits to the environment and the residents of this area of Southington, CT would be the creation of scenic and functional greenway along the Route 11 easement for hiking and biking trails — both of which would contribute to the preservation of the environment.

I implore you to move in this direction!

Sincerely,
 Claire S. Dundorf

Route 82/85/11 Corridor MIS/EIS
 Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS . . .

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Mr. Edgar T. Hurle
 Director, Environmental Planning
 Bureau of Policy and Planning
 State of Connecticut Department of Transportation
 P.O. Box 317546
 Newington, CT

Comments: It upset me greatly that Rte 11 is not completed to I-95 by now. Before Gov. Rowland was elected to his first term he planned to put this endeavor as a first priority with the help of John D'Amico. Well, it has been a year or two now for the folks living along dangerous Rte 85. This since has been government at its worse, especially in light of the proposed stadium in Hartford. If a miniscule part of the effort used to raze this down out there were applied to the Rte 11 Greenway project we'd have it by now - let's get going!!

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.


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 APR 14 1999
 ENVIRONMENTAL PLANNING DIVISION

Name: Dr. Matt Elgart
 Address: 47 Three Bridges Rd.
 East Haven, Ct

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Responses to Comments:
Elgart, Matt

Comments noted.



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

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APR 2 1999
ENVIRONMENTAL PLANNING
DIVISION

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Mr. Edgar T. Hurdle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

Comments: IN THE HIGHLY UNLIKELY EVENT THAT THIS ROAD IS EVER BUILT I WOULD STRONGLY REQUEST THAT HOUSES THAT ARE IMPACTED NOT BE BUILT IN THE PATH OF WAY BE PURCHASED BY THE STATE AS THEIR MARKET VALUE THEREAFTER COULD BE KING TO PEOPLE BUT AT LEAST THEY WOULD WANT AN ENCOURAGEMENT AWARDS FROM THE STATE IT IS AN ECONOMIC RISKSHIP C RENEWED VALUE OF PROPERTY TO HAVE YOUR HOUSE IMPACTED BY HIGHWAY BUT NOT TAKEN BY EMINENT DOMAIN THAT BEING SAID I STILL SUPPORT ITS CONSTRUCTION DUE TO THE EXTREM DANGER OF AT 85. I BELIEVE THE SENSITIVE WASHINGTON WILSON AND BIODIVERSITY OF THE TERRAIN COULD BE OVERCOME USING INNOVATIVE CONSTRUCTION TECHNIQUES. I BELIEVE THE FEDERAL EPA OFFICIAL IS BEING SHORTSIGHTED IN CALLING FOR AN OUTRIGHT ABJECTION OF THE ROAD

My house is negatively impacted by proposed Act 85 "E"

Name: RICHARD FABRICANT
Address: 16 CARPENTER
EAST LYME, CT 06333

Note: This comment form is provided for your convenience; however, comments may be submitted in any 8 1/2" x 11" format.

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Fabricant, Richard

1. While we appreciate and sympathize with those residents who have concerns about properties in proximity to the proposed roadway, the state is only authorized to purchase properties within the required right-of-way and/or area of impact. Steps are taken throughout the design and permitting process to minimize impact to adjacent properties.

Responses to Comments:

Fairgrieve, Edith
To Reassess Ecology-Environment-Safety (T.R.E.E.S.)

1. See FEIS Section 3 for an overview of impact minimization measures employed during the EIS process.

T.R.E.E.S. (To Reassess Ecology-Environment-Safety)

8 Rowland Street
 Mystic, Connecticut 06355
 May 18, 1999

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 MAY 19 1999
 ENVIRONMENTAL PLANNING
 DIVISION

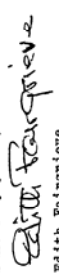
Mr. Edger T. Hurle
 Director of Environmental Planning
 Bureau of Policy and Planning
 Connecticut Department of Transportation
 P.O. Box 317546
 Newington, CT 06131-7546

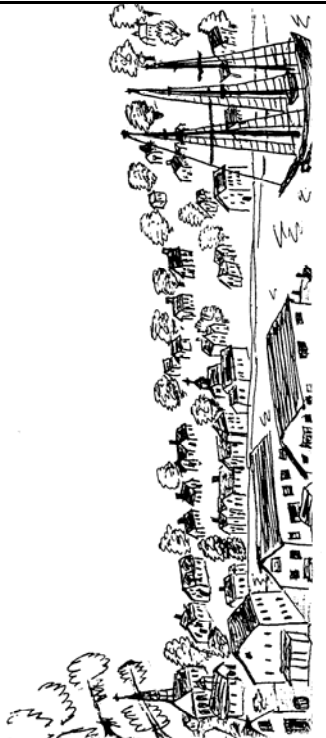
Dear Mr. Hurle:

TREES has historically held a position in opposition to the completion of Route 11 because of the heavy impact on wetlands. We wish to go on record now regarding the current alternatives: 92FD, E(4), E(2), F(4), F(2), G(4), G(2), H(4), H(2), as delineated in the Draft Environmental Impact Statement for the Route 82/85/11 Corridor.

Each of the nine alternatives would have severe wetlands impact with the placement of fill, and the construction of bridges and culverts. The aquatic ecosystem would be destroyed.

TREES finds this destruction of wetland resources unacceptable. We would deplore official permitting of any of these alternatives.

Sincerely yours,

 Edith Fairgrieve
 President



Responses to Comments:

Farley, J. Scott

1. You are correct that alternative W₍₄₎ did not include modifications to the interchanges on I-95. The preferred alternative E₍₄₎m-V3 incorporates a reconstructed interchange at I-95/I-395, but would result in less impact to the commercial/industrial areas in East Lyme than the other full build expressway alternatives. See FEIS Section 3.4 for a description of the interchange and I-95 improvements and Section 5.8.3 and Appendix D for property impacts. Also see Written Comments – State Agencies “DEP #1”.
2. See FEIS Section 5.2 for information about potential noise effects.
3. The full build expressway would result in reduced traffic volume on Route 161, north of Route 1 (See Table 5-4).

May 5, 1999
45 Cardinal Road
East Lyme CT 06333

Mr. Edgar T. Hurlb
Director, Environmental Planning
Bureau of Policy and Planning
Connecticut Department of Transportation
PO Box 317546
Newington, CT 06131-7546

RECEIVED
MAY 06 1999
ENVIRONMENTAL PLANNING
DIVISION

Dear Mr. Hurlb,

This letter is in response to the Route 82/85/11 Corridor Draft Environmental Impact Statement approved on February 11, 1999.

I live at 45 Cardinal Road, East Lyme CT. I recognize the importance of providing improvement over the existing Route 85 roadway as it now stands for all the reasons stated in the DEIS, specifically pp. ES-5 in the Executive Summary.

I want to express my preference for the Proposed Alternation labeled "W(4)". Route 85 Widening Alternative, Four Lane Cross-Section for the following reasons:

- it represents the best balance of being the least expensive solution to the tax payers of Connecticut while meeting the objectives of the project,
 - while W(4) seems to affect a greater area of High Yield Aquifers, it has less of an impact on Prime Farmland (a quickly diminishing resource). It looks as if the former could be addressed by a closed drainage system,
 - On balance, it affects a similar number of Structures as other options, although W(4)m is best at this,
 - I may be incorrect on this point, but it appears that W(4) will not require the revisions to Exits 74 and 75 at Route 95 (as is the case with F and G Alignments) which would then diminish the tax base in East Lyme (the town is now at a critical juncture in not being able to meet the educational needs of a growing population due to it's poor tax base),
 - as alluded to above, the alternatives 92PD, F and G are not viable due to expense. Likewise, they would produce greater noise and I know that the value of my property and the quality of life would be affected due to the proximity of these alignments to my home.
- Unrelated to the above, please consider the negative affect of providing a link from Rt. 85 to Route 161 (Chesterfield Road). Route 161 is a rural road, much the same as route 85. With the increased volume of traffic created by an improved Rt. 85, Rt. 161 will eventually require the same attention in terms expense to study and implement a necessary upgrade.

Thank you for the opportunity to comment.

Sincerely,


J. Scott Farley

1

2

RECEIVED

APR 21 1999

ENVIRONMENTAL PLANNING
DIVISION

April 20, 1999

Dear Mr. Skule,

My name is Kristine Ferguson. I live at 1713 Rt. 85 Oakdale, Ct. 06370. I attended the Rt. 11 meeting at the Chesterfield Firehouse on April 8, 1999. After listening to the concerns of residents in the Rt. 85 area it brought to mind a few of my own concerns and some that are worth repeating.

First, a gentleman mentioned developing Rt. 11 through Connecticut State Forests. In assuming he meant Merantic State Forest I think this is a great idea. You wouldn't have to acquire so much land or people's residences. The forest is a prime spot for a greenway, which I support.

Second, an EPA official was quoted as saying "Every option for the Rt. 11 completion will be vetoed." This concerns me. If this is so, why did the state bother with an EIS? Surely, people working on this project knew what the end result would be before they started the study. Why was all

Responses to Comments:

Ferguson, Kristine M.

1. Federal and State regulations, including, Section 4(f) of the Department of Transportation Act, prohibit the use public land from a park, recreation area, or wildlife and waterfowl refuge unless there are no feasible or prudent alternatives. The greenway is being planned by the Route 11 GAC for natural and cultural resources preservation and passive recreation (Route 11 GAC Greenway Development Plan 2005).
2. See "Apes #1" regarding the EIS process.

Responses to Comments:

Ferguson, Kristine M.

3. Please see "Dearborn" and "Brooks" regarding widening alternatives. The use of a concrete (Jersey) barrier was not proposed for the DEIS widening alternatives (See DEIS Section 3.3.2), and would not be locally acceptable.

②

the time and money wasted?

Third, I agree with every pe
who said they have to wait a lo
time to get out of their driveway
If all the families living on and
Rt. 85 agree on this, how would wide
Rt. 85 make it any easier for those
who live here to get in or out of th
flow of traffic? Especially, if Jew
barriers are installed?

Fourth, the EPA is concerned h
installing a new corridor for Rt. 11
will effect the environment. Well, I
concerned that if Rt. 11 is not instal
developus will have a free for all a
build more and more housing develop
higher. Thus, leading to pollution
water supplies due to chemical
fertilizers applied to lawns in so
of the perfect lawn.

Fifth, I was under the impressio
the public has a say in the decision
of this project. From what I witness
on the April 8th meeting, a Crowd of

3

Responses to Comments:
Ferguson, Kristine M.
Other comments noted.

③
100 or more people, with the exception of approximately six people, all were in favor of the completion of Route 11. Please take this into consideration.
And lastly, I would like to speak for my husband and me. We would like to see Route 11 complete two lane, four lane, guenway, whatever. Just complete it! No more studies, no more time, no more money needs to be wasted in making the decision. Listen to the public. Complete Rt. 11.
Sincerely,
Kristine M. Ferguson
1713 Rt. 85
Oakdale, CT 06370

Responses to Comments:

Fromer, Robert

Responses are provided to substantive comments beginning on the following page. Noted enclosures (80 pages) are not included herein due to space limitations; they are available upon request.

ROBERT FROMER, M.S.E.E., P.E., P.C.
Environmental Consultant
281 Gardner Avenue, Unit J-4
New London, CT 06320

(860) 447-8259
April 16, 1999

RECEIVED
APR 20 1999
ENVIRONMENTAL PLANNING
DIVISION

United States
Department of the Army
Corps of Engineers
(ATTN: Mr. Robert J. DeSisia
Chief, Permits and Enforcement Section,
Regulatory Branch)
New England District
696 Virginia Road
Concord, MA 01742-2751

SENT BY FACSIMILE WITHOUT ENCLOSURES AND U.S. MAIL

Re: Opposition to Application of the State of Connecticut Department of Transportation for a Section 404 Permit to Place Fill into Wetlands/Waters in Conjunction with Proposed Transportation Improvements for Route 82/85/11 Corridor, File Number: 199702529

Dear Mr. DeSisia:

I have reviewed the referenced application and the Draft Environmental Impact Statement (DEIS) for Route 82/85/11 Corridor, FHWA-CT-EIS-98-01-D prepared by the Maguire Group, Inc., 1 Court Street, New Britain, CT 06051 for the Federal Highway Administration and the State of Connecticut Department of Transportation as coordinating and cooperating agencies in support of the application for a Section 404 permit.

Based on my review, I oppose the application on the grounds that: (1) the pre-application meeting excluded the public, (2) the Public Notice was substantially defective, (3) the DEIS is incomplete and (3) the DEIS is not in conformity and compliance with the comprehensive criteria, provisions and requirements of 33 Code of Federal Regulations (CFR) parts 320.1 through 325.4 and 40 CFR parts 230.1 through 230.77 and 1502.14 through 1502.25 for the following enumerated reasons.

Enclosure (1) is a copy of the Public Notice and Enclosures (2) to (4) are pertinent and relevant portions of the Code of Federal Regulations. Enclosure (5) is a copy of a letter from the Environmental Defense Fund dated July 3, 1998 interpreting the President's Executive Order on Environmental Justice.

<p>Opposition to CONNDOT Section 404 Permit Application Robert Fromer Page - 2 -</p> <p>1</p> <p>The Public Notice fails to comply with the requirements of 33 CFR parts 325.3(a)(1) and a(11). The following criteria govern the pre-application process: "Upon receipt of such request, the district engineer will assure the conduct of an orderly process which may involve other staff elements and affected agencies (Federal, state or local) and the public. (Emphasis added)." 33 CFR part 325.1 (b). Pre-application consultation for major applications Although it is not mandatory that the ACoE include the public in pre-application meetings, I strongly object to the exclusion of the public from providing valuable information for a project of Route 11's size and complexity. The following criteria govern the completeness of the application: "If the activity would include the discharge of dredged or fill material into the waters of the United States or the transportation of dredged material for the purpose of disposing of it in ocean waters the application must include the source of the material; the purpose of the discharge, a description of the type, composition and quantity of the material; the method of transportation and disposal of the material, and the location of the disposal site. Certification under section 401 of the Clean Water Act is required for such discharges into waters of the United States. (Emphasis added)." 33 CFR part 325.1(d)(4), Content of Application. "Complete application. An application will be determined to be complete when sufficient information is received to issue a public notice. (See 33 CFR 325.1(d) and 325.3(6).) The issuance of a public notice will not be delayed to obtain information necessary to evaluate an application." 33 CFR part 325.1(d)(9), Content of Application. "Additional information. In addition to the information indicated in paragraph (d) of this section, the applicant will be required to furnish only such additional information as the district engineer deems essential to make a public interest determination including, where applicable, a determination of compliance with the section 404(b) (1) guidelines or ocean dumping criteria. Such additional information may include environmental data and information on alternate methods and sites as may be necessary for the preparation of the required environmental documentation. 33 CFR part 325.1(e). The DEIE omitted '[a] description of the type, composition and quantity of the material' proposed as a discharge of fill into the waters of the United States pursuant to 33 CFR part 325.1(d)(4), Content of Application. The chemistry of the proposed fill is absolutely essential to determine its environmental effects and impacts on the affected ecological systems.</p>	<p>Responses to Comments:</p> <p>Fromer, Robert</p> <p>1. Prior to submission of the preliminary §404 application to the ACOE, there were 3 public information meetings, numerous Advisory Committee meetings (open to the public) with ACOE representatives in attendance, and varied other avenues for public input as described in the DEIS. There was, in fact, an extraordinary amount of public input in the process</p> <p>2. The purpose of submitting a preliminary §404 application to the ACOE is for concurrence with the general study area and conceptual evaluation of the 15 alternatives under consideration prior to the selection of a preferred alternative. This is done as part of the joint NEPA/§404 integrated process (ACOE Highway Methodology) for the purpose of early agency coordination to determine a preferred alternative concept that would qualify as the LEDPA. Issues such as "type, composition and quantity of material" will be addressed when formal applications for permits are made following the development of preliminary design plans.</p>
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Responses to Comments:

Fromer, Robert

No response necessary on the page.

Opposition to CONNDOT Section 404 Permit Application
Robert Fromer
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In addition to 33 CFR, part 320.4 [general policies for evaluating permit applications] (a) [public interest review], (b) [effects on wetlands], (c) [fish and wildlife], (d) [water quality] and (e) [historic, cultural, scenic, and recreational values], 40 CFR, part 320.11 through 230.77 and 40 CFR, part 1502.16 through 1502.25, the following criteria govern the determination of environmental effects and mitigative measures in processing of the application:

"Some activities that require Department of the Army permits result in beneficial effects to the quality of the environment. The district engineer will weigh these benefits as well as environmental detriments along with other factors of the public interest. 33 CFR, part 320.4(p), Environmental benefits.

"(1) Mitigation is an important aspect of the review and balancing process on many Department of the Army permit applications. Consideration of mitigation will occur throughout the permit application review process and includes avoiding, minimizing, rectifying, reducing, or compensating for resource losses. Losses will be avoided to the extent practicable. Compensation may occur on-site or at an off-site location. Mitigation requirements generally fall into three categories.

(i) Project modifications to minimize adverse project impacts should be discussed with the applicant at pre-application meetings and during application processing. As a result of these discussions and as the district engineer's evaluation proceeds, the district engineer may require minor project modifications. Minor project modifications are those that are considered feasible (cost, constructability, etc.) to the applicant and that, if adopted, will result in a project that generally meets the applicant's purpose and need. Such modifications can include reductions in scope and size; changes in construction methods, materials or timing; and operation and maintenance practices or other similar modifications that reflect a sensitivity to environmental quality within the context of the work proposed. For example, erosion control features could be required on a fill project to reduce sedimentation impacts or a pier could be reoriented to minimize navigational problems even though those projects may satisfy all legal requirements (paragraph (f) (1) (ii) of this section) and the public interest review test (paragraph (f)(1) (iii) of this section) without such modifications.

(ii) Further mitigation measures may be required to satisfy legal requirements. For Section 404 applications, mitigation shall be required to ensure that the project complies with the 404(b) (1) Guidelines. Some mitigation measures are enumerated at 40 CFR 230.70 through 40 CFR 230.77 (Subpart H of the 404(b) (1) Guidelines).

(iii) Mitigation measures in addition to those under paragraphs (f) (1) (i) and (ii) of this section may be required as a result of the public interest review process. (See 33 CFR 325.4(a)). Mitigation should be developed and incorporated within the public interest review process to the extent that the mitigation is found by the district engineer to be reasonable and justified. Only those measures required to ensure that the project is not contrary to the public

Responses to Comments:

Fromer, Robert

No response necessary on this page.

Opposition to CONNDOT Section 404 Permit Application
Robert Fromer
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interest may be required under this subparagraph.
(2) All compensatory mitigation will be for significant resource losses which are specifically identifiable, reasonably likely to occur, and of importance to the human or aquatic environment. Also, all mitigation will be directly related to the impacts of the proposal, appropriate to the scope and degree of those impacts, and reasonably enforceable. District engineers will require all forms of mitigation, including compensatory mitigation, only as provided in paragraphs (i) (i) through (iii) of this section. Additional mitigation may be added at the applicants' request." 33 CFR, part 320.4(r), Mitigation.

"The district engineer will follow Appendix B of 33 CFR part 230 for environmental procedures and documentation required by the National Environmental Policy Act of 1969. A decision on a permit application will require either an environmental assessment or an environmental impact statement unless it is included within a categorical exclusion." 33 CFR, part 325.2(a)(4).

"After all above actions have been completed, the district engineer will determine in accordance with the record and applicable regulations whether or not the permit should be issued. He shall prepare a statement of findings (SOF) or, where an EIS has been prepared, a record-of decision (ROD), on all permit decisions. The SOF or ROD shall include the district engineer's views on the probable effect of the proposed work on the public interest including conformity with the guidelines published for the discharge of dredged or fill material into waters of the United States (40 CFR part 230) ... and the conclusions of the district engineer. The SOF or ROD shall be dated, signed, and included in the record prior to final action on the application... District engineers will generally combine the SOF, environmental assessment, and findings of no significant impact (FONSI), 404(b) (1) guideline analysis, ... into a single document." 33 CFR, part 325.2(e)(6).

"The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof, among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership and, in general, the needs and welfare of the people." 33 CFR part 325.3(c) (1), Evaluation Factors.

"District engineers will add special conditions to Department of the Army permits when such conditions are necessary to satisfy legal requirements or to otherwise satisfy the

Responses to Comments:

Fromer, Robert

No response necessary on this page.

Opposition to CONNDOT Section 404 Permit Application
Robert Fromer
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public interest requirement. Permit conditions will be directly related to the impacts of the proposal, appropriate to the scope and degree of those impacts, and reasonably enforceable.

(1) **Legal requirements which may be satisfied by means of Corps permit conditions include compliance with the 404(b)(1) guidelines, the EPA ocean dumping criteria, the Endangered Species Act, and requirements imposed by conditions on state section 401 water quality certifications. (Emphasis added.)** 33 CFR part 325.4(a), **Conditioning of permits**

The following pertinent and relevant policy provisions of the Section 404(b)(1) guidelines govern disposal of fill material in the waters of the United States:

"(a) The purpose of these Guidelines is to restore and maintain the chemical, physical, and biological integrity of waters of the United States through the control of discharges of dredged or fill material.

(b) Congress has expressed a number of policies in the Clean Water Act. These Guidelines are intended to be consistent with and to implement those policies.

(c) Fundamental to these Guidelines is the precept that dredged or fill material should not be discharged into the aquatic ecosystem, unless it can be demonstrated that such a discharge will not have an unacceptable adverse impact either individually or in combination with known and/or probable impacts of other activities affecting the ecosystems of concern.

(d) From a national perspective, the degradation or destruction of special aquatic sites, such as filling operations in wetlands, is considered to be among the most severe environmental impacts covered by these Guidelines. The guiding principle should be that degradation or destruction of special sites may represent an irreversible loss of valuable aquatic resources. 40 CFR, part 230.1, Section 404(b)(1) guidelines for specification of disposal sites for dredged or fill material, subpart a, purpose and policy.

"Although all requirements in Sec. 230.10 must be met, the compliance evaluation procedures will vary to reflect the seriousness of the potential for adverse impacts on the aquatic ecosystems posed by specific dredged or fill material discharge activities.

(a) **Except as provided under section 404(b)(2), no discharge of dredged or fill material shall be permitted if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences.** (Emphasis added.)

(1) For the purpose of this requirement, practicable alternatives include, but are not limited to:

- (i) Activities which do not involve a discharge of dredged or fill material into the waters of the United States or ocean waters,
- (ii) Discharges of dredged or fill material at other locations in waters of the United States or ocean waters;

Responses to Comments:

Fromer, Robert

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Opposition to CONNDOT Section 404 Permit Application
 Robert Fromer
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- (2) An alternative is practicable if it is available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes. If it is otherwise a practicable alternative, an area not presently owned by the applicant which could reasonably be obtained, utilized, expanded or managed in order to fulfill the basic purpose of the proposed activity may be considered.
- (3) Where the activity associated with a discharge which is proposed for a special aquatic site (as defined in subpart E) does not require access or proximity to or siting within the special aquatic site in question to fulfill its basic purpose (i.e., is not "water dependent"), practicable alternatives that do not involve special aquatic sites are presumed to be available, unless clearly demonstrated otherwise. In addition, where a discharge is proposed for a special aquatic site, all practicable alternatives to the proposed discharge which do not involve a discharge into a special aquatic site are presumed to have less adverse impact on the aquatic ecosystem, unless clearly demonstrated otherwise.
- (4) For actions subject to NEPA, where the Corps of Engineers is the permitting agency, the analysis of alternatives required for NEPA environmental documents, including supplemental Corps NEPA documents, will in most cases provide the information for the evaluation of alternatives under these Guidelines. On occasion, these NEPA documents may address a broader range of alternatives than required to be considered under this paragraph or may not have considered the alternatives in sufficient detail to respond to the requirements of these Guidelines. In the latter case, it may be necessary to supplement these NEPA documents with this additional information. (Emphasis added.)
- (b) No discharge of dredged or fill material shall be permitted if it. (Emphasis added.):
 - (1) Causes or contributes, after consideration of disposal site dilution and dispersion, to violations of any applicable State water quality standard;
 - (2) Violates any applicable toxic effluent standard or prohibition under section 307 of the Act;
 - (3) Jeopardizes the continued existence of species listed as endangered or threatened under the Endangered Species Act of 1973, as amended, or results in likelihood of the destruction or adverse modification of a habitat which is determined by the Secretary of Interior or Commerce, as appropriate, to be a critical habitat under the Endangered Species Act of 1973, as amended. If an exemption has been granted by the Endangered Species Committee, the terms of such exemption shall apply in lieu of this subparagraph;
 - (c) Except as provided under section 404(b)(2), no discharge of dredged or fill material shall be permitted which will cause or contribute to significant degradation of the waters of the United States. Findings of significant degradation related to the proposed discharge shall be based upon appropriate factual determinations, evaluations, and tests required by subparts B and G, after consideration of subparts C through F, with special

Responses to Comments:

Fromer, Robert

No response necessary on this page.

Opposition to CONNDOT Section 404 Permit Application
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emphasis on the persistence and permanence of the effects outlined in those subparts. Under these Guidelines, effects contributing to significant degradation considered individually or collectively, include. (Emphasis added):

- (1) Significantly adverse effects of the discharge of pollutants on human health or welfare, including but not limited to effects on municipal water supplies, plankton, fish, shellfish, wildlife, and special aquatic sites.
- (2) Significantly adverse effects of the discharge of pollutants on life stages of aquatic life and other wildlife dependent on aquatic ecosystems, including the transfer, concentration, and spread of pollutants or their byproducts outside of the disposal site through biological, physical, and chemical processes.
- (3) Significantly adverse effects of the discharge of pollutants on aquatic ecosystem diversity, productivity, and stability. Such effects may include, but are not limited to, loss of fish and wildlife habitat or loss of the capacity of a wetland to assimilate nutrients, purify water, or reduce wave energy; or
- (4) Significantly adverse effects of discharge of pollutants on recreational, aesthetic, and economic values.
- (d) Except as provided under section 404(b)(2), no discharge of dredged or fill material shall be permitted unless appropriate and practicable steps have been taken which will minimize potential adverse impacts of the discharge on the aquatic ecosystem. Subpart H identifies such possible steps (Emphasis added)." 40 CFR, part 230.10, Section 404(b)(1) guidelines for specification of disposal sites for dredged or fill material, subpart b, compliance with the guidelines, restrictions on discharge.

"The permitting authority shall determine in writing the potential short-term or long-term effects of a proposed discharge of dredged or fill material on the physical, chemical, and biological components of the aquatic environment in light of subparts C through F. Such factual determinations shall be used in Sec. 230.12 in making findings of compliance or non-compliance with the restrictions on discharge in Sec. 230.10. The evaluation and testing procedures described in Sec. 230.60 and Sec. 230.61 of subpart G shall be used as necessary to make, and shall be described in, such determination. The determinations of effects of each proposed discharge... (Emphasis added)." 40 CFR, part 230.11, Section 404(b)(1) guidelines for specification of disposal sites for dredged or fill material, subpart b, compliance with the guidelines, factual determinations.

The following pertinent and relevant provisions govern preparation of environmental impact evaluations under the National Environmental Policy Act (NEPA):

"This section is the heart of the environmental impact statement. Based on the information and analysis presented in the sections on the Affected Environment (Sec. 1502.15) and the Environmental Consequences (Sec. 1502.16), it should present the environmental impacts of the proposal and the alternatives in comparative form, thus

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Fromer, Robert

No response necessary on this page.

Opposition to CONNDOT Section 404 Permit Application
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sharply defining the issues and providing a clear basis for choice among options by the decisionmaker and the public. In this section agencies shall:

- (a) **Rigorously explore and objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated.** (Emphasis added)
- (b) Devote substantial treatment to each alternative considered in detail including the proposed action so that reviewers may evaluate their comparative merits.
- (c) Include reasonable alternatives not within the jurisdiction of the lead agency.
- (d) **Include the alternative of no action.**
- (e) **Identify the agency's preferred alternative or alternatives, if one or more exists, in the draft statement and identify such alternative in the final statement unless another law prohibits the expression of such a preference.** Include appropriate mitigation measures not already included in the proposed action or alternatives. (Emphasis added.) 40 CFR, Part 1502.14, Protection of environment, council on environmental quality, environmental impact statement, alternatives including the proposed action.

"The environmental impact statement shall succinctly describe the environment of the area(s) to be affected or created by the alternatives under consideration. The descriptions shall be no longer than is necessary to understand the effects of the alternatives. Data and analyses in a statement shall be commensurate with the importance of the impact, with less important material summarized, consolidated, or simply referenced. Agencies shall avoid useless bulk in statements and shall concentrate effort and attention on important issues. Verbose descriptions of the affected environment are themselves no measure of the adequacy of an environmental impact statement." 40 CFR, Part 1502.15, Protection of environment, council on environmental quality, environmental impact statement, affected environment.

"This section forms the scientific and analytic basis for the comparisons under Sec. 1502.14. It shall consolidate the discussions of those elements required by sections 102(2)(C)(i), (ii), (iv), and (v) of NEPA which are within the scope of the statement and as much of section 102(2)(C)(iii) as is necessary to support the comparisons. The discussion will include the environmental impacts of the alternatives including the proposed action, any adverse environmental effects which cannot be avoided should the proposal be implemented, the relationship between short-term uses of man's environment and the maintenance and enhancement of long-term productivity, and any irreversible or irretrievable commitments of resources which would be involved in the proposal should it be implemented..." 40 CFR, Part 1502.16, Protection of environment, council on environmental quality, environmental impact statement, environmental consequences.

Responses to Comments:

Fromer, Robert

No response necessary on this page.

Opposition to CONNDOT Section 404 Permit Application
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"When an agency is evaluating reasonably foreseeable significant adverse effects on the human environment in an environmental impact statement and there is incomplete or unavailable information, the agency shall always make clear that such information is lacking.

(a) If the incomplete information relevant to reasonably foreseeable significant adverse impacts is essential to a reasoned choice among alternatives and the overall costs of obtaining it are not exorbitant, the agency shall include the information in the environmental impact statement.

(b) If the information relevant to reasonably foreseeable significant adverse impacts cannot be obtained because the overall costs of obtaining it are exorbitant or the means to obtain it are not known, the agency shall include within the environmental impact statement:

(1) a statement that such information is incomplete or unavailable;

(2) a statement of the relevance of the incomplete or unavailable information to evaluating reasonably foreseeable significant adverse impacts on the human environment;

(3) a summary of existing credible scientific evidence which is relevant to evaluating the reasonably foreseeable significant adverse impacts on the human environment, and

(4) the agency's evaluation of such impacts based upon theoretical approaches or research methods generally accepted in the scientific community. For the purposes of this section, "reasonably foreseeable" includes impacts which have catastrophic consequences, even if their probability of occurrence is low, provided that the analysis of the impacts is supported by credible scientific evidence, is not based on pure conjecture, and is within the rule of reason.

(c) the amended regulation will be applicable to all environmental impact statements for which a Notice of Intent (40 CFR 1508.22) is published in the Federal Register on or after May 27, 1986. For environmental impact statements in progress, agencies may choose to comply with the requirements of either the original or amended regulation." 40 CFR, Part 1502.22, Protection of environment, council on environmental quality, incomplete or unavailable information.

"If a cost-benefit analysis relevant to the choice among environmentally different alternatives is being considered for the proposed action, it shall be incorporated by reference or appended to the statement as an aid in evaluating the environmental consequences. To assess the adequacy of compliance with section 102(2)(B) of the Act the statement shall, when a cost-benefit analysis is prepared, discuss the relationship between that analysis and any analyses of unquantified environmental impacts, values, and amenities. For purposes of complying with the Act, the weighing of the merits and drawbacks of the various alternatives need not be displayed in a monetary cost-benefit analysis and should not be when there are important qualitative considerations. In any event, an environmental impact statement should at least indicate those considerations, including factors not related to environmental quality, which are likely to be relevant and

Responses to Comments:

Fromer, Robert

3. Environmental Justice and EO 12898 are addressed in Sections 4.10.5 and 5.10.3.

Opposition to CONNDOT Section 404 Permit Application
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important to a decision." 40 CFR, Part 1502.23. Protection of environment, council on environmental quality, cost-benefit analysis.

"Agencies shall insure the professional integrity, including scientific integrity, of the discussions and analyses in environmental impact statements. They shall identify any methodologies used and shall make explicit reference by footnote to the scientific and other sources relied upon for conclusions in the statement. An agency may place discussion of methodology in an appendix." 40 CFR, Part 1502.23. Protection of environment, council on environmental quality, methodology and scientific accuracy.

On February 11, 1994, the President issued Executive Order (EO) 12898, "Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations," dated February 11, 1994, is a pointed reminder of some key requirements engendered in the Civil Rights Act of 1964. Although the EO is not law, it drives many Administrative functions and perspectives of our federal agencies. The EO reads in pertinent part as follows:

"Each Federal agency shall conduct its programs, policies and activities that substantially affect human health or the environment, in a manner that ensures that such programs, policies, and activities do not have the effect of excluding persons (including populations) the benefits of, or subjecting persons (including populations) to discrimination under, such programs, policies and activities, because of their race, color or national origin. Executive Order 12,898, § 1-101

Executive Order 12,898, § 2-2. "To the greatest extent practicable and permitted by law... each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low income populations." Executive Order 12,898, § 2-2.

This EO applies to U.S. DOT in the administration of federal transportation grant programs.

With respect to EJ, all its requirements relate to community changes and impacts associated with direct or indirect transportation projects. Assessment of EJ is evolving into the concept of social equity as that relates to disparate (i.e. different, dissimilar) project impacts on specific (i.e target) populations in the planning, operation, and maintenance of the nation's infrastructure, among other of its resources and land uses.

Whether perceived or actual, these disparate outcomes create many complications in project implementation. In fact, controlling regulations and laws are growing daily in their numbers and complexity. For example, a Federal Highway Administration Order on Environmental Justice has been widely distributed to all its Headquarters, Resource Centers, Divisions, and their consultants and interested parties. Yet, this order is not addressed in the DEIE and serious consideration is not

Responses to Comments:

Fromer, Robert

4. Development of the preferred alternative resulted in a reduction in wetland impacts to 16.6 acres and a substantial reduction in fragmentation of the largest forest block, Habitat Block No. 2 (refer to Section 3.4).
5. Comments noted. Also see Section 7 regarding meetings of the AC, during which the Purposes and Needs were developed, and information about the public outreach process.

Opposition to CONNDOT Section 404 Permit Application
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given to EJ as part of the ACoE's public interest review; in fact, it is omitted in the Public Notice which is another reason for its defectiveness.

In basing its decision on whether to issue a Section 404 permit after assessment, evaluation and consideration of the probable impacts of the proposed activity on the required public interest (33 CFR, part 320.4(a)) which includes impacts from the discharge of fill into the waters of the United States (40 CFR, part 230), the DEIE is the key document for compilation of the information and knowledge to scientifically determine, where feasible, a preferred alternative.

The DEIE is subdivided into Sections 2.1 to 2.2 (Purpose and Need), Sections 3.1 to 3.3 (Description of Alternatives), Sections 4.1 to 4.14 (Affected Environment), Sections 5.1 to 5.19 (Environmental Impacts) and Sections 8.1 to 8.2 (Major Investment Study).

As stated by CONNDOT: "Route 11, even with the refinements that have been made in the design, will still impact over 40 acres of wetlands (much of which is considered high quality) and have a substantial impact upon unfragmented forested wildlife habitat." Connecticut Department of Transportation, *Route 11 Transportation Corridor Analysis*, prepared by Bureau of Policy and Planning, Division of Intermodal Planning in cooperation with the Southeastern Connecticut Council of Governments dated December 1994.

4

DEIE, Section 2, Purpose and Need

In Section 2.1, pages 1-2, the DEIE states that: "[s]ix key points summarize the purpose and need for transportation improvements in the Route 82/85/11 corridor." The six points are: (1) highway system linkage, (2) roadway function and use, (3) roadway safety and accident reduction, (4) roadway capacity, (5) regional growth and development and (6) compatibility with plans of development. These points overwhelmingly address the purposes and needs for perpetuation of predominantly localized, white, suburban/rural transportation systems. Apparently, the CONNDOT and FHWA originally built Route 11 in the 1970s for the purpose of connecting the City of New London with Hartford; however, although identified, the DEIE should clearly establish the identified legislative and administrative intent in constructing the road.

The key points should be expanded to include five additional points as follows:

- Reduction in total energy consumption;
- Environmental Justice;
- Division of "Roadway Use and Function" into the two separate uses and functions of "long distance" and "local";
- Connectivity and integration with other regional transportation plans and systems, such as Route 2/2A/32 - State Project #172-281 and
- Changes to state zoning laws mandating that all local projects demonstrate conformity with state and regional transportation plans and consistency with statewide plans of conservation and development.

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<p>Opposition to CONNDOT Section 404 Permit Application Robert Fromer Page - 12 -</p> <p>There are two (2) distinct classes of highway and transportation users in Connecticut mostly determined by economic status: suburban/rural and urban. I strongly urge revision of the purposes for each of the key points as follows:</p> <ul style="list-style-type: none"> • Highway System Linkage <ol style="list-style-type: none"> (1) To primarily provide high-speed, efficient and low-cost transportation between New London and Hartford and (2) To secondarily provide increased mobility/efficiency and access to local properties. • Roadway Function and Use <ol style="list-style-type: none"> (1) To primarily provide high-speed, efficient and low-cost transportation between New London and Hartford and (2) To secondarily provide increased mobility/efficiency and access to local properties. • Roadway Safety and Accident Reduction <p>To reduce and possibly eliminate the causes of roadway accidents.</p> • Roadway Capacity <p>To encourage transportation systems discouraging use of the automobile.</p> • Regional Growth and Development <ol style="list-style-type: none"> (1) To define the end purpose and goal of growth. (2) To define an acceptable regional quality of life (3) Change terminology to: Regional Conservation, Development and Growth. • Compatibility with Plans of Development <ol style="list-style-type: none"> (1) To be compatible with Plans of Conservation and Development which is consistent with state statute. (2) To be consistent with the State of Connecticut Plans of Conservation and Development for 1998-2003. <p>In developing the purposes and needs section, the DEIE neglects to consider as a reasonable planning possibility, the potential for another oil embargo from oil producing countries.</p> <p>DEIE, Section 3, Description of Alternatives There are four (4) basic categories of alternatives: no build, mass transit, Transportation Safety Modifications (TSM) and Transportation Demand Management (TDM)/transit and expressway build options. Of the twelve (12) alternatives considered only two involve some form of mass transit description and discussion. The TDM/transit alternatives examined commuter parking, regional bus service and ridesharing</p>	<p>Responses to Comments:</p> <p>Fromer, Robert</p> <p>See previous page.</p>
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Responses to Comments:

Fromer, Robert

6. A mass transit alternative (TDM/transit), including rail service, was introduced in Section 3.3.4 and was evaluated in Sections 4.4.1.10 and 5.1.1. The potential for rail service to satisfy the transportation needs of the corridor was further analyzed in the *Community-sensitive Upgrade Study* (summarized in FEIS Section 3.4) and was found not to be a practicable alternative.
7. Additional detail on accidents was reported in the *Community-sensitive Upgrade Study*. See Section 4.1.6 for additional information. Causes of accidents varied by location and included rear end collisions at traffic signals and other intersections, poor sight lines, and weather conditions. Seven locations in the corridor experienced accident rates higher than the state average, one is included on ConnDOT's SLOSS.

Opposition to CONNDOT Section 404 Permit Application
 Robert Fromer
 Page - 13 -

activities with and without improvements to the Route 82/85/11 corridor and with TSM operational improvements, such as intersection upgrades and signal modifications. The TDM/transit alternative addresses efficiency improvements that are directed to making the most efficient use of the existing roadway system rather than increasing capacity. The second mass alternative considers improvements and expansion of Southeast Connecticut Area Transit which is a bus transportation system noted for its inefficiency, ineffectiveness and limited state financing for its budget.

None of these transportation alternatives examines an existing rail link from New London to Willimantic and eighteen (18) miles of an existing rail right-of-way from Willimantic to Hartford. Upgrade, improvements and modernization of the existing rail link and construction of a new rail bed from Willimantic to Hartford would permit high speed long distance service between the two major cities at a lower cost and with less energy consumption than the other alternatives. It's possible to achieve a fifty (50) minute run between these two cities. Additionally, both New London and Hartford have large concentrations of minorities who would need and have an EJ right-of-access to the proposed Patriots stadium in Hartford and new jobs at Pfizer and other industries in New London County.

Coupled with the above long-distance option, I support its combination with the TSM and TDM alternatives as a thirteenth alternative.

DEIE, Section 4. Affected Environment

In Section 4.1.6, the DEIE provides statistics and discussion on the investigation of accident records from 1994 to 1996. The data collected includes intersection and roadway information for Routes 11, 82, and 85 which attempts to demonstrate that road hazards are the predominant contributor to accidents and, therefore, a justification of the alternatives. However, the causes of the accidents is missing from the data, statistics, assessment and evaluation. Without evidence of accident causes, there is simply no basis to justify the proposition that Route 82 and 85 are unsafe. In my opinion, bad drivers and poor enforcement of driving laws are the major cause of the accidents rather than the road system. The Applicant has the burden to demonstrate otherwise.

There is absent from Section 4.4, Biological Diversity the results of any recent comprehensive site-specific inventory, investigation, analysis, assessment and evaluation of the biological diversity of the affected environment based on short and long-term field observations. For example in Section 4.4.3, page 55, Avian Resource, the DEIE passes off as an inventory, the quite laughable statement that:

"[A]n inventory of bird species was compiled for the corridor area. This was accomplished by utilizing a number of sources such as *The Atlas of Breeding Birds of Connecticut*, the *Breeding Bird Survey*, and field observation. *The Atlas of Breeding Birds of Connecticut* was utilized to determine what species have been documented as breeders within the corridor area. According to the atlas, 84 birds have been documented as confirmed breeders, 22 species are probable breeders and 11 are possible breeders within the corridor, comprising a total of 117 breeding species."

Responses to Comments:

Fromer, Robert

8. See Sections 4.4 and 5.4 for additional information on wildlife and vegetation collected during biological surveys performed in 2004-2005. See Bevier 1994 in the References section.
9. See Sections 4.4 and 5.4 for additional information on wildlife and vegetation collected during biological surveys performed in 2004-2005.

Opposition to CONNDOT Section 404 Permit Application
 Robert Fromer
 Page - 14 -

I could not find the two cited studies in the References section and the year of the study was unstated in the section. Obviously, the statement is part of a literary inventory but not the result of recent study or statistical sampling, etc. The entire section on Biological Diversity is comprised of generic narrative and prior biological studies of limited extent. For example, the citations of (Downham & Craig, 1976) in Section 4.4, page 52, (Ellison, 1994) in Section 4.4.3, Avian Resources, page 55, (Klemens, 1993) in Section 4.4.5, Reptilian/Amphibian Resources, page 57 and (Rosenberg and Raphael, 1986) in Section 4.4.3.2, page 61.

Even though the DEIE acknowledges in the last sentence of Section 4.4.3, page 55 that: "[A]ll of the species listed above were observed within the corridor during this study," the impact statement neglects to provide a quantification of any observations. For example, what was the population and distribution of the species by age group and season of the year? What was the health of the species? What were the indices of Species Diversity, Richness, Abundance and Equitability in the food web? What is the structure and function of the biological communities and ecosystems in the corridor? What are the ecosystem processes in the corridor? What are community energetics, population dynamics, productivity and health of the different species sampled? See Westman, *Ecology, Impact Assessment, and Environmental Planning*, John Wiley & Sons, New York, 1985.

Similarly, the statement in the DEIE that field investigations revealed that: "[I]nline amphibian species were observed and eight reptilian species were observed..." is simply not a scientifically meaningful statement which is a typical comment for all of the DEIE.

In Section 4.4.6, Wildlife Species/Community Diversity, page 58, the McGuire Group acknowledges an unplanned and unscientific study based on limited field investigations bolstered by literature searches and correspondence.

The above comments for portions of Section 4.4 apply to all the subsections concerning Biological Diversity including Section 5.4, Environmental Impacts.

The information in Sections 4.5.5.1, Surface Water Quality and 4.5.5.2, Groundwater Quality use outdated information from the *Connecticut Water Resources Bulletin No. 16* (Cervone, Grossman, Thomas, 1968) and very limited surface and ground water quality samplings to determine that Lallimer Brook and the groundwater in the corridor meet the criteria of the State of Connecticut Water Quality Standards. These are ludicrous, inadequate and unscientifically determined assessments and evaluations. The information/evidence is insufficient to render such a wide ranging determination of satisfactory water quality especially since the DEIE states on page 76 that according to the State of Connecticut, Department of Environmental Protection notes that the area at Salem Four Corners may not currently meet the GA groundwater classification. Without adequate and recent determinations of water quality, it is virtually impossible to project, assess and evaluate the impacts from pollutant loading caused vehicular traffic for the alternatives.

Although the State of California has banned the use of Methyl Tertiary Butyl Ether (MTBE) because of water pollution caused by its use in gasoline, there is no data based on measurements of existing water quality to determine the impact on water

8

9

Responses to Comments:

Fromer, Robert

10. Regarding the budget-related question and other comments on methods of analysis: the DEIS provided a cost-effective analysis for the comparison of alternatives, disclosure of potential impacts, and receipt of public and agency input that provided the information necessary for the decision-making process, as required by Council on Environmental Quality (CEQ) Regulations for Implementing NEPA (40 CFR 1500-1508) and FHWA's Environmental Impact and Related Procedures (23 CFR 771). The procedures used and the identification of key issues were developed during the scoping process with local, state, and federal officials and the general public. Information on additional environmental impact assessment and public and agency coordination is also provided in the FEIS.

Opposition to CONNDOT Section 404 Permit Application
 Robert Fromer
 Page - 15 -

quality and wetlands from continued use of MTBE in Connecticut. Table 4-22, page 73 does not list surface litter (i.e., floatables [DEP Water Quality Standards]) and automotive generated air pollutants (i.e., MTBE and volatile organics) deposited on road surfaces as stormwater constituents. The DEIE requires further study of this matter through development of a water quality monitoring program and a more inclusive listing of stormwater pollutants to better assess the affected environment and environmental consequences from the alternatives.

Additionally, there was no sampling of the litter generated per mile from existing road use and the projected impact from potentially more litter from the alternatives.

The information provided in Section 4.4 and 4.5.5 is simply contrary to the expressed intent and criteria of 33 CFR, part 320 and 40 CFR, parts 230 and 1502. This brings me to the following questions needing answers: How much money did CONNDOT AND FHWA earmark for preparation of the DEIE? Was the DEIE budget driven? Please respond to the questions.

In Sections 4, 10 and 5.10, the DEIE discusses the existing Socioeconomic Environment and the impacts. However, the evaluation neglects to assess and evaluate the socioeconomic climates for New London and Hartford since many city residents of and visitors to both cities use the Route 82/85/11 corridor.

DEIE, Section 5, Environmental Impacts

In Section 5.5.3, Water Resources and Water Quality and Section 5.5.4, Surface Water Impacts, the DEIE uses the FHWA model *Pollutant Loadings and Impact from Highway Stormwater Runoff* (FHWA-RD-88-007, 1990); however, the McGuire Group did not use this model to predict the existing water quality with confirmation from field sampling in the corridor. Furthermore, the model is limited to Total Suspended Solids which adsorb heavy metals, but the DEIE used no models for other pollutants in stormwater such as water-soluble components of gasoline, oil, etc.

Section 5.15.1.3, page 179 concerns Water Quality during construction activity and cites the Best Management Practices contained in the *Connecticut Guidelines for Soil Erosion and Sediment Control*; section 10 of the Guidelines provides an algorithm for predicting the magnitude of erosion which should appear in the DEIE for each alternative.

The energy consumption impacts presented in Section 5.17 are concerned with construction activity correlated to cost and motor vehicle use but neglects to account for the life-cycle consumption from road improvements, repairs, maintenance, replacement, etc. over a specified time span(s).

DEIE, Section 8, Major Investment Study (MIS) Process

This section examines the benefit-cost analysis which compares the cost of implementing transportation benefits. According to Section 8.2.1, page 8: "(T)he costs for this analysis are derived from capital cost of construction, maintenance and highway operation. A benefit-cost analysis includes determination of the ratio of benefits from reduced highway user costs to costs required to produce the

Responses to Comments:

Fromer, Robert

11. Refer to responses #1 and #10 regarding the public notice and adequacy of the EIS. See the Executive Summary for a definitive account of project benefits, fulfillment of purposes and needs, adverse impacts, and mitigation commitments for the preferred alternative.


Opposition to CONNDOT Section 404 Permit Application
 Robert Fromer
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benefits... The accepted guideline for estimating the economic effects of transportation improvements on highway users is *A Manual on User Benefit Analysis of Highway and Bus-Transit Improvements* (AASHTO, 1977). The DEIE provides no model for computing, analyzing, assessing and evaluating the benefit-cost analysis for the costs of environmental damage and disruption which may be considered as the loss of the three free categories of benefits of nature in the undisturbed state: (1) conservation and use of resources, (2) maintenance of healthy human life and (3) preservation of ecosystem functions. The Code of Federal Regulations, Title 40, part 1502.23 cost-benefit analysis requires such consideration in the impact evaluation. See Westman, *Ecology, Impact Assessment, and Environmental Planning*, John Wiley & Sons, New York, 1985.

Finally the costs in Section are not representative of the true costs since they are exclusive of financing costs and the costs of repair, maintenance, replacement. A more realistic, accurate and inclusive analysis would be a life-cycle cost analysis for specified time spans.

In conclusion, the Public Notice was defective, the DEIE is incomplete and inadequate and it is not in conformity and compliance with the comprehensive criteria, provisions and requirements of 33 Code of Federal Regulations (CFR) parts 320.1 through 325.4 and 40 CFR parts 230.1 through 230.77 and 1502.14 through 1502.25 because it has not clearly and definitively established the benefits which may reasonably accrue from the proposal and the reasonably foreseeable detriments. Therefore, the DEIE has failed to satisfy the comprehensive requirements of the "public interest review." Consequently, the Applicant has failed to meet its burden of balancing the proposed benefits against the predictable detriments. The permit should be denied until the Applicant provides further information to meet the statutory and framework regulatory for the discharge of fill in wetlands.

Very truly yours,


 Robert Fromer

Cc

(1) Edgar T. Hurlie
 Director of Environmental Planning
 Bureau of Policy and Planning
 Connecticut Department of Transportation
 2800 Berlin Turnpike
 P.O. Box 317546
 Newington, CT 06131-7546

Responses to Comments:

Fromer, Robert

No response necessary on this page.

Opposition to CONNDOT Section 404 Permit Application
Robert Fromer
Page - 17 -

(2) Donald J. West
Division Administrator
United States
Department of Transportation
Federal Highway Administration
628-2 Hebron Avenue
Glastonbury, CT 06033

Enclosures: (1) USACE Public Notice
(2) 33 CFR parts 320.1 to 325.4
(3) 40 CFR parts 230.1 to 230.77
(4) 40 CFR part 1502.14 to 150.25
(5) Letter from Environmental Defense
Fund dated July 3, 1998 interpreting
Executive Order 12898 on Environmental Justice

Responses to Comments:

Fromer, Robert

1. A mass transit alternative (TDM/transit), including rail service, was introduced in Section 3.3.4 and evaluated in Sections 4.4.1.10 and 5.1.1. The potential for rail service to satisfy the transportation needs of the corridor was further analyzed in the *Community-sensitive Upgrade Study* and was found not to be a practicable alternative.
2. A mesoscale analysis was included in the DEIS and is provided in Section 5.3.1 along with updated information. PM₁₀ and PM_{2.5} are addressed in Section 5.3.5.

ROBERT FROMER, M.S.E.E., P.E., P.C.
Environmental Consultant
281 Gardner Avenue, Unit J-4
New London, CT 06320
(860) 447-8259

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MAY 06 1999
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May 6, 1999


Mr. Edgar T. Hurlie
Director of Environmental Planning
Bureau of Policy and Planning
Connecticut Department of Transportation
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546

Re: Addendum to Previous Comments Concerning Draft Environmental Impact Evaluation for Proposed Transportation Improvements to Route 82/85/11 Corridor, FHWA-CT-EIS-98-01-D

Dear Mr. Hurlie:

I hereby provide additional information in support of my opposition to the referenced application. The Applicant neglected to consider the following Transportation Equity Act (TEA-21) for the 21st Century initiatives as feasible and prudent alternatives: (a) Magnetic Levitation Transportation Deployment Program (MAGLEV), (b) High Speed Rail Development from New London to Hartford via Williamantic on existing rail lines and right-of-ways, (c) light density rail line pilot projects and (d) railroad rehabilitation and improvement financing in support of (b). Additionally the Draft Environmental Impact Evaluation neglected to conduct a mesoscale analysis, assessment and evaluation for ozone, carbon monoxide and particulate matter, especially, in light of the new National Ambient Air Quality Standards for ozone and PM_{2.5} (fine particles less than 2.5 microns) promulgated in July 1997 by the U.S. Environmental Protection Agency. I have enclosed a copy of the TEA-21 Summaries highlighting the pertinent alternative programs.


Very truly yours,


Robert Fromer

Enclosure: Summaries of TEA-21

Gargano, Norma

Comments noted.


 Norma Gargano
 40 Shailor Hill Rd
 Colchester, CT 06415

RECEIVED
 MAY 05 1999
 ENVIRONMENTAL PLANNING
 DIVISION

DOT
 P.O. Box 31746
 Newington, CT 06131

Dear Mr. Hule,
 I hope & pray the State of Conn. D.O.T. will continue Rt 11 down to Waterford. If you never have driven Rt 85 especially on a SUNDAY, you can't imagine the terrible changes people take to pass when the traffic is moving slowly. People do not stop and think before they pass just to get ahead and then there's the problem of tailgating when the lights are right, with horn behind with the

- 3 -

cut from a road that on had not been started.
 I love the birds and animals and I'm for wetlands. I believe the road can be completed and without the wetlands. - Other States done it and so can Conn. You can visit any surrounding state and see roads and protected wetlands side to side.
 I'm not smart enough to know how to make a good appeal or proposal for this, but I have traveled Rt 85 and I know it's


Gargano, Norma
 Comments noted.

-4-

so dangerous and I make my
 plan to make sure I'm off
 Rt 85 at rush hour, Sat and
 Sunday during the summer
 and holiday. Please believe
 the people that live there -
 they really know the dangers
 and live with those fears.
 I live off Rt 2 and travel
 it and I know people can
 be careless there too, but it
 less dangerous than Rt 85.
 Please continue Rt 11.
 Thanks for your time.
 Sincerely,
 Norma Gargano

-2-

better vehicles like all 4
 passengers trucks and Jeep
 cars. This light reflect
 you ride mirror and see
 mirror as if the rear
 high beam or and they
 you, plus the normal ones
 problems of crawling or an
 road with night time to
 blindness. People take such
 chances also when the
 across the other lane not
 side road or driveway. Not
 traffic - too much traffic
 on old road - widening to
 the answer, please complete
 east of the road projects.
 have been done, no extra


 Norma Gargano
 40 Shalor Hill Rd.
 Colchester, CT 06415

Responses to Comments:

Gillman, Simeon

1. See Written Comments – State Agencies, “DEP #1”.
2. Section 1 provides a brief explanation of the history of Route 11, including a summary of the financial, environmental and regulatory constraints that contributed to the need for repeated studies and the prolonged period of uncertainty about the eventual outcome.

P.O. Box 185630
 Hamden, CT 06518
 May 15, 1999

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 MAY 18 1999
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 DIVISION

Mt. Edgar T. Horte
 Director Environmental Planning
 Bureau Policy & Planning
 STATE DEPT. TRANSPORTATION
 P.O. Box 317546
 Newington, CT 06131-7546

Re: Rt. 82/85/11 Corridor.

Sir -

Please be advised I think the best, safest, fastest & least expensive access continuing Rt. 11 from Salem Four Corners to I-95 is being Rt 11 in at the junction of I-95 & I-385 at Waterford Parkway North I-95 ramp with Oil Mill Road, Waterford.

This was proposed by the state years ago, it was put on official state maps with a broken line for completion & it is the shortest distance from Salem Four Corners where Rt 11 presently ends, Rt. 85 from there to I-95 is a death trap - why is it taking over 25 years of foot-dragging?

Sincerely,
 Ann Gillman
 Simeon Gillman

- 1
- 2

Responses to Comments:

**Goebel, David M.
New London Development Corporation
New London, CT**

Comments noted.



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS . . .

Public comments are an integral part of the NEPA/EIS process - you are invited and encouraged to forward your comments on the Route 82/85/11 DEIS to ConnDOT at the following address or by facsimile at (860)594-3028. *Comments must be received by May 7, 1999.*

Mr. Edgar T. Hurlie
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

Comments: *The NDC supports the concept of improved road access throughout SE CT. We feel that improvement in the road network between Hartford and the NEW LONDON area will significantly enhance the economic revitalization ongoing in NEW LONDON today. Our preference is to complete ROUTE 11 as it provides the most direct and safest approach opportunity. The 4 lane option would ensure that adequate capacity exists for the citizen in this rapid growth area. The EA revision appears to have the best impact on businesses ~~and is~~ as it has preferred. It is additionally the least expensive of the 4 lane options. In summary, the NDC supports the completion of ROUTE 11, option EA.*

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: DAVID M. GOEBEL
Address: NEW LONDON DEVELOPMENT CORPORATION (NDC)
165 STATE ST, SUITE 313

NEW LONDON, CT 06320

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Goldberg, Joseph

1. *Roadway Safety and Accident Reduction* was established as one of the project purposes and needs. An overview of accident data was given in DEIS Section 2.1.3, and a detailed accident history was presented in Section 4.1.6. Though data used in the DEIS analysis was for a 3-year period, rather than the longer period suggested in the comment, it is considered sufficient to identify safety problems in the corridor. Additionally, local input on such matters has been an important part of the EIS process (See "Carroll"). Also see "Costello" and Written Comments – Federal Agencies, "EPA#8 and EPA#9".

May 10, 1999

Joseph Goldberg
18 Meadow Lane
Norwich, CT 06360

Edgar T. Hurlle
Director of Environmental Planning
Department of Transportation
State of Connecticut
PO Box. 317546
Newington, CT 06131

Dear Mr. Hurlle,

In regards to your request for comments concerning the Route 85/11 corridor.

I would like to suggest that although everyone is concerned about ecology and the environment, at some point the cost of human life and the costs of the numerous accidents that have occurred on Route 85 over the last 50 years must be addressed.

The Department of Transportation has not sufficiently documented the number of deaths over a 5, 10 or 15 year period. Also, the total cost of auto and truck accidents over this period has not been determined or made available to the public. I am referring to human and physical costs. There has to be some accounting for this tremendous toll.

A widening of Route 85 will only increase the this toll of destruction. A two lane limited access highway will only create a deadly solution.

All statistics prove that a limited access four lane highway is the safest answer to the problem. Yes build it as environmentally concerned as possible, but build it to move forward into the 21st century, Connecticut and it's people deserve better and shame on anyone who puts other concerns ahead of human lives.

Thank you,

Joseph Goldberg

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Responses to Comments:

Goodwin, Richard H.

1. See Written Comments – Federal Agencies, “EPA #2”.
2. See FEIS Sections 3.4 regarding minimization of impact to Habitat Block #2.
3. See FEIS Section 5.4.12, 5.5.5.7, 5.6.3 and 5.6.4 and Appendix C regarding proposed mitigation for wetlands and habitat impacts.

STATEMENT REGARDING THE COMPLETION OF ROUTE 11
by
Richard H. Goodwin
2 Dobba Hill Road, East Haddam, CT 06420

I am Richard H. Goodwin, Professor Emeritus of Botany at Connecticut College. I served for 27 years as a Commissioner of the Connecticut Geological and Natural History, and am a past President of The Nature Conservancy, having served for 26 years as a member of its national Board of Governors. For most of my life I have had a lively concern for the quality of the environment and the preservation of its biodiversity.

First, I would like to state my belief that the completion of Route 11 is needed.

Second, an arterial highway, narrower than a full expressway, could be constructed that would adequately fill the need. Such a highway would be much less damaging than a full expressway. We have no data regarding the impact of a four-lane highway that is built to less than full expressway standards on wetlands and forest uplands, both of which are environmental concerns.


Six significant forest blocks have been identified through which the various proposed routes have been drafted. Alternative route "F" appears to be the most desirable from the point of view of forest fragmentation and preservation of wildlife diversity, because it passes along the edges of blocks 3, 4, and 5, and has no effect upon block 6. All alternatives would have the same impact on blocks 1 and 2.

Mitigation is needed to minimize the impacts of the highway on these important forest blocks and the wetlands across which it passes. Construction plans should bridge the wetlands and require connections underneath the highway to provide wildlife corridors.

Construction of this highway presents a wonderful opportunity to create a forested greenway between Sakon and Waterford that would be of great benefit to the public for recreation and for a trail and bicycle path. By acquiring the identified forested tracts they can be saved from further fragmentation, as well as natural wetlands that are presently being restored by Beaver.

Responses to Comments:
Grandchamp, Mary W.

Comments noted.



Route 82/85/11 Corridor MIS/EIS
 Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS ...

Public comments are an integral part of the NEPA/EIS process - you are invited and encouraged to forward your comments on the Route 82/85/11 DEIS to ConnDOT at the following address or by facsimile at (860)594-3028. *Comments must be received by May 7, 1999.*

Mr. Edgar T. Harte
 Director, Environmental Planning
 Bureau of Policy and Planning
 State of Connecticut Department of Transportation
 P.O. Box 317546
 Newington, CT

Comments: *It does not make sense not to complete the project begun 28 years ago. To build a "bridge to nowhere" and spend hundreds of thousands of dollars to blast through a hillside and leave it as a "road to nowhere" is ludicrous. (It is also bordering on criminal to destroy a hill and leave it to rot and as it does now.)*


The number of homes and businesses that would be lost by widening Route 85 is also ludicrous.

Complete Route 11 now! Finish what the state began almost 30 years ago.

Note: This comment form is provided for your convenience; however, comments may be submitted in any 8 1/2" x 11" format.

Name: Mary W. Grandchamp

Address: 25 Skyline Dr.
Salem, CT 06420.

 FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Griggs, Anthony J. and Janet

1. The widening alternatives do not directly impact Carr Pond or Lake Konomac. Wetland boundaries were determined from National Resource Conservation Service soils maps and field verification. Also see Written Comments – Federal Agencies, “EPA #15”.

13 May 1999

Anthony J. Griggs
122 New London Road , Rt 85
Salem, Ct. 06420

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MAY 21 1999
ENVIRONMENTAL PLANNING
DIVISION

Edgar T. Hurlle
Director of Environmental Planning
Bureau of Policy and Planning

Dear Director Hurlle:

This letter is in response to your request for comments on the Draft Environmental Impact Statement (DEIS) for the Route 82/85/11 Corridor.

My family and I have lived on Route 85 in Salem for over 20 years. I favor the 84 Alternative route for the completion of Route 11 built to arterial standards. I do not endorse the widening of Route 85 as this plan will fail to meet several objectives.

Wet Lands:

The EPA seems to be involved in a numbers game where the primary concern is that 20 acres of impacted wet lands for Route 11 construction is greater than the 12 acres for widening of Route 85. Those wet lands on Route 85 include Carr Pond and Lake Konomac which are part of the public water supply. I would hope that public water supplies would carry greater impact per acre than just wet lands.

I question the recent measurements along Route 85 and on my property to determine the scope of the Route 85 wet lands. This has been one of the driest April's on record. The extent of the wet lands along Route 85 is normally greater.

If Route 11 is not built, then further encroachment on the open space in its path will occur with accompanying sewage and runoff pollution. Suburban sprawl will take over the proposed route 11 / Greenway area.

The bottom line is greater damage to the environment overall will occur if Route 11 is not built.

Safety:

The traffic and safety problems on Route 85 exist because it is the only direct roadway available. Mixing slow commercial and local traffic with the high speed traffic of drivers who feel entitled to an unlimited access highway. You guarantee frustration resulting in road rage. There are dramatic

1

Responses to Comments:

Griggs, Anthony J.

2. See Written Comments – State Agencies, “CEQ #1” and “Brooks”.

fluctuations in the type of traffic on the road. During the day it is often impossible to get up to the speed limit. At night the speeds are dangerously fast. Widening the road will not alter the mix of driving styles on Route 85 and with increasing traffic the safety problem will worsen.

Quality of Life Along Route 85:

It seems that the quality of life in towns along Route 85 is not a significant factor in making a decision to build Route 11. We have long waits to get out of our driveways and side roads due to excess traffic. The amount of traffic has dramatically increased along Route 85 in the 20 years I have lived on it. It used to be busy only on beach weekends. Now, there is constant traffic year round with large tractor-trailers in the mix. Further encouragement of traffic by widening 85 will degrade the situation destroying the rural character. Is this fair? We were here first.

Another Berlin Turnpike :

If Route 85 is widened, more property will be converted to business concerns. This will cause more congestion and continue to force homeowners out of the area. Traffic lights will have to be added. The widening of Route 85 to alleviate traffic flow will have failed. In 10 years, we will be looking at building Route 11 IF we can. Why not do the job right and build Route 11 now?

In closing I would like to thank you for the opportunity to express my opinions on this important topic. I feel that widening Route 85 in place of completing Route 11 is a mistake. It would allow precious green space to become sprawl. We believe that the appeal of the plan to widen Route 85 is that it is less expensive. We hope that our elected officials are not that short sighted. This plan is destined to fail. When it does, the State will have to fund Route 11 or some other limited access highway. We cannot afford to lose more lives or waste tax dollars.

Best regards,

Anthony and Janet Griggs

Responses to Comments:

Grodinsky, Harold

1. See "Costello" and "Fabricant".



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS . . .

Public comments are an integral part of the NEPA/EIS process - you are invited and encouraged to forward your comments on the Route 82/85/11 DEIS to ComDOT at the following address or by facsimile at (860)594-3028. *Comments must be received by May 7, 1999.*

Mr. Edgar T. Hurlle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

Comments: Route 11 will destroy the living of my family. We live at 994 Hoagy Hill Rd. in Chesterfield. We own the house and property for 53 years. My grandparents had farms in the vicinity almost 100 years ago. The house we own is at least 200 yrs old plus and not listed with the historical society. It was a 5 generation in this house. If Route 11 comes thru to satisfy a political agenda, the congress will change the country to a suburb. We now enjoy seeing deer, wild turkeys etc. which will disappear along with the wet lands.

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: HAROLD GRODINSKY
Address: 994 Hoagy Hill Rd,
Chesterfield, CT. 06370


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APR 14 1999
ENVIRONMENTAL PLANNING
DIVISION

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Responses to Comments:

Gupta, Utpal

Comments noted.



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS . . .

Public comments are an integral part of the NEPA/EIS process - you are invited and encouraged to forward your comments on the Route 82/85/11 DEIS to ComDOT at the following address or by facsimile at (860)594-3028. *Comments must be received by May 7, 1999.*

Mr. Edgar T. Hurlle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

Comments: First of all the road should have been completed long time back. You guys didn't do that I let the residential complexes come around, New you want to have the road built and destroy the neighborhoods. Towns like E-Lyme are against certain plans because it goes through the church but a flow of God doesn't get disturbed by you. ∴ I am against PD 92, specially against E4 and E2. It seems that G2 alternative is the best.

NO E2 and E4.

Also BE plans that we have on lot ∴ No E to E

P.I am for Widening 82/85

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: UTPAL GUPTA

Address: 26 CHESTER COURT
SALEM CT 06420

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Hary, Marie

Comments noted.



Route 82/85/11 Corridor MIS/EIS
 Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS . . .

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Mr. Edgar T. Hurle
 Director, Environmental Planning
 Bureau of Policy and Planning
 State of Connecticut Department of Transportation
 P.O. Box 317546
 Newington, CT

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 APR 21 1999
 ENVIRONMENTAL PLANNING
 DIVISION

Comments: *Please finish RT 11 since the other route should not weigh the environmental issue at this point. The actual cost shouldn't seem to be an issue in itself. The cost of relocating families, acquisition of many properties, and the cost of the EIS project to a point, I am sure, and far off from any of the figures proposed for RT 11. EIS will never be able to properly handle that amount of traffic. RT 11 continuation is the only logical answer. Continue the project already in progress.*

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: Marie Hary
 Address: 845 Cheshire Rd
Orford, CT 06377

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Hauser, Kathleen and Richard

Comments noted.

To: Governor Rowland, the DOT, the EPA, and the Army Corps of Engineers
Subject: Route 11 project
Date: April 4, 1999

As residents of the town of Salem and citizens concerned for the safety of human life, we stand in full support of the completion of Route 11. When we chose Salem as our home 13 years ago we looked forward to raising our family in a small community away from the hustle of larger towns, away from major crime, and away from bumper to bumper traffic. As area companies, housing developments and casinos continue to expand, they are bringing a deluge of traffic with them. What used to be an easy ride on Route 85 has become a major challenge in defensive driving. Anyone who resides on the east side of Route 85 must often wait for a ridiculous period of time in order to turn south onto Route 85 because the stream of traffic is non-stop from both north and southbound directions. The situation is intensified during the warmer months of the year as out of town residents and tourists head for the beaches and other areas only accessible via I-95. People have made their homes and are trying to raise their children along and off of Route 85. Expanding this road would only jeopardize the safety of these families. It is also important to consider the impact that the construction process would have on these families as well as other commuters. As is often the case during construction, long delays and major inconveniences would be expected. Then, once completed, it is easy to assume that the speed of traffic would increase along with a wider, straighter road. The speed limit may be 50, but we all know that the majority of drivers would be using that limit as a MINIMUM. We can safely move wildlife into new areas where they will continue to flourish and reproduce, but we cannot ever replace a human life (especially that of an innocent child) lost to a tragic automobile or pedestrian accident.

PLEASE approve the completion of Route 11 and show the residents of Connecticut that the State really does have a conscience and can make the safety and lives of our families a priority. One never knows whose loved one could be killed next.

Respectfully,
Richard C. Hauser, Jr.
Richard C. Hauser, Jr.
Kathleen A. Hauser
Kathleen A. Hauser
77 Corrina Lane
Salem, CT. 06420

Responses to Comments:

Hoisington, Dennis

1. Coordination with EPA has been ongoing and has proceeded since the DEIS public hearings in April, 1999. FEIS Sections 3.4 and 7 describe minimization efforts employed in cooperation with EPA. These efforts will continue throughout the design and permitting process. Also see "APES #1" and Written Comments - Federal Agencies, "EPA #15".

April 9, 1999

Mr. Edgar T. Hurle
 Director, Environmental Planning
 Bureau of Policy and Planning
 State of Connecticut Department of Transportation
 P.O. Box 317546
 Newington Ct

RECEIVED
 APR 16 1999
 ENVIRONMENTAL PLANNING
 DIVISION

Route 82/85/11 Corridor MIS/EIS Comments:

I attended the Public Hearing at Waterford High School on April 7, 1999 and would like to compliment you on the professional presentation. It was very informative and the representatives answering questions at the Open House were very cordial and helpful.

I want to state my preference for a new limited access option to the intersection of 195/1395. I believe the widening option provides a minimal benefit at a great impact to local residents. I feel the intersection at 82/85 would continue to be a bottleneck so delays would only be marginally improved. Speed of traffic on similar 4 lane roads makes me question how much safer such an approach would actually be. The selection of the build options should be based on the lowest cost option that can be approved. I have given you my personal opinion but as a member of management at Millstone Nuclear Power Station I want to encourage any improvement to safety for this route that you can accomplish that many of our employees use daily.

There was one area in this process where I was disappointed. That was when the statement was presented by the EPA which promised to veto any construction option other than widening. I hope that it was not a surprise to you but it was to me and I'm sure it was to some others at the hearing. I may be wrong but it sounded like an EPA "veto" would be a barrier to the build options that could not be overcome in a timely manner. I think the impact of this should have been communicated to the public along with options to overcome this impediment. While I may not agree with the position of the EPA and feel impact can be mitigated, I understand that they have a job to do and are doing what they feel is the right thing. My expectation is that you would have worked with the EPA and prior to the hearing stage would have worked out a plan mitigating the environmental impact that could be accepted and approved. It feels like you have set the EPA up to be "the bad guys" and left only the widening option as viable. I hope this is a wrong perception because if it is not you have ensured that the majority of the public will be disappointed and will carry a resentment of "bureaucracy" that will not be beneficial to anyone involved.


 Dennis L. Hoisington
 103 Sleepy Hollow Rd
 Niantic, Ct 06357

Responses to Comments:

Jernigan, Tommy L., and Antoinette D.

1. See "Brooks" regarding the widening alternatives.

Mr. Edgar T. Hurlle
 Director, Environmental Planning
 Bureau of Policy and Planning
 Connecticut Department of Transportation

April 7, 1999

Dear Sir,

We moved to Salem in the spring of 1995. Antoinette was recruited at Pfizer Central Research in Groton, and I am retired from 15 years in county government in Georgia as Chairman of the Board of Tax Assessors / Chief Appraiser and Data Processing Manager for Oconee County, a rural but growing community. In those capacities I had considerable exposure and involvement in the planning, development, and valuation problems of a county that was one of the fastest growing in the state. I was involved in and observed several road projects, including paving and widening of existing roads and also the planning and construction of limited access city to city connectors and local limited access by-passes.

During our home search here we could have chosen to live in any area within a 45 minute commute of the Pfizer campus in Groton. We chose a house in Salem largely for its proximity to Pfizer and its tranquil rural flavor, including the scenic two-lane commute on Rt 85 from I-395 to Salem. In our opinion this was one of the nicest areas available. If Rt. 85 had been a four-lane major thoroughfare, or had we known it might become one, this location would never have made our short list for selection. The destruction of the existing rural residential neighborhood flavor and subsequent increase in traffic and death counts if Rt 85 were to be widened will definitely have an adverse impact on our lives and on property values for homes along a four-lane Rt 85. The construction and its aftermath will also permanently adversely affect the quality of life for the residents left in its wake.

We have counted the number of driveways, subdivision entrances and roads entering or crossing Rt 85/82 between 395 and the existing termination of Rt 11. There are about 160 entrances in the +/- 10 mile distance, or 1.6 entrances for every 1/10 mile. To make Rt 85/82 a heavily trafficked 4-lane detour is to create a frustrating traffic jam and death trap of the highest order. As one citizen said at the July meeting in Salem "If Rt 85/82 is made into a 4 lane highway you won't be doing traffic counts, you will be doing body counts."

Turning left (east) towards New London from Valley Drive is even now a serious and thoughtful task. It is often necessary to wait several minutes to enter traffic, sometimes even during the middle of a week day. It is frequently necessary to "jump" across traffic to merge into the fast moving traffic in the opposite lane. The hill crest just north (up hill) from Valley drive worsens the situation, and several accidents have occurred there even when residents were turning right. (There is a passing zone there that should not exist). I am certain that residents on the west side of Rt 85 suffer from similar problems when turning left to go north. If Rt 85 is made into four lanes the exercise will become even more difficult and deadly.

Responses to Comments:

Jernigan, Tommy L., and Antoinette D.

Other comments noted.

The unfortunate local residents returning home on a 4-lane lane to turn left across two lanes of heavy traffic. Since these unavoidable "stops" in traffic are unpredictable, even the daily commuters along the highway may be caught by surprise and rear-end the unfortunate resident who is attempting to get safely home. Rush hour will be particularly deadly and frustrating.

I am personally aware of circumstances when deaths occurred after roads were widened creating exactly this type of circumstance. I am certain that both the Federal and Connecticut DOT have statistics on the fatal phenomenon that follows the construction of a major four-lane highway through a highly populated residential area.

We believe that it is also imperative to consider the negative impact imposed on travelers forced to exit a limited access highway (turning left across traffic) to enter local traffic to pass through the area. To leave limited access Rt 11 for Rt 82/85 to go to I-395/95/New London is the same as intentionally creating a detour for through travelers. The argument is the same for termination south of Rt 161 and Chesterfield to detour on Rt 85 only to eventually re-enter I-395/95. Another rarely considered fact is the millions of man-hours wasted if travelers are forced onto the Rt 82/85 detour. This argument does not even take into consideration the existing bridge and road cut at the current termination of Rt 11 at Rt 82.

It seems equally short sighted to consider a reduction from four lanes on the existing Rt 11 to a two lane limited access highway. Bottle-necks are not conducive to expeditious traffic flow. Anyone who travels has experienced considerable frustration and delays when a major four-lane highway is reduced to two lanes with Jersey barriers. Traffic can back up for miles, and accidents, when they occur (often at the bottle neck), can stop traffic for hours. Anything short of a four lane limited access highway from Rt 11 to I-395/95 will never serve the interest of either local residents or through travelers.

It has been my experience that inadequate and ill-advised/intentioned road widening projects both destroy and devalue the local neighborhood and fail to meet the needs of through travelers. Often, after the destruction and endangerment of the local area, a limited access highway is finally built to solve the still existing traffic and fatality problems. This enlightenment is usually manifested over a period of only a very few years.

It is also prudent to consider that a limited access highway will be even more difficult to build in the future due to development that has taken place in the proposed corridor. It has already become apparent in retrospect that completion of Rt 11 would have been much easier only a few years ago.

An environmental perspective should also consider the millions of gallons of wasted fuel and the pollution from truck and car exhaust over a period of years if traffic is detoured from Rt 11 to Rt 82/85. Vehicles that spend more time in an area, as they would if Rt 82/85 is selected, will burn more fuel and spill more oil and leak more toxic fluids into the area and have more accidents.

Responses to Comments:

Jernigan, Tommy L., and Antoinette D.

Other comments noted.

We have noticed that wetlands and greenbelts are actually quite often created during limited access highway construction projects. Please do not place a few miniscule environmental concerns above the welfare of the residents of this community and the future travelers that will use the 4-lane proposal F/ Rt 11 corridor to gain access to I-395/95. Please build 4-lane proposal F. Build it once; Build it right. It is the only sensible long term solution to this dilemma. It will ultimately save money, serve the commuting public, and positively contribute to the quality of life and well being of the current and future residents in this area.

Thank you for considering these comments.

Tommy L. Jernigan
Antoinette D. Jernigan
Tommy L. and Antoinette D. Jernigan

63 Valley Dr.
Salem, CT 06420
860-886-7600

Responses to Comments:

Katz, Marie

Comment noted.

Mr. Edgar Harte
 CT DOT
 PO BOX 317596
 Hartford, CT 06131

Re: At 82-11-85 and

Dear Mr. Harte -

I feel that it must be brought in by shortest
 point to I-95, 395 merge area
 that point is to Waterford Parkway North
 coming out to Waterford Road. This was an original
 at Oil Mill Road. This was an original
 plan of D.O.T.
 It is safer and least expensive -

Sincerely
 Maria Katz
 60 Killdeer Rd.
 Houdon, CT 06517

RECEIVED
 MAY 24 1989
 ENVIRONMENTAL PLANNING
 DIVISION
 P. S. M. S. S. S.

Responses to Comments:

Katz, Stuart M.

Comment noted.

60 Killdeer Rd
Hartford, CT 06177

Mr. George Hurle
CT DOT
PO Box 317546
Newington, CT 06113-7546

Dear Mr. Hurle -

I am writing because I feel that Route 85 is a dangerous & obsolete road. Converting Rt 11 from I-95 to I-95 and National Highway North would be ideal.

Very truly yours,
Stuart M. Katz
Stuart M. Katz

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MAY 24 1999
ENVIRONMENTAL PLANNING
DIVISION
Postmarked 5/24

Responses to Comments:

Kington, Ellery and Randi

1. See FEIS Sections 3.4 and 7 for an overview of the impact minimization measures employed during the EIS process.
2. See “Written Comments – State and Local Officials” for response to the Town of Waterford resolution regarding the interchange with I-95.

May 3, 1999

Mr. Edgar T. Hurlle
 Director, Environmental Planning
 Bureau of Policy and Planning
 State of Connecticut Department of Transportation
 P.O. Box 317546
 Newington, Connecticut

RECEIVED
 MAY 04 1999
 ENVIRONMENTAL PLANNING
 DIVISION

Re: Route 82/85/11 Corridor

Dear Mr. Hurlle,

We are in favor of Alt. E4 with the following suggested modifications:

- 1) Instead of a full blown expressway, we support a 4-lane highway that follows as closely as possible, the existing land contours. This requires much less cutting and filling, would be less expensive, and have less environmental impact. As a local resident and environmental expert stated at the Chesterfield meeting, “wetlands can be more easily replaced – water supplies cannot”. This simple statement eliminates all alternatives modifying Rte 85.
- 2) Having a greenway incorporated into the design helps the environment and provides for additional use of the land.
- 3) The Rte 11 - I 95 interchange **must be redesigned** to minimize the impact on the Flanders Four Corners area. The present design has an extremely detrimental impact on the people and businesses there. If nothing else changes with Alt. E4, **this change is a must.**

All of the modifications suggested we feel are reasonable and appropriate and are in concert with sound engineering principles.

Thank you for your attention in this very important matter.


Very truly yours,

Ellery G. Kington, Jr. P.E.
Randi L. Kington
 Ellery G. Kington, Jr. P.E.
 Randi L. Kington
 23 Cardinal Rd.
 East Lyme, Conn. 06333

Responses to Comments:

Kopycinski, Walter

Comment noted.



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS . . .

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Mr. Edgar T. Hurdle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

Comments: *FINISH Rt. 11. Do not widen Rt. 85/R2. Do not disrupt communities in East Lyme (Chatterfield Rd). Finish Rt. 11 in 4 yrs. not 8. Rt 11 Greenway preferable - 4 lane - Plan E4*

Name: *MRS.*
Address: *Walter J Kopycinski
14 Deerfield Rd
Waterford CT 06385-3302*

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Krautmann, Matthew and Patricia

1. See Written Comments – State Agencies “CEQ #1” and “Brooks” regarding widening alternatives.

1796 Route 85
 Oakdale, Connecticut 06370
 April 12, 1999

RECEIVED
 APR 14 1999
 ENVIRONMENTAL PLANNING
 DIVISION

Mr. Edgar T. Hurlé
 Director, Environmental Planning
 Bureau of Policy and Planning
 Connecticut Department of Transportation
 P.O. Box 317546
 Newington, Connecticut 06131-7546

Dear Mr. Hurlé:

Please be informed that we favor the E4 option for completion of Route 11, including a greenway. We strongly oppose any of the options for modifying Route 85 other than to leave it as is. The rationale for our opinion is as follows.

The 15 alternative plans available for completion of the Route 11/Route 85 project have a common purpose of providing safe, efficient transportation in the immediate and distant future. The choice we confront now is essentially which combination of financial, wetland, forest, housing, and other resources we should consume in completing the project.

Various degrees of safety and efficiency will result from each of the choices made. The safest and most efficient are the 4-lane, limited-access options; the 2-lane limited access options probably will be next-safest; the Route 85 construction alternatives are probably third, and doing nothing is neither safe, efficient, nor acceptable.

The options for widening Route 85 are unsatisfactory because they fail to separate local traffic from the substantially higher volume of through-traffic. This problem is not addressed adequately in any of the options for widening of Route 85. Traffic already travels at high speed on the road under its current substandard conditions; improving the road will only increase the number of opportunities for through-traffic to drive too fast. The 400 households that comprise the local population will still have to enter traffic from a stop, and exit traffic by stopping in the road (left turns) as cars fly past at 50-60 MPH. Failure to separate the high-speed traffic from the stop-and-go traffic invites severe collisions that surely will cost lives and health. To lower the expense to human life and limb, the road will have to be slowed down by placing traffic lights, dividing the highway and limiting access, etc. Thus, the Route 85 options do not meet the safety objectives of the overall project.

Additionally, widening Route 85 will make people feel more secure about building in areas that currently are under consideration as rights-of-way for Route 11. Thus, the local population will increase, and in all likelihood, businesses will spring up along Route 85. This increase in complexity of the traffic patterns will require slowing of traffic using traffic lights, barriers, left-turn lanes, wider shoulders, and other improvements. Environmentally, more people, businesses and asphalt parking lots will adversely affect the existing woodlands and wetlands. Thus, the long-term effects of

Responses to Comments:

Krautmann, Matthew and Patricia

2. Table 5-47 of the DEIS (Table ES-35 of the Executive Summary) was intended to be only an overview of impacts to be used for comparison of major impact categories. Decisions are based on the full range of information presented in the DEIS and FEIS. Potential effects on traffic, local development and secondary impacts were discussed in Section 5 of the DEIS and were updated in Section 5 of the FEIS.

2 | widening, Route 85 include creating an inefficient road and setting the stage for environmental degradation. The DEIS decision matrix is flawed because it does not include these crucial criteria (effect on local development, resultant traffic pattern, and secondary effect on the environment) in its evaluation of the alternatives.

In contrast, any of the options for completion of Route 11 will be intrinsically safer because they separate the bulk of through-traffic from local traffic. Additionally, if Route 11 were combined with a greenway, then there would be considerable land constrained from housing development, thus helping to preserve the adequacy of existing infrastructure and minimizing the impetus for business development along Route 85. The greenway could be constructed to create wetlands to replace the 35 acres lost in the construction of the new road.

For criteria considered in the DEIS decision matrix, except for wetlands, the E₁₀ option will have an impact comparable to or less than the other 4-lane new construction options. Option E₁₀ skirts much of the new construction that has already occurred in the Route 11 corridor, and does not jeopardize any habitat belonging to endangered species. Wetlands could be built to replace the habitat consumed in the project. In any case, the preservation of human life and limb that accompanies use of a 4-lane limited access road outweighs the human value of 35 acres of wetland that would be consumed to achieve the construction.

For these reasons, we support construction of a new, 4-lane, limited-access Route 11. We reject any arguments that widening of Route 85 is a viable alternative. Therefore, please choose among the alternatives for construction of Route 11 as a limited-access thoroughfare, and incorporate a greenway in the plan.

Very truly yours,



Matthew J. Krautmann



Patricia V. Krautmann

115 Ocean Avenue #11
New London, Connecticut
06320
Tel: 860-439-1053
April 19, 1999

Mr. Edgar Hurlb
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Dept of Transportation
P.O. Box 317546
Newington, Connecticut
Re: Route 82/85/11 DEIS

RECEIVED
APR 20 1999
ENVIRONMENTAL PLANNING
DIVISION

Dear Sir:

I am writing to you concerning the proposed new highway construction along the Route 82/85/11 Corridor. I feel the EPA environmental impact report, stating that new highway construction in this area would cause tremendous and irreversible environmental damage to one of the few remaining undisturbed natural sites in Southern New England is cause for great concern. I therefore feel that either the widening alternative proposed by the EPA or the TDM/transit alternative encouraging

Responses to Comments:

Kreckovic, Peter

1. Comment noted.

Responses to Comments:

Kreckovic, Peter

2. The preferred alternative was selected based on the process described in Section 3 of this FEIS, and is a four-lane, limited access roadway, designed to minimize impacts. Minimization of impacts to forest blocks is described in Section 3.4 and mitigation for unavoidable impacts is described in Section 5.4.12 of the FEIS.

greater soil and less use, be adopted.

If the transportation department does go ahead with building a new road, I feel strongly it should be a limited access four-lane arterial road, rather than an expressway, as this would have less environmental impact. Moreover, all the forest blocks in the surrounding area should be bought for the state and protected as mitigation for the great environmental damage done to the area. The E-4 route I believe would be the best route.

Thank-you for taking the time to read my comments.


Sincerely,

Peter Kreckovic

Responses to Comments:

Krohn, Pam and Norm

Comments noted.



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS . . .

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Mr. Edgar T. Hurlle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

Comments: *I am a resident of the town of Salem. I am strongly opposed to the widening alternative of Rt 85. We live in a farming community which is one of the few left in the state. We are opposed to that country being lost to build super highways. We enjoy our country roads. We need an alternative to the traffic not going through our small town of Salem or Cheshire.*

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: Pam & Norm Krohn

Address: 33 Heron Rd
Salem CT 06420

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Lacey, Richard

Comments noted.



Route 82/85/11 Corridor MIS/EIS Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS . . .

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Mr. Edgar T. Hurlle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

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APR 13 1999
ENVIRONMENTAL PLANNING
DIVISION

Comments: From one of the majority that say complete Route 11 and leave RT 85 + RT 11. Completing 4 lanes on RT 85 will not solve the traffic problem we have here. Currently we have stop + go traffic. South, with the merge on weekends and stalled traffic north in the evenings all heading in same direction. RT 85 cross roads on the road what will the cross road at RT 11 be like? The water police have so many car accidents on the stone street from 385 to 85 they are taking RT 85 holds N.D. with 1/2 mile into water supply for the SEPT Bureau off RT 85 now - they dump back so bad it can't follow means motorcycle. CT is behind on their Open Space land program (last was 67 years) - get the land needed for RT 11 with a green space area with land program money. For RT 85 + 85 at RT 11 with RT 11 with Federal money - build RT 11 with state dollars and tell EPA to take a walk. The Governor asked to build the 310 million football field. Don't worry about the money that's why we have legislature. Build it + now take a walk from the Indian + CT at Connecticut. RT 11 can do it vice versa stop and about in Salem, Montville + East Lyme. Note: This comment form is provided for your convenience; however, comments may be submitted in any 8 1/2 x 11 format.

Name: Richard Lacey
Address: 1117 Heath Rd
Waterford CT 06385

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE over

Responses to Comments:

Lacey, Richard

Comments noted.

Mr. Richard D. Lacey
1118 Hartford Pike
Waterford, CT 06385

SCOTTSDALE, AZ 85251
MAY 19 1995

Mr. Edgar T. Hurle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

come down to 1179 Hartford rd at 3:30-4:00pm and later to the car tracks & times when they have to stop for school bus 41. My daughter will ride that year.

I can just think of AT&T under construction with the traffic & speed they have now. State Police nor VTP price will stop car on it on speeding slightly so they would be killed trying to write a ticket.


We built CT State Turnpike, road tolls - at work and in now I 35, I like them in a way - for once - let DOT slow them some lanes and not make a RT 32. If there was a North to 395 from 95 and a RT 11 the reason for timing off the road should be RT 32 to get to 395.

Thank you for your time

Responses to Comments:

Little, Brian

1. Comment noted. Figures ES-4 through ES-7 depict mainly primary and secondary roads for the purpose of display of traffic information. Figure ES-14 is based on the U.S.G.S. Quadrangle map, which predates the roads mentioned
2. Federal and State regulations, including, Section 4(f) of the Department of Transportation Act, prohibit the use of public land from a park, recreation area, or wildlife and waterfowl refuge unless there are no feasible or prudent alternatives.



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS ...

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ENVIRONMENTAL PLANNING DIVISION

Mr. Edgar T. Hurlle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

Comments: Q Cardinal, Homingbird, and Dove etc. have been left off maps ES-14, ES-4, ES-5, ES-6 and ES-7. In the DEIS Executive Summary, for accurate representation these should be included.

2 A route through the nebantic state forest to the west should be considered from Salem into East Lyme crossing Route 161 near Darcow pond and continuing through state owned land including East Lyme waterland then joining 92 RR. ELEM/RT241/242 combined route near willis meadow brook. IT appears from the maps provided in DEIS that this route would have the minimum effect on people. Since making it a greenway is in the proposals what better way through a state forest which the state already owns thereby reducing the total cost of the project.


Note: This comment form is provided for your convenience; however, comments may be submitted in any 8 1/2" x 11" format.

Name: Brian Little
Address: 24 Cardinal Rd
East Lyme CT 06333

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Page 1 of 1

Responses to Comments:
Little, Brian

3. Opposition to alternatives F and G, and support for PD, E, or H is noted. See "Bammer #2" regarding planned upgrades to Route 85.
4. See "Fromer #1" in response to comment letter of May 6, 1999.
5. The *Impact Minimization Study*, summarized in FEIS Section 3.4) considered all possible ways to safely minimize roadway impacts.



Route 82/85/11 Corridor MIS/EIS
 Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS ...

Public comments are an integral part of the NEPA/EIS process - you are invited and encouraged to forward your comments on the Route 82/85/11 DEIS to ComDOT at the following address or by facsimile at (860)594-3028. *Comments must be received by May 7, 1999.*

Mr. Edgar T. Hurlb
 Director, Environmental Planning
 Bureau of Policy and Planning
 State of Connecticut Department of Transportation
 P.O. Box 317546
 Newington, CT

Comments: 0. I oppose completion of Alternatives F and G. I request that the DOT consider the safety of Route 85. I request that the DOT consider the safety of Route 85. I request that the DOT consider the safety of Route 85.

1. I request that the DOT consider the safety of Route 85. I request that the DOT consider the safety of Route 85. I request that the DOT consider the safety of Route 85.

2. I request that the DOT consider the safety of Route 85. I request that the DOT consider the safety of Route 85. I request that the DOT consider the safety of Route 85.

3. I request that the DOT consider the safety of Route 85. I request that the DOT consider the safety of Route 85. I request that the DOT consider the safety of Route 85.

4. I request that the DOT consider the safety of Route 85. I request that the DOT consider the safety of Route 85. I request that the DOT consider the safety of Route 85.

5. I request that the DOT consider the safety of Route 85. I request that the DOT consider the safety of Route 85. I request that the DOT consider the safety of Route 85.

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: Brian Little

Address: 24 Central Rd
East Lyme, CT 06333


FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Page 2 of 4

Responses to Comments:

Little, Brian

- 6. Comments noted.
- 7. Distribution of the DEIS was made in accordance with NEPA regulations and policy. Opportunities for public review of the DEIS was provided at local town halls, local libraries, the state library, the offices of ConnDOT and FHWA, and through local and state representatives. The DEIS Executive Summary was distributed to approximately 150 local residents and area newspapers, and was available upon request. Notice of locations where the document could be viewed was published in the Hartford Courant and The Day at the start of the comment period, appearing on March 9, 16 and 23, 1999. Information on the document was also provided at public information meetings and two public hearings (see FEIS Section 7). There will be further opportunity to provide input during the design and permitting process.



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS . . .

Public comments are an integral part of the NEPA/EIS process - you are invited and encouraged to forward your comments on the Route 82/85/11 DEIS to ConnDOT at the following address or by facsimile at (860)594-3028. Comments must be received by May 7, 1999.

Mr. Edgar T. Hurle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317346
Newington, CT

6

Comments: *@ LT col with many copies of Engineering should be removed from project due to a perceived conflict of interest as he is also a Salem resident. As such, exceptionally he has a vested interest in which route gets completed and should not be allowed a vote on the matter. In fact, he should not have been part of the initial recommendations.*

@ LT an advisory committee meeting last year, I officially requested that the DEIS be mailed to all residents of the East-Lyme Waterford and Montville corridor prior to public hearings, yet this seems not to have been accomplished. The improved Awardwinning road ~~was~~ be gained by this growth outskirts. The state cost in designability especially when compared to the overall costs of the study and the proposed alternatives, I again formally request that the hearing process be continued until ALL residents of these 4 towns receive a copy of the DEIS Executive Summary and a public hearing copy.

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

7

Name: Brian Little


Address: 24 Cardinal Ave
East Lyme, CT 06333

FCID, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE *Page 3 of 4*

Responses to Comments:

Little, Brian

8. See FEIS Section 5.5.7 for the analysis of potential effects on groundwater aquifers. The construction contractor will work closely with ConnDOT and DEP to ensure the protection of wells and other water resources.
9. See "Fabricant".
10. See Written Comments – State Agencies "CEQ #1" and "Bammer #2".



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS ...

Public comments are an integral part of the NEPA/EIS process. You are invited and encouraged to forward your comments on the Route 82/85/11 DEIS to ConnDOT at the following address or by facsimile at (860)394-3028. Comments must be received by May 7, 1999.

Mr. Edgar T. Hurlle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

8

Comments: the state should compensate people with groundwater wells in the corridor near the final chosen route by finding connections to town wells and water supply reservoirs.

9

the state should compensate people whose property values will be negatively impacted by the completion of Route 11. Ends for this purpose should be placed in Essex prior to construction start.

10

The state should fund improvements to Routes 161 and 85 and 82 in addition to completing a new toll pl, only if the infrastructure as a whole is examined and the safety needs be improved. Significant negative impact traffic safety and facilities.

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: Brian Little

Address: 24 Cardinal Rd
East Lyme, CT 06333

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Page 4 of 4

Responses to Comments:

Maria, Mary and David

- 1. Comments noted. Also see Written Comments – Federal Agencies, EPA #13”.

APRIL 8, 1999

TO WHOM IT MAY CONCERN,

A REQUEST HAS BEEN MADE BY THE MAGUIRE GROUP THAT ALL WHO WISH TO MAKE A STATEMENT CONCERNING THE ROUTE 11/ROUTE 85 ISSUE WRITE A LETTER EXPRESSING OUR VIEWS.

WE LIVE ON ROUTE 85. NEEDLESS TO SAY WE HAVE NO DESIRE TO SEE ROUTE 85 MADE INTO A FOUR-LANE SPEEDWAY. OUR PROPERTY HAS BEEN SUBJECT MANY INTRUSIONS BY CARELESS DRIVERS-WELL DOCUMENTED BY BRUISED TREES, MOVED BOULDERS AND POLICE INVESTIGATIONS.

A ROAD DESIGNED TO HANDLE LARGE AMOUNTS OF FAST MOVING TRAFFIC CAN BE BUILT WITH A VIEW TO THE FUTURE AT THIS TIME BY USING THE E(4) OPTION. SALEM'S QUALITY OF LIFE AS A SMALL RURAL TOWN WILL REMAIN INTACT, LOOK AT COLCHESTER AND MARLBOROUGH, AND A MUCH DESIRED GREENWAY CAN BE DEVELOPED.

AS A TWENTY-EIGHT YEAR RESIDENT OF SALEM, I CANNOT BELIEVE THAT THE STATE OF CONNECTICUT WOULD EVEN CONSIDER WIDENING ROUTE 85. THE STATE CAN GET FUNDING FOR THE GREENWAY. IT CAN BE COMPLETED MUCH MORE QUICKLY, AND HAS A MUCH BETTER LONG RANGE PROSPECT.

THE NEW STADIUM IN HARTFORD AND THE DEVELOPMENT OF PFIZERS NEW PLANT AND THE STATE PIER-INTERNATIONAL TRADE GROUPS WILL HAVE AN IMPACT, MUCH OF IT TRUCK AND TRAILER TRAFFIC WITH SCHEDULES TO KEEP AND NO PATIENCE FOR PEOPLE TRYING TO GET IN AND OUT OF DRIVEWAYS. COME ON-USE YOUR HEADS!!!!

Mary J. Marcia

MARY J. MARCIA
469 NEW LONDON RD.
SALEM, CT. 06420


David F. Maria

DAVID F. MARIA
469 NEW LONDON RD.
SALEM, CT. 06420

Responses to Comments:

Mathieu, Heather

- Support for completion of Route 11 is noted.
- The Patriot Stadium proposal for Hartford fell through in May 1999; however, the UCONN Stadium was built at Rentschler Field in East Hartford. A beneficial transportation impact of the preferred alternative is the more direct and efficient connection between the Hartford and the New London areas.
- According to Connecticut General Statutes 14-298, prohibition of thru trucks is only warranted if there is "an immediate and imminent threat to public health and safety." The FEIS and the *Community-sensitive Upgrade Study* (refer to FEIS Section 3.4) considered the effects of truck traffic.



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS ...

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Mr. Edgar T. Hurle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

NOISE/VI
ENVIRONMENTAL PLANNING
6651 83 MAY 99

Comments:

RECEIVED

1. The completion of Rt 11 is the best possible option to solve the traffic problems experienced on Rt 85.

2. I am concerned about increased traffic flow on Rt 85 once the Patriots' Stadium is built in Hartford.

3. If Rt 11 is not completed, would CDOT consider banning trucks + other commercial vehicles from the road and have it similar to the Merritt Parkway?

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: Heather Mathieu

Address: 176 Mill Hill Rd
Colchester, CT 06415

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

McKay, Molly
Sierra Club, Connecticut Chapter

1. While Section 5.3.1 acknowledges a slight increase in NOx with the full build alternatives, including the preferred alternative, a project-level conformity analysis (Section 5.3.5) determined that the preferred alternative is in conformity with the Clean Air Act, as amended, pursuant to all applicable EPA regulations currently in effect as of the date of approval of this FEIS.

2. See FEIS Section 3.4 for an overview of impact minimization measures employed during the EIS process.

3. The capability of alternatives for Transportation Demand Management (TDM), including alternative modes of transportation like mass transit and ridesharing, to fulfill the needs of the corridor was documented in DEIS Sections 3.3.4 and 5. These alternatives were studied further in the *Community-sensitive Upgrade Study* (refer to FEIS Section 3.4). The analyses indicated that such alternatives had very limited potential for reducing traffic volume in this corridor. Also see "Little#4".



Sierra Club
Connecticut Chapter

118 Oak Street, Hartford, Connecticut 06106 527-9799

Molly McKay
 Conservation Chair
 CT Sierra Club
 8 Riverbend Drive
 Mystic, CT 06355
 860-536-5480

Ned Hurlie
 Director, Environmental Planning
 Connecticut Dept. of Transportation

COMMENTS ON ROUTE 11

Connecticut Sierra Club supports the position of the Environmental Protection Agency in opposing the construction of the extension of Route 11 in any alignment between Salem and I-95. In effect, the Club is opposed to any major highway expansions or new construction of highways because:

1. Connecticut is in non-compliance with the Clean Air Act Amendments of 1990 in ozone pollution. Additional roads attract additional traffic in a never-ending spiral of automobile use which adds to air pollution, water and noise pollution, loss of open space and other environmental damage.
2. The loss of wetlands in any of the studied alignments is unacceptable.
3. The use of resources for highway expansion puts serious limits on availability of resources for transit. The DOT needs to take seriously the opportunities for rail and bus transit between Hartford and southeastern Connecticut.
 - a. On the New England Central line from New London, passengers could take a train to Willimantic, a town which invested in a passenger rail stop for the Montrealer a few years ago.
 - b. Replace the tracks between Hartford and Willimantic. With the use of DMU (diesel multiple units - Siemens and Bombardier manufacture these light weight efficient trains) you could have a seamless service from New London to Hartford. Or you could use existing commuter cars owned by DOT.
3. Bus service could be expanded. If it were frequent and convenient, it could help take cars off the road.

DOT is the Department of Transportation, not the Dept. of Highways. It is the agency's responsibility to provide a range of choices for mobility for citizens of all ages and socio-economic levels.

Molly McKay

"When we try to pick out anything by itself, we find it hitched to everything else in the universe." - John Muir

RECEIVED
 MAY 24 1999
 ENVIRONMENTAL PLANNING
 DIVISION

Responses to Comments:

Mees, George

1. The comment is suggesting that most trips on Route 85 are local rather than through (vehicles traveling Route 85 that are coming from outside the corridor and have destinations that are not in the corridor.) In Section 4.1, Figure 4-5 provides a breakdown of turning movement counts projected for 2020 based on actual counts performed in 1998. A review of these movements shows that approximately 50% of vehicles traveling southbound on Route 85 in the AM peak period and northbound in the PM peak period, are traveling between Route 11 and I-95 or the Waterford/New London area. Similarly, approximately 75% of vehicles traveling northbound in the AM peak period and southbound in the PM peak period are traveling between Route 11 and I-95. Section 3 page 32 and Figure 3-4 indicate that calculations of regional origins and destinations show that, overall, 48% of trips on Route 85 are through trips and 33% have either an origin or destination within the corridor. Trips to/from Colchester may be included in either category. Strictly local trips represent 19% of all trips. Additional data was presented in the *Community-sensitive Upgrade Study*, summarized in FEIS Section 3.4. It was shown that if Route 11 were completed, the portion of through trips (external origins and destinations) on Route 85 would decrease from 48% to 0%.

ROUTE 11 WONT SOLVE RT 85 TRAFFIC WORSE RECEIVED
 MAY 21 1989
 ENVIRONMENTAL PLANNING
 DIVISION

MANY PEOPLE FROM THE TOWNS AND MOUNTVILLE HAVE THE MIS CONCEPTION RT 11 WILL BE THE ANSWER TO THE TRAFFIC PROBLEMS ON RT 85. IF ~~THEY~~ THEY WERE MORE OBSERVANT, THEY WOULD HAVE NOTICED THE NUMBER OF VEHICLES ON RT 85 ~~THAT~~ ACTUALLY USE RT 11 ~~AS~~ AS NOT THAT MANY. TAKE NOTE OF THE NUMBER OF VEHICLES THAT ACTUALLY TURN LEFT FROM SALEM & CAENES, (RT 82) AND USE RT 11 (NORTHBOUND). THEY SHOULD ALSO TAKE NOTICE OF THE NUMBER OF VEHICLES EXITING RT 11 ONTO RT 82 EASTBOUND AND ACTUALLY GO SOUTHBOUND ON RT 85. ANOTHER INTERESTING POINT WHEN TRAVELLING NORTHBOUND ON RT 11, HOW MANY VEHICLES HAVE YOU SEEN EXIT RT 11 AND GO INTO COLCHESTER? I HAVE TRAVELLED THIS ROUTE MANY, MANY TIMES SINCE 1967 AND HAVE YET TO SEE ANY VEHICLE EXITING RT 11 TO ARRIVE IN COLCHESTER. THIS MEANS CARS TRAVELLING NORTHBOUND ON RT 85 WILL CONTINUE ON RT 85 UNTIL ARRIVAL IN COLCHESTER OR OTHER POINTS NORTH. -/-

1

Responses to Comments:

Mees, George

No response necessary on this page.

IF DETOURING UNTO RT 11 IS SUCH A GOOD ACCEPTANCE, THAN WHY DON'T THESE COL CHESTER BOUND DRIVERS DO IT? THIS STRENGTHENS MY ARGUMENT ABOUT PEOPLE ^{THEY} WOULD DRIVE FROM THE CRYSTAL MALL AT 85 GO SOUTH BOUND ONTO RT I-95, BUCK TAKE HEAVY TRAFFIC TO GET TO THE PROPOSED RT 11 INTERCHANGE GO NORTH (RT 11), EXIT AT THE RT 82 TO COME BACK TO THEIR HOMES ON OR OFF RT 85? THE NOVELTY WILL SOON WEAR OFF NOBODY WANTS TO ADD 5 TO 8 MILES EXTRA IN THEIR DAILY COMMUTE.

A DRAFT ENVIRONMENTAL IMPACT STATEMENT SECTION 4 EVALUATION PREPARED BY THE U.S. DEPT OF TRANS. PORTATION AND THE CONNECTICUT DEPARTMENT OF TRANSPORTATION WAS APPROVED FOR CIRCULATION 2-11-89. FORTUNATELY, THIS WRITER WAS ON THE MAILING LIST AND RECEIVED A COPY.

Responses to Comments:

Mees, George

- 2. The Average Daily Traffic (ADT) volumes, given on page ES-9 of the DEIS Executive Summary, represent traffic counts that have been seasonally adjusted. The daily volume counts from Table ES-4 of the Executive Summary cited in the comment, are actual daily volumes measured by an Automatic Traffic Recorder (ATR) on a specific day. Rather than comparing the two different sets of data, Table ES-4 of the Executive Summary may be used to address the comment. The ATR counts were taken at a given location over a 24-hour period for the southbound and northbound directions. Table ES-4, provides the daily volume reported for the combined total of both directions on one day. In the comment letter, reference was made to the volume for one of the Route 11 ramps. The Route 11 ramps were reported separately because they are physically separated, but in actuality, they represent southbound and northbound movements on Route 11. When added together the daily volume for Route 11 at Route 82 would be 6,880 vehicles per day (vpd).

The comment correctly points out that traffic volumes increase substantially on Route 85 between I-395 and I-95. Turning movement counts, presented in Figures 4-4 and 4-5, show that most of the increase in traffic volume in this area may be attributed to vehicles exiting I-395 and traveling southbound and vehicles traveling northbound from points south, added to vehicles originating on Route 85, north of I-395.

AFTER READING & STUDYING THIS DOCUMENT, IT BECAME APPARENT MUCH EFFORT WAS PUT IN ITS PREPARATION. IT CONTAINS A LOT OF DATA IN WHICH I FEEL SUPPORTS MY ARGUMENTS DESCRIBED LATER ON. FOR INSTANCE ON PAGE ES-9, IT READS

IN PART:

THE AVERAGE DAILY TRAFFIC (ADT) DATA BASED ON TRAFFIC VOLUME COUNTS UP DATED 1998 INDICATE THE "ADT" IN THE TWO-LANE SECTION RT 85 BETWEEN SALEM / CHESTERFIELD RANGED FROM 12,200 TO 13,800 VEHICLE DAILY. BETWEEN CHESTERFIELD AND I-395 "ADT" RANGED FROM 10,800 TO 15,400, BETWEEN I-395 AND CROSS ROAD 29,800 TO 21,000. ADT FROM I-95 TO CROSS ROAD WA 29,000 VEHICLES. THIS INDICATES MOST OF THE TRAFFIC USING RT 85 IS EITHER TRUCK MOTORISTS LIVE ON OR NEAR RT 85 OR THEY HAVE BUSINESS THERE. WHEN COMPARING "ADT" FOR THE RT 85 CORRIDOR AND "ADT" THAT ACTUALLY USES RT 11 (ONLY 3,300 TO 3,500) VEHICLES REFERENCE TABLE ES-4 PAGE ES-22 ONE SHOULD REALLY EVALUATE IF RT 11 IS WORTH THE \$50,000,000 PRICE TAG

-3-

Responses to Comments:

Mees, George

3. See "Bammer #2" regarding planned improvements on Route 85. An ongoing increase in residential development within the corridor referenced in the comment was acknowledged in Section 4.10. It was also noted in Section 5.18 that development within the corridor, and its effect on traffic, is dependent on land use and zoning controls under the purview of each of the corridor towns. This issue was further analyzed in the *Community-sensitive Upgrade Study*. Also refer to Section 5.18 for updated information. The way in which the completion of Route 11 would be helpful to corridor residents is by removing through traffic with which they compete while entering the traffic flow from side streets and driveways.

I WOULD HEARTILY RECOMMEND PUTTING OUR TAX DOLLARS TO WORK WHERE IT'S GOING TO DO THE MOST GOOD.

SOONER OR LATER RT 85 WILL NEED IMPROVEMENT. EVEN IF RT 11 WERE COMPLETED THE ~~TRAFFIC~~^{VOLUME} OF TRAFFIC WOULD STILL BE HEAVY AND THE REASON TRAFFIC IS HEAVY ON RT 85 IS SIMPLY THESE MOTORISTS LIVE THERE OR NEARBY.

THE TOWNS OF SALEM AND COLCHESTER HAVE BEEN AMONG THE FASTEST GROWING IN CONNECTICUT. THE INCREASE IN RESIDENTIAL DEVELOPMENT WITHIN THE CORRIDOR HAS RESULTED IN CONSTRUCTION OF SEVERAL NEW SUBDIVISIONS ROADS, EACH SERVING MULTIPLE RESIDENCES AND CONSTRUCTION OF ADDITIONAL DRIVEWAYS ACCESSING LOT FRONTING RT 85. HOW IS ROUTE 11 GOING TO HELP THESE RESIDENTS?

Responses to Comments:

Mees, George

No response necessary on this page.

ON APRIL 9, 1999, I HAD A BRIEF DISCUSSION WITH OUR FIRST SELECTMAN, THOMAS SHELDON ABOUT RT 11 OF WHICH HE IS A STRONG SUPPORTER. HE MENTIONED PFIZER WAS PLANNING 19000 NEW ADDITIONAL NEW JOBS IN THIS AREA. LET US SAY IF THIS WERE TRUE (I AM VERY SKEPTICAL), IT WOULD REQUIRE SOME 5000 ADDITIONAL HOMES. I ASKED HOW MANY OF THESE HOMES WOULD BE BUILT ON RT 11? ANY RESIDENTIAL EXPANSION COULD AND WOULD EASILY OCCUR OFF RT 85 NECESSITATING ROAD IMPROVEMENTS TO RT 85 OR TRAFFIC WOULD BE WORSE EVEN WITH A NEW RT 11.

AT THE APRIL 9, 1999 MEETING (WATERBORD HI-SCHOOL) THE FIRST SELECTMAN OF WTF BROUGHT UP THE SUBJECT OF THE TANKER TRUCK / DUMP TRUCK ACCIDENT IN CHESTER FIELD A FEW YEARS AGO. IT WAS IMPLIED THIS WOULD NEVER HAPPENED IF RT 11 WERE COMPLETED. THIS TANKER TRUCK HAD BUSINESS ON RT 85 THAT DAY. THE DUMP TRUCK ALSO HAD

-5*

Responses to Comments:

Mees, George

4. ConnDOT is aware of the devastating accident involving the fuel tanker at the intersection of Chesterfield Road with Route 85. Accident analyses performed for the DEIS and the *Community-sensitive Upgrade Study* did not involve individual occurrences, but considered the broad range of accidents taking place in the corridor during a most recent time period for which data was available (1994-1996). Also see "EPA #8" and "DEP #3".

BUSINESS ON RT 85, UNFORTUNATELY THE DUMP TRUCK'S BRAKES FAILED RESULTING IN A CATASTROPHIC ACCIDENT. PEOPLE WILL USE THIS RHETORIC TO ARGUE AS A RESULT OF THIS ACCIDENT THE WATER RESERVOIRS FOR NEW LONDON & WATERFORD COULD EASILY BECOME POLLUTED. LETS LOOK AT THIS IN ANOTHER PERSPECTIVE.

4 I WOULD VENTURE A GUESS 99.5% OF THE RESIDENTS LIVING ON OR NEARBY THE RT 85 CORRIDOR, BURN FURNACE OIL TO HEAT THEIR HOMES AND IT IS DELIVERED BY TANK TRUCK. SHOULD WE BAN THESE TRUCKS FROM USING RT 85? THEY ^{WOULD} BECOME INVOLVED IN ACCIDENTS TOO AND HAVE DISASTROUS EFFECTS ON OUR ENVIRONMENT.

THIS WRITER FEELS SO MUCH MORE CAN BE ACCOMPLISHED IF WE SPREAD THE \$350,000,000 PRICE TAG. ROUTE 6 SURELY NEEDS A HIGHER PRIORITY, EVEN RT 161 FROM CHESTERFIELD TO NANTIC

-6-

Responses to Comments:

Mees, George

5. See DEIS Section 5.1, Tables 5-4 and 5-6. Traffic analyses show that no adverse effects on Route 161 would occur under a full-build alternative.

6. See "Bammer#2".

5 IS A NIGHT MARE AND IF ROUTE 11 WERE CONSTRUCTED, WHAT KIND OF IMPACT (THE TRAFFIC FROM ROUTE 11 EXITING ON TO RT 161) WOULD BE OUT THERE THAT HEAVILY TRAVELLED (LOCAL) ANY BODY TAKE THAT INTO CONSIDERATION I AM SURE OTHER ROADS THRU OUT CONNECTICUT COULD USE IMPROVEMENT. IF ROUTE 85 WAS WIDENED ADDITIONAL IMPROVEMENTS SUCH AS DRAINAGE. & CURVE STRAIGHTENING WOULD BENEFIT LOCAL TRAFFIC. WIDENING OF RT 82 BETWEEN RT 11 & RT 85 DOES NOT WARRANT WIDENING AT THIS TIME (INSUFFICIENT TRAFFIC)

6 IN A NOT SURE, THIS WRITER FEELS THERE IS INSUFFICIENT THRU TRAFFIC FROM RT 95 TO ROUTE 2 TO WARRANT EXPENDITURE OF \$350,000,000

Responses to Comments:

Mees, George

No response necessary on this page.

REFERENCE WATERFORD MEETING
OF APRIL 9, 1999.
MOST OF THE RESIDENTS IN ATTENDANCE
SPOKE IN FAVOR OF ROUTE
11 COMPLETION. I BELIEVE WE
HAVE PEOPLE IN OUR GOVERNMENT WHO
SHOULD BE A LOT MORE KNOWLEDGE-
ABLE THAN THE PUBLIC. I BELIEVE
THOSE PERSONS IN CHARGE SHOULD STUDY
ALL ALTERNATIVES AND PLAN FOR
THE FUTURE AND SHOULD NOT BE
SWAYED BY PUBLIC SENTIMENT; TRY
TO IMAGINE WHAT KIND OF GOVERN-
MENT THIS COUNTRY WOULD HAVE
IF IT WERE RUN BY PUBLIC OPINION.
WE SAW WHAT HAPPENED IN OUR
U.S. SENATE LAST FEBRUARY.
LOCAL RESIDENTS TEND TO BE VERY
GREEDY & DEMANDING WHEN IT COMES
TO PROTECTS SUCH AS THIS. EVEN
OUR 38TH DISTRICT REPRESENTATIVE TOLD
ME ONCE WE COULD GET A SIZEABLE
"CHUNK" OF MONEY FROM THE FEDERAL
- 82 -

Responses to Comments:

Mees, George

- 7. Benefits versus costs were analyzed in the DEIS (Section 8) and were considered during the selection of the LEDPA. The ability of the alternative to meet the Purposes and Needs of the project, as defined in the DEIS (Section 2), was also an integral part of the justification of the preferred alternative.
- 8. Section 4(f) of the Department of Transportation Act of 1966, and Section 106 of the National Historic Preservation Act, require that any project undertaken by FHWA, or other agencies of the federal government, must evaluate potential adverse effects on historic and archaeological resources and investigate all alternatives to avoid such effects, (See Section 4.11) regardless of local sentiments. A comparison of impacts to properties, including historic properties, and the reasons that a final Section 4(f) Evaluation is not needed, is provided in Section 5.11 and summarized in Tables 5-48, 5-54 and 5-70. The widening alternatives impact more private properties, including historic properties, than the preferred alternative.

GOVERNMENT TO PAY FOR ROUTE
CONSTRUCTION. I ASKED HER
WHERE DOES THE FEDERAL GOV-
ERNMENT GETS "THEIR MONEY" ?
SOME BODY STILL HAS TO PAY.
THANK GOD WE STILL HAVE SOME
PEOPLE IN THE COUNTRY WHO KNOW
THE VALUE OF A DOLLAR.

7

THE GREEN WAY COMMITTEE (FORMED
BY THE TOWN OF SALEM) PLACES TOO MUCH
EMPHASIS ON HISTORIC SITES ALONG RT
85. I AM WILLING TO WAGER, KNOW
THE MOTORING TRAFFIC DOES NOT (OF THEIR
EXISTENCE AND PROBABLY COULD CARE LESS.
COMMITTEE CHAIR PERSON PETER F. SIELMAN
IS QUOTED, "PEOPLE WILL LOSE THEIR HOUSES
TRES, STONE WALLS, (I AM SURE THERE
PROPERTY OWNERS WILL BE WELL COMP.
ENSATED) BY THE STATE OF CONNECTICUT
AND LOSE THEIR SEPTIC SYSTEMS.
SINCE WHEN ARE SEPTIC SYSTEMS ALLOWED
TO RUN OUT ON A ROAD?

8

* THE NEW LONDON DAY 94

Responses to Comments:

Mees, George

9. Speed studies performed for the EIS did not reveal a pattern of excess speed on Route 85 (Table 4-5). The most frequent type of accident was found to be rear-end collisions followed by turning collisions, both determined to be the result of poor sightlines and/or lack of turning lanes. Additional analysis of accidents was documented in the *Community-sensitive Upgrade Study*.

I DO NOT THINK THE GREEN WAY COMMITTEE DID A VERY GOOD JOB OF REVIEWING THE ENVIRONMENTAL STUDY. IF THEY HAD COMPARED THE "ADT" (AVERAGE DAILY TRAFFIC) AT ROUTES 82 & 11 AND THE "ADT" ON RT 85 SOUTH & NORTH BOUND THEY WOULD HAVE COME TO THE SAME CONCLUSION. MY GRAMMAR SCHOOL EDUCATION TELLS ME, THE RE-ROUTING OF 3000 VEHICLE IN A 24 HOUR PERIOD TO A COMPLETED ROUTE 11 IS HARDLY WORTH THE ESTIMATED \$350,000,000 PRICE TAG. ROUTE 85 WILL STILL HAVE ITS RUSH HOUR TRAFFIC PROBLEMS. SPEAKING OF SAFETY ISSUES ON ROUTE 85, MOST ACCIDENTS WERE CAUSED AS A RESULT OF SPEEDING. INSTEAD PAIN, MISERY AND FINANCIAL LOSS TO THE MOTORING PUBLIC, LETS TURN THIS PROJECT INTO A "MONEY MAKER".

9

-10-

Responses to Comments:

Mees, George

No response necessary on this page.

IF THE MAJORITY OF THE SPEEDERS
IN THIS STATE WERE PENALIZED WE
COULD REALIZE SUFFICIENT MONIES TO
ABOLISH THE GASOLINE TAX. WE COULD
ALSO LOWER THE AIR POLLUTION, BY
DRIVING SLOWER, LESS ENERGY WOULD
BE REQUIRED, THIS AN OLD FORMULA
IN MOTION ENGINEERING.

"TO DOUBLE THE SPEED OF
AN OBJECT, IT REQUIRES "QUADRUPLE
THE AMOUNT OF HORSE POWER."
IN OTHER WORDS:

A CAR TRAVELLING 40 MPH
WOULD REQUIRE 4 TIMES AS MUCH
HORSE POWER TO GO 80 MPH
CONSEQUENTLY 4 TIMES ^{THE} FUEL (ENERGY)
AND BURNED FUEL CAUSES AIR
POLLUTION.

BEFORE WE SPEND BIG BUCKS
TO BUILD SPEEDWAYS LETS MAKE
OUR PRESENT ROAD SAFER BY CONTROLLING
THE SPEEDERS. -11-

Responses to Comments:

Mees, George

No response necessary on this page.

ALSO WE COULD CUT DOWN
ON AIR POLLUTION THE SAME
TIME.

I AM NOT ANTI ROUTE 11
I AM JUST AN OLD FUDDY DADDY
WHO WANTS TO SEE OUR TAX
DOLLARS SPENT WISELY.

IF THE POWERS TO BE SEE
FIT TO BUILD RT 11,
SO BE IT.

SINCERELY

George Mees

P.S.
ANY OFFICIAL COMMENTS CONCERNING
MY OPINIONS ABOVE WOULD BE GREATLY
APPRECIATED



-12-

Responses to Comments:

Melesko, Vincent

- 1. See "Mees #1" and "Mees #2".

Vincent M. Melesko
 28 Cardinal Road
 East Lyme, CT 06333
 April 26, 1999

Mr. Edgar T. Hurle
 Director, Environmental Planning
 Bureau of Policy and Planning
 Connecticut Department of Transportation
 P. O. Box 317546
 Newington, CT 06131-7546

RECEIVED
 APR 30 1999
 ENVIRONMENTAL PLANNING
 DIVISION

Dear Mr. Hurle,

I am writing you concerning the Route 82/85/11 corridor Draft Environmental Impact statement and section 4(f) Evaluation. It appears that our town officials would like to see Route 11 completed as long as it is not Alternate Route F or G. However, the vast majority of East Lyme residents do not want Route 11 completed if it goes anywhere through East Lyme. The traffic on Routes 82 and 85 are the problems of Salem and Montville. East Lyme land should not be taken to solve the problems of other towns. As Table ES-13 shows, the Government owns 17.1% of the acres in East Lyme as compared to .2% in Salem, .5% in Montville and 2.4% in Waterford. Interstate I-95 cuts our town in half east to west, we don't need to be cut in half north to south.

A major highway going through East Lyme will have significant negative impacts for the town and all its people. It will destroy a large area of residential, farming and wooded land. East Lyme will get a decrease in its tax base as more land is taken by the state on top of the 17.1% and existing properties are devalued because of the highway. There will be less land to develop; less natural habitat for wild animals; noise and air pollution; additional traffic on Route 161 which is not now safe for our children; additional traffic for our town; more accidents and an eye sore.

Widening Route 85 would appear to be the least environmentally damaging alternative; satisfy the need and purpose of the project and functionally it will handle through and local traffic. A roadway that currently does this successfully is Route 1 between Westerly and Narragansett Rhode Island. Route 85 is an unsafe road in and of itself. Even if an alternate route is built, Route 85 will still be an unsafe road. However, as Table ES-1 shows, 70% of all the accidents on Route 85 are south of I-395, the section of Route 85 that is already four lanes. Residents along Route 85 have stated that conditions are intolerable during peak summer weekends, however Route I-95 is much worse.

I've driven both Routes 11 and 85 many times over the years, at all times of the day. Route 85 bears its share of traffic; however, Route 11 never seems to have much traffic at all. Does the majority of traffic on Route 85 come from Route 11 or is it basically local traffic that would not use a completed Route 11 even if it was built? Route 85 is already there with the vast majority of homes well set back from the road.

Responses to Comments:

Melesko, Vincent

2. The F and G alternatives are no longer being considered. Also see “Cikatz #2”.

3. See “Biederka #2”.

The reasonableness, prudence and practicality of alternatives F and G are in question. Please consider the following comments concerning alternatives F and G:

2

Environment: (1) As ES-15 shows there is a large impact to wetlands. There is a unique area located between Salem Turnpike and Grassy Hill Road. This is a large scrub-shrub wetland that forms a habitat island within a large area of uplands. In addition, an emergent/open water wetland is located off Grassy Hill Road near alternative F. This is probably the most critical wetland along the F alignment because it has a high function for wildlife habitat.

(2) As the report states, there will be severe cutting and filling and several overpasses with large grade differentials of up to 55 feet.

(3) This is a very rough terrain and grade with unbalanced alignments.

(4) There will be a large amount of waste materials.

(5) You report shows that Alternates F and G are two of the most severely effected routes as to wetlands, forest blocks, farmland, aquifers, flood plains, structures, and historical plains.

Costs: (1) Alternates F and G are the two most expensive alternatives.

(2) It will cost East Lyme as property values tumble causing a decrease in our small tax base. Economic development will be stifled, forty houses that were to be built on the ridge behind my house will not be built. One of my neighbors is already having problems selling their home because of the possibility of alternate G.

(4) As ES-16 shows a large amount of energy will be utilized to build these two alternatives.

Social Impact: (1) Alternates F and G will spoil the neighborhoods and the town character. As ES-29 shows there are a large number of properties to be taken. These alternatives will cut the town in half. It will significantly change the character of East Lyme which will get nothing in return.

(2) It will significantly affect private property and what private property can be used for.

(3) Alternates F and G go right through a new church.

Another alternative should also be looked at:

The vast majority of East Lyme residents are not in favor of completing Route 11 and the vast majority of Salem residents would prefer completing Route 11. How about a **compromise?** An alignment from the end of the existing Route 11 to Route 85 just south of Horse Pond or just before Grassy Hill Road. (Alternate 52PD extended into Route 85 just before Grassy Hill Road or Alternate H again extended into Route 85 just before Grassy Hill Road. **See enclosed Map**). These alignments would avoid Route 82 altogether and the area of Route 85 that concerns most residents of Salem and unlike Alternate H, these routes would not crossover Route 161. Route 85 could be made four lanes from Grassy Hill south to Route 1-39).

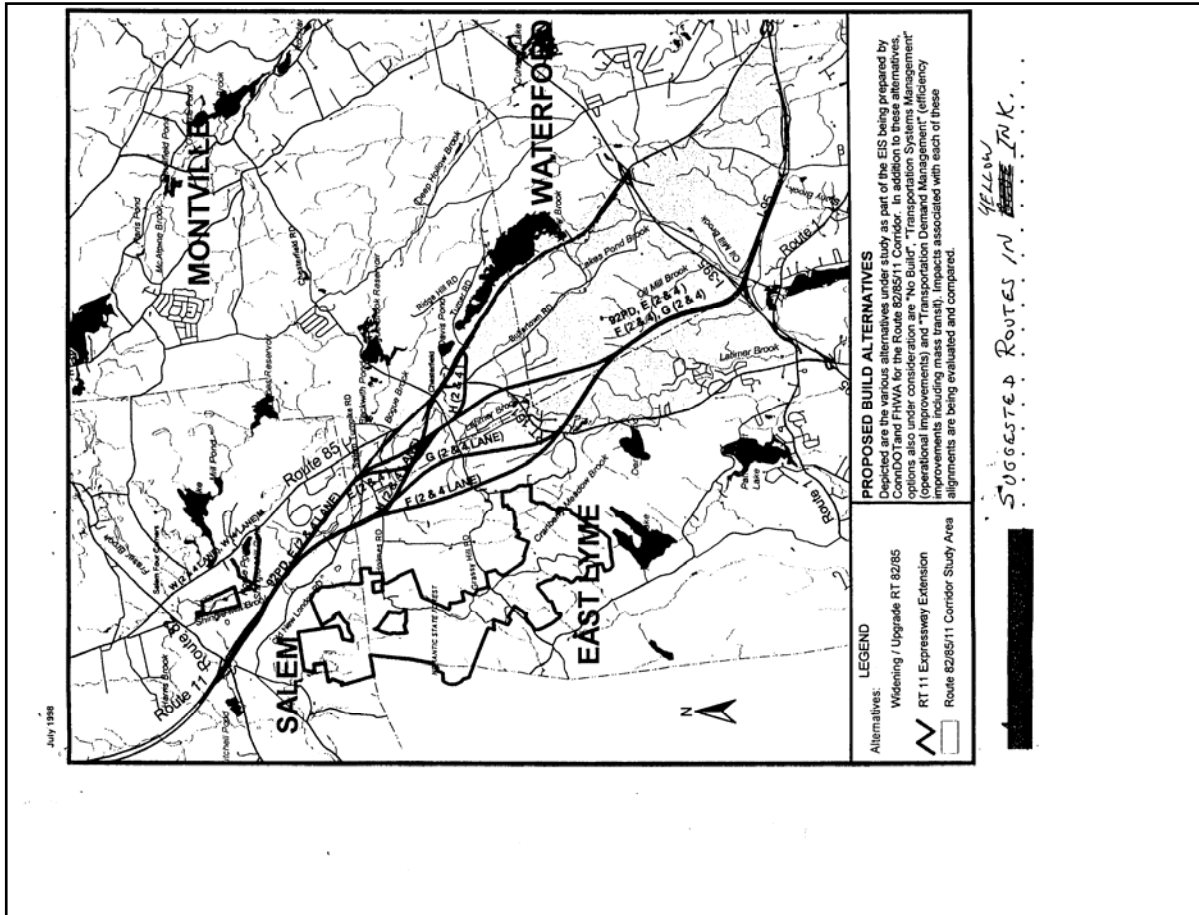
3

Yours truly,
Vincent M. Melesko
 Vincent M. Melesko

Responses to Comments:

Melesko, Vincent

No response necessary on this page.



Responses to Comments:

Menghi, George

Comments noted. Motorists presently have the option of traveling Route 2 and I-395 to get to New London and other points in southeastern Connecticut.

April 19, 1999
47 Gilead Road
Waterford, CT
06385

Mr. Edgar T. Ruzle
Director, Environmental Planning
Bureau of Policy and Planning
Connecticut Department of Transportation
P.O. Box 317564
Newington, CT
06131-7546

RECEIVED
MAY 24 1999
ENVIRONMENTAL PLANNING
DIVISION
Projected 5/24

Dear Sirs:

Here are my comments and observations on the [DEIS] for the Route 82/85/11 Corridor. It's my understanding that everything will be looked at objectively and will be part of the record.

For the past 25 years, I have been keenly aware of the Route 11 issue. In my opinion it has become a political football that has pitted one town against another. Also, it has cost the taxpayers a lot of money. I estimate millions have been spent to date, yet not one pound of asphalt has been installed.

Some have benefited from the Route 11 debate. Local towns have grown their planning agencies, citing the need to work on Route 11. These are the same planners who routinely deny homeowners and businesses building permits based on their interpretation of wetlands regulations.

Politicians have always expressed strong support, knowing it brings in votes, yet they fail to tell the public its negative impact on the environment and cost have doped it.

The state D.O.T. has seen its share of Route 11 money spent on surveys, staff, planning services and making waste paper. The amount they have spent is in the millions.

The Army Core of Engineers stated in a newspaper article that Interstate 395 was the route people should use instead of Route 11. They claimed the travel time was 15 minutes longer using 395. Also, completing Route 11 would impact sensitive environmental resources.

Responses to Comments:

Menghi, George

Comments noted.

2

In my opinion too much emphasis has been placed on completing Route 11 as a connecting road from Southeastern Conn. to Hartford. Everyone forgets that Route 2 is the main connecting road from Hartford to Southeastern Conn.

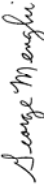
Since Route 2 is the primary connecting road, wouldn't it be prudent to re-connect Route 2 with I-395, South of Norwich, and shorten the travel time?

To carry traffic effectively and safely use existing roads such as route 32, which was recently upgraded, to 395 to a new re-connection to Route 2.

Also, the public should be educated into realizing that Route 32 to 395 to Route 2 is the best way to travel from eastern Conn. to Hartford, and vice-versa.

There should be a concentrated focus in shortening the travel time along this route of travel.

Very truly yours,



George Menghi

Responses to Comments:

McDonnell, Robert

See Written Comments – State Agencies “DEP #1”.



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS . . .

Public comments are an integral part of the NEPA/EIS process - you are invited and encouraged to forward your comments on the Route 82/85/11 DEIS to ComDOT at the following address or by facsimile at (860)594-3028. Comments must be received by May 7, 1999.

Mr. Edgar T. Hurlle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

MEETING 4-7-7PM
WTFD H.S.

Comments: I would like to know why all of the alternatives except widening ATPS terminate at the intersection of RT's 95 + 205. Currently RT's 1 + 161 also intersect very nearby. How are we going to dump 4 more lanes into the vicinity, why? Where other possibilities considered? Presently that intersection is confusing & dangerous especially at 65 mph + (nobody does the unheeded 55 mph speed limit - cheer it out yourself)
Why we wind up with a "Los Angeles type" size of elevated cloverleaf(s)
Do you cost estimates include completely reconfiguring & rebuilding the existing intersection? What is the point? Engineering challenge?

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: Robert F. McDonnell
Address: 33 Trumbull Rd
Waterford CT 06395



RECEIVED
APR 09 1999
ENVIRONMENTAL PLANNING
DIVISION

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

McNiece, Adam

Comment noted.

RT 11

Route 82/85/11 Corridor MIS/EIS

Salem, Montville, Waterford, East Lyme

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Mr. Edgar T. Hurlle
 Director, Environmental Planning
 Bureau of Policy and Planning
 State of Connecticut Department of Transportation
 P.O. Box 317546
 Newington, CT

Comments:


In my opinion: The future expansion of the section the full build alternatives would be the best proactive approach to the infrastructure improvements. In the event of a partial build or widening alternative I would recommend a center median down existing at 85. Even the greatest impact to public safety is not volume but speeds of opposing traffic.

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 APR 15 1999
 ENVIRONMENTAL PLANNING
 DIVISION

Note: This comment form is provided for your convenience; however, comments may be submitted in any 8 1/2" x 11" format.

Name: Adam P McNiece

Address: 198 Grassie Hill Rd
East Lyme CT 06373 691 8080


 FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Miceli, Frank

Comment noted.

RT1



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

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Mr. Edgar T. Hulte
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

RECEIVED
APR 13 1999
ENVIRONMENTAL PLANNING
DIVISION

Comments: *The Completion of Rt 11 to me is a reason to get traffic off Rt 85 which is where I live at 301 Hartford and go to work every day which to me is a death wish waiting to happen. I would also say to do something environmentally sound as to protect the Natural Habitat because if we don't finish Rt 11 it will just become housing developments which would kill all the habitat anyway.*

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: *FRANK MICELI*

Address: *301 HARTFORD RD CT
SHEAT CT*

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Mildrum, Louis and Jacquelyn

Comments noted.



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS . . .

Public comments are an integral part of the NEPA/EIS process - you are invited and encouraged to forward your comments on the Route 82/85/11 DEIS to ComDOT at the following address or by facsimile at (860)594-3028. *Comments must be received by May 7, 1999.*

Mr. Edgar T. Hurle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

RECEIVED
APR 30 1999
ENVIRONMENTAL PLANNING
DIVISION

Comments: In our opinion, it is IMPERATIVE that the State of Connecticut complete Route 11 to join with Route 95 by using whatever four-lane expressway plan that will be the least environmentally damaging. This should have been done years ago. It is unthinkable in this day and age that there is no major highway connection between Hartford and New London. Having to travel Route 85 from Salem is unsafe, time restricting, and unfair to local residents who must endure the constant flow of traffic on this two-lane road. As for the environmental concerns, we feel that Plan F-4 would be the least detrimental alternative for those concerns. We are totally against any plan to widen Route 85. This option would be extremely disruptive to the flow of traffic and would cause major tie-ups. We realize that environmental concerns are important but sincerely hope this much needed highway project is not stalled again over those concerns

PLEASE STOP THE BUREAUCRATIC DANCING AND COMPLETE ROUTE 11

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: Louis & Jacquelyn Mildrum
Address: 16 Honey Hill Road
Lyme, CT 06371

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Mitchell, Marijane

Comments noted.



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS • • •

Public comments are an integral part of the NEPA/EIS process - you are invited and encouraged to forward your comments on the Route 82/85/11 DEIS to ConnDOT at the following address or by facsimile at (860)594-3028. Comments must be received by May 7, 1999.

RECEIVED
MAY 05 1999

Mr. Edgar T. Hurlle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT
ENVIRONMENTAL PLANNING
DIVISION

I pray I hope our comments will be taken seriously.

Comments: Is this still a govt of, by and for the people. I spoke at the public hearing at the Chesterfield Fire House. The voices were united pro ll completion + against 85 widening.

I am in favor of completing Rte 11 to Rte 85 preferably w/ a greenway as discussed by Mrs. Goodwin and Bingham. A vote for widening 85 is a sure-fire killer - Can you sleep at night knowing it was avoidable

I am TOTALLY OPPOSED to widening Rte 85 as it is too hazardous now and would be more hazardous w/ more, faster traffic and it is a danger to Lake Konomoc water supply which is used by thousands of people in S.E. CT.

Be courageous! Do the right thing + Finish Rte 11 now!

Name: Marijane MITCHELL
Address: 4A Carrine Lane
Salem CT 06420

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Moletich, William

Comments noted. Also see "GILL #2" regarding project history.

RT 11
Robert Brown 06418
April 21, 1999

Hi

My Name is William Moletich
252 SOUTH MAIN ST
P.O. BOX 208
P.O. BOX 208
P.O. BOX 208

I want to know Transportation Dept + Federal
for the Route 11 from Lebanon to Rt 95 as to
same Rd. with pumps on Rt 111-395-95
Please leave Rt 85 alone, or as it is,

I travel Rt 85 and I see no good to
make it 4-lane with all houses and Fire Dept
store brand and what about Salem + town
of the Transportation + Government would
all the Bumping you would. It will be to let
and but make bigger

You Road had 27 years E Study and
has kept away about the Rt to take and maybe
has the plan, and how many million you have
spent with all the things

27 years to long and the Road should be
or should have been 27 years ago

There is a Detour on 161 near
Dartmouth an Agri. line. Been there stop it.
Pick out the Best Rt for the Highway.

as I said show RT 85 along the new Highway
and the Tangible state.

The Transportation Dept + Fed Government will
have to add lanes on Rt 95 also - Rt 84 - 95 as Road
New 84 is better than 95 as Road


Responses to Comments:
Moletich, William
Comments noted.

(B) The Transportation Dept should have enough Right/Way for the turn for the Fender and Bridges light and long turn of RT 11. There are not around you thought that it should be there. I as I say Please Form RT 11 as a 4 lane Road. single and the green way. There is lot more to say but I think I said enough.
Yours Truly
William Moletich

Responses to Comments:

Morris, John

Comments noted.

1w
=> I CERTAINLY HOPE THAT EPA, DOT & OTHER
DECISION MAKERS HEAR THE OBJECTION TO WIDENING
ROUTE 85 -
=> I ALSO BELIEVE THAT A LITTLE BROAD OPTION WITH
CONSIDERATION WOULD SIGNIFICANTLY ENHANCE OUR
QUALITY OF LIFE -

no address

Responses to Comments:

Neigel, Richard

Comments noted.



Route 82/85/11 Corridor MIS/EIS
Salem, Monrville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS . . .

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Mr. Edgar T. Hurlle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

Comments: Gentle men, its time we stop wasting valuable time. Its time we get our act together and act like we are entering into the new millennium. We need to stop wasting tax-payers money on all these foolish studies.

Everyone knows we need to complete Rt 11 A.S.A.P. The community agrees that our County needs it.

We need a plan lane that was completed to accommodate the volume of traffic that will be causing the type of highway in the next millennium.

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: Richard W. Neigel

Address: 112 Mile Creek Rd.

East Lyme, CT 06321

✓ S FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE ↻

APR-26-1999 06:06 PM DAVID BINGHAM 8608592800 P. 01

To: Edgar T. Hurfs, CT DOT
 Dir. Environmental Planning
 Bureau of Policy and Planning
 Box 317546
 Newington, CT 06131-7546

From: William A. Niering, PhD, Biology Professor, Connecticut College
 Richard (Goodwin, PhD, Biology Professor Emeritus, Connecticut College

Re: Rt 82/85/11 DEIS hearing statement of the US Environmental
 Protection Agency (EPA) New England Regional Office (4/7/99)

We agree wholeheartedly with the US EPA conclusion that the Rt 82/85/11 project study area is a "landscape that contains outstanding natural resources."

However, as biologists who have lived in this area for a generation, we have watched this important wildlife corridor undergo significant degradation from forest fragmentation, and from loss of upland pasture and grassland habitats that once encompassed a much larger area than currently remains.

The EPA may think that the area is "surprisingly undisturbed," but that is due to the fact that the DEIS study only includes the narrow corridor that is left after a generation of development pressure in the area. In fact, the only reason that there is still an intact wildlife corridor the whole length of the proposed new route is that people have avoided building in an area that might have the new road built over it.

Current development patterns are continually eroding the corridor which remains. Creeping suburban sprawl threatens to fragment all the remaining forest blocks, with zoning which favors residential subdivisions. A subdivision which has already been approved remains unbuilt in Montville on Latimer Brook, awaiting word that a new road will not be permitted. If built, this subdivision will cut the North-South corridor in half, preventing migration of upland species from connection with each other.

However, the construction of a limited-access highway the length of the corridor, linked with a gateway protecting the remaining forest blocks and watershed, will protect all of the species mentioned in the DEIS from being extirpated from the corridor. The road and gateway will halt further incursions into the corridor, and prevent completion of the subdivision that has just been approved on Latimer Brook.

How can we be so sure that species will survive the impact of a new road? Because we already have a "living laboratory", a portion of Route 11 which was completed in 1971. The completed road includes a moderate "buffer" area on each side, resulting in a *de facto* gateway already existing from Salem to Colchester.

(Of interest in this "laboratory" is that all of the species mentioned in the DEIS Report are doing

Responses to Comments:

**Niering, William A. and Richard Goodwin,
 Connecticut College**

Comments noted.

Responses to Comments:

**Niering, William A. and Richard Goodwin,
Connecticut College**

Comments noted.

APR-26-1999 06:07 PM DAVID BINGHAM 8608592800 P.02

Z

well in that corridor, which connects directly with the greenway proposed for the Rt 11 corridor. The Bingham property along the completed portion of Route 11, for instance, has a bird list of over 180 species. This property also supports Marbled and Spotted Salamanders, Bobcat, woodchuck warblers, and several grassland species such as Savannah Sparrow, and Bobolink.

Beaver activity adjacent to the completed portion of Route 11 road has recurred over 60 acres of high quality wetlands over the past decades since the road was built, far more than the wetlands impacted in the proposed completion of the road.

The "laboratory" on the completed portion of Route 11 also tells us that the impact on the wetlands and waterways is far from "devastating" and "irreversible." In fact, partly because of beaver activity that has been allowed to go on without interruption along the highway, the biodiversity of the East Branch of the Eight Mile River has improved over the past 30 years.

River Otter and Mink have returned, migrating waterfowl such as Hooded Mergansers and Black Ducks are now much more abundant. Ralls have returned to areas that were once drained for agriculture.

The completed portion of Route 11 runs for several miles through the watershed of the East Branch of the Eight Mile River. Recent studies of the river, provided by the Eight Mile River Watershed Project, indicate that both upstream and downstream of the completed portion of Route 11 the water quality is excellent.

In fact, fisheries biologists have concluded that this habitat is so good that fish ladders are being built downstream to permit this area to be available for anadromous fish (such as Atlantic Salmon, Alewives, and Blue Backed Herring) to once again use the wetland areas in Salem for spawning. It is clear that despite earlier concern, the building of a highway can be done with minimal long term impact on the waterway. If Beaver activity can be allowed to progress over a larger area, biodiversity can even be significantly enhanced in such a corridor.

Thus the conclusion of the EPA statement, made at the hearing on 4/7/99, that completion of Route 11 will do severe and irreversible damage to the environment, is not supported by scientific evidence. We have direct evidence to the contrary in the local area. We would expect all of the species of concern in the area to thrive as long as the road is built in a sensitive way and with a wide enough greenway to include large forest blocks.

We believe that the greatest risk to biodiversity in this corridor will occur if urban sprawl is allowed to progress. Since a completed limited access road with a greenway will protect the area from urban sprawl, this alternative will in the long run have a positive environmental effect as compared with widening of Route 85.

We oppose the latter for two reasons: first, because widening Route 85 would develop a higher speed highway immediately adjacent to Lake Konowus, the municipal water supply for New London and Waterford; and second, because it encourages strip development and the sprouting of new subdivisions. While the direct environmental effects of widening Route 85 are somewhat less

Responses to Comments:

Niering, William A. and Richard Goodwin, Connecticut College

1. Comment noted. Indirect impacts were discussed along with direct impacts throughout Section 5 of the DEIS and were update in FEIS Section 5.18. Also see “Martin#1” (Written Comments—State and Local Officials /Representatives).
2. See “Fairgrieve” and “McKay”.
3. Federal funds are provided to cover the cost of mitigation of unavoidable wetland impacts. A greenway in the vicinity of Route 11 is currently being planned by the Route 11 Greenway Authority Commission (GAC). This commission was established by the towns of East Lyme, Montville, Salem, and Waterford and was authorized by Public Act 00-148 as a public agency charged with defining and establishing the standards and boundaries of a Route 11 Greenway. Also, see “Bammer #3” and Written Comments – Federal and State Agencies, “EPA #15, and “CEQ #1”.

APK-26-1999 06:01 PM DAVID BINGHAM 8608592800 P. 03

3.

- 1 | than those of a full-build completion of Route 11, as measured by the parameters in the DEIS, these parameters do not include the indirect effects such as development patterns in the area.
While a widened 85 would encourage urban sprawl, a limited access highway encourages development at the ends of the highway, namely Hartford and New London, areas that are already developed and will become more “livable” with better transportation access.
We believe it is important for sustainable development in the future, from an environmental standpoint, to encourage growth in those areas that are already developed, rather than encouraging further encroachment on rural areas for residential or commercial growth. Testimony from local municipal leaders and the New London Development Commission support our belief that a completed Route 11 would foster this goal.
Of interest is the fact that testimony at the DEIS hearings was almost universally in favor of completing Route 11. The vast majority of speakers and all local officials testified that widening Route 85 was not a practicable alternative to the transportation problem, and supported alternative E built to arterial rather than full expressway design standards.
- 2 | Not a single environmental group opposed the road, despite the fact that groups like the Sierra Club and The Connecticut Fund for the Environment are well organized in this state and would ordinarily oppose a new highway.
There was no organized opposition because many members of these groups are strongly in favor of completion of Route 11 for reasons outlined above. The environmental community is faced with a number of facts that suggest that if the new road is not permitted, far worse environmental damage will result from an explosion of new development in the area.
Consider the following:
1) Almost all of the corridor is held in private ownership, zoned for residential subdivisions.
2) Over a hundred new homes have been built in the corridor in the last decade.
3) Hundreds of acres in the corridor are currently for sale to developers.
4) If Route 11 is fully permitted in the corridor, more new houses are already approved. They will not be built if the road is coming through the area.
5) Open space land purchase funds are limited, and will be prioritized to areas with the highest environmental resource values (such as the tidelands area of the Connecticut River). The Route 11 corridor may be “special,” but other areas have higher priority.
6) If a greenway is required for mitigation, funds come through highway matching funds rather than out of scarce open space funds.
- 3 |

Responses to Comments:

**William A. Niering and Richard Goodwin,
Connecticut College**

7) If Route 11 is completed, there is a commitment from the Governor and the legislature to create a greenway as part of the project. People want the road, and like the idea of the greenway. Without the road, we have no commitment for protecting this corridor.

8) The EPA has no jurisdiction over the small subdivisions that have been declining the area. For instance, Latimer Brook was put through a culvert at the new Daisy Hill Subdivision. Many native grassland birds were displaced by the Breckwith Hills subdivision (prime nesting habitat for declining species such as Eastern Meadowlark, Bobolink, Whip-poor-will, Hite-winged and Nashville Warbler, Field and Savannah Sparrow). Amphibian species are being wiped out by current subdivision design.

9) By working on the project to complete Route 11, the EPA can help us work with the DOT to design a four-lane arterial road that has significantly less environmental impact than the full expressway specifications given in the DEIS. Such a road should
 > have a much smaller "footprint" than the present design of the road,
 > bridge sensitive upland as well as wetland areas to minimize forest fragmentation, to allow wildlife migration and taking trails under the road, and to provide habitat for amphibians,
 > skirt wetland pool areas with a wide berth, and
 > have less road cuts and fill by allowing steeper grades than currently allow.

10) Mitigation that requires a greenway will preserve most of the large forest blocks (Alternative E would miss forest blocks #4 and 6, skirt #3 and 5, and leave large, functional, unfragmented portions in forest blocks #1 and 2).

11) Beaver activity in a greenway can recreate high quality wetlands in a few years that will be larger in area than those areas impacted by the road.

These important considerations have significant bearing on the indirect environmental impact of the various alternatives, but are not readily apparent in the DEIS. When weighing these factors, the environmental impact of the "no build" and "widening" alternatives is far greater than it appears in the DEIS.

Conclusion: In the long run, completion of Route 11 as a limited access arterial highway along Alternative E, with a greenway, will be the least damaging option from an environmental standpoint.

This conclusion is based on knowledge of growth patterns, political and economic pressures, and field experience gained as biologists living in this region. The predicted impact of a new road has been exaggerated in the EPA statement, when compared with the known effects of the completed portions of Route 11 and the documented information in the DEIS.

The adverse environmental effects of widening Route 85 caused by its tendency to stimulate urban sprawl have been overlooked in the DEIS and therefore are not taken into account by the EPA analysis. We believe sprawl to be the greatest environmental risk in the corridor, and that it can

Responses to Comments:

**William A. Niering and Richard Goodwin,
Connecticut College**

8. FEIS Sections 5.4.12 and Appendix C provide information on proposed mitigation that includes habitat protection in addition to mitigation for wetland impact. Also refer to response #3.

APR-26-1999 06:09 PM DAVID BINGHAM 6608592800 P. 05

8

be built by permitting a limited access highway to be built within a greenway.

The greenway should be required as mitigation for the known impacts of the new road. It must be big enough to protect all the remaining forest blocks and wildlife corridors (about 3,000 acres) impacts caused by the road.

Failure to complete the road with a greenway risks complete forest fragmentation and significant impact on wetlands from urban sprawl which we feel will not otherwise be stopped. Veto of the permit to complete Route 11 will invite rapid residential development.

Mitigation requiring a smaller footprint (arterial rather than expressway design), more upland and wetland bridging, and more flexibility in road layout, can provide a road with significantly less impact than that described in the FEIS.

We look forward to working with the EPA, the DOT, and local officials, to create a project that addresses the public transportation concerns while causing the least long term environmental damage to this important wildlife corridor.

Richard A. Goodwin
Richard Goodwin, PhD

William A. Niering
William Niering, PhD

APR-15-1999 20:37

Responses to Comments:

Nikirk, Reys, Gerald and Susan

Comment noted.



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS . . .

Public comments are an integral part of the NEPA/EIS process - you are invited and encouraged to forward your comments on the Route 82/85/11 DEIS to ComDOT at the following address or by facsimile at (860)594-3028. **Comments must be received by May 7, 1999.**

Mr. Edgar T. Hurlle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT


Comments: *We have a Church in East Lyme - (Newtown) - and also live in Shelton - We drive on Route 85 & 161 every time - 2X per day! Traffic on Route 85 is heavy with alot of trucks. Our people cauld pass on Route 85 even on the double line - We want Route 85 as NOT the answer - Make Route 11 - a highway with greenway for better traffic - Make Route 85 a 1 lane - The wisdom of God says: "Narrow Is The Road That Leads To Life, and Broad Is The Way That Leads To Destruction" WE SUPPORT E4!*

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: *Reverend's Gerald & Susan Nikirk*
Address: *30 Morgan Rd. Salem, VT 06420*

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:
O'Brien, Rosemary
 Comment noted.



Route 82/85/11 Corridor MIS/EIS
 Salem, Montville, Waterford, East Lyme

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Mr. Edgar T. Hurlie
 Director, Environmental Planning
 Bureau of Policy and Planning
 State of Connecticut Department of Transportation
 P.O. Box 317546
 Newington, CT

4/15/99
 Comments: *For safety and environmental factors I feel there is only one possible way to take care of our traffic problems - complete Route 11. The impact is far too great to do it any other way. I hope you in Salem I've been to the funeral of a neighbor's child's night on my street. How many kids must we sacrifice?*

Shepherd and most residents are in favor of completing Rt 11 - what are we waiting for? Why are we spending any more time on this discussion? Do what needs to be done - complete Rt 11!

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: *Rosemary O'Brien*
 Address: *77 Alpine Dr. Salem*

E FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Oscarson, Teresa

1. See "APES #1".
2. See "Costello".
3. Other comments noted.

9 Hilltop Terrace
 Waterford, CT 06385-2216
 May 4, 1989

Mr. Edgar T. Hurlie
 Director, Environmental Planning
 Bureau of Policy and Planning
 State of Connecticut Department of Transportation
 P.O. Box 317546
 Newington, CT 06131-7546

Dear Mr. Hurlie:

My husband and I attended the meeting at Waterford High School on April 7 concerning alternatives to finishing Route 11 would be rejected. Well, I wondered, Why are we here? Why do we have these meetings asking for the public's opinion only to have someone there telling us that our opinion doesn't matter?

1

It was obvious that the majority of the people in attendance favored the completion of Route 11, as did those who attended the meeting at the Chesterfield Firehouse the next day. Lives on Route 85 have been lost and I believe more will be lost if the state goes ahead with plans to widen it and Route 82. I'm not against protecting our environment, but I sincerely believe that people's lives should take priority over wetlands. Along with many others, I believe that finishing Route 11 would help to eliminate the dangers we now face when we travel on Route 85.

2

It is my sincere hope that the state of Connecticut will listen to the voices of the people in southeastern Connecticut. You have asked for our opinion and we have let you know how we feel. Please finish Route 11, preferably with four lanes as it is now. I believe that constructing just two lanes might present some of the problems we currently face on Route 85. I sincerely hope the decision is made to go ahead with this project and that it won't take the predicted eight years to complete. We must not forget those whose lives were lost on Route 85. Let us not wait till there are more tragic accidents.

3

Sincerely,



Teresa D. Oscarson

Enc. 3

RECEIVED
 MAY 05 1989
 ENVIRONMENTAL PLANNING
 DIVISION

Responses to Comments:

Pattersen, Terrell

1. See “Bammer #2”, “Dearborn” and “Brooks” regarding deficiencies on Route 85. Also, refer to the summary of the *Community-Sensitive Upgrade Study* in FEIS Section 3.4.
2. See Written Comments – State Agencies “CEQ #1” and “Niering #3” regarding greenway.

I strongly support the completion of Route 11. Expansion of Route 85, while perhaps appearing cheaper on the surface, is only a stop-gap measure. It does not address the growing need for rapid and safe passage from Route 2 to Route 95. Route 85 is already an unsafe road with an intolerable level of accidents, injuries and sadly - deaths. Expansion of the road would result in even higher rates of speed while not eliminating the unsafe conditions. The majority of accidents occur at intersection and at areas where vehicles are entering and exiting from the road from the numerous side streets. The addition of more traffic lanes to Route 85 will make it even harder and more frustrating to get on and off the road, resulting in even more accidents. How many times have any of us been waiting for an endless line of cars to pass so that we can make a left turn into our neighborhoods and anxiously looked in the rearview mirror hoping that we aren't about to be rear-ended? Or watched in fear at the children waiting at the side of the road for their schoolbus, hoping that no one will decide to pass on the right shoulder while we are waiting to turn and not notice the child standing there? While the cost of Route 85 expansion may seem less on paper, does it take into account the cost of the lives which have been, and will continue to be lost until Route 11 is finished??

1

In addition, I support the greenway addition to route 11. Having a safe, clean recreation area, that would be accessible to the physically disabled, would be a great addition to the community. The area is severely lacking in a place to jog, bike, walk or wheelchair in an area protected from traffic. It would be a place for people to go and exercise, or quietly enjoy the animal life and natural beauty of the area. It would be a great asset.

2



Terrell A. Pattersen
82 Corrina Lane
Salem, CT 06420

Responses to Comments:

Picazio III, Harry

1. See Written Comments – Federal Agencies, “EPA #2” and “EPA #15”.
2. Other comments noted.



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS ...

Public comments are an integral part of the NEPA/EIS process - you are invited and encouraged to forward your comments on the Route 82/85/11 DEIS to ComDOT at the following address or by facsimile at (860)594-3028. **Comments must be received by May 7, 1999.**

Mr. Edgar T. Hurle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT 06111-0546

Comments: I own property off Route 85 +
 favor improvements to Route 85 over
 continuing Rt 11. Rt 85 is the "new"
 expand it to meet the needs of traffic +
 local. I hate to see more land ruined
 for another highway (greenway - what a nice design)
 favor the 92 PD abatement against options
 F+G.

I travel Rt 85 4-5 days per week +
 fail to see all the problem that the
 "Salem Greenway" Group say are there.
 deserts, congested, unusable + don't merit it
 is an exaggeration of the truth.

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: Harry Picazio III 860-442-7177
Address: 115 N. Main St. Rt 11
Waterford, Ct. 06385


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APR 21 1999
ENVIRONMENTAL PLANNING
DIVISION

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Pilecki, Karol

1. See "Biederka #2".

 **Route 82/85/11 Corridor MIS/EIS**
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS ...

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APR 29 1999
ENVIRONMENTAL PLANNING DIVISION

Mr. Edgar T. Huie
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

Comments: *I have been following the RT-11 since it was first born. It snowed in its years. If RT-11 was completed as first planned we wouldn't have the problems we have today. When I-395 (orig. RT-57) a few less overpasses was put in over RT-85. The planner must had some plan for future RT-85. I know the first plan was for RT-11 to go from RT-161 and Butestown Rd thru the woods and meet RT-85 in the area of Lake Paul Church. RT-85 is few lanes now from I-95 north to I-395. To me this seems the best plan all around. What a sight more if RT-11 goes to the Haddam area. One of your Reps at the staff meeting said no such plan ever existed. I said look back 20-25 yrs. why isn't the first plan even considered now? Leave RT-85 alone - Complete RT-11 as stated above - save lives and money. Jeff Pilecki*

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: *Mr. Karol Pilecki*
Address: *155 W. Main St., Oakdale, CT 06370-1829*

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Porucznik, Marjorie

Comments noted.

5-17-99

to: CT Dept of Transportation
P.O. Box 317546
Springfield CT 06131-7546

DEPARTMENT OF TRANSPORTATION

MAY 20 1999

COMMISSIONER'S OFFICE

from: Marjorie A. Porucznik
25 Hurley Rd
E. Lyme CT 06333

RE: DEIS comments to alternatives in Rt 85/82/11 corridor

We approve of finishing Route 11. Rt. 85 is for people, horses and pets; it is not for heavy traffic. People are more important.

All alternatives have drawbacks. Slow interfering with people and horses should be eliminated before environmental concerns. Knows to path impact on human beings.

Connection to 85 should be done to open horses and people. Many with recent entrance to 315 as the future entrance sounds good. Moving 85 third traffic back (1006) would have the advantage of not destroying our road (Hurley Road) again as it was for the initial construction. Changing so much of the 85 lanes is not a good idea. The original Boston Post Road wooden wagons were the 16 lanes, the granite level. Let's not substitute it completely.

Marjorie A. Porucznik

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MAY 25 1999

ENVIRONMENTAL PLANNING
DIVISION

Responses to Comments:

Rabe, Norman and Judith

1. Base mapping used for figures was the most current available at the time of preparation. Three of the roads noted, Forsythe, Horse Pond and Woodchuck Roads appear (unlabeled) on most of graphics. Though certain streets may not appear on the graphics for this document, all affected neighborhoods along the corridor were considered during evaluations of impacts and alternatives. Additional emphasis was given to side streets along Route 85 in the *Community-sensitive Upgrade Study*, which is described in Section 3.4. Maps were updated for the analysis of noise, wetlands and property impacts for the preferred alternative.

33 Valley Drive
 Salem, CT 06420
 April 7, 1999

Mr. Edgar T. Hurlle
 Director, Environmental Planning
 Bureau of Policy and Planning
 Connecticut Department of
 Transportation
 P.O. Box 317546
 Newington, CT 06131-7546

Dear Sir:

I am writing in response to the Route 82/85/11 Corridor MIS/EIS Draft Environmental Impact Statement (DEIS) of February 1999. The widening alternatives, Alts W4, W4m and W2 would result in substantial environmental degradation to all those families who reside on or adjacent to Routes 82 and 85.

The 4.4 mile section of Route 85 from Route 82 (Salem Four Corners) to Route 161 (Chesterfield area) will have, on completion of Emerald Glen subdivision, about 400 families who reside on Route 85 or on the abutting residential streets. The DEIS ignores many of these families. Figure ES-13 of the report, Existing Conditions-Zoning, fails to show many existing roads and subdivisions on Route 85 in Salem. Beginning at Salem Four Corners, the missing roads are:

- Woodland Drive 13 homes
- Forsythe Road 26 homes within one mile
- Horse Pond Road complex 37 homes
- Emerald Glen Lane complex 49 lots/homes
- Woodchuck Road 2 homes
- Valley Drive complex 35 homes

All 400 families living on Route 85 and on abutting residential roads are adversely affected by the widening alternatives. Some will lose property. All will lose access and safety. This wider road will be designed as a 60 mph

Responses to Comments:

Rabe, Norman and Judith

Other comments noted.

(2)

highway, with a steadily increasing traffic load. A high speed road with frequent residential access traffic is unsafe. The same traffic studies that justified initiating Route 11 as a limited access highway justify its completion now. The notion of expanding a "Southeast corridor" highway through a heavily residential area is folly.

A view of the future of a widened Route 85 is presented by Route 32 in Waterford and New London. Route 85 too would be petitioned for traffic lights as access from the side roads became more difficult. Eventually, the inherent lack of safety of this highway would suggest the addition of Jersey barriers. The Route 85 widening alternatives are unacceptable.

Regarding the limited access highway alternatives, Table ES-35 is most instructive. Alternatives F and G have no apparent advantages over Alt E to justify the greater cost. Alts F and G can be discarded. Alt E is an intelligent modification to Alt 92PD to reduce residential impact, at no increase in cost. Alt E is clearly the preferred highway path.

Design of the interchange at I95-I395 to accommodate Route 11 should take account of the concerns of the Town of East Lyme, to minimize impact to residential and commercial properties

Sincerely,

Norman Rabe
Judith Rabe

Norman Rabe
Judith Rabe



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS . . .

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Mr. Edgar T. Hurlle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

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APR 21 1999
ENVIRONMENTAL PLANNING
DIVISION

Comments: I TRAVEL RT. 85 ALMOST EVERY DAY. WIDENING RTS. 85/82 WILL NOT SOLVE THE TRAFFIC PROBLEM, NOT ONLY WILL IT BE A HUGE PROBLEM WHILE UNDER CONSTRUCTION, BUT FAILURE TO CONSTRUCT THE RT. 11, WILL LEAVE THE LAND TO DEVELOPERS THEREBY ACTUALLY DESTROYING THE ENVIRONMENT - A PARCEL AT A TIME. ALSO THE RT. 82/85 ENVIRONMENT AND QUALITY OF LIFE FOR RESIDENTS OF THAT AREA WILL BE LOST FOREVER. BASICALLY YOU PLAN TO DESTROY THE ENTIRE CORRIDOR FOR YOUR SHORT-SIGHTED IDEA OF WIDENING VS. RT. 11. THE ARTERIAL GREENWAY CONCEPT DESERVES EVERY CHANCE. SOUTH EASTERN CT. NEEDS RT. 11, AND YOU CAN SAVE THE ENTIRE AREAS ENVIRONMENT, HISTORY AND SCAPITY. CHOOSE TO BUILD RT. 11 AS A GREENWAY

Name: S. RADER
Address: 71 INDIGO ST
MYSTIC CT. 06355

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Rader, S.

Comments noted.

Responses to Comments:

Russ, Edgar

Comments noted.

Edgar B. Russ
P.O. Box 1
Waterford, CT 06385

(860) 442-5719

May 6, 1999

Mr. Edgar T. Hurlie
Director, Environmental Planning
Bureau of Policy and Planning
Connecticut Department of Transportation
P.O. Box 317546
Newington, CT 06131-7546

RECEIVED
MAY 07 1999
ENVIRONMENTAL PLANNING
DIVISION

RE: Route 11 Extension—Public Comment

Dear Mr. Hurlie:

As a lifelong resident of Waterford, I am very much aware of the traffic congestion on the present Route 85. As a former member of a Town Commission concerned with traffic flow and control, Route 85 has been an ever increasing problem particularly during the summer months.

I am aware of numerous segments of the Route 11 right of way acquired by the State nearly thirty years ago between Route 82 in Salem and Route 161 in East Lyme. With limited modification (to avoid residential subdivisions constructed subsequent to the early right of way acquisitions), and following the originally planned route to I-95 through a remote wooded area in Waterford along the East Lyme town line, will result in the least disturbance of established residences.

As to the issue of disturbing wetlands, if present regulations existed forty years ago, the Interstate Highway System could not have been built. Imagine travelling between Boston and New York on old Route 1 -- there would be absolute gridlock.

The Green Belt option, outlined both through newspaper articles and at the public informational hearing held in Waterford which I attended, in my opinion is a viable alternative, intruding on wetlands to a minimum, avoiding residential properties where possible and relieving the congestion and dangerous conditions on the present Route 85.

I do not wish to be viewed as one negative or insensitive to environmental issues. As the owner of a large tract of woodland with streams and wetlands, they are appreciated and are being preserved with active forest management and passive recreation use.

Responses to Comments:

Russ, Edgar


No response necessary on this page.

Mr. Edgar T. Hurie
Page 2
May 6, 1999

I completely agree with all those who spoke at the hearings, with the exception of the Federal Environmental representative, that widening Route 85 is not a viable alternative.

There is adequate area between Route 82 in Salem and I-95 in Waterford to preserve the environment and construct a safe highway by completing Route 11 substantially as originally planned. It is urgently needed.

Sincerely yours,



Edgar B. Russ

EBR/eg

cc: Thomas S. Sheridan, First Selectman, Town of Waterford
Thomas V. Wagner, Director of Planning, Town of Waterford
James Butler, Director and Regional Planner,
Southeastern Connecticut Council of Governments

Responses to Comments:

Scagliotti, John

See Written Comments – State Agencies
“DEP #1”.

John Scagliotti
Tree Frog Farm
158 Kopland Rd
Guilford, Vermont 05301
tel/fax 802 254 4859

DEPARTMENT OF TRANSPORTATION

MAY 13 1999

COMMISSIONER'S OFFICE

May 10, 1999

Connecticut Department of Transportation
PO Box 317546
Newington, CT 06131-7546

To Whom it may concern:

Re: Public comment for DEIS assessing transportation improvement alternatives in the
Route 82/85/11 corridor.

As a owner of property in the area I suggest that the shortest most direct merge of I-95,
I-395 and Route 11 would be at the existing merge area of I-95 and I-395 with clover leaf
meeting at junction with Waterford Parkway North and Oil Mill Rd at I-95 ramp there.

Thank you for allowing me to comment.

Sincerely,

John Scagliotti
John Scagliotti

RECEIVED

MAY 18 1999

CONNECTICUT DEPARTMENT OF TRANSPORTATION
DIVISION

Responses to Comments:

Sears, Brian

Comments noted.



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS . . .

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Mr. Edgar T. Hurle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

Comments: Widening RT 85 is unacceptable because it will create more safety problems than it would solve. Faster traffic on this road should not be encouraged and as a tributary road it will remain at least six times more dangerous than a highway. Environmental damage caused by this option is underestimate. The only option that will preserve any of the environment is the RT 11 Greenway which we strongly support. Much of the area which could be preserved by this option will be developed and spoiled without it.

THE RT 11 GREENWAY IS A WIN-WIN SCENARIO. IF THIS OPTION IS NOT CHOSEN MORE PEOPLE WILL HAVE ACCIDENTS ON RT 85 AND THE ENVIRONMENT WILL NOT BENEFIT.

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: Brian Sears
Address: 1 Fox Hollow Dr.
Oakdale, CT 06370



Responses to Comments:

Sherman, Gail and Joseph

Comments noted.



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS . . .

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Mr. Edgar T. Hurlle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

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MAY 04 1999
ENVIRONMENTAL PLANNING
DIVISION

Comments: We are against the completion of Route 11 for the following reasons:
1) roads already exist that connect Hartford to New London (if someone wants only highway travel they may stay on Route 2 to 395 in Norwich + then travel south)
2) widening Rts 82 + 85 are much cheaper at 41 million compared to building new roads at 225 million.
3) the "Hedge" on Rts 82 + 85 is not significant. My morning commute into New London takes 20 min + is a piece of cake, compared to a commute into NYC, Atlanta, Washington DC, etc.
4) there will be significant damage to the wetlands wildlife, + roads that we now enjoy. The field marsh that we look out at right now would be replaced by a highway, which we don't want.
5) to decrease current volume on Rts 82 + 85 - lower the speed limit to 40 mph.
PLEASE STOP THE EIS. REVENUE FOR IT BE USED TO IMPROVE STATE HIGHWAYS. COMMENTS MAY BE ADMITTED IN ANY 8 1/2 X 11 format.

Name: Gail + Joseph Sherman
Address: 323 Old New London Rd.
Salem CT 06420

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Gail Sherman

Responses to Comments:

Siebenthal, B.K.

1. See Written Comments – Federal Agencies, “EPA #15”, “Dearborn”, “Brooks” and “Bammer #2”. The concerns raised by the comments were a primary focus of an evaluation by FHWA (refer to Correspondence-FHWA August 28, 2000.) and the *Community-sensitive Upgrade Study*, which is discussed in Section 3.4.

P. 02/04

TO 18605943028

FROM PRIMEDICA CORPORATION

16:30

Edgar T. Hurle
 Director of Environmental Planning
 Bureau of Policy and Planning
 State of Connecticut
 Department of Transportation
 2800 Berlin Turnpike
 Newington, CT 06131-7546
 FAX 860-394-3028
 May 14, 1999

Mr. Hurle et al:

Regarding the issue of Route 82/85/11 corridor and the DEIS, I would like to take this opportunity to express my concerns. My family and I are residents of Salem, CT whose residence is accessed via Route 85.

1. Any widening of Route 85 is strongly opposed by myself, and many or even all of my neighbors. Route 85 has always been a two lane country road, scenic in its natural tree lined beauty and framed with historic houses and rural structures. Any widening would result in a clear decimation of this scenic drive. The long term implication is a HUGE reduction in real estate value and desirability of houses in the area. There can be no support for this approach.
2. Any widening option for Route 85 is totally impractical to physically handle the current traffic and/or the anticipated 30% to 40% increase in traffic. Salem has grown and continues to grow, with more and more driveways installed directly onto Route 85. Even more traffic originates with new residential developments whose side streets empty onto Route 85. This growth continues. It seems likely that it will continue. Logic suggests that Route 85 be left alone (isolated) for the most part for use by the local residents.
3. There have already been numerous accidents along Route 85. There have already been many fatalities. Some accidents such as the fuel truck fire in Chesterfield have been potentially catastrophic. Any widening of Route 85 under any circumstances is likely to produce even more accidents and more fatalities. As we in our cars and our children in the school buses ride along route 85, and MUST ride along this route, any option that will increase the likelihood of accidents is totally unacceptable.
4. Widening of Route 85 would have a devastating effect on the town of Salem and on our appraised real estate values. These effects would be felt for years, even decades and beyond. Through lower tax revenues, this would result in reduced revenue for the Salem school system. As we are very proud of our town and of our schools and feel they provide an attractive draw for people to move to Salem. These were some of the qualities we sought when we first moved to Connecticut and decided on a small rural town called Salem. The financial consequences are very negative for widening Route 85.

Responses to Comments:

Sieenthal, B.K.

2. See response to "Bingham, Annie".
3. An ongoing increase in residential development within the corridor was acknowledged in Sections 4.10 and 5.18, although actual wetland impact from this development is unknown. Development impacts to inland wetlands are regulated by local Inland Wetlands Commissions. It was also noted in Section 5.18 that development within the corridor is dependent on land use and zoning controls under the purview of each of the corridor towns. Also, see "Apes #2".

P. 03/04

TO 1665943026

FROM PRHEDIGS CORPORATION

16:30

PRY-14-1999

5. Any loss of life or serious injury, resulting from an accident on Route 85 is totally unacceptable. This would most definitely impact on the quality of life and social fabric of Salem and its residents in a most negative and devastating fashion. As the accident increase, so do the consequences. Such an outcome must be avoided at all costs. Please allow me to repeat: *at all costs*. Such accidents and fatalities can be easily avoided with proper design elements to include isolation of the "through traffic" to a completed Route 11. The through traffic includes commercial trucks, beach traffic and other non-residents. Furthermore, it is ridiculous to think that any expansion of route 85 can be undertaken while this road is in use. Traffic is difficult now. Long term construction areas would render it impossible to traverse.

5. Completion of Route 11 along one of the proposed paths is the only logical solution, short term and long term. It is the ONLY option that would be expected to handle the traffic in a reasonable and safe manner. It is understood that this is not a perfect solution. But, it is the ONLY practical solution. This option can and should be supported. Additional support should be requested from all elected officials and all public officials whose first duty is "to serve the public interests". It is in the public interests to complete Route 11.

6. Several towns support the completion of Route 11 through formal and informal declarations. These towns include Salem, East Lyme, Montville, Waterford, and New London. Some favor one or another option, but all are in favor in principle of the completion of Route 11.

7. The beach traffic and commercial traffic would certainly favor continuing their trip on a 4 lane limited access highway than to exit onto country backroads and lengthen their drive. Heaven forbid, but if there is a "incident" at Millstone or the Submarine base, a completed Route 11 would be absolutely critical for evacuation purposes. While we can all hope this never happens, it would be irresponsible not to consider such an incident as an important factor in the decision making process. When one considers some of the difficulties that have been reported at Millstone, then events like Chernobyl and Three Mile Island easily come to mind.

8. Route 11 should be completed. There are many reasons. Route 11 should have been completed 30 years ago to link up the highway system to south eastern part of the state. It was designed and planned to do that. It would have been built but for financial issues. The current state governor supports this. Past state governors have also supported this along with countless state and local politicians and other officials.

9. The environmental objections to Route 11 are somewhat invalid or very weak in many aspects. Much wetlands have already been lost along the proposed route 11 due to residential development. This development can be expected to continue for the foreseeable future resulting in more and more loss of wetlands. With a commitment to complete Route 11, a path can be chosen to preserve as much wetlands and other open space along this route. Any continued expansion of housing into the path of

2

3

Responses to Comments:

Siebenshal, B.K.

4. See Written Comments – State Agencies “CEQ #1” regarding impact mitigation and “DEP #1” regarding the I-95 interchange.

5. See “Costello”.

MAY-14-1999 16:31 FROM PRIMEDICA CORPORATION TO 1862594-3828 P. 04/04

Route 11 would also increase the costs of a Route 11 completion. The answer seems clear to stop residential development in the path of Route 11 and commit to complete this highway NOW.

10. All of the proposed projects in the DEIS result in some loss of wetlands. All projects have environmental impacts to one degree or another. Completion of Route 11 may well be the BEST environmental outcome overall resulting in a reasonable environmental impact that the state officials can help influence or control by building the highway on the path that provides the best balance of environmental issues vs. reasonable construction costs. The most sensitive areas can be avoided and preserved.

11. The price tag of the options varied significantly but all were measured in millions. Some of these funds could be set aside to buy more open space in the towns of Salem, Montville, Waterford and East Lyme in an effort to help offset the environmental impacts of a completed Route 11. Any funding for upgrades to route 95 should be included separately, and NOT as part of Route 11 proposal. This artificially inflates the price tag and may prejudice some members of the public.

12. The people and residents are at least as important as the environmental factors that have been cited. Their lives deserve and demand to be protected as much as possible, even at some cost to the environment.

13. It would be ridiculous to imagine Route 1 as a four lane road through such towns as Stonington or Mystic. A logical decision was made years ago to build Route 95 instead.

14. It would be ridiculous to imagine scenic Route 169 as a four lane road through Pomfret or Woodstock. A logical decision was made years ago to build route 395 instead.

15. It would be just as ridiculous to imagine a widened route 85 through Salem, Montville, East Lyme and Waterford. Please make the logical decision to build and complete Route 11.

Please do the right thing.
Please do the safe thing.
Please serve the public interests and will of the people.
Please complete Route 11.

Thank you for your considerations.


B. K. Siebenshal
Salem, CT

Responses to Comments:

Sielman, Peter F.
(May 5, 1999)

No response necessary on this page.

05/05/99 06:11 860 572 1965 E.T.C. MYSTIC 002/004

369 West Road
Salem, CT 06420
May 5, 1999


Mr. Robert Desista
US Army Corps of Engineers

Mr. Edgar T. Hurlie
CT Department of Transportation

Gentlemen:

Pursuant to the extended comment period for the Route 11 project, please find attached my comments on the DEIS with regards to Structures and Traffic.

Please verify by phone, fax or email that you have received these comments.

Very truly yours,


Peter F. Sielman
860 859-3848 (home)
860 572-9600 (office)
860 572-7328 (fax)
psielman@etc.atinc.com (email)

Responses to Comments:

Sielman, Peter F.

1. Section 5.8.3 and Appendix E provide updated information on property impacts of the preferred alternative, including the preferred design of the I-95 interchange.
2. See Written Comments – Federal Agencies, “EPA #7”.

08/05/98 08:11 2080 5/2 1985

E. I. C. RES/IC

08/03/004

COMMENTS OF PETER SIELMAN ON ROUTE 11

These additional comments on the Route 11 DEIS address the topics of Structures and Traffic as applied to the New Build alternatives.

Structures

Based on data supplied to me by DOT (via the Maguire Group), I find that the data concerning affected structures for the new build alternatives is potentially misleading in that most of the affected structures for the 4-lane alternatives are associated with the I95 embellishments and not with the Route 11 roadway. These should be clearly separated out.

Since there was no public comment in favor of alternatives F and G, I will limit my comments the alternative E.

Alternative	Salem *	Montville	Waterford	East Lyme	Total
E4	0	16	0	29	45
E2	0	14	0	0	14

Of the 31 structures ascribed to E4 not ascribed to E2, 29 appear to be solely attributable to the I95 embellishments. That is more than 60%.

The * in the Salem column is to comment on the fact that 7 properties in Salem have partial takes for E4, even though the State owns a 400 foot right of way from Route 82 to the Salem/Montville line. With a road designed to arterial standards this should not be the case.

The Montville takes are primarily on Silver Falls Road and Daisy Hill Road. The latter was only recently built, based on bad advice about the future of Route 11.

Traffic

For the purpose of discussion, let us assume that the widening alternatives are determined to be impracticable. The LEDPA permitting process will therefore come down to the least environmental damage associated with E2, E4 and E-arterial (again assuming that the public overwhelming preference for E over F and G is listened to). Although, no numbers have yet been generated for E-arterial it will likely fall between E2 and E4 (with the I95 embellishments subtracted out).

Therefore, there is the potential for the permitting of only E2 if the Corps and EPA take a very narrow view. Does E2 meet the need?

05/05/89 06:12 8660 572 1965 E.T.C. MISTIC 004/00

Unfortunately, the DEIS does not appear to address this issue. The traffic counts for E2 and E4 are identical (Table ES-19) with a peak of 1730 vehicles per hour.

No estimate has been found that defines how this peak traffic divides between north and southbound. Our observations have been that it is heavily southbound in the AM and heavily northbound in the PM.

From data supplied by Wilbur Smith Associates (with DOT permission) the following applies to a 2-lane Highway in Rolling Terrain with 60 percent no passing zones (which is probably too low):

LOS	% TIME DELAY	AVG. SPEED (for 60 MPH)	V/C
A	≤ 30	≥ 57	0.05
B	345	≥ 54	0.17
C	560	≥ 51	0.32
D	575	≥ 49	0.48
E	> 75	≥ 40	0.91
F	100	< 40	.

Under ideal conditions, capacity is 2800 passenger cars per hour. This is reduced to 0.89X 2800 = 2492 for a 70/30 split of traffic. It is reduced even more by a mix of passenger cars, trucks and recreational vehicles and by a Jersey Barrier that eliminates passing.

With a peak of 1730 vehicles per hour, a 2-Lane road would have a V/C > 1730 / 2492 = 0.69. This would put LOS halfway between D and E! Closer to E when the mix of vehicles and the Jersey Barrier are taken into account.

Since the model for 2020 traffic does not take into account the growth of Southeastern Connecticut, the peak estimates are probably low.

It makes no sense to me to wait 30 years to complete a road in a manner that we know before we start will not meet the projected traffic need. An LOS of D or worse is an unworthy goal and a foolish expenditure of funds. E2 is not practicable.

3

Responses to Comments:

Sielman, Peter F.

3. See Section 3.4 for a discussion of the selection of the preferred alternative.

Responses to Comments:

Sielman, Peter F.
(May 20, 1999)

Comments noted.

@002/002

E. T. C. MISTIC

05/20/99 07:54 860 572 1985

369 West Road
Salem, CT 06420
May 20, 1999

Mr. Robert Desista
US Army Corps of Engineers
Mr. Edgar Hure
Connecticut Department of Transportation

Gentlemen:

This comment relevant to the Public Hearings of 89040718 on Route 11 is presented for your inclusion in the record pursuant to the Public Hearing instructions, as amended.

The traffic projections for the widening alternative presented in Section 5, pages 4 & 5 and Figures 5-2 & 5-3 of the DEIS show that the LOS is "F" at 4 signalized and 7 unsignalized intersections and is therefore unacceptable. Therefore, it does not meet the Corps' Purpose Statement of addressing capacity.

Since the Public Hearing testimony clearly indicated that the public believes that widening will decrease safety, widening does not meet the Corps' Purpose Statement of addressing safety.

Widening meets none of the MS-generated Purposes Statements.

The law requires that for an alternative to be practicable, it must meet the project purposes. Widening does not meet the Basic or MS-generated Purpose Statements. The public and all of the local officials here indicated that they do not believe that widening is practicable.

In the face of all of the evidence, how could the Corps determine anything other than widening is an impracticable alternative?


Very truly yours,


Peter F. Sielman
860 572-9600- phone
860 572-7328- fax
psielman@ctic.atinc.com

Responses to Comments:

Simmons, Lyn

Comments noted.


Route 82/85/11 Corridor MIS/EIS
Salem, Monrville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS ...

Public comments are an integral part of the NEPA/EIS process - you are invited and encouraged to forward your comments on the Route 82/85/11 DEIS to ConnDOT at the following address or by facsimile at (860)394-3028. *Comments must be received by May 7, 1999.*

Mt. Edgar T. Huie
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 3175-46
Newington, CT

Comments:

*I live directly on 881
I take my kids to my bank
every day I try to get out
of my driveway for 100 hrs
the average speed is 60 mph
you let jay people pass
last year they already
passed Bte 11 which may
started very year ago at
a great speed to the paper
let it get to it the
unwanted paper? they is
the people who live here
this is the 48 the you are
the on the air line
Note: This comment form is provided for your convenience, however, comments ~~will~~ be submitted in any 89' x 11' format.*

Name:

Lyn Simmons

Address:

*326 New London Rd
Salem, Ct 06420*

 FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Slozne, John

Comments noted.



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS . . .

Public comments are an integral part of the NEPA/EIS process - you are invited and encouraged to forward your comments on the Route 82/85/11 DEIS to COMBOT at the following address or by facsimile at (860)594-3028. **Comments must be received by May 7, 1999.**

Mr. Edgar T. Hurle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

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APR 12 1999
ENVIRONMENTAL PLANNING
DIVISION

Comments: *Before Rt 11 was opened I used to travel to my job in E. Lyme daily on Rt 85 to Colchester and Rt 2. Rt 85 has not improved! What a pleasure and relief to be able to use Rt 11 when it was opened! A great difference in safety and opportunity. If today's administration could experience that reality and have our problems.*
Similarly, for the benefit to the state as a whole and S.E. Conn. in particular the benefit for express business and tourism, in traffic safety and future land protection the Rt 11 Greenway full expansion has my vote and prayers!

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: John Slozne ES
Address: 5 Shore Rd
Waterford Ct 06305



Responses to Comments:

Smith, Easton

Comments noted.

889 Edge Pl.,
Humboldt, CT 06517
May 20, 1989

To Edgar T. Hurd
Director Planning
Comm. D.O.T.
P.O. Box 317546
Nashington, CT-06131

Re: 82/85/11 Corridor.
Anything to do with reconfigured Rt 85 is dangerous.
Continue Rt. 11 to I-95, 395 merge with access to
95 - oil field Rd. - widened Phys. App.

Sincerely,
Easton B. Smith
Managing Director
Westford Parkway North Properties

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MAY 24 1989
ENVIRONMENTAL PLANNING
DIVISION
Toshaheed 5/21

Responses to Comments:

Smith, Jay

Comment noted.



Route 82/85/11 Corridor MIS/EIS

Salem, Monville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS ...

Public comments are an integral part of the NEPA/EIS process - you are invited and encouraged to forward your comments on the Route 82/85/11 DEIS to CombDOT at the following address or by facsimile at (860)594-3028. Comments must be received by May 7, 1999.

Mr. Edgar T. Hurle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

Comments: I have traveled Route 85 for
approx. 25 years - I have been
in three accidents - above explained.
Serious accident Rte. 85 with the
narrowed traffic and congestion is
extremely dangerous and a potential
"death trap" ~~that~~ I have had drive
it. The state of Connecticut has
an obligation to provide safe roads
to the public - however knows we pay
enough taxes. In my estimation, this
state does not warrant any further
discussion... this is NO "No Beach".

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: JAY SMITH
Address: 51 Reed Dr.
Manchester, CT

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Smith, Phyllis

Comments noted.

Mrs. Edgum Hurdle

CT DOT

PO Box 18576

Newington, CT 06131

Re: 82/85/11 Corridor

P.O. Box 185592
Hartford, CT 06158
5-30-99

Route 85 is obsolete designations used.
Continued RT 11 from Salem to I-95.
RT 11 will avoid interchange (by I-95)
and Waterford Parkway North.

J. J. Jones

Phyllis Smith

RECEIVED

MAY 24 1999

ENVIRONMENTAL PLANNING
DIVISION

Postmarked 5/21

Responses to Comments:

Sowa, Reginald and Nancy

Comments noted.

Reginald M. and Nancy S. Sowa
92 Clark Hill Road
Hadlyme
East Haddam, Connecticut
06423-1548

8605262642 _____corlond@swet.net

April 7, 1999

Mr. Edgar T. Hurlb
Director of Environmental Planning
Bureau of Policy and Planning
Connecticut Department of Transportation
P.O. Box 317546
Newington, CT 06131-7546

RECEIVED
APR 09 1999
ENVIRONMENTAL PLANNING
DIVISION

Re: Route 82/85/11 Corridor
Salem, Montville, East Lyme & Waterford

Dear Sir:

We would like our letter to be part of the records for the discussion of the Route 82/85/11 Corridor.

We moved to the Hadlyme section of East Haddam just over two years ago. We moved to the country to get away from highways and byways and traffic and lights. But the longer we are here in our beloved country town of Hadlyme, we can see more and more traffic on Route 82 and 85.

Please extend Route 11 down to the Interstate and take that increasing traffic off our country roads. It should have been done years ago. I too want the wetlands and other priorities protected too, but there has to be some way to extend Route 11 and get the traffic off Route 82 and Route 85. Don't enhance the Salem 4-Corners area off Route 11... don't... don't... don't... don't spend any money for that. Put it toward extending Route 11.

With a golf course coming at the intersection of Route 82 and Route 156, vehicles can exit off Route 11 and keep country roads where they belong... in the country. Extend Route 11 and keep vehicular traffic there - where it belongs. Please... pre-serve our country roads - now.

Thank you for allowing us to express our opinion.

Sincerely,


Reginald M. Sowa


Nancy S. Sowa

Responses to Comments:

Stahlschmidt, Lois

1. Construction procedures dictate that no blasting may occur within proximity to structures, and the contractor is responsible for ensuring that no damage occurs.
2. In Salem, most of the potential right-of-way required for the preferred alternative is already under state ownership. See FEIS Section 5.8.3.7 and Appendix D for potential acquisitions of the preferred alternative.
3. See Niering #3.
4. Section 5.4.12 and Appendix C of the FEIS provide descriptions of proposed measures to mitigate potential effects on wildlife movements and wildlife habitat. Also see Written Comments – State Agencies “DEP #6”.
5. See “Costello”.

Mr. Edgar T. Hurdle
 I live at 484 Old New Haven Rd., Salem, Ct. 06420
 May 4-99

Back in the 70's, the state purchased some of my property for a Rt. 11. My husband has passed away and I am concerned about Rt. 11. Mainly my house and property.

I attended the Waterford and Cheshire meetings depending on the chain letter.

1. Blasting - How much damage can I expect?
2. How much more land will be taken, could my property become landlocked? The house and land are my investments.
3. The greenway - I don't understand the total concept.
 - a. How is land obtained for it?
 - b. Will there be a fence between it and private property? (If not, I don't think someone could track in the house and digester quickly)
 - c. Looking all over in greenway? This would be difficult to winter. Dogs are in the snow.
4. Wildlife - When will deer, birds and wild turkey go? I enjoy watching all three. The turkey come and go see the division of Rt. 11.
5. How much of the decision will be political? Thank You.

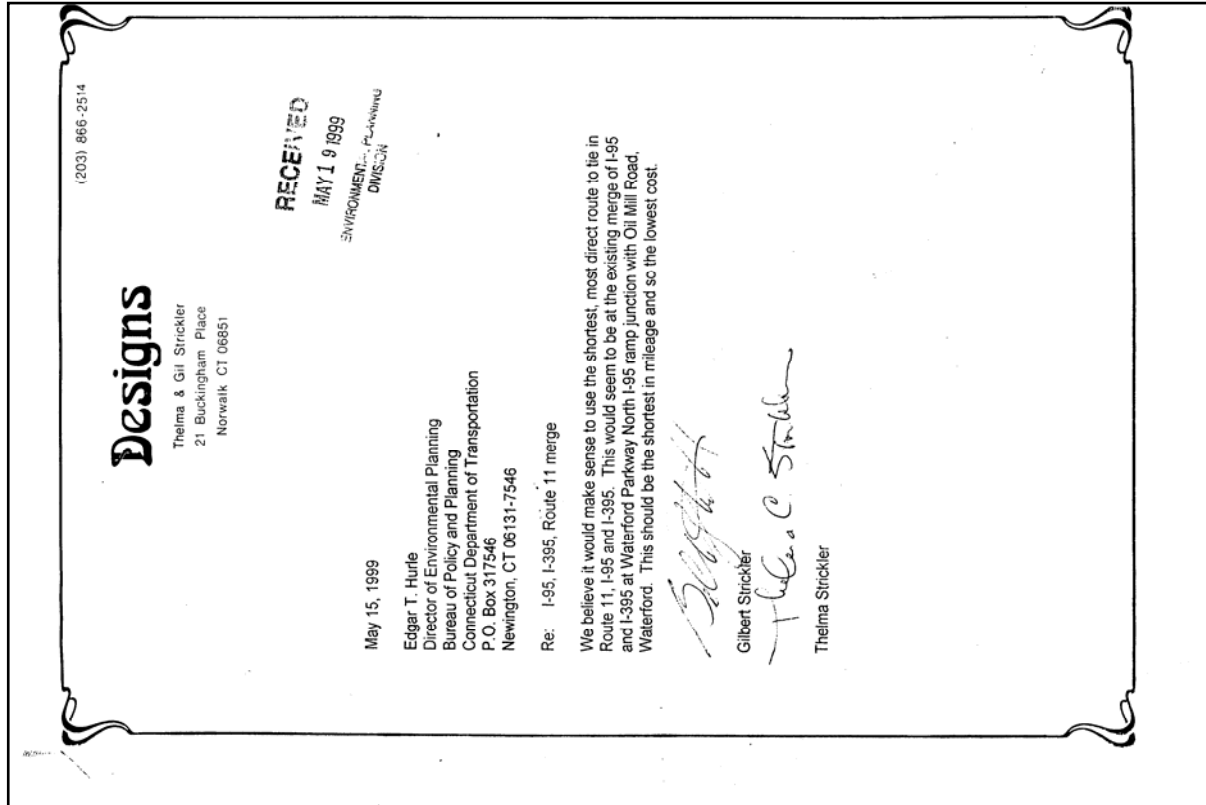
(Mrs.) Lois Stahlschmidt
 484 Old New Haven Rd.
 Salem - Ct. 06420

P.S. Please use the zip code on your address.

Responses to Comments:

Strickler, Gilbert and Thelma

Comments noted.



Responses to Comments:

Strickler, Mitchell

Comments noted.

MITCHELL L. STRICKLER
ATTORNEY AT LAW
3803 GRAMERCY STREET, N.W.
WASHINGTON, D.C. 20016-4225
G002 244-2041

May 18, 1999

Edgar T. Hurle
Director of Environmental Planning
Connecticut Department of Transportation
P.O. Box 317546
Newington, CT 06131-7546

RECEIVED
MAY 20 1999
ENVIRONMENTAL PLANNING
DIVISION

Re: Draft Environmental Impact Statement
Route 82/85/11 Corridor
Salem, Montville, East Lyme and Waterford, CT

Dear Mr. Hurle:

The shortest, most direct and least expensive path for Route 11 to follow from Salem Four Corners to I-95 is the I-95/I-395/Route 11 merge at Waterford Parkway North and Oil Mill Road by the I-95 ramp. This would utilize the existing merge area of I-95 and I-395 and a projected clover leaf at the corner of Oil Mill Road, Waterford Parkway North junction, directly off Oil Mill Road ramp of I-95, Waterford.

By way of disclosure, I am a property owner in property located at the Waterford Parkway North and Oil Mill Road junction.

It is only common sense to use the most direct and cost effective routing. The I-95/I-395/Route 11 merge at Waterford Parkway North and Oil Mill Road by the I-95 ramp, one of the original plans, is the shortest and cheapest way to go. I urge you to choose it.

Sincerely Yours,


Mitchell Strickler

Responses to Comments:

Strub, Arielle

Comments noted.

May 16, 1999

17 Moss Blvd,
Dundas, Ontario, Canada
L9H 4G 53

Mr. Edgar T. Hunt
Director Planning
Comm. Dept. of Transportation
P.O. Box 317546
Newington, CT 06171

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ENVIRONMENTAL PLANNING
DIVISION

Sir -

I believe best route is from Sabau Jean (6904)
to I-95, 375 split of merge with Route 11 with access
to Wakefield Parkway North of Old Mill Rd.

Any longer alternative route(s) would be
more costly.

Yours truly,
Arielle Strub

Responses to Comments:

Strub, Deborah

Comments noted.

17 Moss Blvd.
Dundas, Ontario, Canada L9H6S3
17 May, 1999

Mr. Edgar T. Hurlé
CONN. DEPT. TRANSPORTATION
P.O. Box 317546
NEWINGTON, CT 06131-7546

Sir:-
I am a Waterford property owner.
Of all the alternatives provided in your
options, the most logical and shortest
one from Rt. 11 at Salem Four Corners to
I-95 is the one that comes out by the split
with I-95, I-395 and the cloverleaf to Waterford
Parkway North at the junction of Oil Mill Road.
This was once the plan outlined by the state
and I believe your office.

Yours truly,
Deborah Strub
Deborah Sugarman Strub

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MAY 20 1999

ENVIRONMENTAL PLANNING
DIVISION

Responses to Comments:

Strub, Joshua

Comments noted.

May 19, 1999

Mr. Edgar Hulse
Director Environmental Planning
Canadian Dept. Transportation
P.O. Box 317546
Newington, CT 06131

Re: Rt. 82/85/11 Corridor

Sir:

My comment is. Route 85 is a dangerous road from Salem to Waterford. Safest route is continuing Rt. 11 to 1-95 via 95-395 merge by Overhill Road - Woodford Parkways north area which was one of D.O.T's original plus and shortest routes. It's also the best expense.

Joshua Strub
17 Moss Brook,
Dundas, Ontario, Canada L9H6S3

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MAY 24 1999
ENVIRONMENTAL PLANNING
DIVISION
18th Floor 5/21

Responses to Comments:

Strub, Martin

Comments noted.

Martin Strub
17 Moss Blvd,
Dundas, Ontario, Canada
L9 H6 S3 5-17-99

MR. EDGAR T. HURLE
CT. DEPT. TRANSPORTATION
P.O. BOX 317546
NEWINGTON, CT 06131

Dear Sir:

OF all your alternatives, re: Rt 82/85/11
corridor, best of shortest is at junction,
when hopefully, of I-95, I-395, Rt-11 with
access to oil mill rd junction with Waterford
Parkway North.

Altering Rt 85 from Salem Four Corners is
still dangerous, I can attest to this as
I almost got killed on 85 between the four
corners of I-95 which is a very dangerous
congested area.

Very truly yours,
Martin Strub

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MAY 20 1999
ENVIRONMENTAL PLANNING
DIVISION

Responses to Comments:

Sugarman, Aviv

Comments noted.

2270 S.W. Vermont St.
Portland, OR 97219
5/18/99

Mr. Edgar Hurl
CT. Dept. Transportation
P.O. Box 317546
Newington, CT 06131

Re: Rt. 82-85-11 Corridor

The least expensive - quickest - safest, etc. //
route to I-95 from Salem 4 comes to
at the I-95, I-395 split at watershed near
Walden Pkwy, North and Oil Mill Rd

Sincerely,
Aviv Sugarman

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MAY 24 1999
ENVIRONMENTAL PLANNING
DIVISION
125 Middle Rd Y21

Responses to Comments:

Sugarman, Brynn

Comments noted.

2270 S.W. Vermont St.
Portland, OR 97219
May 16, 1999

To: Mr. Edgar T. Hardy
From: Mrs. Brynn Sugarman
Re: Route 82/85/11

Sir: Best road alternative is I-95, I-325, AT-11 connection at junction where they would merge near Welford Parkway North & Oil Mill Road. I am an owner of property in that area. The AT-85 alternatives presented are an adjustment to a very dangerous AT-85 between Sloop & Conover & I-95.

Measuring the distance from the 4 Corners to I-95, it is the shortest route (as indicated in paragraph 1) between those 2 points. Construction costs would also be less expensive based on that.

Sincerely,
Brynn Sugarman

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MAY 20 1999
ENVIRONMENTAL PLANNING
DIVISION

Responses to Comments:

Sugarman, Dov

Comments noted.

NOBIS/NO
The Planning Board
6861 & T. J. Way
03A30322

May 12, 1989
Edgar Hurle
Director of Environmental Planning
Bureau of Policy and Planning

Dear Mr. Hurle,


The shortest, most direct and least expensive route for Rt. 11 from Salem Four Corners to I-95 is the I-95, I-395, Rt. 11 merge at Waterford Parkway North and Oil Mill Rd. by the I-95 ramp.

The shortest, most direct merge of I-95, I-395 and Rt. 11 would be at the existing merge area of I-95 and I-395 with a clover leaf meeting at the junction of Waterford Parkway North and Oil Mill Rd. at the I-95 ramp.

The most direct, shortest and least expensive Rt. 11 tie in to I-95 is at the I-95, I-395 junction, which continues to the projected clover leaf at the corner of Oil Mill Rd. and Waterford Parkway North junction, directly off the Oil Mill Rd. ramp I-95, Waterford.

Common sense dictates the most direct route in terms of mileage and cost is one of the original plans being in Rt. 11 at the junction with I-95 and I-395 at the Waterford Parkway North I-95 ramp junction with Oil Mill Rd. Waterford.

I appreciate the opportunity to make my views known to you, and trust that your Department will give them due consideration.

Sincerely,

Dov Sugarman

Responses to Comments:

Sugarman, Idan

Comments noted.

Idan Sugarman
2270 S.W. Vermont St.,
Portland OR 97219
May 18, 1999

To Mr. Hurlb
CT DOT
PO Box 317546
Newington, CT 06131

Re: 80/85/11 Corridor

Safest, least expensive route is
continuing it from above to I-95
at Waterford I-95, 395 merge
with access to junction Waterford
Pkwy, North of Oil Mill Rd.

RECEIVED
MAY 24 1999
ENVIRONMENTAL PLANNING
DIVISION
Postmarked 5/21

Responses to Comments:

Sugarman, Rachael

Comments noted.

2276 S.W. Vermont St.
Portland, OR 97219
May 18, 1999

To: Tom T. Hurd
C.T. D.O.T.
Box 317546
Nashington, CT 06131

Re: Ato 82/85/11 corridor
Safest road expansion route / Corridor Pt. II
to 1-95, 1-395 split coming out to access
at Wadsworth Hwy. North and Oil Mill Rd,
Wadsworth.

RECEIVED
MAY 24 1999
ENVIRONMENTAL PLANNING
DIVISION
Postmarked 5/21

Thank you,
Rachael Sugarman

Responses to Comments:

Supowitz, Shirley

Comments noted.

251 Dover C
West Palm Beach, FL 33417

Mr. Edgar T. Hurd
Director Environmental Planning
Bureau Policy & Planning
CT, Dept. of Transportation
P.O. Box 317546
Newington, CT 06131-7546

RECEIVED
MAY 19 1989
ENVIRONMENTAL PLANNING
DIVISION

Dear Mr. Hurd:

I am writing you as a property owner on Waterford Parkway North, adjacent regarding the Route 82/85/11 corridor.

I ask you please adopt the slowest fastest, least expensive AT 11 tie in with 1-95. This would eliminate traffic congestion on the Hartford Road Route 85 corridor as well as traffic accidents. (Hartford Road from Salvia Four Green to 1-95 is a dangerous road as is, with several accidents a year and just reworking Route 85 will only add to the congestion).

You had an excellent plan about 15 years ago in bringing the three way merge together at Junction Oil Mill Road and Waterford Parkway North. This is the most direct route 11 access to 1-95, at Oil Mill Road, keep me informed -

Yours truly,
Mrs. Shirley Supowitz
MRS. SHIRLEY SUPOWITZ

Responses to Comments:

Sylvia, Mr. and Mrs. Arthur

Comments noted.

As an overview of the whole situation, I think the one thing everybody can agree on is putting off this problem for 27 years did not solve anything or nor will another 27 years help.

My thoughts on the Rt. 85 widening is its a short term solution at best for a long term problem. As stated at the waterford meeting on April 7, 1999 most agreed that E4 proposal would be the best route to go, if we can set all sights on that one and stop wasting time & money on the other proposals we could probably get this moving.

I also feel a lot of the ones against the Rt. 11 project have little grounds to stand on so they jump on the EPA bandwagon because that's the one department that can drag most anything to halt if allowed to go unchecked. These important plans like Rt. 11 have to move forward for the good of the masses. Just stop and think what a mess we would be in if we were trying to build I 95 or I 91 today with all the EPA & army corp. intervention, scary isn't it, yet they are vital arteries for the flow of all traffic. Even the way's at each and every meeting drive their car to and from the meetings - ect. Try asking them to stay off the interstates while going about their business see what reaction you would get.

Rt. 11 is just a must, that is the long & short of it. It's the same as buying good stock today's high prices are tomorrow's low prices, the longer we wait the more it will cost.

Last but not least I know we could start construction in less than the 3-4 year estimate, if the governor can get a stadium in one emergency session why should our interest be of lesser importance, if his son or daughter was killed on Rt. 85 the highway would be all ready under construction.

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: MRS. MRS. ARTHUR SYLVIA

Address: 38 FARGO RD


WATERFORD CT 06385

FOID, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Virgadamo, Mr. and Mrs. M.J.

Comments noted.


 RECEIVED
 MAY 17 1989
 STATE OF CONNECTICUT
 DEPARTMENT OF TRANSPORTATION
 P.O. BOX 317 SHG
 WASHINGTON, CT 06131

DIVISION:
 ENVIRONMENTAL PLANNING
 Re: DEIS/SECTION 4(F) EVALUATION
 FAWA-CT-EIS-98-01-D
 ROUTE 82/85/11 CORRIDOR

TO WHOM IT MAY CONCERN:
 WE THE UNDERSIGNED HAVE THOROUGHLY REVIEWED THE ENVIRONMENTAL IMPACT/SECTION 4(F) STATEMENT AND ASSESSMENTS OF POTENTIAL IMPACTS OF THE THREE (2) BUILD ALTERNATIVES. THE STATEMENT IN OUR OPINION IS SYSTEMATICALLY DETAILED AND WELL ORGANIZED, ALLOWING THE READER TO GRASP THE OVERALL PICTURE OF THE DEGREE OF IMPACT EACH BUILD ALTERNATIVE MAY HAVE UPON THE VARIOUS ASPECTS OF THE ENVIRONMENT.
 WE FIND THAT THE GREATEST OVERALL LONG TERM BENEFITS TO BOTH THE CITIZENS OF THE CORRIDOR STUDY AREA AND VISITORS TRAVELING THROUGH SOUTH-EASTERN CONNECTICUT WOULD BE GAINED WITH THE COMPLETION OF THE ROUTE 11 EXPRESSWAY ACCORDING TO THE 92 PRELIMINARY DESIGN ALIGNMENT AND THE E (4) LANE EXPRESSWAY ALTERNATIVE.
 ALTHOUGH OUR CHOICE MAY HAVE SIGNIFICANT NEGATIVE INFLUENCE UPON THE ENVIRONMENT, AND

Responses to Comments:

Virgadamo, Mr. and Mrs. M.J.

Comments noted.

INCUR HIGHER BUILDING COSTS THAN SOME OF THE OTHER BUILD ALTERNATIVES, WE FEEL THAT SAFETY TO THE TRAVELERS IS THE ISSUE OF GREATEST IMPORTANCE.

ANOTHER POSITIVE ASPECT OF THE 92 PD AND E(4) BUILD ALTERNATIVE WILL BE THE MINIMAL DISRUPTION TO THE CURRENT HEAVY FLOW OF TRAFFIC AND, TO THE CONSTRUCTION CREWS, WITH COMPARED TO THE RIDICULOUS TIME CONSUMING AND DANGEROUS SITUATIONS THAT WILL INEVITABLY EVOLVE IN THE WIDENING ROUTE 85 BUILD ALTERNATIVE.

WE FEEL THAT THE 92 PD AND E(4) BUILD ALTERNATIVE WILL RESULT IN A SAFE AND BEAUTIFUL EXPRESSWAY WHICH CAN BE GREATLY ENHANCED AS A GREENWAY, BOUNDED BY WOODLANDS AND ALTERNATIVE MODES OF TRANSPORTATION. THE KIND OF EXPRESSWAY THE CITIZENS OF THIS STATE CAN BE PROUD OF, KNOWING THAT THEIR HARD EARNED MONEY WHICH THEY PAY IN TAXES, WOULD BE WELL SPENT.

WE HAVE TRAVELED ON MOST OF THE MAJOR EXPRESSWAYS ALONG THE EAST COAST OF THE UNITED STATES. SACRIFICES TO THE ENVIRONMENT WERE MADE IN ORDER TO BUILD THESE EXPRESSWAYS IN LOCATIONS THAT ALLOWED FOR THE MOST ACQUIT

Responses to Comments:

Virgadamo, Mr. and Mrs. M.J.

Comments noted.

AND SAFEST MEANS OF MEETING THE NEEDS OF
INCREASED TRAFFIC. WITH THAT THOUGHT IN MIND,
AND WITH THE STABILITY INCREASING POPULATION
GROWTH AND TOURISM TO SOUTHEASTERN
CONNECTICUT, LET US USE COMMON SENSE
AND PROCEED WITH THE 92 PD AND F(4)
BUILD ALTERNATIVE.

THE ABOVE COMMENTS ARE RESPECTFULLY
SUBMITTED BY THE UNDERSIGNED,

Michael J. Virgadamo
MICHAEL J. VIRGADAMO

Barbara J. Virgadamo
BARBARA J. VIRGADAMO

Responses to Comments:

Widham, Kristen M.
West Farms Land Trust, Inc

1. See updated property impacts for the preferred alternative in FEIS Section 5.8.3.7 and Appendix D.
2. It is the State's responsibility to ensure that property owners receive fair market value for property affected by a transportation project. Fair market value is determined by one or more State-licensed appraisers. Property owners are encouraged to accompany the appraisers during the property inspection to explain any special attributes of the property.

West Farms Land Trust, Inc.
 Waterford, Connecticut
 Box 113, Quaker Hill Road

RECEIVED
 May 04 1999
 ENVIRONMENTAL PLANNING
 DIVISION

May 3, 1999

Mr. Edgar T. Hurlle
 Director, Environmental Planning
 Bureau of Policy and Planning
 State of Connecticut
 Department of Transportation
 P. O. Box 317546
 2800 Berlin Turnpike
 Newington, CT 06131-7546

IN RE: Comment on the Route 82/85/11 DEIS Proposals
 Valuation of West Farms Land Trust Property at Route 395/L95 Intersection

Dear Mr. Hurlle:

During the public information session held in the Waterford High School auditorium on April 7, 1999, Mr. Steven T. Ladd, Transportation Supervisor Planner in the D.O.T. Environmental Planning Division, discussed with me briefly the value of the aforementioned property owned by our land trust, in the event that the State decides to use our property for the terminus of the Route 11 project.

The West Farms Land Trust began twenty-five (25) years ago with the donation of a triangular piece of land by Mr. and Mrs. John Kashanski. Therefore, the "Kashanski Tract" is our flagship property, and the very property which lies at the terminus of certain Route 11 plans, the intersection of Routes 395 and I-95. Understandably the "Kashanski Tract" holds special meaning and a tender spot in the minds of all those in this area that have supported and continue to support the work of the land trust over the ensuing years.

It is our understanding at this point in time that should the State claim the "Kashanski Tract" for highway construction, the West Farms Land Trust would be penalized financially. Since the land already has a low property value, having been set aside into a land trust never to be developed, presumably the State would not fairly compensate the land trust with an amount sufficient to purchase land of comparable value. That is, the land trust would not receive a replacement cost valuation.

The Board of Directors of the West Farms Land Trust respectfully requests that the State not unfairly treat our organization by valuing our property differently than any other property. Please calculate any valuation of our property on a replacement cost basis.

1

2

Responses to Comments:

**Widham, Kristen M.
West Farms Land Trust, Inc**

3. See Section 5.4 and Appendix C for additional information on wildlife mitigation.

On other matters related to the Greenways objectives, our land trust endorses the lack of fence lines, enabling wildlife to travel freely through the Greenway. And for the same reasons, we would endorse the erection of elevated highway structures wherever possible, further enabling wildlife to pass unharmed through this corridor and creating pedestrian trails across a wide variety of habitat.

3

We would be grateful for your thoughtful consideration of our comments.

Sincerely,



Kristen M. Widham
President
1-860-442-6346

KMW/

cc: Steven T. Ladd, CT. D.O.T.

Responses to Comments:

Wildermuth, Richard J.

1. Section 4.1.2 provides an explanation of how traffic forecasts are calculated. Specifically, Section 4.1.2.4 explains the ConnDOT Regional Forecast Model, which includes both statewide and regional characteristics that contribute to traffic patterns, including demographics, employment, and transportation mode choice.
2. See "Bammer #2" regarding Route 85 improvements and "Town of Waterford #2" the regarding I-95 interchange.

April 14, 1999

Mr. Edgar T. Hurlie
 Director, Environmental Planning
 Bureau of Policy and Planning
 State of Connecticut Department of Transportation
 P.O. Box 317546
 Newington, CT 06111

Re: Route 11 Extension, Connecticut

Dear Mr. Hurlie:

A major flaw in the Draft Environmental Impact Statement is that it does not include the I-395/Route 2 corridor as part of the study area.

Based on my experience living and working the area and the extensive presentation in the Impact Statement and at Waterford High School on April 7, 1999, extending Route 11 to I-95 does not make good sense because:


- *There is already a limited access highway route from southeastern Connecticut to the Hartford area via I-395 and Route 2. This route only adds about 4 miles (about 4 minutes, not unreasonable) from I-95 to Cochester as compared to the proposed Route 11 extension. The transition from I-395 to Route 2 at Norwich is already undergoing improvement.
- *This extension seems only to serve East Lyme and Waterford as the rest of Southeastern Connecticut already uses some combination of routes 32 (safety improvements being just completed), 2, and 395 to get to the Hartford area and, looking at the map, will likely continue to do so. Old Lyme and points west gravitate toward Route 9.
- *This proposed highway extension appears to be expensive both in terms of real dollars and in environmental losses to accomplish and serve minimal need.

What does make sense, I believe, from economic, safety and environmental perspectives is:

- Make some improvements to Route 85 (turning lanes, etc.) to make it more safe for local users
- Build a ramp from I-95 southbound to I-395 northbound as there is no way to make that transition currently (odd that it's missing at the juncture of two interstate highways) making it easier to stay on limited access highways when southbound on I-55. Then use signage to direct people to this route.
- Add "Best Route to Hartford" signage along 85 near the I-395 on ramps

Salem already has a limited access highway to the capital area. Does East Lyme, Montville and Waterford really need I-95? I don't think so.

Thank you for your time.

Sincerely,

 Richard J. Wildermuth
 18 Sunnyside Trail
 East Lyme, CT 06333
 860-739-6425

Responses to Comments:

Winkler, Karl

1. Comments noted.

Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS...

You are invited and encouraged to forward your comments on the proposed WIDENING of ROUTE 82/85 and / or the COMPLETION of ROUTE 11. Comments must be received prior to MAY 21, 1999.

Comments:

I FIRMLY BELIEVE THAT THERE IS NOT ENOUGH TRAFFIC ROOM ON RT 85 TO JUSTIFY EITHER PROTECTIVE DRIVE TO WORK EVERY DAY DOWNLINES AND HAVE NEVER ARTICLES HEADLINE ENOUGH TRAFFIC TO CAUSE A DEBATE WITH SEVEN MILLIONS OF THE TAXPAYERS' DOLLARS FOR THIS UNLESS THERE IS SOME ALTERNATE AGENDA?

(COMPLETING RT 11 WILL CUT THROUGH WESTLANDS INCREASE NOISE (I'VE LIVED NEAR I 45 AND I KNOW OF WHAT I SPEAK) INCREASE POLLUTION AND FUEL WAST? I'VE LIVED IN BIG CITIES LIKE LA AND D.C. IN FACT I WAS JUST IN WASHINGTON AND I WAS APPALLED AT THE AGGRESSIVENESS AND RUDENESS IF DRIVERS THERE. BY ENCOURAGING TRAFFIC TO COME THROUGH THE AREA ... I'VE NEVER EXPECT JUST THE QUALITY OF LIFE WILL IMPROVE? JUST SO YOU KNOW, I'M NOT A SUBURBSEAN OR A URBITE. I BELIEVE IN CHANGE AS MUCH AS ANYONE. BUT I TRULY FAIL TO SEE A REASON FOR THIS PROJECT.

Name: KARL WINKLER (AGE 31)
Address: 22 SKYLARK DR.
SALEM CT 06420


FOLD, FASTEN, STAMP AND MAIL... PLEASE BE SURE ADDRESS IS VISIBLE

RECEIVED
MAY 13 1999
ENVIRONMENTAL PLANNING
DIVISION

Responses to Comments:

Wood, Elaine P. and John J.

1. Comment noted.
2. Impacts from construction are of a temporary nature and should not have a permanent effect on wetlands, particularly with the utilization of Best Management Practices. See Section 5.6 for information on temporary wetland impacts.



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS ...

Public comments are an integral part of the NEPA/EIS process - you are invited and encouraged to forward your comments on the Route 82/85/11 DEIS to ConnDOT at the following address or by facsimile at (860)594-3028. *Comments must be received by May 7, 1999.*

Mr. Edgar T. Hurdle
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

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APR 13 1999
ENVIRONMENTAL PLANNING DIVISION

Comments: The points keeps being to be made

1. Its better environmentally to have this highway built because
it is not then people will come along and build house and
with this comes destruction of our wetlands and environment -
In fact both eventually will take place. But to be least
damaging and more cost effective the existing rt85 should be
upgraded similar to the 4 lanes that now exist between rt855 rt95.
It must be noted that Rt 11 is now entering a more populated
area then that area between Colchester and Salem and into a more
environmentally sensitive area.

2. Bridging the wetland will solve the wetland problems. We are
lead to believe that the bridge or bridges will fall from the
sky and into place with no harm to the wetlands or forest.
They are constructed on site, go to say, and this involves

Note: This comment form is provided for your convenience, however, comments may be submitted in any 8 1/2" x 11" format.

Name: Elaine P. Wood & John J. Wood

Address: 60 Silver Lake Rd
Cheshire, CT

1

2

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

Responses to Comments:

Wood, Elaine P. and John J. – Page 2

3. A greenway in the vicinity of Route 11 is currently being planned by the Route 11 GAC as a separate project. The GAC is acquiring properties from willing owners only. This commission was established by the towns of East Lyme, Montville, Salem, and Waterford and was authorized by Public Act 00-148 as a public agency charged with defining and establishing the standards and boundaries of a Route 11 Greenway. Also, see “Bammer #3” and Written Comments – Federal and State Agencies, “EPA #15, and “CEQ #1”.

4. See Section 2 for a discussion on project purposes and needs relative to through traffic and Section 4.1 for information on traffic demand.

5. ConnDOT has already planned safety improvements (State Projects 120-79 and 120-82) for Route 85 in Salem and Montville, which were described in Section 3.3.1 and also in the *Community-sensitive Upgrade Study* (summarized in FEIS Section 3.4). As the comment points out, this project is warranted, regardless of the construction of Route 11, to improve safety and operations on Route 85, under the present conditions. Also see Written Comments – Federal Agencies, “EPA #8”.

page 2

some pretty heavy equipment. Tramping all around the very site which we don't want disturbed. It makes more sense to upgrade the existing Rt85.

3. Build Rt11 as a corridor with a highway thru it. Rt11 as designed is a high speed expressway and I don't think that too many people are looking at the flora and fauna at 65 or 70 MPH. To add these greenway belts to the expressway will enlarge their footprint and of course this will mean more people will loose their homes or properties to a walking trail or bike paths. I think the idea has merit but not at the cost of peoples homes or property.

4. Rt11 will take the pressure off local roads. We live along side Rt16 and if a gravel leaf is put onto this local road, the road will explode. The study shows, as is well known, that Rt161 cannot handle this kind of increase. This road has and is having a large increase in home sales. Again upgrading the existing Rt85 is the common sense answer to this.

5. destination of Rt11 will help New London and Groton and points east. What with the new Pfizer's the new state pier the new space park at fort trumbel spot. But wait, the Rt11 is not to terminate in the New London area but to a point 7 miles to the west called Flanders. Again the best way is the smart way and the least costly both to the environment and the state (TAXPAYERS)

6. Trucks and thru traffic will be funneled off of Rt85. Coming from the New London area and east, why drive 7 miles out of your way when Rt85 still goes north to Rt11 in Chesterfield or Salem. Improve Rt85 now

I would like to conclude by stating that Rt85 is a dangerous road as it is now. It should have been upgraded 20 years ago. It might have prevented some of the accidents we have seen in the last 20 years.

Also I must note that as we all know, statistics can be made to show what we want to see. The accidents that have happened are all tragic to say the least. But some could have happened on any road not just 85. The road was not designed with the speed that some travel at now. But it did tear up the environment when they built it and to rework this already existing route just makes more sense then to add more watted wetlands to the list. The drainage area of Latimer brook is already pushed to the limits. We live on the brook and have a pond. 10 years ago a hunch or more of rain would show up as a rise in the pond in about 1 or 2 days. Now it start to go up within 1 or two hours. If Rt11 goes thru as plan I'm sure the pond will rise a lot faster with the direct runoff. Please hold the line and do it right, rework 85.

Responses to Comments:

Wordell, David

1. Section 3, page 32 and Figure 3-4 of the FEIS indicate that 48% of trips on Route 85 are "through" trips. Additional data was presented in the *Community-sensitive Upgrade Study* (summarized in FEIS Section 3.4). It was shown that if Route 11 were completed, the portion of through trips (external origins and destinations) on Route 85 would decrease from 48% to 0%.
Other comments noted.

TESTIMONY FOR RT. 11
April, 1999

I am David Wordell of 509 New London Road (Rt. 85) in the town of Salem. When I bought my Colonial Farm in 1961, I was told that within a few years Rt. 11 would be completed from then Colchester to 195, making Rt. 85 a quiet country road. This was a major point in our decision to purchase. In the past 30+ years I have testified at every public hearing, coming away feeling my words had fallen on deaf ears. This time, things are different. Having attended all the MIS/EIS meetings, the advisory committee is united, the towns are united, that something has to be done to finally complete Rt. 11 and yes the financial climate, both State and Federal, is the best it has been. After more than 30 years, the time has finally come for the State D.O.T. and the Federal Army Corp of Engineers to say yes for Rt. 11 with no more feet dragging, and to complete this project in 4-5 years not 8-10.

My choice of the fifteen alternatives is (4) arterial, with a centerway. It doesn't cut through any subdivisions and affects the least number of structures (~~ten~~) in its direct path between Rt. 82 and 195. UNDER NO circumstances should Rt. 85 be widened. Instead relocate that 80% of through traffic off Rt. 85, put it where it belongs, on a properly designed thoroughfare-Rt. 11. In so doing rededicate this once-again country road (Rt. 85) to the memory of my five neighbors who sacrificed their lives on this dangerous road.

David H. Wordell
David H. Wordell

Responses to Comments:

Wordell, Lois

Comments noted.

Route 11 testimony

April 1999

My name is Lois Wordell. I reside at 509 New London Road, (Rt. 85), Salem. I want to be on the record that I want Rt. 11 completed now. This highway has been dangling in front of us uncompleted for 30 almost 40 years now since it ended abruptly in Colchester that many years ago. Each time this subject is brought forth, a new series of studies take place. These studies have been done over and over again to the point where the cost of completing Rt. 11 would have been fully paid for many times over had it been done as originally planned to I 95. Leave Rt. 85 alone and give Southeastern Connecticut the highway it needs and deserves. I FAVOR ALTERNATIVE E(4) ARTERIAL WITH A GREENWAY.

Lois D. Wordell



Responses to Comments:

Zolusky, Barbara

1. Funding for transportation projects is determined by statewide project priority and available budget, which are assessed on a yearly basis.
2. See "Wood #5", FHWA's evaluation (FHWA Correspondence August 28, 2000) and the *Community-sensitive Upgrade Study* (summarized in FEIS Section 3.4) regarding currently planned Route 85 improvements and evaluations of the widening alternatives.
3. The estimated boundary of the Wolf Pit Hills historic site encompasses a number of private properties and is not currently available for public access. See FEIS Appendix F for the Memorandum of Agreement pertaining to this resource.
4. See Written Comments – State Agencies "CEQ #1" and "Niering #3" regarding local greenway efforts.

1-3
BARBARA ZOLUSKY
284 OLD NEW LONDON RD
SALER CT 06420-3916

RECEIVED
MAY 05 1999
ENVIRONMENTAL PLANNING
DIVISION

Mr. Edgar T. Hurlle
Director, Environmental Planning
Bureau of Policy Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT
06131-7546

This letter is in response to the 1999 Route 82/85/11 Draft Environmental Impact Statement. I have been a resident of Salem, CT for over 35 years, therefore, this proposed project raises a lot of questions that need to be answered appropriately.

Having researched this project and read all the literature available, I feel that the following questions should be taken into consideration when this matter is further analyzed.

Should Route 11 be completed please consider the following questions:

- 1 | • Will funding be assured for the project?
- 2 | • What is the guarantee that there will be no more accidents on Route 85?
• Will improvements also be made on Route 85?
• Will there be any guarantee that Route 85 will not be made wider?
• How many accidents have already occurred on Route 11 over the past several years?
- 3 | • What will be the status of the Wolf Pit becoming a tourist attraction?
The next set of questions regard the proposed "greenway":
• How much property has been purchased thus far?
• How is this property acquired and who decides how much is needed?
• Is the purpose of the "greenway" to prevent future developments?
• How will people, handicapped citizens in wheelchairs, bikers, and horses cross the "greenway" safely?
• Will fences be installed to protect private properties? If not what guarantees are there against trespassers or someone wandering about?
- 4 | By completing both Route 11 and the "greenway", Salem will have no room to grow and develop. According to the charts, Route 11 encompasses a lot of homes, lives and properties.

Responses to Comments:

Zolusky, Barbara

5. Work performed subsequent to the publication of the DEIS, including the *Impact Minimization Study, Community-sensitive Upgrade Study* and a study of alignment variations for avoiding Habitat Block no. 2 has been an effort to reach a decision on the LEDPA, for which a permit could be granted. The latter study was done in June 2001 as part of the work of the interagency streamlining committee (See FEIS Sections 1, 3.4 and 7.2), which included EPA. Coordination with environmental regulatory agencies is ongoing and will continue as the project progresses.

5 During my research, I read that the EPA was not granting any permits. If this is so, how will these permits be obtained so that the project can begin successfully?

Being a motorist, I have come to notice that roads do not cause accidents, but instead it's the careless people who do not abide by traffic rules and regulations. For example, look at the number of accidents on I-95. The speed limit has been increased to 65MPH which most motorists exceed anyway.

A long look at the effects of 2 or 3 alternates should not be out of the question. One example may be a fly over above the tree tops so that there would be no harm to the environment or to the citizens who live nearby.

The Transportation Alternates for the Route 82/85/11 Corridor has been an on-going project for many, many years. It seems to be rushed all of a sudden, when in fact, it has been in discussion for quite a few years. Why hurry the project now, could it be a political matter?


Thank you taking the time to consider and review my questions. As a concerned citizen it is greatly appreciated.

Barbara A. Zolusky
284 Old Village Road
Arlene Ct. 06420
(860) 859-0877

Responses to Comments:

Zolusky, BH

1. The innovatively designed E₍₄₎m-V3 preferred alternative has incorporated impact minimization techniques and extensive bridging of wetlands. See FEIS Section 3.4.
2. Section 5.4 of the FEIS provides a description of measures available to mitigate potential effects on wildlife movements and wildlife habitat.
3. Route 32 was originally designed as a limited access roadway and right-of-way required for the widening was already owned by the state.
4. See Wood #5 regarding Route 85 improvements.



Route 82/85/11 Corridor MIS/EIS
Salem, Montville, Waterford, East Lyme

WE WELCOME YOUR COMMENTS ...

Public comments are an integral part of the NEPA/EIS process - you are invited and encouraged to forward your comments on the Route 82/85/11 DEIS to ComDOT at the following address or by facsimile at (860)594-3028. *Comments must be received by May 7, 1999.*

Mr. Edgar T. Hurlé
Director, Environmental Planning
Bureau of Policy and Planning
State of Connecticut Department of Transportation
P.O. Box 317546
Newington, CT

Comments:

1. Has A Fly Over ?
2. What About the disturbance of the large deer herds and 100-200 Trucks
3. How was Rt 32 widened without taking any lanes
4. Rt 85 need Traffic lights and speed bump 50 and traffic speed monitors per person and vehicles put back

Note: This comment form is provided for your convenience; however, comments may be submitted in any 8 1/2" x 11" format.

Name: BH Zolusky
Address: 284 Rd WL Rd. Salem CT 06422

FOLD, FASTEN AND MAIL... PLEASE BE SURE THAT ADDRESS ON REVERSE IS VISIBLE

COMMENTS AND RESPONSES PUBLIC HEARING TESTIMONY

ORAL TESTIMONY (PUBLIC HEARING) – FEDERAL AGENCIES

Matthew Schweisberg, commenting on behalf of the EPA

ORAL TESTIMONY (PUBLIC HEARING) - STATE AND LOCAL OFFICIALS / REPRESENTATIVES

James Butler, Executive Director, Southeastern CT Council of Governments
Patrick Dougherty, Town of Montville First Selectman
James Fogarty, Town of Salem First Selectman
Wayne Fraser, Town of East Lyme First Selectman
Ellen Hillman, Town of Montville Town Council
Edith Prague, State Senator, representing Salem and Montville
Frank Rowe, on behalf of Congressman (former) Sam Gejdenson
Andrew Norton, on behalf of John Rowland, Governor
Thomas Sheridan, Town of Waterford First Selectman
Peter Sielman, Town of Salem Board of Selectmen
Robert Simmons, Congressman, (former State Representative)
Thomas Wagner, Town of Waterford Planning Director

Names are listed above in alphabetical order. Testimony and responses follow 26 pages of introductory information and are in the order of hearing appearance.

ORAL TESTIMONY (PUBLIC HEARING) - INDIVIDUALS

Public oral testimony given by 55 individuals and Private oral testimony taken by stenographer from 9 individuals

Nancy Acree	Kevin Freiert	Carl Pilecki
John Biederka	Robert Fromer	Norman Rabe
Annie Bingham	June Gilbert	John Sawaryn
David Bingham	David Goebel	Mark Sawaryn
Robert Bingham	Richard Goodwin	Alfreda Shapere
Tiffany Bingham	Al Hary	Brian Siebenthal
Richard Brooks	Carl Hewitt	Ann Sielman
Eleanor Butler	Joe Impellizeri	Larry Stevens
Rick Carroll	Tom Jernigan	Vivian Straub
Richard Chyinski	Matthew Krautmann	Warren Swanson
Mary Cikatz	Kristina Len	Shana Trachtman
Lee Cole-Chu	Duane Mees	Keith Truex
Melissa Dearborn	Ross Miller	Brian Vachris
Mike Dearborn	David Miner	Dan Williams
Raymond Denette	Mary Jane Mitchell	Jerry Withinton
Shirley Diamond	William Moletich	Elaine B. Wood
James Dimitri	Keith Mutch	David Wordell
Matt Elgart	Richard Neigel	Lois Wordell
Shelia Elliott	Paul Nelson	David Zoller
Christopher Ferguson	Susan Nikirk	
Barbara Fialkosky	Terri Patterson	
Ron Fiedler	Beverly Picazio	

Names are listed above in alphabetical order. Testimony and responses follow 26 pages of introductory information and are in the order of appearance at the hearing

TRANSCRIPT OF:

**DEPARTMENT OF
TRANSPORTATION**

**PUBLIC HEARING
STATE PROJECT NO. 120-81**

**WATERFORD/MONTVILLE PROPOSED
ROUTE 82/85/11 CORRIDOR IMPROVEMENTS
WATERFORD, CONNECTICUT**

April 7, 1999

Waterford, Connecticut

**Connecticut Department of Transportation
Public Hearing
State Project No. 120-81
Waterford/Montville Proposed
Route 82/85/11 Corridor Improvements
Waterford, Connecticut
April 7, 1999
Waterford, Connecticut**

JOHN WALLACE: Good evening, ladies and gentlemen. Thanks for your patience tonight. I apologize, we're starting about 15 minutes late. Again, a couple of operational things before we start our presentations. I would like to announce we do have a fire official here in the building tonight and there is no smoking at all in the building.

Again, I would just like to repeat we do have a stenographer outside the door to my left and your right. If you can't stay to offer comments tonight or there is something you'd like to offer as a comment that you don't want to bring to the microphone, the gentleman will be happy to take your comments or your testimony.

We also have, as part of the handout you should have received as you entered tonight, the last page of that handout has a comment sheet and again, we encourage you to fill that comment sheet out and you can drop it with us tonight or you can threefold it and mail it back to us, as long as that's back to

us by the deadline date, May 7, 1999. That would be very helpful to us in the process.

Again, both the stenographer comments and the comment sheet carry as much weight as any transcribed verbal testimony that we take here tonight.

Thanks.

Again, my name is John Wallace from the Connecticut Department of Transportation. I am a Communications Specialist with the Department and I will serve as the moderator for tonight's Public Hearing.

At this point I would like to introduce the individuals to my left who are this evening to make presentations and/or listen to your comments.

To my immediate left, representing the consultant firm Maguire Group, we have Mr. Bob Wardwell, Project Manager.

To Bob's left, representing the United States Army Corps of Engineers, we have Lieutenant Colonel John L. Rovero, Deputy District Engineer of the New England District.

To the Colonel's left in the middle, we have Mr. Michael Marzi from the Connecticut Department of Transportation's Office of Rights of Way, Project Coordinator.

To Mike's left, representing the Federal Highway Administration, we

have Mr. Carl Gottschall, Assistant Division Administrator. And the far left on the outside we have representing again, the Connecticut Department of Transportation, Mr. Ned Hurle, Director of Environmental Planning.

We are meeting with you this evening in order to discuss and receive comments on the United States Department of Transportation, the Federal Highway Administration, and the Connecticut Department of Transportation's Draft Environmental Impact Statement, Section 4f Evaluation/Connecticut Environmental Impact Evaluation. This Draft Environmental Document contains analyses and documentation of the assessment of alternatives under consideration for the improvement of transportation within the Route 82/85/11 Corridor in Salem, Montville, East Lyme, and here in Waterford. This is the first of two days of hearing that have been scheduled on this Draft Environmental Document, with the other to be held tomorrow evening, April 8th, in Montville.

This joint Public Hearing is being conducted in compliance with the National Environmental Policy Act of 1969, the Connecticut Environmental Policy Act, and Section 404 of the Clean Waters Act, which regulates the discharge of dredged or fill material in United States waters, including wetlands.

As indicated in the public notices for these hearings, this Draft Federal and State Environmental Document has been available for public inspection since March 9, 1999 at the Connecticut Department of Transportation located at 2800 Berlin Turnpike in Newington, as well as at a number of other locations in the Hartford-Southeastern Connecticut area. All these addresses are listed in the newsletter that is available again, on that materials table at the entrance to the school.

Comments on the Draft Environmental Document may be mailed, delivered, or faxed to: Mr. Edgar T. Hurle, Director of Environmental Planning, Connecticut Department of Transportation. And again, I'll repeat these for the record, but Mr. Hurle's addresses and fax numbers are listed in the handout. His mailing address is P.O. Box 317546, Newington, Connecticut 06131-7546. Mr. Hurle's delivery address, if you'd like to deliver them in person, is 2800 Berlin Turnpike in Newington. And his fax number, if you'd like to fax us comments; (860) 594-3028. These comments need to be received on or before May 7, 1999 as I mentioned earlier, and they will become part of the hearing package.

Now, I would like to discuss the format for tonight's hearing and then I will turn the podium over to Colonel Rovero, who will give a brief overview of

the United States Army Corps of Engineers' procedures. The Colonel will be followed by Mike Marzi of the Connecticut Department of Transportation, who will give the Rights of Way presentation. And Mike will be followed by Bob Wardwell of MaGuire Group, who will give the overview of the Environmental Process to date. I will then moderate tonight's hearing as we listen to your comments.

For your information, our presentations should take approximately 25 to 30 minutes to complete and we thank you for your patience and attention.

My intent tonight is to conduct a fair and orderly public hearing by following a particular format. We would appreciate your patience during my remarks as well as the presentations to follow, by holding your remarks, comments, etc. until this portion of the hearing has been completed. We will be happy to remain here tonight until everyone has had a reasonable opportunity to speak. Thank you.

Experience has shown that audible recordings can only be made if the person making a statement uses the microphones at the end of either aisle connected to our recording equipment. The mikes have been set up and if you wish to offer comments or make a statement, please come to the microphone after I read your name from the signup sheet. Again, if you didn't sign up and

we go through the signup sheet, if we still have time, I will be happy to recognize anyone by a show of hands. Please introduce yourself and, if you are representing an organization, please give its name as well.

For those individuals who have a prepared statement, you may read it into the record if you so desire. However, if the statement is lengthy, you are asked to offer a written copy of the statement for the record and give a brief summary of its contents. Again, such attachments to the record carry as much weight as the transcribed verbal testimony received here tonight when the transcript is reviewed.

For those people who do not have a written statement but have questions that they would like to have answered, we hope that we were able to address them during this evening's public informational session from 6:00 to 7:15. We would like to keep questions during the formal portion of tonight's hearing to a minimum. In this way we would be able to accommodate everyone that would like the opportunity to speak tonight. I like to take the two words "public hearing" and reverse them. We are here tonight to "hear" from the "public". Thank you.

As I look out over the auditorium, I can see that we have an excellent turnout. Again, for people who may have arrived a little bit late, I would just

like to repeat we are offering a couple of avenues to express your opinions and ideas if you can't stay for an extended period of time tonight. Again, the last page of the handout has the comment page. You can fill it out tonight and drop it with us or take it home with you, fill it out and threefold it and mail it back to us, again, by May 7, 1999. And the other is the stenographer that we have out in the room off the main lobby, right out the door to my left and your right.

If you wish to speak, again, we have the speaker signup sheet. There will be a three minute time limit on all first time speakers. There will be no yielding of time allowed. The time that you are allotted is for your own comments.

I would just like to explain our traffic signal located on the table opposite me there. Just a friendly reminder to everyone of the three minute time limit. As you reach the "two minute remaining" mark, meaning you have two minutes left to speak, the light will indicate green. When you reach the "one minute mark" it will change to yellow, meaning you have one minute left to speak. As the light turns red your three minutes are over. Please be mindful of the light. I will, of course, also remind you that your time has expired. Again, we are just trying to be fair and equitable to everyone that would like the opportunity to speak tonight.

As a result of recent citizen input, I will be utilizing a new format regarding speakers this evening. I will ask the first elected official of the host town or neighboring towns to speak first and then I will alternate speakers between the general public and federal, state, or local elected or appointed officials.

Again, if after all first time speakers have finished, anyone who would like the opportunity to speak again a second time, a reasonable amount of additional time will be allotted for this purpose. Anyone who wishes to present written comments for the Draft Document for the public hearing package should give them to me prior to the end of tonight's hearing.

At this point I would like to turn the podium over to Colonel Rovero of the United States Army Corps of Engineers. Colonel?

LT. COL. JOHN ROVERO: Good evening. As John said I'm Lieutenant Colonel John Rovero from the New England District of the Army Corps of Engineers. The New England District is responsible for all civil works activities of the Corps of Engineers in the six New England states. Our District headquarters is located in Concord, Massachusetts.

On a personal note. I'm a resident of Salem and have been for the last 24 years or so, so I'm very familiar with the area we're working in here.

With me tonight are several members of our District staff, Bob DeSista and Susan Lee from our Regulatory Branch and Joe McNerny from our Office of Counsel.

As this hearing is conducted jointly with the Connecticut Department of Transportation and the Federal Highway Administration as part of the Corps of Engineers Regulatory program, I would like to briefly review our responsibilities.

The Corps jurisdiction in the case is Section 404 of the Clean Waters Act which regulates the discharge of dredged or fill material in the United States waters, which includes wetlands.

The detailed regulations that explain the procedure for our evaluating permit applications and authorizing work is Title 33 of the Code of Federal Regulations, Parts 320 through 330, which was published in November 13, 1986, Federal Register.

The Corps decision rests upon a determination of the compliance with Section 404b1 Guidelines and an evaluation of all factors affecting the public interest. These include, but are not limited to, the public and private needs for the project; availability of practical alternatives; the extent and permanence of beneficial or detrimental effects; and possible cumulative effects created by past

or possible future projects.

Any factors which may affect the public interest will be included in our evaluation. Your comments will aid us in reaching a decision.

The Corps record of this hearing will remain open until April 19, 1999. Written comments submitted to us tonight or by mail prior to this date will receive equal consideration with oral statements made this evening.

Questions posed this evening will be answered or addressed in our statement of findings at the time the decision is made on the issuance or denial of a permit. All who submitted written comments will be advised of our decision.

I'd like to now introduce Mike Marzi from the Connecticut Department of Transportation Rights of Way Section. Thank you.

MICHAEL MARZI: Thank you, Colonel, and good evening, ladies and gentlemen. Again, my name is Mike Marzi. I'm here tonight representing the State of Connecticut Department of Transportation Office of Rights of Way. I'll be brief tonight because the Right of Way impacts, although some rights are really not known depending on what alternative is ultimately chosen. So I'll be commenting tonight on two areas relating to the Right of Way activities.

First of all, the role of our office and our procedures and the outline of

those acquisition procedures. The Commissioner of Transportation has statutory authority to acquire a property required for State Transportation facilities. Our Office is responsible for acquiring all property rights necessary to accommodate improvements to the State's transportation infrastructure.

The State is required to adhere to the provisions of the Uniform Relocation Assistance and Real Properties Act of 1970, as amended, whenever Federal Highway funds are used in any phase of a project. Once the project is authorized by the federal government, a certified letter will be sent to each owner whose property is affected, which will include a map of the property showing all of the proposed impacts. The owner will then be given ample opportunity to accompany the appraiser on inspection of that property.

After the completion of the appraisal, our office will attempt to negotiate a settlement with each owner and prepare all documents necessary to effect the transfer of the required property rights. In the case where individuals or businesses are required to relocate due to one of our projects, a broad array of relocation benefits, including moving costs and supplemental housing payments, are available to both tenants and owners.

If you would like a pamphlet which describes these benefits or have any questions relating to the procedures, relating to the acquisition of property,

please see me at the close of this hearing and I'll be more than pleased to give you one.

Please be aware that moving prior to being contacted by an agent from my Office may affect your eligibility for relocation assistance. I have with me also my card with my telephone number on it. There will be a lot of rumors that will float around and there probably have been already, and if at any time you would like to call me for any information at all regarding Rights of Way or just information in general, if I don't have the answer I will get it to you, I promise. I'll be more than happy to talk with you about any issues like I said. Rights of Way is my specialty but I'll get you the answers if I don't have them myself.

It is now my pleasure to introduce Mr. Bob Wardwell, the Project Manager, who represents the MaGuire Group. Thank you.

BOB WARDWELL: Thank you, Mike. Good evening. Can I have the lights please?

My intent this evening is to provide a brief overview of the Draft Environmental Impact Statement and Section 4f Evaluation of alternative transportation improvements within the Route 82/85/11 corridor. This cover graphic of the DEIS shows a portion of the graded corridor immediately south

of the current terminus of Route 11 at Route 82 in Salem. The DEIS, which was published in March and is the subject of tonight's public hearing, analyzes 15 alternatives designed to improve traffic flow and safety within the corridor, while minimizing environmental, social and economic impacts. The DEIS does not name a preferred alternative.

Route 82, 85 and 11 serve a vital transportation role in southeastern Connecticut as major travel routes between the Greater Hartford region and the southeast shoreline. However, this travel corridor is perceived as being inadequate to safely and efficiently accommodate the volume of traffic currently using these state roads. As depicted in this photo of the Route 11 ramps at Route 82, traffic congestion currently exists, particularly during summer and other peak periods. Routes 82 and 85 are primarily two lane arterials that connect multi-lane, limited access expressways at either end of the study area. These roads currently serve both long distance and local access travelers, frequently causing conflicts.

As part of the DEIS, we projected future traffic volumes. This graphic presents the current situations compared with a future "no action". Twenty-year projections indicate that traffic will increase by roughly 40%. The increased yellow and red color in the 2020 graphic on the right, show that the

level of service of these roadways will further deteriorate without improvements.

With the help of an active Advisory Committee made up of local, state, regional and federal representatives, ConnDOT and FHWA developed six key points that summarize the purpose and need for transportation improvements in the Route 82/85/11 corridor. These are:

1. Highway system linkage - complete a final link
2. Roadway function and use - reduce through and local conflicts
3. Roadway safety and accident reduction - improve safety
4. Roadway capacity - improve for future traffic
5. Regional growth and development - sustain community character
6. To be compatible with local, state, regional plans for development

As many of you know, studies of transportation in this corridor date back decades. Construction of the first segment of Route 11, from Route 2 in Colchester to Route 82 in Salem, were completed in 1972. While plans called for extension of Route 11 to 95 and 395 area in Waterford, the actual construction, although begun as seen in this photo, was deferred due to funding constraints in the late 1970s. Transportation planning studies were begun again in 1984 and continued through the early 1990s. Environmental and funding

constraints persisted and roadway design plans were again suspended in 1992. Continuing regional growth and development issues prompted ConnDOT and FHWA to again pursue formal transportation planning procedures in the fall of 1997 which include the publication of the DEIS being discussed this evening.

This graphic shows the portions of Salem, Montville, East Lyme and Waterford that cover the area in the study area. The northern study area boundary is Route 82, its eastern boundary is Route 85 and its southern boundary is 95. The western boundary follows north along Route 161 for approximately two miles, which breaks off to the west and extends to the current terminus of Route 11 in Salem.

Much of the corridor is rural and suburban in character. Salem Four Corner, depicted here, contains Salem's active commercial center. Route 85 passes directly through Salem's center. Salem's population is small by regional standards, however, with over 70% of its land area undeveloped, Salem has one of the fastest regional growth rates in the region. Over 75% of Montville is also undeveloped and residential growth is similarly occurring within the study area. Route 85 in Montville, including the Chesterfield Center, is an active commercial area in the town. Waterford and East Lyme are larger communities which include coastal areas and diversified development patterns. They have

developed sizable commercial areas due to their coastal location and proximity to 95 and Route 1.

Water resources within in the corridor are significant. There are a number of active drinking water supply reservoirs that are located in close proximity to Route 85. The most notable is Lake Konomoc in Montville and Waterford. There are also several other water supply ponds and lakes as well as dedicated watershed protection lands along Route 85. There are also some extensive wetland systems in the study area which provide excellent habitat for fish and wildlife while also storing and cleaning stormwater. Some of the larger wetland systems in the corridor include the Harris Brook system in Salem and the Latimer Brook system in Montville and East Lyme.

Our surveys also indicated numerous historical and archaeological resources in the corridor. An extensive archaeological site called Wolf Pit Village, is located in the southern portion of the corridor.

As mentioned in the DEIS, the 15 alternatives, including No Build, Transportation System Management, Transportation Demand Management/Transit, widening, and expressway on new location are included. The DEIS primarily focused on two types of build alternatives; widening of Route 82/85, and construction of a new roadway on a new alignment. Under

the widening alternative, three different variations were evaluated, a 4 lane widening, a 2 lane widening and a modified 4 lane widening which would minimize impacts to resources.

The build alternatives are the 92PD which stands for the four lane expressway which was partially designed in 1992, and the E, F, G, and H alignments. The 92PD has only a 4 lane design, while the other alternatives have both a 2 and 4 lane variation. The 92PD, E, F, and G alternatives extend from the existing Route 11 terminus south on new location to an intersection of I-95 and I-395, for approximately 8.5 miles. The 4 lane full build alternatives would all include the reconstruction of approximately three miles of 95, with new ramps from 95 to Route 11 and the reconstruction of ramps to Route 161 in East Lyme, as it was laid out in the 1992 design plans. The 2 lane full build alternatives have been configured for this DEIS to only require new ramps at I-95 and Route 11 with much less reconstruction of I-95 or I-395. Any final configuration of Route 11 and I-95 interchange will only occur after full coordination with the affected communities.

The H alternative is a partial build alignment. It extends south from Route 11 terminus on new location only to the area south of the intersection of Route 85 and 161. It would then continue along a widened 85 south of I-395 in

Waterford.

The widening alternatives provide the widening of 82 from Route 11 to 85, and the widening of 85 from Route 82 to 395 in the towns of Salem, Montville, and Waterford, for a distance of 9.3 miles.

As part of the widening improvement, TSM improvements such as signalization and adding turning lanes, may be implemented. A closed drainage system would be utilized as necessary, in the vicinity of Lake Konomoc, Fairy Lake, and other important resource areas to protect the water supply. The estimated cost of right of way acquisition, construction, preliminary engineering and contingencies of the 4 lane, modified 4 lane, 2 lane widening alternatives, are \$41 million, \$33 million, and \$31 million, respectively.

As noted in the matrix of impacts in your handout, the widening alternatives would impact properties and buildings, wetlands, water supply areas, and historical and archaeological resources. Property takes, impacts to water supply areas and impacts to historical and archaeological sites are greater for the widening alternatives than other alternatives. Impacts to wetlands however, are generally less than other alternatives.

The alignment of the 92PD alternative begins in Salem at the existing terminus of Route 11 and advances southeast through the existing rock cuts. It

would bridge the narrowest portion of Shingle Mill Brook and proceed in a southeasterly direction between Beckwith Hill Drive and Fawn Run in the Town of Montville. After bridging Salem Turnpike just east of the intersection of Salem Turnpike and Holmes Road, the alignment progresses in a more southerly direction through the Daisy Hill subdivision, which had not been developed at the time of the 92PD was preliminarily designed. This alternative then bridges Grassy Hill Road. The alignment then crosses 161 in Montville east of Silver Falls Road with a full interchange, and proceeds almost due south into Waterford. South of 161, the alignment continues southeast along the East Lyme/Waterford town line to the junction of 95 and 395. To minimize impacts to Shingle Mill Brook and associated wetlands in the vicinity of Pember Road, a number of bridges are incorporated as part of this conceptual engineering plan. The current estimated right of way and construction costs, including preliminary engineering contingencies is \$255 million for this alternative.

The 92PD alternative would have some of the greatest impacts to properties and would have the second highest impact to wetland areas of any alternative. It would, however, have very few impacts to historical and archaeological sites and no impacts to water supply areas.

The E alternative was developed as a modification of the 92PD

alternative. This alternative substantially follows the 92PD alignment, but further minimizes property and natural resource impacts where feasible. This alignment minimizes impacts to recently developed areas, notably Daisy Hill Drive subdivision and the wetland area west and northwest of Daisy Hill.

Unlike the 92PD, E has a 4 and 2 lane version. Again, the 4 lane E alternative would require more improvements to 95 and 395 than would a 2 lane version. Estimated costs associated with alternative E4 and E2 are \$255 million and \$154 million, respectively.

Alternative E would impact a number of different resources within the corridor including properties and buildings, wetlands, and historical and archaeological sites. The 4 lane alternative would have the greatest wetland impacts, relatively high property takes, and few impacts to historical and archaeological resources in comparison to other alternatives. The 2 lane option would have moderate impacts to properties and wetlands and few impacts to historical and archaeological sites. Neither the 2 or 4 alternative would impact any water supply areas.

Alternative F, like alternative G, were suggested by regulatory agencies as optional routes that may have the potential to reduce environmental impacts. Alternative F follows the 92PD alignment from the terminus of Route 11 south

to Fawn Run, where it moves in a more southerly direction through the end of Fawn Run and bridges Salem Turnpike west of the 92PD alternative. The F alignment continues south through East Lyme where it bridges Grassy Hill Road just east of Walnut Hill Road. Alternative F then crosses 161 with a full interchange just north of Walnut Hill Road. Walnut Hill Road would be relocated to the south to accommodate the location of a new southbound off-ramp. The alignment then continues in a southeasterly direction and rejoins the 92PD alignment just over a mile south of the Montville/Waterford town line. Alternative F then follows the same alignment as the 92PD from this point south.

To minimize impacts to Shingle Mill Brook and associated wetlands, Latimer Brook and wetlands in the vicinity of Pember Road, a number of bridges are incorporated as part of this plan. The estimated cost for the 4 and 2 lane variations of Alternative F is \$329 million and \$213 million, respectively.

In comparison to the other alternatives, the 4 lane alternative F variation would have relatively high impacts on properties and wetland areas. While all of the roadways on new location face the challenge of significant topographic features, alternative F would require the most substantial amount of excavation and grading. The 2 lane variation would have a moderate impact to structures

and wetlands, as compared to other alternatives, and like the 4 lane variation, it would have minimal impacts to historical and archaeological sites and no impacts to water supply areas.

Alternative G follows the 92PD alignment from the terminus of Route 11 before branching to the south in the same manner as Alternative F. Just north of Fawn Run, the G alignment moves in a southerly direction through the end of Fawn Run and over Salem Turnpike at the same location as the F alignment. In the vicinity of the Salem/East Lyme town line, alternative G travels southeast when it crosses Grassy Hill Road between the proposed 92PD and F alternative alignments. The G alignment then continues in a southerly direction, crossing Route 161 just west of Walnut Hill Road. Walnut Hill Road would be relocated south of its existing location. South of 161 crossing, G rejoins the F alignment and follows the same path to its southern terminus. The estimated cost of the 4 and 2 lane variations of alternative G is \$344 million and \$224 million, respectively.

The 4 lane variation of the G alternative would have the greatest impact on properties and the second highest impact to wetland areas. The 2 lane variation would have moderate impacts to these resources as compared to other alternatives. Both the 2 and 4 lane variations would have minor impacts to

historical and archaeological sites and no impacts to water supply areas.

The 2 and 4 lane partial alternatives, the H alignments, were also developed at the request of the federal resource agencies in an effort to reduce impacts to wetlands and other resources. The H alternatives include a limited access expressway segment as well as a segment that would be upgraded in the manner described in the 2 and 4 lane widening options. A 4 lane widening would accompany the 4 lane limited access roadway alternative, and the 2 lane widening scenario would accompany the 2 lane limited access roadway.

Alternative H shifts the location of the 92PD alignment to the west by approximately 3,000 feet in the vicinity of Salem Turnpike and then proceeds east towards Route 85. Alternative H would then intersect with Route 85 south of the intersection of Route 85 and 161. This would be the terminus of the new segment of the expressway. From this point south to the junction of 395 and Route 85, the Route 85 roadway would be widened and/or upgraded as appropriate. Alternative H would have a total length of 8.2 miles including 5.2 miles of expressway on a new location and three miles of widening along Route 85.

Bridges over wetlands north of Shingle Mill Brook and Latimer Brook and local and state roads would be provided. Like the three widening

alternatives described, plans would include construction of closed drainage system and spill containment equipment near the reservoirs and public water supply watershed lands. The estimated cost of the 4 and the 2 lane variation of alternative H is \$113 million and \$81 million, respectively.

In comparison with the other alternatives, the 2 and 4 lane variation of the H alternative would have relatively high impacts to water supply areas, and lesser impacts to wetlands. Both variations would have moderate impacts to properties and historical and archaeological sites.

This displayed summary chart compares the alternatives with transportation improvement in the Route 82/85/11 corridor. Key issues of safety improvement, property acquisition, wetland impacts, and estimated costs are portrayed for each alternative. Most of this information is contained in your handout. The exception is our ranking for safety improvement. We have established five categories from 1 for no improvement to 5 for the greatest improvement. Our ranking for safety improvement place the full 4 lane expressway as the best, although all build options are expected to improve the current situation. As noted, all build alternatives would affect residential, commercial and institutional properties.

For the widening alternatives, the 4 lane upgrade would affect the most,

requiring the taking of 32 dwellings, 7 commercial and 1 institutional establishments. For the new expressway options, the 4 lane G alternative would impact the most, taking 38 dwellings, 16 commercial and 2 institutional properties. Impacts to wetlands vary from about four to five acres for widening existing 82/85 to over 35 acres of impact for 4 lane option on new location. Costs also vary from \$30-40 million for widening options to between \$250-350 million for a 4 lane expressway on new location.

As stated at the outset of my overview, ConnDOT and FHWA do not have a preferred alternative at this point. I have briefly described the facts about each option that have been studied and presented in the March DEIS. Your comments tonight can significantly affect the choice of transportation improvements for this corridor for years to come. It is also important to receive your written comments. You can either leave those comments here with us tonight or send them to Ned Hurle whose address is shown here.

Thank you for your attention. Now I can turn the podium back to John Wallace.

MR. WALLACE: Thank you, everyone. At this point I would like to introduce Mr. Andrew Norton, representing the Governor's office. Mr. Norton?

Responses to Comments: Public Hearing 4/7/99
Listed in order of appearance

**Norton, Andrew
(Reading written statement from Governor John
Rowland)**

1. Comments noted. Written statement was entered into record

ANDREW NORTON: Thank you. I've been asked to read this letter from Governor Rowland tonight. "I want to once again state my support for the completion of Route 11. I know that since the early 1970s the Route 11 project has been a source of frustration for many, many people in southeastern Connecticut. I have committed our government to pushing this project forward because you and your leaders have made it clear how important finishing this highway is to the region.

Route 11 is important to the economic viability and to the basic livability of New London County. We have come far, the very fact that we are holding a hearing tonight, is a sign of the progress we are making. I want to thank everyone in the community who has put so much work and energy into this project. I especially want to thank the members of the Advisory Committee for their time and efforts.

I am aware that there are concerns along the Route 11 corridor in Salem, Montville, East Lyme and Waterford. This highway affects people throughout the region but it affects you most of all. I also know that recently there has been particular concern about the effect on the area where Route 11 might intersect with I-95. We will do our best to avoid negative impact on the people, their homes, and their businesses, all along the corridor and also at the

Responses to Comments:

**Fraser, Wayne
(Read written resolution of the Board of
Selectmen of the Town of East Lyme)**

1. Resolution noted and written copy entered into record. See Fraser, Written Comments-Officials.

point where 11 and 95 will meet up. We will do our job of listening to you throughout this process, to make sure that the highway does as little harm as possible.

We also want to avoid negative effects on our environment. We know it's the smart thing to do to ensure approval of the project, and we know it's the right thing to do, to maintain the quality of the eco-system around us and the beauty of Connecticut's natural landscape.

In addition, let me renew our commitment to completing Route 11 quickly. Today we are 16 months ahead of the schedule. We want to speed up the schedule even more. Shortening the design and construction phase will be our next task. This highway is a priority for you here in eastern Connecticut and it is a priority for my administration as well. Working together we can get this job done. Thank you very much for your time and attention. Good luck to you all."

MR. WALLACE: Thank you, Mr. Norton. At this point I would like to extend the courtesy of allowing the first elected official of East Lyme, First Selectman Wayne Fraser, the opportunity to speak. Mr. Fraser'

WAYNE FRASER: Thank you very much. I'd just like to read a resolution and a statement that was passed unanimously by the East Lyme Board of

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Responses to Comments:

Fraser, Wayne

No response necessary on this page.

Selectmen at its regular meeting on March 17, 1999. It states: "Resolve that the Board of Selectmen of the Town of East Lyme endorses the following statements relative to the construction of Route 11: 1. Support for the completion of Route 11. 2. Support for the completion following the 92PD alignment. 3. Support for the complete full build option only. 4. Support the design as an arterial roadway allowing for as much greenway as reasonably possible. 5. We are opposed to the widening of Route 82 and 85. 6. We are opposed to the F and G alignments and the negative effect on the environment and the neighborhoods as well as the additional cost. 7. We are opposed to the I-95 changes and cost associated with areas other than the identified intersections with I-95 and 395.

In summary, we support the concept for future increased traffic volumes being controlled on a completed Route 11 following the 92PD alignment plan. We also support the minimizing of environmental impacts and the preservation of prime agricultural land by building this road to arterial standards and utilizing greenway design, to support the sensitive lands that this road will pass through.

The Town's plan of development supports the completion and express the specific desire for Route 11 to extend to the I-95/395 intersection. As traffic

Responses to Comments:

Fraser, Wayne

- 2. See Written Comments-Officials, “Contois, Town of Colchester Resolution #5”.

volumes are expected to grow 30-50% over the next twenty years on Route 161 and Route 85, a completed Route 11 will allow our residential Route 161 to handle local traffic and to protect sensitive waterways along both routes. We considered the importance of minimizing the impact of both environmental and socioeconomic resources within the corridor while promoting traffic improvements and improved access to the region an important goal.

We also considered the elimination of the F and G alignments to be of extreme importance as this destroys developed neighborhoods and property values and also adds high cost and environmental problems on to this project. The unknown work on I-95 should also be eliminated from this project as it has not been identified or covered in earlier meetings. The possible negative effects on East Lyme needs to be studied and the cost separated from the Route 11 project. This added cost only adds fuel to make the project unfindable. I-95 has its own study and problems and work other than this I-95/395 terminus should not be allowed on this project.

And just as a follow-up, as the Town of East Lyme, we definitely support constructive reconstruction of the I-95 area and as Ed has said in his earlier statement, that as long as the Town has complete input and a chance to work with everybody on it, we do support I-95 improvements but where we have a

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Responses to Comments:

No response necessary on this page.

chance to interact. Thank you very much.

MR. WALLACE: Thank you, Mr. Fraser. Remember, I will be alternating between officials and the general public. I'd like to go to the general public list. First person I have signed up is a Peter Stielman?

PETER SIELMAN: Good evening. My name is Peter Stielman. I live in the town of Salem. It is my understanding that in a democracy the role of government is to serve the will of the people in accordance with the laws passed by the people's representatives, hence the term, public servant. The term applies not only to elected officials who must be judged in periodic elections, but also to the bureaucracies that execute the business of government.

You will hear from local and state elected officials who are remarkably unified in their support for alternative 92PD or E4 built to arterial standards with a greenway and who are strongly opposed to the widening of Routes 82 and 85. You've heard consistently from the governor, as this evening, in his support for Route 11. You will hear the same from local companies and business organizations.

Although three quarters of the users of Route 11 live outside the immediate region of Salem, Montville, East Lyme and Waterford, we have evidence that they overwhelmingly favor Route 11 completion. You will also

Responses to Comments:

Sielman, Peter

1. Section 3.3.9 provides a thorough and accurate qualitative analysis of how each of the 15 alternatives would meet project purposes and needs. The preferred alternative is discussed in ES.2.
3. The two and four-lane alternatives were meant to present an analysis of impacts of both the minimal and maximal concept “extremes” in order to assess impact potential and possibilities for impact reduction (Section 3.3.5). Also, see Written Comments-Officials, “Contois, Town of Colchester Resolution #5”.
3. The concept of a roadway with a reduced cross section, designed to arterial standards, was introduced in Section 3.3.7 as a potential “innovative design alternative.” Also, see Section 3.4. The schedule provided in Section 3.3.8 is accurate; however, actual construction is projected to be four years with an additional four years required for permitting, rights-of-way acquisition and design.
4. An ongoing increase in residential development within the corridor was acknowledged in Section 4.10 and updated information is included in Sections 4.10 and 5.18. It was also noted in Section 5.18 that development within the corridor is dependent on land use and zoning controls under the purview of each of the corridor towns. Also, see Written Comments-Officials, “Martin #1” and Written Comments-State Agencies, “DEP #6”.

hear from some “NIMBYS” not in my backyards, and others who gamble that Route 11 will never be completed. However, it is clear that the vast majority of citizens in the region favor the completion of Route 11. The time has come for the State DOT and DEP and the Federal Highway Administration, EPA, and Army Corps of Engineers, to do the people’s business according to the people’s will and complete Route 11.

The Draft Report that is the subject of this hearing presents most of the data necessary for permitting. It is seriously flawed in the following areas:

1. Accurately relating the 15 alternatives to the purpose statement. Only the full build alternatives meet all of the purposes.
2. Fairly comparing the cost in environmental impacts of the 2 lane versus the 4 lane alternatives by including massive I-95 changes in only the 4 lane alternatives, that means, \$50 to \$60 million worth of cost and eight acres of wetlands impact.
3. Giving lip service to Route 11 build to arterial standards but providing no environmental or cost data for it.
4. Providing an artificially inflated schedule of eight years to complete construction of the full build alternatives.
5. Not recognizing the far greater potential environmental damage associated with continual residential development of the corridor.

We want the DOT, DEP, and FHWA to only designate E4 or 92PD as

Responses to Comments:

Wagner, Thomas

Comments noted. Letters have been entered into record. See responses to Written Comments-Officials, "Waterford".

the preferred alternatives. We want the EPA and the Corps to issue a permit for them, one or the other. We want it built to arterial standards with a greenway. It is time to act. Thank you.

MR. WALLACE: Thank you, Mr. Stelman. Next I'd like to go back to our official sheet. I have Tom Wagner, representing the Town of Waterford.

THOMAS WAGNER: Good evening. My name is Thomas Wagner, Planning Director for the Town of Waterford. I'm here at the request of the First

Selectman to read the following resolution. I'd also note that we've put into the record this evening some additional observations, a letter from our Emergency Management Advisory Council in favor of Route 11, because it will serve additional evacuation needs. We also have a letter opposing the widening of Route 85 from our Water Pollution Control Authority because of its potential impact on Lake Konomoc and Fairy Lake and any other area of the New London water supply watershed.

The resolution passed unanimously by the Waterford Board of Selectmen at its regular meeting of April 6, 1999. Resolved that the Board of Selectmen in the Town of Waterford endorses the following statements relative to the construction of Route 11. Support for the completion of Route 11. Support a preferred alternative corridor comprised of portions of alternate alignments E2,

Responses to Comments:

Wagner, Thomas

See responses to Written Comments-Officials, “Waterford”.

E4 and 92PD. Opposed to the no build, widening and partial build alternatives.

These alternatives do not meet the essential project need of removing through traffic from Route 85.

Opposed to the F and G alignments and any negative effect on the environment and neighborhoods in East Lyme. Support examining the three design alternatives, the four lane expressway, 2 lane expressway, and arterial roadway along the preferred corridor.

Support creating as much greenway as reasonably possible particularly in the area of Wolf Pit Village and the surrounding forested block.

Documentation of archaeological and historic resources in the corridor is critical. Consideration of a central repository along the corridor as a side attraction should be accommodated in the design.

The Town’s plan of preservation, conservation and development supports the completion of Route 11 and expresses a specific desire for Route 11 to extend to the I-95/I-395 intersection. The importance of minimizing impact, both environmental and socio-economic resources within the corridor, while promoting traffic improvements and improved access to the region, should be considered as an important goal.

The work on I-95 was not covered in detail at earlier meetings. The

Responses to Comments:

Wagner, Thomas

See responses to Written Comments-Officials, "Waterford".

possible negative effect on East Lyme and Waterford needs to be studied and the interchange design reduced to what is able to be permitted and directly associated with Route 11 project. The I-95 changes should be reduced to what is necessary. The additional work and cost associated with exit ramp 74 should be eliminated. Waivers for modifications to current federal highway standards should be applied for to minimize the interchange improvements and to match current design conditions.

In summary, the only way to control the anticipated increase in through traffic and provide for a reasonable quality of life along the Route 85 corridor is through an alternative alignment. The widening alternatives only increase the potential for accidents by enabling greater speeds, the preferred measures for protecting the public water supply is to move the traffic onto an alternative alignment.

There are three additional statements. My time is up. We're looking additionally for this to be sensitive to archaeological and natural resources. Mitigation should include not only wetlands but also preservation of large habitat blocks, aquifer recharge areas and wetlands of special significance. And lastly, each alternative roadway type also needs to include a design for a trail bikeway. Thank you.

Responses to Comments:

Fromer, Robert

See responses to submitted written text.

MR. WALLACE: Thank you, Mr. Wagner. If you'd like to submit that for the record I'll be happy to take a copy of that. I know you just kind of summarized at the end there, if you'd like to give us a copy. Next speaker on the public speaking list, a Robert Fromer.

ROBERT FROMER: Good evening. I have detailed comments that I will send in. I'm just going to present a synopsis of some of my views on this.

MR. WALLACE: Sure.

MR. FROMER: On your executive summary on page 5, you list the purposes and need and I think that the statement there about six key points has to be expanded to include these other points. First, increase the key points to include environmental justice issues which was just signed by the President of the United States as Executive Order 12898 and has not really been properly addressed here.

Divide the roadway use and function into two basic approaches. One for long distance and the other for local use and function. There are essentially two basic classes of citizens that are using the road system; one is, and this is driven by economics, those people who live in the bigger cities or towns like New London and Hartford, and those who live in white suburbia and essentially in the small towns, and it seems that the transportation systems here are

Responses to Comments:

Fromer, Robert

See “Fromer” under responses to submitted written text in Written Comments – Individuals.

designed predominantly just to look at the suburban rural area. Three, increase connectivity and integration with other regional transportation plans and systems such as Route 2, 2A and 32, and four, to encourage changes to state zoning laws mandating that all local projects demonstrate conformity with the State Implementation Plan, Transportation Improvement Plan and Clean Air Act, and consistency with statewide planning and environmental impact statutes pursuant to Connecticut General Statute Section 22a-1, and may I add that there was no determination of consistency with the State of Connecticut Plan of Conservation and Development for the year 1998 to 2003.

On the highway system linkage I suggest that you look at two basic approaches. One, primarily to provide high speed, efficient and low cost transportation between New London and Hartford on an existent railbed which goes from New London to Willimantic and then to Hartford. We could have high speed rail from New London to Hartford in 50 minutes. That should be a goal. Secondly, to provide increased mobility, efficiency, and access to local properties.

On the roadway safety and accident reduction; to reduce and possibly eliminate the causes of accidents. In your statistical analysis, assessments and evaluations, you did not look at the causes of accidents and I think that's an

Responses to Comments:
Fromer, Robert
See responses to submitted written text.

area that needs to be addressed.

On the roadway capacity; to encourage transportation systems, discouraging use of the automobile. I'm both for increasing the price of gasoline, I know it's not popular but it's insane to continue driving down the cost of gasoline like the State Legislature has done recently.

On the regional growth and development; in the text in the DEIS you need to define the end purpose of regional growth. That has not been addressed. You need to define what's an acceptable quality of life and what is community character and you should change the title to regional conservation first development growth.

For compatibility with...

MR. WALLACE: Can you summarize for me, please? You're a little over three.

MR. FROMER: Sure. For compatibility with plans and development, it should be compatibility with plans of conservation and development, and again, you should look at the statewide planning process.

For political impacts, because there are political impacts, the legislators are driving a lot of this. All correspondence between legislators and the governor on this issue should be included in the DEIS along with all legislative

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Responses to Comments:

Fromer, Robert

See responses to submitted written text.

Schweisberg, Matthew

See responses to EPA in Written Comments – Federal Agencies.

acts.

MR. WALLACE: Are you just about set, Mr. Fromer?

MR. FROMER: Well, I have one more thing I wanted to give you. There's a recent Notice of Intent to Sue involving environmental justice and I wanted to give you a copy of that notice.

MR. WALLACE: Sure.

MR. FROMER: Involving conformity to the Clean Air Act, and I think we have a similar issue here because you're not addressing also, conformity with the Clean Air Act and I will submit my additional...

MR. WALLACE: Sure. Thank you. Want me take them for you? Okay.

Going back to our officials list next I have a Matthew Schweisberg.

MATTHEW SCHWEISBERG: Good evening and thank you for the opportunity to address this hearing. My name is Matt Schweisberg. I'm the Senior Wetland Ecologist for the New England Region of the U.S.

Environmental Protection Agency. I've submitted the full text of this comment for the record. Here's a very brief and quick summary.

EPA finds that the quantity and quality of stream and wetland systems located in the new location corridor to be exceptional. The extent and mixture of upland ridges separated by stream and wetland valleys, teeming with vernal

Responses to Comments:

Schweisberg, Matthew

See responses to EPA in Written Comments –
Federal Agencies.

pools scattered across this landscape are striking, especially for southeastern Connecticut.

Though a few residential subdivisions and small country roads mark this area, they've had limited effect on the quality of this resource and the area remains a remarkable block of habitat with mostly high biological integrity.

For that reason, any new location alignment constructed in this corridor would be extraordinarily destructive to the aquatic eco-system. Based on the information available to date, EPA believes that all of the new location alignments would cause significant adverse impacts and could not qualify for a Section 404 permit.

The extensive direct and indirect effects of constructing a new location alignment would pervade adjoining landscape, severely diminishing the wealth of ecological functions currently provided by the existing stream and wetland systems. EPA understands the legitimate concerns about safety and inefficiencies with the existing roadways. Based on the available information, we believe that these concerns can be adequately addressed by widening existing Routes 82 and 85. In sharp contrast to the new location alignments, widening would fill no more than five acres of wetlands and have minor, indirect impacts.

Responses to Comments:

Schweisberg, Matthew

See responses to EPA in Written Comments – Federal Agencies.

We realize that this project, like nearly all highway projects, elicits strong emotions and positions because of its potential impacts upon people's lives, their property, the environment, and the local economy. These reactions are perfectly understandable, particularly from those who would be most affected by the project. The Connecticut DOT and its consultants have produced a Draft EIS that offers a fairly balanced comparison of the range of these potential impacts from which to reach rational opinions and positions. I'll summarize the agency's position and recommend some future actions.

The new location alternatives including the partial build alignments would cause significant and probably unacceptable adverse impacts to the aquatic environment. The widening alternatives appear to be practicable and to meet the basic project purpose. We base this view on information contained in the Draft EIS and our experience with other highway projects throughout New England. Although widening Routes 82 and 85 would cause the loss of several acres of wetlands and disturbance to the stream systems that pass under and along both routes, these impacts would not be significant. Moreover, properly designed compensatory mitigation could offset substantially the loss of ecological functions. I'll finish quickly.

MR. WALLACE: Sure.

Responses to Comments:

Schweisberg, Matthew

See responses to EPA in Written Comments – Federal Agencies.

MR. SCHWEISBERG: Based upon all the information supplied to date, widening Routes 82 and 85 appears to represent the least environmentally damaging practicable alternative. Because they do not represent the least environmentally damaging practicable alternative and would cause significant adverse impacts to the aquatic environment, the new location alternatives could not comply with the relevant environmental standards known as the B1 Guidelines and that must be met to obtain a 404 permit and a 404 permit could not be issued for these alternatives.

Given the severity and the avoidability of the impacts from any of the new location alternatives, if one of those alternatives is selected for this project, it will be a candidate for a 404 permit veto under 404c of the Clean Water Act.

In light of these points, we strongly encourage Connecticut DOT and the proponents of this highway or highway project, to focus on the widening alternatives for 82 and 85. By following many of the recommendations in the Draft EIS concerning highway design and construction techniques, it appears that widening could be accomplished with minimal harm to the stream and wetland systems that would be affected and importantly to the Lake Konomoc reservoir system. In fact, the Draft EIS notes that widening would likely improve the quality of surface water runoff to the reservoir by implementing a

Responses to Comments:

Diamond, Shirley

Comments noted.

variety of best management practices for water quality treatment.

MR. WALLACE: Mr. Schweisberg, are you just about done?

MR. SCHWEISBERG: Yeah, ten seconds. In addition, EPA would support developing a widening alternative that would be accomplished in the manner sensitive to community interests and character and stands ready to work with all involved toward that end. Thank you very much for your attention.

MR. WALLACE: Thank you. Did you have something you wanted to submit? Next speaker on the general public list, a Shirley Diamond.

SHIRLEY DIAMOND: I'm Shirley Diamond. I live in Salem, Connecticut. Please do not widen Route 85 and make it the highway to the shoreline. This will cut through our town, destroy our rural character, and make it impossible for townspeople to use 85 as our local main street. If you create Route 11 as an arterial road with a greenway that keeps out of town through traffic off of 85, you will enhance the environment by limiting the growth of subdivisions with their septic tanks and driveways and pieces of lawn, and then the arterial road will be the highway to pass through for large trucks and tractor trailers and cars on their way some place else, and allow our families to be safer on Route 85 as we go about our daily lives. That was my full statement.

I listened to the man from the EPA and I too am very interested in the

Responses to Comments:

Butler, Jim

Comments noted.

environment, but I want to include in the environment the role and the place for the people who live in it. Thank you.

MR. WALLACE: Thank you, ma'am. Next official I have signed up is a James Butler.

JAMES BUTLER: I'm Jim Butler. I'm the Executive Director of the Southeastern Connecticut Council of Governments. Southeastern Connecticut Council of Governments has historically supported the completion of Route 11. The Council wishes to restate resolution 98-10 relating to Routes 11 and 85 adopted unanimously by the Council on August 19, 1998.

Resolve of the Southeastern Council of Governments hereby: 1. reaffirms its support for the completion of the Connecticut Route 11 with due consideration of environmental effects; 2. indicates its opposition to alternatives F and G among the several corridors being considered for the extension of Route 11; and 3. recommends that improvements to Connecticut Route 85 be limited to safety improvements within available funding.

As a result of a recently released Draft EIS, MIS, the Council offers the following additional comments: The Council supports alternative 92PD utilizing option E4 as the preferred alignment. The Council recommends a more detailed review of the plans that connect Route 11 to I-95/395 in order to

Responses to Comments:

Butler, Jim

Comments noted.

minimize adverse social, environmental and economic impacts. Improvement to the I-95/395 should be considered necessary regardless of the status of Route 11. Improvements to this intersection are consistent with the conclusions of the Southeast Connecticut Corridor Study.

The proposed intersection of Route 11 and I-95/395 allows for the efficiency of concurrent engineering and construction with needed improvements to I-95/395 intersection. The cost of improving the intersection should be allocated to the I-95 improvement project rather than counted as a cost to extending Route 11.

The Council urges the State to act as quickly as possible to move this project to implementation. This important link from the Southeastern region to Hartford has been discussed and studied for over 25 years. The estimated construction schedule in the EIS, MIS, suggests a total of eight years would be needed to complete an extension of Route 11 once a record of decision is issued. While some might consider this an ambitious schedule and in the Council's opinion is the absolute longest period of time that should be allowed for completion of this project. Thank you for the opportunity to express our opinion on this highly important regional issue. The letter has been signed by

Wesley J. Johnson, Chairman.

Responses to Comments:

Len, Kristina

Comments noted.

Wordell, David

See response to submitted written text.

MR. WALLACE: Thank you, Mr. Butler. Next speaker from the general public list, Kristina Len.

KRISTINA LEN: Hi, my name is Kristina Len. I live in Salem and I'm also a member of the Route 11 Greenway Committee. Please complete Route 11 because the communities in Salem, Chesterfield and Montville will be cut in half if you turn Route 85 into a 4 lane highway rolling through their towns. More than a hundred properties will be impacted. Widening Route 85 will further punish the local residents.

Please hear these words and take action. I support the completion of Route 11. The current Route 85 is dangerous because of all the intersecting roads and driveways. If you widen this road it will require multiple turnarounds which will obstruct the flow of traffic and create a worse safety condition than what exists now. Please complete the Route 11 greenway.

Thank you.

MR. WALLACE: Thank you. Next on the officials list I have a David Wordell.

DAVID WORDELL: I am appointed by the Town of Salem on the Advisory Committee. I'm David Wordell of 509 New London Road, Route 85, in the Town of Salem. When I bought my colonial farm in 1961 I was told that

Responses to Comments:

Wordell, David

See response to submitted written text.

within a few years Route 11 would be completed, from then Colchester to I-95, making Route 85 a quiet country road.

This was a major point in our decision to purchase that property. In the past 30 plus years, I have testified at every public hearing, coming away feeling my words had fallen on deaf ears. This time things are different. Having attended all the MIS, EIS meetings, the Advisory Committee is united, the towns are united in that something has to be done to finally complete Route 11. And yes, the financial climate, both state and federal, is the best it has ever been. After more than 30 years the time has finally come for the State DOT and the Federal Army Corps of Engineers to say yes for Route 11, with no more feet dragging, and to complete this project in four to five years, not eight to ten.

My choice of the 15 alternatives is E4 arterial with a greenway. It doesn't cut through any subdivisions and affects the least number of structures in its direct path between Route 82 and I-95. Under no circumstances should Route 85 be widened. Instead, relocate that 80% of through traffic off Route 85, put it where it belongs on a properly designed thoroughfare, Route 11. In so doing, rededicate this once again country road, Route 85, to the memory of my five neighbors who sacrificed their lives on this dangerous road.

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Responses to Comments:

Dimitri, James

Comments noted.

And I would also like to state; I resent whether it's state or federal people, coming to this area and telling us what kind of quality of life we ought to have on the roads in front of us. I believe we pay your salaries. Have some compassion for these people and the deaths that have occurred and don't come in here and tell me that some ecological reason is the reason to supplant my sociological being. Have some compassion for the people that pay your salaries. Thank you.

MR. WALLACE: Thank you. Next speaker off the public list I have a James Dimitri.

JAMES DIMITRI: Thank you. My name is James Dimitri and I'm a resident of Skyline Drive in Salem, Connecticut, and I'd like to state my position for the completion of Route 11.

It's clear to me that the completion of Route 11 will accomplish many things. It will improve the safety for commuters and all the residents of southeastern Connecticut. It will improve the linkage and connectivity to the Greater Hartford area for commuters. It will improve the roadway function by separating local traffic from through traffic. It will improve the traffic time and convenience for heavy industrial and commercial traffic. It will improve the growth and development of southeastern Connecticut. It will improve the

Responses to Comments:

Zoller, David

Comments noted.

protection of New London and Waterford's water supply that currently resides with the Lake Konomoc water supply area, which is also fed by a large reservoir and _____ Pond, all of which are adjacent to 85.

Now, widening Route 85 doesn't accomplish any of those. As far as I'm concerned widening 85 is not a practicable solution and I submit to you that we should complete Route 11, and I urge you to complete it, for the health and safety of the people who live in southeastern Connecticut. And for the gentleman from the DEP, I'd like to make one statement that he failed to recognize by his ecological impact, but the ecological impact would be on that same area for the urban sprawl that would result if we didn't have a corridor, a greenway or a corridor, through that region. That was totally disregarded by him and which is an insult and impact on the safety and health of the people who live there.

MR. WALLACE: Thank you, sir. Next back to the officials list, I have a David Zoller.

DAVID ZOLLER: I'm David Zoller. I'm Chairman of the Planning and Development Committee for the Town of East Lyme. That is an ad hoc group of citizens, citizen volunteers, that recently completed a major revision to our plan of development, and in its final draft form that was the subject of a

Responses to Comments:

Zoller, David

Comments noted.

hearing last night. With that hearing behind us we hope to publish our new plan of conservation and development in the next few months.

That plan has an extensive section on transportation and included in that is a small section on Route 11. This section describes the alternatives that are being considered as well as including a map that illustrates these alternatives. In addition, there's a paragraph of text that I'd like to read from that plan, and keep in mind, this was drawn up some months ago. "While it is too early in the process to fully recommend the final location of the Route 11 extension, it is not premature to state that the alternatives F and G cause significant impact to the Town of East Lyme and will cause irreparable harm to valuable existing residential and secular property. In addition, the existing steep topography of the eastern border of the town and the confluence of two major streams within the construction limits of these route alternatives, would cause extensive engineering to minimize environmental damage."

You can see that the statement by the Board of Selectmen that Wayne Fraser read earlier is consistent with this position and its opposition to alternatives F and G. I want to thank you for your time and I'd like to submit a written copy of my remarks.

MR. WALLACE: Sure, thank you. Next speaker from the general public, I

Responses to Comments:

Bingham, Annie

See response to submitted written text.

**Rowe, Frank
(read statement from Congressman
Sam Gejdenson)**

See “Gejdenson” in Written Comments-Officials

have an Anne Bingham.

ANNE BINGHAM: My name is Annie Bingham and I'm a resident of Salem. I support extending Route 11, alternative E. I'm against widening of Route 85 for many reasons, but safety is a big concern. It is obvious that widening a road seems to give drivers the license to drive faster which will mean more accidents.

A second major concern of mine is using Route 85 as an evacuation route. What if we had a Three-Mile Island accident? Has anyone imagined what it would be like trying to evacuate Waterford going north on Route 85? Thank you.

MR. WALLACE: Thank you, Ms. Bingham. Back to our officials list I have a Frank Rowe.

FRANK ROWE: Good evening. I'm Frank Rowe. I'm aide to Congressman Sam Gejdenson and he asked me to come and read some remarks. "I appreciate this opportunity to provide comments regarding the Draft Environmental Impact Statement for Route 82/85/11 corridor. For the past few months the State of Connecticut in conjunction with the regional offices of the Federal Highway Administration, Environmental Protection Agency and U.S. Fish and Wildlife, formed an advisory committee to initiate the MIS, EIS

Responses to Comments:

Rowe, Frank
(read statement from Congressman
Sam Gejdenson)

See "Gejdenson" in Written Comments-Officials

process to study traffic and safety improvements in southeastern Connecticut. I know that the communities directly affected by this project, Salem, Waterford, East Lyme and Montville, have firmly expressed their opposition to widening of Routes 82 and 85 as the solution to the region's transportation problems. It is clear that they believe that widening would reduce safety, degrade quality of life, threaten a vital source of the region's water supply and destroy historic buildings. Currently these impacts are not factored into the Corps basic project purpose. As a result, widening could ultimately be considered the least environmentally damaging practical alternative. This would place the towns in an untenable position of choosing between an alternative they find unacceptable, widening, or not building a much needed road. Like the affected communities, I have strong objections to widening Routes 82 and 85 in lieu of a more comprehensive solution. Although I understand the need to study the impact of all the proposals, it is clear that widening has a wide array of adverse consequences and fails to meet the basic needs of this region."

MR. WALLACE: Thank you, Mr. Rowe. Next from the general public list I have an Eleanor J. Butler.

ELEANOR BUTLER: Eleanor Butler from New London. I first want to point out that the DEIS and the Executive Summary is faulty to begin with. It

Responses to Comments:

Butler, Eleanor

1. Any effects on the City of New London are an important aspect of this project. The “four towns” that are the subject of the DEIS refer to those towns that are physically located within the transportation corridor directly affected by any proposed activities.
2. Consideration was given to New London beginning with the establishment of the Purposes and Needs for the project (DEIS Section 2.1), relative to *Highway System Linkage* and *Regional Growth and Development*. The DEIS Advisory Committee included a representative from New London Public Utilities and from the Southeastern Connecticut Council of Governments. Moreover, state and federal representatives and senators, representing New London and other towns in the region, have been very involved in the process. The socioeconomic analyses (DEIS Sections 4.10 and 5.10) include data for the New London Labor Market Area and potential impacts on the regional level. Also, see FEIS Section 5.18.

continuously speaks of four towns. The fact is, the impact should have noted it greatly affects a fifth town, New London, which has been given only the most minimal acknowledgement in the study.

1

New London should have been given full consideration in the effects of the Route 11 completion for numerous reasons. A New London representative should have been invited to serve on the advisory committee if this was not done. Two of these reasons to consider is the region's projected employment and transportation needs. It must be addressed in a timely manner. For example, number one, Pfizer project in New London will be built by the year 2000; number two, the State's pier expansion will have increased exports, imports, warehousing, etc. The Essex Works that just moved to New London will be increasing the employment picture.

2

Millions of dollars of downtown New London investors and new residential accommodations are in the planning stages by NLDC. The Fort Trumbull State Park will be inducing people both in employment and transportation needs. The Mohegan Sun, the new planned and projected hotel complex is going to require increased transportation. And last, the new Patriot stadium in Hartford will promote more intra-city travel for employment and recreation. ConnDOT's statewide travel demand model up to the year 2020 in



Responses to Comments:

Butler, Eleanor

- 3. DEIS/FEIS Section 4.1.2.4 explains the ConnDOT Regional Forecast Model, which includes both statewide and regional characteristics that contribute to traffic patterns, including demographics, employment, and transportation mode choice.

the Route 82/85/11 corridor was only updated to 1998 and was based on '98 travel counts. This took into account current and future population and employment and projects future travel demand based on these '98 figures, and projected a growth rate of 33% to 50% over the next 22 years. That's on page ES-9 of the Executive Summary, but it does not take into account the most recent employment, travel, and increased population coming to the southeastern Connecticut region.

The level of service projection that is in this study could change drastically. The Route 85 expansion would only be a short term solution and would continue to mix local and intra-city community traffic. The level of service would continue to decrease over time. It would not relieve side streets of either their present or future traffic problems. The plan E2 and 4 would cut too closely to existing and newer constructed residences.

MR. WALLACE: Ms. Butler, do you have much more? I need you to summarize.

MS. BUTLER: I'll try to go quicker, all right? And I will send it in, but I want to say that highway designers were asked to avoid the Daisy Hill new construction and what this did was move the alternative E2 and 4 closer to Bridge Terrace. This street was unnamed in the study and it is located right in

Responses to Comments:

Butler, Eleanor

4. Detailed property impact analyses focused on those properties directly affected by a proposed alternative. However, other properties in the area are considered on a general basis throughout the impact analysis (DEIS Section 5); for example, in sections on community character, land use, and visual and aesthetic qualities. Steps are taken throughout the design and permitting process to minimize impact to adjacent properties.

4 the vicinity, so it's not even given any consideration but there are around 20 or so residences there that aren't even considered. I do not approve of the newly projected changes to I-95, this must be redesigned and comply with the true needs of the area and not be so massively constructed that it causes economic destruction and disruption. And I'm finishing up now.

MR. WALLACE: Sure.

MS. BUTLER: As I stated at the September hearing, environmental concerns are vitally important but human needs and accommodations must also be given equal priority. Delay of Route 11 completion is not acceptable. I don't have a real choice but my study of the DEIS and Executive Summary regarding Route 11 extension to Route I-95 seems to point to a modified F4 or C4 alternative build with the greenway incorporated.

MR. WALLACE: I've got to ask you to stop here, okay. Can you summarize for me?

MS. BUTLER: That was it.

MR. WALLACE: Thanks. Again, just a reminder to everyone, we do have a comment sheet in the back of the handout, and again, we have the stenographer out in the lobby, if you're not able to stay or if you'd like to fill comments out tonight or at home and you have until May 7th deadline date.

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Back to the officials list, I have no one else signed up to speak on the officials list. Do we have any other federal, state or local officials elected or appointed, who would like to comment tonight? Back to the general public list I have a Kevin W. Freiert?

KEVIN FREIERT: Hello. My name is Kevin Freiert. I live at 216 Beckwith Hill in Salem. As Mr. Marzi indicated earlier, the only question really to be addressed this evening is whether to widen Route 85 or build Route 11. The rest of the alternatives are just sort of confusing factors that get in the way here.

I'm going to speak to this particular question from two perspectives this evening. First, as an employee and representative of Pfizer Central Research and second as a concerned citizen, taxpayer, commuter, and a victim of a Route 85 accident. I also speak on behalf of my wife, Kathy Freiert.

First, from a Pfizer perspective. Pfizer is supportive of the Route 11 extension. However, the company strongly believes that the decision to what actual siting happens belongs in the hands of the state and local government, the voters, and the public officials. From what I've heard tonight the voice is pretty loud and we know what they're saying.

Second, I'll speak from my own perspective and I'm going to address

Responses to Comments:

Freiert, Kevin

Comments noted.

Responses to Comments:

No response necessary on this page.

Mr. Schweisberg's comments because he pointed out that the EPA's duty is to pick the least environmentally damaging practicable alternative. Widening of Route 85 is an impracticable alternative based on each and every one of the six key points in the Statement of Purpose filed in the Draft Environmental Impact Statement. Widening Route 85 will not complete the final link in the limited access highway. Widening Route 85 will not reduce conflicts between through and local traffic. It will make matters worse by causing most local traffic to turn right and then do a U-turn somewhere when they want to turn left. Not only will this be a hassle, I have personal experience. This is a good way to have someone run in the back of your car.

Widening Route 85 will not improve motorists, pedestrians, and bicycle safety nor reduce frequency and severity of accidents. Widening Route 85 will not meet current and future traffic demands for all vehicle classes. Based on the report, a total of 14 intersections would operate at an unacceptable level of service after widening Route 85. That's nearly three times that of Route 11 alternatives.

Widening Route 85 will destroy the community character of all the towns it winds through. Route 85 will steal our rural ambience and divide our communities. Route 85 is incompatible with the development plans for all the

Responses to Comments:

Mees, Duane

Comments noted. See responses to submitted written text.

affected towns and we just heard from New London too.

As stated in the report, Waterford, East Lyme, Salem, and Montville, support or even plan on the completion of Route 11. Furthermore, as we just heard from Ms. Butler, the rebirth of New London and southeastern Connecticut, will clearly benefit from the access this vital arterial will provide.

In contrast, the four years of construction the report estimates what we need to widen Route 85, will paralyze the corridor and starve many of the businesses along it in its wake.

In summary, based on the clear data in the report, widening Route 85 is not a practicable alternative and it should be removed from consideration completely.

MR. WALLACE: Thank you, sir. Next a Duane L. Mees.

DUANE MEES: I'm Duane L. Mees from Waterford, Connecticut, and we've listened to quite a number of speakers tonight, most of them spoke rather eloquently, some of them a little too eloquently.

We really didn't get down to the nuts and bolts part of it. I think the biggest drawback is the price tag. It's \$350 million. Now, I don't think \$350 million is a worthwhile investment when you only got an average of 3,300 cars a day, it's right here in your book, that would go to your Hartford. The other

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Responses to Comments:

Dearborn, Mike

Comments noted. See response to submitted written text.

three quarters that are listed as somewhere in the neighborhood of 12,000 vehicles. How is that going to alleviate the traffic problems in Salem? I think you should listen to these people, widen the road, and then later on down the line build a Route 11 then if it needs it. I mean, we can't just waste \$350 million for 3,500 cars a day. That doesn't make sense at all.

I think we've got highways in this state that need improvement. I61 is one of them, Route 6 is one of them. Those need improvement more so than Route 11. Thank you.

MR. WALLACE: Thank you, Mr. Mees. Next speaker signed up I have a Mike Dearborn.

MIKE DEARBORN: Good evening. My name is Mike Dearborn and I live on Skyline Drive in Salem. And I did submit a written statement but I wanted to publicly request that you do finish the Route 11 greenway. I question whether widening Route 85 would actually make that safer. You did say that the potential for improved safety raised it up to a four.

You're still going to have the same driveways, the same crossroads, the same side roads, emptying into a four lane road where people are driving 15-20 miles an hour faster. You're still going to have the same school buses dropping off children where people are driving 15 or 20 miles an hour faster. In my

Responses to Comments:

Siebenthal, Brian

Comments noted. See response to submitted written text.

mind that doesn't make it a safer place to be.

Route 11 greenway would not have buses stopping on there. It wouldn't have the driveways emptying on to it. People could move at a safer rate, they could move at a faster rate. I think safety needs to be our number one concern and unlike the folks at the EPA, I place a little more value on the life of a child than I do on 30 acres of land. Thank you.

MR. WALLACE: Thank you. Next speaker, I have a Brian Siebenthal.

BRIAN SIEBENTHAL: Very good.

MR. WALLACE: I've been practicing for a while.

MR. SIEBENTHAL: Yeah, very good. Do you speak German?

MR. WALLACE: No.

MR. SIEBENTHAL: Okay. My name is Brian Siebenthal. I live on Beckwith Hill in Salem. I strongly oppose any expansion of Route 85 and/or Route 82. Such a configuration would not effectively handle the traffic nor the 30%-40% increased traffic anticipated in the future. It would actually render the road more dangerous with all the neighborhoods and residential driveways connected to it.

Hypothetically speaking, it seems preposterous to me to imagine that no

Route 95 runs through southeast Connecticut. Imagine instead Route 1

Responses to Comments:

No response necessary on this page.

expanded to four lanes through historic areas such as Stonington, Mystic. Imagine no Route 395 running in Connecticut. Instead pretend that scenic Route 169 is widened to four lanes through scenic, historic Canterbury, Pomfret, Woodstock. It's equally preposterous to me to imagine Route 11 incomplete.

Route 85 is a scenic two lane road through residential and historic communities of Salem, Waterford, Montville. Please do not contribute to the destruction of our communities. Please do not contribute to the drastic reduction in road safety for our residents and our children who must travel this road to and from our schools and our places of work.

We know there are no perfect solutions to any problem. This is a decision that will affect Connecticut for a very, very, long time, but to make the right decision let's make the best decision and support it. Please complete Route 11 greenway preferably as a four lane arterial, to effectively handle and separate the local and through traffic. This is the only solution that addresses the basic issue of traffic flow. Build it with the best balance of minimum environmental impact, minimal residential impact and a reasonable cost base. This can and should be done. Thank you.

MR. WALLACE: Thank you, sir. Next I have a Vivian Straub.

Responses to Comments:

Straub, Vivian

Comments noted.

VIVIAN STRAUB: Good evening, gentlemen. This is very hard for me to be here but I do have to voice my opinion. I don't have any notes for you but I think that I've given the biggest sacrifice that there is, because I gave my 19 year old son to Route 85. I do not want Route 85 widened. I support Route 11. To you, sir, who was worried about the cost, I can't put a price tag on my son's life.

Everything that I have to say to you all my neighbors and friends have already said. Mr. Dimitri and Mr. Wordell, all of them have basically said what I want to say to you, but I'm going to tell you right now that widening Route 85 will only make it more dangerous, not less dangerous.

To the gentleman that was up here and said, you know, he mentions accidents, and we didn't say why. Well, it was because of the speed. It had nothing to do with my son doing drugs, it nothing to do with the person that hit him doing drugs, they weren't drinking. What it had to do with was speed. All the highways dump off onto Route 85 and you know, they raised the speed limits on Route 11, I travel Route 11 because I go to work, so when they raised speed limits, when people come off of a highway they don't realize they're coming onto a rural road, okay, and so they're still going fast. Speed killed my son. Widening those roads is only going to make everyone else go faster.

Responses to Comments:

Bingham, Tiffany

Comments noted.

I probably have a lot more to say. I'm very nervous right now, but I did have to tell you. I have a letter that's written and I will mail it in because now that I know I can mail it in, but I don't think that there's anyone here in this room that's given a bigger sacrifice than I have. So please take it into consideration. We need Route 11. I'm not sure of all the ins and outs of Route 11 but we need Route 11. We don't need to widen Route 85. Thanks for your time.

MR. WALLACE: Thank you. Next person signed up I have a Tiffany Bingham.

TIFFANY BINGHAM: My name is Tiffany Bingham and I grew up in Salem, Connecticut. Widening Route 85 would destroy the Town of Salem. I support a Route 11 greenway. It is in the environmental interest of this community to complete Route 11 in conjunction with a greenway. Without a greenway this area is zoned for subdivisions. It is not owned by the public.

I have five points. One, to reiterate, it should be built in conjunction with a greenway and as big a greenway as we can make it. Two, it should be built to arterial standards. Three, it should be a limited access road. Four, we should encourage public transportation as much as possible. And lastly, I would like to speak on behalf of the farmers in this community. It is in the

Responses to Comments:

Sheridan, Thomas

Comments noted.

best interest of everyone to encourage farmers to stay in this region. Imagine trying to cross the Salem Four Corners in a tractor. Thank you.

MR. WALLACE: Thank you, Ms. Bingham. Back to our officials sheet I have First Selectman of Waterford, Mr. Thomas A. Sheridan, who would like to say a few words.

THOMAS SHERIDAN: I wasn't planning to speak but I wanted to thank all of you for spending the time here. It's not my intention to delay your evening any longer than it's going to be. But Tom Wagner, our Town Planner, spoke for the Town of Waterford earlier this evening and he spoke following the unanimous endorsement of the Board of Selectmen and he has also submitted written comments.

I'd like to know if any of you are familiar with Route 85? Do you live in the area? Is that a nod, yes?

MR. WALLACE: The Colonel yes.

MR. SHERIDAN: Yes. About two or three years ago we had an oil tanker that had a very serious accident and there was a major oil spill and a massive fire. Several fire companies, in fact, most of the fire companies from southeastern Connecticut were there to kind of deal with the emergency. Had that accident occurred four or five miles further north and the oil had gotten

Responses to Comments:

No response necessary on this page.

ino Lake Konomoc, we would be in one very, very, serious mess in southeastern Connecticut. It would have effectively polluted our sole water supply for Waterford, New London and parts of Montville.

Widening 85 is not the answer. I wish it was. And I'm sure there are people in government in the state and federal level who wish it was too, but it's not the answer. It's a short-term solution. And we have to do something about Route 11, get it completed. It's either spend the money now or spend the money later.

The woman who spoke earlier about losing her son, you can't put a price tag on that. Let's face it, if it was any one of our sons we'd feel just as she feels. There have been far too many accidents on that road. It's a very, very, dangerous road. And for those of you who are not familiar with Route 11, excuse Route 85, let me invite you for a ride along Route 32. Route 32 is a residential community. The State of Connecticut with federal monies came in to improve Route 32. It is now a speedway and I will tell you from our police department that it's rare to find a car traveling less than 60 miles an hour through a residential neighborhood. The future for Salem and for Waterford and for Montville is a jersey barrier down the middle because that's the next step if you widen Route 85. So please let's look forward, let's try and bite the

Responses to Comments:

Vachris, Brian

Comments noted.

bullet on this. I know it's enormously expensive but it really has to happen.

Thank you.

MR. WALLACE: Thank you, Mr. Sheridan. Next speaker I have G. Brian Vachris?

BRIAN VACHRIS: My name is Brian Vachris. I'm a resident of Waterford. First of all I'd like to commend the Department of Transportation of the depth and quality of the Environmental Impact Statement. My reading of the study indicates very clearly that only the completion of Route 11 will substantially enhance the environment and affect safety and quality of driving etc. on Route 85. And I point out that the Waterford Planning and Preservation Conservation and Development also calls for the completion of Route 11, and I mean completion of Route 11 all the way through to the 395/95 interchange. Not the halfway measure of bringing it to the town line.

You proposed four different routes and those have two lane and four lane alternatives both. The two lane alternatives that you proposed in your engineering design using jersey barrier down the middle, have less than standard left shoulders, and I think that type of congested construction is more designed for urban areas which are very congested than rural environments such as we have here.

Responses to Comments:

No response necessary on this page.

The four lane sections are far better designed. They have sufficient space between the two directions so that you don't need a barrier in most places and also the design of the I-95/395 Route 11 interchange is superior with the four lane choices because with the four lane you have all right exits, which is what people expect when they approach an interchange.

Of the alternatives of the four lane alternatives, I favor the completion of the proposed route E4. And why E4? Because E4 affects the minimum number of buildings and structures, minimum forest acreage, and minimum acreage of farm land and minimum number of historic properties and minimum number of real property parcels, and it's cheaper than the other four lane proposals. E4 spends \$75 million less than the proposed cost of route F4, and \$90 million less than the proposed cost of route G4. Route E4 does not impact any churches, and church is an important part of our community. Both the F and G routes and the widening of Route 85 and the H route would impact church properties. The F and G routes would destroy a new church. And for the above reasons, I favor the completion of Route 11 and I favor the E4 alternative. Thank you.

MR. WALLACE: Thank you, sir. Next speaker, I have a David Bingham.

DAVID BINGHAM: I have some posters tonight. Can I use that mike up

Responses to Comments:

Bingham, David

1. While a “greenway corridor” was not specifically included in the Project Purposes and Needs, the improvement of pedestrian and bicycle safety was considered important. Also, see response to Written Comments-Individuals, “Niering #3 & 4”, and Written Comments – Federal / State Agencies, “CEQ#1”, “DEP#6”, and “EPA #15.

there?

MR. WALLACE: I can give you a portable mike if you're okay with the portable mike.

MR. BINGHAM: Well, this way they can see the map. It's hard for them to see over...

MR. WALLACE: Again, I'd be happy to have you use the portable mike, but this is my mike, okay?

MR. BINGHAM: Oh, I can use the portable?

MR. WALLACE: Sure. Up here, down there, wherever you like.

MR. BINGHAM: I just want them to be able to see.

MR. WALLACE: Sure.

MR. BINGHAM: Okay. I'm David Bingham and I'm from Salem. And what I want to show you is a couple of maps that are not in the DEIS statement but they should be. The first is a map of the undeveloped areas that would make the potential greenway corridor that you've talked about. There was no real study.

In this area are all the large forest blocks that were discussed as one or two that I didn't get in, but in fact, all of, most of the forest blocks are in here. This is the undeveloped area. Why is this still a greenway? The reason is that

Responses to Comments:

Bingham, David

Other comments noted.

for 30 years we thought a road was going through here, but about ten years ago something happened, and what happened was, a rumor got out. You talked about rumors. A rumor got out they were going to stop Route 11. A hundred houses have gone up since then. A hundred houses that are making this map look like what our EPA official wants if he gets Route 85. He made the best argument we have for completing Route 11, because if we complete Route 85 these subdivisions that are in the dark pink area, that have mostly been built in the last 30 years, will begin to encroach into the remaining zoned residential areas.

In fact, one subdivision right here in Montville right on Latimer Brook, one of our most precious resources, has just been approved by the Town of Montville. And they're just waiting for you to say no to Route 11 so they can build those houses. The best route we can take is right through that with our greenway, to guarantee that we have the least environmentally damaging result. Because if we build this with a greenway the beavers will take care of the wetland problem.

If we have subdivisions, everything will continue to be drained. If we have a large enough greenway, not only will we prevent any future forest fragmentation, a major consideration, but the beavers will create far more new

Responses to Comments:

Bingham, David

Other comments noted.

Miner, David

Comments noted.

wetlands than we will ever destroy with this corridor. The bio-diversity that EPA talked about is outstanding in this. I've been studying this and trying to get a greenway for the last decade but what I find is the only way I can get it, is to get this road built, and ask you as mitigation to require that we know there's impacts, we've been told about the impacts, we require along with this, we ask you to please require as mitigation, that all these large forest blocks be protected.

The cost is minuscule compared to the cost of this entire project and if we build this as an arterial route we actually will save enough money to pay for all of the greenway. If we do it instead of the major expressway build which is the \$255 million you talked about. E4 is the best route because it avoids the most forest, large forest fragments. It cuts through a couple but only on the very edge which is, in fact, from an environmental standpoint is the very best.

I appreciate your time and I beg you to require that as we complete Route 11, we have a greenway as mitigation. Thank you very much.

MR. WALLACE: Thank you, Mr. Bingham. Next I have a David Miner.

DAVID MINER: I don't know if there's any new news. What's been said has been said and I think what we're looking at is that the residents, I live on Route 85, I've raised two kids on Route 85, I represent a community. I have about

Responses to Comments:

Goebel, David

Comments noted.

40 acres and 21 rental units. And Route 85, the widening of it, isn't going to help.

Again, look at Route 32. It ends up just being a major highway between New London and Norwich with all of the driveways, with all of the side streets, with all of the intersections, school buses. It's a rural road. You're linking two major cities together. You're linking together New London, which is growing faster, better, than it has. It's showing signs of growth that is not in keeping with its history of late years.

Widening of Route 85 isn't really going to do anything. It will just allow people to go faster. And it won't help the communities. Environmentally, I don't think that it will make any real impact, but I don't think that widening the road is going to help us at all.

What we need is a Route 2. I think the E4 looks like the most feasible. Thanks for your time.

MR. WALLACE: Thanks, Mr. Miner. Next speaker I have a David Goebel.

DAVID GOEBEL: Good evening. My name is David Goebel. I'm the Chief Operating Officer for the New London Development Corporation.

The NLDC supports the concept of improved road access throughout southeastern Connecticut. We feel that improvement in the road network

Responses to Comments:

Shapere, Alfreda

Comments noted.

between Hartford and the New London area will significantly enhance the economic revitalization ongoing in New London today.

Our preference is to complete Route 11 as it provides the most direct and safest expansion opportunity. The four lane option would ensure that adequate capacity exists for the citizens in this rapid growth area. And the E4 version appears to have the least impact on landowners and is therefore preferred. It's additionally, the least expensive of the four lane options.

In summary, the NLDC supports the completion of Route 11, option E4.

Thank you.

MR. WALLACE: Thank you, sir. Next I have a Alfreda Shapere?

ALFREDA SHAPERE: Hi, I'm Alfreda Shapere. I live in a rural area of Salem. My land adjoins the Nahadeck State Forest and so my family and friends can walk in acres of woodlands and wildlife, wetlands, right in our backyard. And I really hope that it's Route 11 that's completed as a four lane arterial road with a greenway because I believe it could provide a better, more rural quality of life, preserve that for all my neighbors in Salem, Chesterfield, and Montville.

And I oppose the widening of Routes 82 and 85. I believe that, like so many who have spoken here tonight, that that would cause further deterioration

Responses to Comments:

Bingham, Robert

Comments noted.

of the precious rural nature of these communities which are affected. I also believe that widening Route 85 would only increase the current traffic and safety problems on 85, whereas extending Route 11 would decrease congestion on Route 85, make it safer, and provide a safe and efficient limited access connector from Hartford to New London. Thank you.

MR. WALLACE: Thank you. I have no one else signed up to speak. Is there anyone who has not spoken for a first time who would like to offer a comment? Yes, sir? I'll work the end, middle, and other end of the room. Can you state your name for me, please?

ROBERT BINGHAM: Yes. My name is Robert Kim Bingham and I'm very pleased to be here and I think all the arguments have been very cogent and very well supported. And I do believe though, that the investment would benefit inner city children en route if we did complete Route 11. The inner city children of Hartford are always looking to come to the beach and I think public transportation can improve their quality of life. I have heard not that much emphasis on the benefits that would be bestowed on those coming through the beautiful gateway of southeast Asia from the City of Hartford. So let's keep that in mind as well, as one of the outstanding benefits of completing Route 11 with a beautiful greenway on either side, similar to other parkways, and you'll

Responses to Comments:

Neigel, Richard

Comments noted.

keep something that everyone can say yes to, and I think the investment goes way beyond the 3,500 cars or whatever that figure was.

We will increase the quality of life, not only for those whose lives and homes are saved in the rural areas, but also we will improve life for those seeking to come to our beautiful coastline. Thank you.

MR. WALLACE: Thank you, Mr. Bingham. The gentleman in the middle and then I'll move over to this side.

RICHARD NEIGEL: My name is Richard Neigel from Old Lyme, Connecticut.

MR. WALLACE: Can you spell your last name for me, sir?

MR. NEIGEL: N-E-I-G-E-L.

MR. WALLACE: Thank you.

MR. NEIGEL: I want to thank you all for inviting everybody and myself. Just a few points I'd like to make. Thank you for some wonderful comments this evening by the general public here. And I guess to support that, I want to also tell you that I firmly and strongly recommend finishing Route 11, not in ten to fifteen years, but as soon as possible, as the area needs that very much.

And secondly, I hope that we don't make like a foolish mistake in building a two lane highway, because I would equate that to making the same

Responses to Comments:

Stevens, Larry

Comments noted.

foolish mistake as we did back in 1970, when we stopped the construction of Route 11. That was a terrible mistake and everybody knows that. And thirdly, can you imagine how many Route 11s we could have built from the terminus to the I-95 interstate since 1972 for all the monies that we have spent and wasted just studying the impacts of a Route 11. It's just a mistake that was made back then. And also, just imagine if they want to build this new football stadium, trying to imagine all this traffic on Route 85 through the countryside. I just don't think that it was designed to fulfill that kind of traffic. Thank you very much.

MR. WALLACE: Thank you, sir. Do I have anyone on the far side of the room to my left, who has not spoken? Yes, sir?

LARRY STEVENS: My name is Larry Stevens from the Town of Salem.

MR. WALLACE: S-T-E?

MR. STEVENS: S-T-E-V-E-N-S.

MR. WALLACE: Thank you.

MR. STEVENS: Safety is of course the big issue and they're not just statistics. I happen to be living in a beautiful home that was built by a person who worked his whole life to retire in Salem, who was killed on Route 85. Businesses are important. As a businessman I know location, location,

Responses to Comments:

No response necessary on this page.

location. People want as much traffic as possible by their business. Yet in reality, when you look at Route 2 once it was put through north of Salem, the collateral businesses in those towns of Marlborough and Colchester have prospered and done very well. I think one of the largest issues is what David Bingham was talking about, and that is the environmental issue.

Nobody wants to be infringed upon whether it's their home or their business, whether it's by expanding 85 or putting through Route 11. But when you take the environment that is there now and you do not protect with a greenway and you do not put Route 11 through, those houses will go in without question.

I'm a nuisance wildlife conservation officer for the State of Connecticut.

I'm late tonight because I had a problem with squirrels at someone's house.

We're always going to have that. When I leave here I'm going to New London because a lady's got a wild critter in her basement. She doesn't know where it is and she's elderly. Most likely it's going to be a raccoon, or opossum, or a skunk. We have built ourselves into pockets, we don't have a natural greenway for these animals to go to and from their natural world. This is the only chance we're going to have to protect that.

In ten or fifteen years from now my grandkids sitting here, they're not

Responses to Comments:

Fromer, Robert

See responses to submitted written text.

going to be able to take all those houses and things down. I strongly urge you listen to the people who aren't here yet. You listen to the environmental impact that hasn't been created yet, but will be, if you try to widen Route 85 and don't put through Route 11. Thank you.

MR. WALLACE: Thank you, sir. Let's come back to the right side. Anyone over here who has not spoken? The middle portion, anyone who has not spoken for a first time? And back over to the left, anyone who has not spoken for a first time? Do we have any second time speakers? Yes, sir, in the middle. Mr. Fromer, I believe.

ROBERT FROMER: Right. I want to address some of the other issues. First of all, the cost that you assessed for each different options or alternatives, I don't think that's the true cost. Many of these highways projects involve bonding and financing and that has not been incorporated into your costs. For example, the \$350 million option may very well actually cost the citizens of the state and the United States, about \$700 million when you consider interest rates and usually bonding is for 20 years. So I think you need to present the true cost of what's happening here, and that hasn't been done.

Also, to present the true cost I think you need to look at the life cycle cost for every one of these options, because not only is it the cost of design and

Responses to Comments:

No response necessary on this page.

building, it's the cost of operation, maintenance and improvements later on. And none of these options are looking at the life cycle cost perhaps of 30 years or 50 years or whatever number of years you need to look at it for. And I think it's mandatory and very important that you should look at the total life cycle cost.

And also, something that's a lot more important than money, because money, the government can always print and usually does, but it's one thing you can't do at all is create energy, and you need to look at the total energy expenditure or the life cycle energy expenditure in every one of these options to see, as a decision making factor, which is the most preferable.

I also think you should have as part of DEIS, a matrix, a decision matrix, that shows for that matrix what are the rankings and the weights you're going to give to each one of these factors that are going to be used to make a decision as to the preferred alternative.

With respect to section 3.3.4.2 Mass Transit and also section 4.10 socio-economic environment, DEIS fails to consider other alternatives which include New London and Hartford as transportation origins and destinations, and there's no information made available on population trends, incomes, employment, real estate for New London, considering the possibility that if the

Responses to Comments:

No response necessary on this page.

stadium was built and Pfizer is being built, that people in these larger cities may want to move backwards and forwards and use some kind of transportation system and I strongly support not building Route 11 which I think is insane, but building mass transit for the bulk of the people that need to go from the major cities, which is New London and Hartford, and give serious consideration to upgrading, improving, and modernizing Route 85.

Roads don't cause hazards, people cause hazards, and that's why it's really important you look at the causes of these accidents because it's almost getting to the point that the road system needs a lawyer to defend itself. It's not the roads, it's the people who don't know how to drive, and who don't practice good driving.

MR. WALLACE: Mr. Fromer, I need you to summarize here.

MR. FROMER: Okay. I've given you most of my comments I'll just put them in writing.

MR. WALLACE: Great, thank you. Do we have any other second time speakers? Again, I would like to mention we have the back of the handout for our comment sheet and at this point, if we have no further comments, I will now close tonight's hearing.

I would just like to mention and remind you that we will be back

Responses to Comments:

No response necessary on this page.

tomorrow evening at the Chesterfield Fire House, Route 85, in Montville, with a 6:00 p.m. Public Information Session followed by a hearing commencing at 7:00 p.m.

At this point I will now close tonight's hearing and on behalf of Commissioner James F. Sullivan of the Connecticut Department of Transportation, and Colonel John L. Rovero of the United States Army Corps of Engineers, I would like to thank you for coming and expressing your views to us tonight. Again, remember you have until May 7, 1999 to submit any written postmarked comments to Mr. Hurlie on the Draft Document.

Thanks for coming and have a good evening.

TRANSCRIPT OF:

**DEPARTMENT OF
TRANSPORTATION**

**PUBLIC HEARING
STATE PROJECT NO. 120-81**

**WATERFORD/MONTVILLE PROPOSED
ROUTE 82/85/11 CORRIDOR IMPROVEMENTS
MONTVILLE, CONNECTICUT**

April 8, 1999

Montville, Connecticut

**Connecticut Department of Transportation
Public Hearing
State Project No. 120-81
Waterford/Montville Proposed
Route 82/85/11 Corridor Improvements
Montville, Connecticut
April 8, 1999
Montville, Connecticut**

JOHN WALLACE: I'm a Communications Specialist with the Department of Transportation and I will serve as the moderator for tonight's Public Hearing.

At this point I would like to introduce the individuals to my left and right, who are here this evening to make presentations, and/or listen to your comments.

To my immediate left, representing the Connecticut Department of Transportation we have Mr. Mike Marzi, Project Coordinator with the Office of Rights of Way.

To Mike's left we have, representing the United States Army Corps of Engineers, Lieutenant Colonel John L. Rovero, Deputy District Engineer of the New England District.

And on the outside we have, representing the Federal Highway Administration, Mr. Carl Gottschall, Assistant Division Administrator.

To my immediate right, representing the Connecticut Department of

Transportation we have Mr. Ned Hurle, Director of Environmental Planning, and next to Ned on the outside, we have Mr. Bob Wardwell, Project Manager for the consultant firm, MaGuire Group.

We are meeting with you this evening in order to discuss and receive comments on the United States Department of Transportation, the Federal Highway Administration, and the Connecticut Department of Transportation's Draft Environmental Impact Statement Section 4(f) Evaluation/Connecticut Environmental Impact Evaluation. This Draft Environmental Document contains analyses and documentation of the assessment of alternatives under consideration for the improvement of transportation within the Route 82/85/11 Corridor here in Salem, Montville, East Lyme, and Waterford. This is of course, the second of two public hearings that have been scheduled on this Draft Environmental Document, with the other already taking place last evening, April 7th, in Waterford.

This joint public hearing is being conducted in compliance with the National Environmental Policy Act of 1969, the Connecticut Environmental Policy Act, and Section 404 of the Clean Waters Act, which regulates the discharge of dredged or fill material in United States waters, including wetlands.

As indicated in the public notices for these hearings, this Draft Federal and State Environmental Document has been available for public inspection since March 9, 1999 at the Connecticut Department of Transportation, located at 2800 Berlin Turnpike, Newington, as well as at a number of other locations in the Hartford-Southeastern Connecticut area. All these addresses are listed in the newsletter that I hope everyone received at the entrance to the room this evening.

Comments on this Draft Environmental Document may be mailed, delivered, or faxed to: Edgar T. Hurle, Director of Environmental Planning, Connecticut Department of Transportation, and again, I believe these addresses and the fax number are listed in the handouts, but I'll just repeat them for the record. Mr. Hurle's mailing address is P.O. Box 317546, Newington, Connecticut 06131-7546. His delivery address is 2800 Berlin Turnpike in Newington. Mr. Hurle's fax number is (860) 594-3028. We would need to receive these comments on or before May 7, 1999. Of course, these comments will become part of the public hearing document.

Now, I would like to discuss the format for tonight's hearing, then I will turn the podium over to Lieutenant Colonel Rovero, who will give a brief overview of the United States Army Corps of Engineers procedures. The

Colonel will be followed by Mike Marzi of the Connecticut Department of Transportation who will give the Rights of Way presentation, and Mike will be followed by Bob Wardwell of MaGuire Group, who will give the overview of the environmental process to date. I will then moderate the hearing as we listen to your comments.

For your information, our presentations should take approximately 25 to 30 minutes to complete and we thank you for your patience and attention.

My intent tonight is to conduct a fair and orderly public hearing by following a particular format. We would appreciate your patience during my remarks as well as the presentations to follow by holding your remarks, comments, etc. until this portion of the hearing has been completed. We will be happy to remain here this evening until everyone has had a reasonable opportunity to speak. Thank you.

Experience has shown that audible recordings can only be made if the person making a statement uses the microphone up front here connected to our recording equipment. The mike has been set up and if you wish to offer comments or make a statement, please come to the microphone after I read your name from the signup sheet, or again, I will be happy to recognize people after I go through the signup sheets by a show of hands. Please introduce

yourself and, if you are representing a particular organization, please give its name as well.

For those individuals who have a prepared statement, you may read it into the record if you so desire. However, if the statement is lengthy, we would like to ask you to offer us a written copy of the statement for the record and give a brief summary of its contents. Again, such attachments to the record carry as much weight as the transcribed verbal testimony received here this evening when the transcript is reviewed.

For those people who do not have a written statement but have questions that they would like to have answered, we hope that we are able to address most of those questions during this evening's public informational session from 6 to 7 out in the bay area. We would like to keep questions during the formal portion of tonight's hearing to a minimum. In this way, we will be able to accommodate everyone that would like the opportunity to speak tonight. I'd just like to take the two words "public hearing" and reverse them. We are here tonight to "hear" from the "public". Thank you.

As I look out over the auditorium, I can see that we do have an excellent turnout. Again, for those people that arrived a little bit late, I hate to be redundant, but in anticipation of this we would like to offer you a couple of

avenues to express your opinions and ideas if you are unable to stay for an extended period of time tonight. Again, the last page of the handout has the comment sheet on it. You can help us out by completing that and handing it into us tonight or take it home, fill it out at your leisure and mail it back to us, it's a three-fold with Mr. Hurle's address on the back. You have until May 7, 1999 to do that. Again, any comments you make on these sheets will of course also carry the same weight as any transcribed verbal testimony or written statements that are received tonight. Again, we have our stenographer out in the outer room toward the back of this room and you can see Kevin any time during the evening if you would like to offer some comments that way. Again, those comments carry that same weight.

Again, if you wish to speak, we have the speaker signup sheet. There will be a three minute time limit on all first time speakers. There will be no yielding of time allowed, the time you are allotted is for your own comments.

I would just like to explain our "friendly" traffic light here for everyone. The traffic light is set up on that three minute timer. As you reach the two minute remaining mark, the light will turn green. When you reach the one minute remaining mark, it will change to yellow, meaning that you have one minute left to speak and as the light turns to red your three minutes are over.

Please be mindful of the light. I will, of course, also remind you that your time has expired. We would just like to be fair and equitable to everyone who would like the opportunity to speak tonight.

As a result of recent citizen input, I will be utilizing a new format regarding speakers this evening. I will ask the first elected official of Montville, Mayor Patrick J. Dougherty to speak first and then I will alternate speakers between the general public and federal, state, local, elected or appointed officials. Again repeating as a result of recent citizen input, in order to be fair and equitable to everyone, I will be alternating speakers between officials and the general public.

If, after all first time speakers have finished tonight, anyone who would like the opportunity to speak again, a reasonable amount of additional time will be allotted for this purpose. Anyone who wishes to present any written comments on the Draft Environmental Document should give them to me prior to the end of tonight's hearing.

At this point I would like to turn the podium over to Colonel Rovero.

Colonel?

LT. COL. JOHN ROVERO: I'm Lieutenant Colonel John Rovero, the Deputy District Engineer for the New England District of the U.S. Army Corps

of Engineers. The New England District is responsible for all civil works activities of the Army Corps of Engineers within the six-state New England region. Our District headquarters is located in Concord, Massachusetts.

With me tonight are several members of the District staff; Bob DeSista and Susan Lee from our Regulatory Branch and Joe McNerny from our Office of Counsel. This came up last night. Sometimes federal interests, you ask why do we have an interest? I personally have been a resident of Salem for the last 24 years right up on Skyline Drive.

As this hearing is being conducted jointly with the Connecticut Department of Transportation and the Federal Highway Administration, as part of the Corps of Engineers Regulatory program, I would like to briefly review our responsibilities.

The Corps' jurisdiction in this case is Section 404 of the Clean Water Act which regulates the discharge of dredged or fill material in United States waters which include wetlands.

The detailed regulations that explain the procedure for evaluating permit applications and unauthorized work is Title 33 of the Code of Federal Regulations, Parts 320 through 330, which was published in the November 13, 1986, Federal Register.

The Corps decision rests upon a determination of compliance with Section 404b1 Guidelines and an evaluation of all factors affecting the public interest. These include, but are not limited to, the public and private needs of the project, availability of practical alternatives, the extent and permanence of beneficial or detrimental effects, and the possible cumulative effects created by other past or possible future projects.

Any factors which may affect the public interest will be included in our determination. Your comments will aid us in reaching that decision.

The Corps record of this hearing will remain open until April 19, 1999. Written comments submitted to us tonight or by mail prior to this date will receive equal consideration with oral statements made this evening.

Questions posed this evening will be answered or addressed in our Statement of Findings at the time the decision is made on the issuance or denial of a permit. All who submitted written comments will be advised of our decision.

At this time I'd like to turn it over to Mike Marzi from the Connecticut Department of Transportation Rights of Way. Thank you.

MIKE MARZI: Thank you, Colonel. Good evening, ladies and gentlemen. Again, my name is Mike Marzi and I'm here tonight representing the State of

Connecticut Department of Transportation Office of Rights of Way.

My comments tonight will be brief because there's an input from you and my comments really pertain to two areas of our Office, the Right of Way activities for this project, first of all, the role of the Office of the Rights of Way, and secondly, an outline of the acquisition procedures.

The Commissioner of Transportation has statutory authority to acquire property required for State Transportation facilities. Our office is responsible for acquiring all property rights necessary to accommodate improvements to the State's Transportation infrastructure. The State is required to adhere to the provisions of the Uniform Relocation Assistance and Real Properties Act of 1970 as amended, whenever federal highway funds are used in any phase of a project.

Now, once the project is authorized by the Federal Government, a certified letter will be sent to each owner whose property is affected. This will include a map of the property showing all of the proposed impacts. The owner will then be given an ample opportunity to accompany the appraiser on an inspection of the property, to point out things that you believe are of value, that may be missed on that property map.

After completion of the appraisal, our office will attempt to negotiate a

settlement with each owner and prepare all documents necessary to affect the transfer of the required property rights. In the case where individuals or businesses are required to relocate due to a transportation project, a broad array of relocation benefits, including moving costs and supplemental housing payments, are available to both tenants and owners.

If you would like a pamphlet which describes these benefits, or have questions relating to the procedures relating to the acquisition of property, I'd be more than happy to give you one after the close of this hearing.

Very importantly, please be aware that moving prior to being contacted by an agent from our Acquisition and Relocation Division, may affect your eligibility for relocation assistance.

Any questions at any time during the Right of Way process, even before and after during construction, I'm always available in our office, the hours are 8 o'clock till 3:30, beyond sometimes, sometimes a little earlier, I'd like you to call me with any questions regarding anything, even if it doesn't relate to Rights of Way. There are some rumors that start out on different phases of the project, and if you have any questions, rather than listening to something that's going like wildfire, please call us and we'll straighten it out. We'll get the answer for you, if I don't have it, we'll get the answer for you. My number is

(860) 594-2438. I have plenty of cards and I would be glad to give you one of those also, and talk with you more if you wish, at the close of this hearing.

Again, thank you for your time. It is now my pleasure to introduce to you Mr. Bob Wardwell, the Project Manager representing the MaGuire Group. Thank you.

BOB WARDWELL: Good evening. My intent this evening is to provide a brief overview of the Draft Environmental Impact Statement Section 4(f) Evaluation of alternative transportation improvements within the Route 82/85/11 corridor. This cover graphic of the DEIS shows a portion of the graded corridor immediately south of the current terminus of Route 11 at Route 82 in Salem. The DEIS, which was published in March and is the subject of tonight's hearings, analyzes 15 alternatives designed to improve traffic flow and safety within the corridor, while minimizing environmental, social and economic impacts. The DEIS does not name a preferred alternative.

Routes 82, 85 and 11 serve a vital transportation role in southeastern Connecticut as major transportation routes between Greater Hartford region and the southeast shoreline. However, this travel corridor is perceived as being inadequate to safely and efficiently accommodate the volume of traffic currently using these state roads. As depicted in this graphic of the Route 11 ramps at

Route 82, traffic congestion currently exists, particularly during summer and other peak periods. Routes 82 and 85 are, primarily, two-lane arterials that connected multi-lane, limited access expressways at either end of the study area. These roads currently serve both long distance and local access travelers, frequently causing conflicts.

As part of the DEIS, we projected future traffic volumes. This graphic presents the current situation on the left as compared with a future "no action" option on the right. Twenty-year projections indicate that traffic will increase by roughly 40%. The increased yellow and red color in the years 2020, graphics show that the level of service of these roadways will further deteriorate without improvements.

With the help of active Advisory Committee made up of local, state, regional and federal representatives, ConnDOT and FHWA developed six key points that summarize the purpose and need for transportation improvements in the Route 82/85/11 corridor. These are:

1. Highway system linkage - complete a final link
2. Roadway function and use - reduce through and local conflicts
3. Roadway safety and accident reduction - improve safety
4. Roadway capacity - improve for future traffic

5. Regional growth and development - sustain community character
6. Compatibility with local, regional, and state plans of development

As many of you know, studies of transportation in this corridor date back decades. Construction of the first segment of Route 11, from Route 2 in Colchester to Route 82 in Salem, was completed in 1972. While plans called for the extension of Route 11 to the I-95/I-395 area in Waterford, the actual construction, although begun as shown in this photo, was deferred due to funding constraints in the late 1970s. Transportation planning studies were begun again in 1984 and continued through the early 1990s. Environmental and funding constraints persisted and roadway design plans were again suspended in 1992. Continuing regional growth and development issues prompted ConnDOT and FHWA to again pursue formal transportation planning procedures in the fall of 1997 which include the publication of the DEIS being discussed this evening.

The corridor study plan area shows the portions of Salem, Montville, East Lyme and Waterford that are the subject of this study. The northern study boundary is Route 82, its eastern boundary is Route 85, and its southern boundary is I-95. The western boundary follows north along Route 161 for approximately two miles, where it breaks off to the west and extends to the

current terminus of Route 11 in Salem.

Much of the corridor is rural and suburban in character. Salem four corners, depicted in this photo, contains Salem's active commercial center. Route 85 passes directly through Salem's center. Salem's population is small by regional standards, however, with over 70% of its land area undeveloped, Salem has one of the fastest residential growth rates in the region. Over 75% of Montville is also undeveloped and residential growth is similarly occurring within the study area. Route 85 in Montville, including here in Chesterfield Center, is an active commercial area in the town. Waterford and East Lyme are larger communities which include coastal areas and diversified development. They have developed sizable commercial areas due to their coastal location and proximity to I-95 and Route 1.

Water resources within the corridor are significant. There are a number of active drinking water supply reservoirs that are located in close proximity to Route 85, the most notable is Lake Konomoc in Montville and Waterford. There are also several other water resource ponds and lakes as well as dedicated watershed protection lands along Route 85. There are also some extensive wetland systems in the study area which provide excellent habitat for fish and wildlife while also storing and cleaning stormwater. Some of the

larger wetland systems in the corridor include Harris Brook system in Salem and the Latimer Brook system in Montville and East Lyme.

Our surveys also identified numerous historical and archaeological resources in the corridor. Shown here is an extensive archaeological site called Wolf Pit Village which is located in the southern portion of the corridor.

As mentioned, the DEIS studied 15 alternatives including the No Build, Transportation System Management, Transportation Demand Management/Transit, widening, and expressway on new location. The DEIS primarily focused on two types of build alternatives; widening 82 and 85, and construction of a new roadway on new alignment. Under the widening alternative, three different variations were evaluated, a four-lane widening, a two-lane widening, and a modified four-lane widening which would minimize impacts to resources.

The build alternatives are the 92PD, which stands for the four-lane expressway which was partially designed in 1992. The other build alternatives include the E, F, G, and H alignments. The 92PD has a four-lane design, while the other alternatives have both a two and four-lane variation. The 92PD, E, F, and G, alternatives extend from the existing Route 11 terminus south on new location to an intersection with 95 and 395, approximately 8.5

miles. The four-lane full build alternatives would also include the construction of approximately three miles of 95 with new ramps from I-95 to Route 11 and the reconstruction of ramps to Route 161 in East Lyme, as it was laid out in the 1992 design plans. The two-lane full build alternatives have been configured for this DEIS to only require new ramps to I-95 to Route 11 with much less reconstruction of 95 or 395. Any final configuration of Route 11 and I-95 interchange will only occur after full coordination with the affected communities.

The H alignment is a partial build alignment. It extends south from Route 11 terminus on new location only to the area south of the intersection of Routes 85 and 161. It would then continue along a widened 85 South to 395 in Waterford.

The widening alternatives provide for the widening of 82 from Route 11 to Route 85, and the widening of 85 from 82 to 395 in the towns of Salem, Montville, and Waterford, for a distance of 9.3 miles.

As part of the widening improvements, TSM improvements such as signalization and adding turn lanes, may be implemented. A closed drainage system would be utilized, as necessary, in the vicinity of Lake Konomoc, Fairy Lake, and other important resource areas to protect the water supply. The

estimated cost of right of way acquisition, construction, preliminary engineering and contingencies of the four-lane, modified four-lane, and the two-lane widening alternatives are \$41 million, \$33 million, and \$31 million, respectively.

As noted in the matrix which is included in your handout, the widening alternatives would impact properties and buildings, wetlands, water supply areas, and historical and archaeological resources. Property takes, impacts to water supply areas, and impacts to historical and archaeological sites are greater for the widening alternatives than any other alternatives. Impacts to wetlands however, are generally less than other alternatives.

The alignment of the 92PD alternative begins in Salem at the existing terminus of Route 11 and advances southeast through the existing rock cuts. It would bridge the narrowest portion of Shingle Mill Brook and proceed in a southeasterly direction between Beckwith Hill Drive and Fawn Run in the Town of Montville. After bridging Salem Turnpike just east of the intersection of Salem Turnpike and Holmes Road, the alignment progresses in a more southerly direction through the Daisy Hill subdivision, which had not yet been developed at the time the 92PD was preliminarily designed. This alternative then bridges over Grassy Hill Road. The alignment then crosses Route 161 in

Montville east of Silver Falls Road with a full interchange and proceeds almost due south into Waterford. South of 161 the alignment continues southeast along East Lyme/Waterford town line to the junction of 95 and 395. To minimize impacts to Shingle Mill Brook and associated wetland areas, Latimer Brook and wetlands in the vicinity of Pember Road, a number of bridges are incorporated as part of this plan. The estimated cost of right of way and construction cost is estimated to be \$255 million for this alternative.

The 92PD would have some of the greatest impacts to properties and would have the second highest impact to wetland areas of any alternative. It would, however, have relatively few impacts to the historical and archaeological sites and no impacts to water supply areas.

The E alternative was developed as a modification of the 92PD alternative. This alternative substantially follows the 92PD alignment, but further minimizes impacts of property and natural resource impacts where feasible. This alignment minimizes impacts to the recently developed areas, notably, the Daisy Hill Drive subdivision and the wetland area west and northwest of Daisy Hill.

Unlike the 92PD alternative, E has a four and two lane version. Again, the four-lane E alternative would require more improvement to 95 and 395 than

the two-lane version as currently envisioned. Estimated costs associated with E four and E two are \$255 million and \$154 million, respectively.

Alternative E would impact a number of different resources within the corridor including properties and buildings, wetlands, historical and archaeological sites. The four-lane alternative would have the greatest wetland impacts, relatively high property takes, and few impacts to historical and archaeological resources in comparison to other alternatives. The two-lane alternative would have moderate impacts to properties and wetlands and few impacts to historical and archaeological resources. Neither the two or four alternative would impact any water supply areas.

Alternative F, like Alternative G, were suggested by regulatory agencies as optional routes that may have the potential to reduce environmental impacts.

Alternative F follows the 92PD alignment from its terminus of Route 11 South to Fawn Run, where it moves in a more southerly direction through the end of Fawn Run and bridges Salem Turnpike west of the 92PD alignment. The F alignment continues south through East Lyme where it bridges Grassy Hill Road just east of Walnut Hill Road. Alternative F would then cross Route 161 with a full interchange just north of Walnut Hill Road. Walnut Hill Road would be relocated to the south to accommodate the location of the new

southbound off-ramp. The alignment then continues in a southeasterly direction and rejoins the 92PD alignment just over a mile south of the Montville/Waterford town line. Alternative F then follows the same alignment as the 92PD from this point south.

To minimize impacts to Shingle Mill Brook and associated wetlands, Latimer Brook and wetlands in the vicinity of Pember Road, a number of bridges are incorporated in this plan. The estimated cost for the four and two lane variations of Alternative F is \$329 million and \$213 million, respectively.

In comparison to the other alternatives, the four-lane Alternative F variation would have relatively high impacts to properties and wetland areas. While all of the roadways on new location face the challenge of significant topographic features, Alternative F would require the most substantial amount of excavation and grading. The two-lane variation would have moderate impacts to structures and wetlands as compared to other alternatives, and like the four-lane variation, it would have minimal impacts to historical and archaeological sites and no impacts to water supply areas.

Alternative G follows the 92PD alignment from the terminus of Route 11 before branching to the south in the same manner as Alternative F. Just north of Fawn Run, the G alignment moves in a southerly direction through the end

of Fawn Run and over Salem Turnpike at the same location as the F alignment. In the vicinity of the Salem/East Lyme town line, alternative G travels southeast where it crosses Grassy Hill Road between the proposed 92PD and F alternatives. The G alignment then continues in a southerly direction and crosses Route 161 just west of Walnut Hill Road. South of the Route 161 crossing, G rejoins the F alignment and follows the same path to its southern terminus. The estimated cost of the four and two lane variations of Alternative G is \$344 million and \$224 million, respectively.

The four-lane variation of the G alternative would have the greatest impacts on properties and the second highest impact to wetland areas. The two lane variation would have moderate impacts to these resources as compared to others. Both the two and four lane variations would have minor impacts to historical and archaeological sites and no impacts to water supply areas.

The two and four lane partial build alternatives, the H alignments, were also developed at the request of federal resource agencies in an effort to further reduce impacts to wetlands and other resources. The H alternatives include a limited access expressway segment as well as a segment that would be upgraded in the manner described for the two and four lane widening options. A four lane widening would accompany the four lane limited access roadway

alternative, and the two lane widening scenario would accompany the two lane limited access roadway.

Alternative H shifts the location of the 92PD alignment to the west by approximately 3,000 feet in the vicinity of Salem Turnpike and then proceed east towards Route 85. Alternative H would then intersect with Route 85 south of the intersection of Routes 85 and 161. This would be the terminus of the new segment of the expressway. From this point south to the junction of 395 and Route 85, the Route 85 roadway would be widened and/or upgraded as appropriate. Alternative H would have a total length of 8.2 miles including 5.2 miles of expressway on a new location and three miles of widening along Route 85.

Bridges over wetlands north of Shingle Mill Brook, Shingle Mill Brook, Latimer Brook, and local and state roads would be provided. Like the three widening alternatives described, plans would include construction of a closed drainage system and spill containment equipment near the reservoirs and public water supply watershed lands. The estimated cost of the four and two lane versions of Alternative H is \$113 million and \$81 million, respectively.

In comparison with the other alternatives, the two and four lane variations of the H Alternative would have relatively high impacts to water

supply areas, and lesser impacts to wetlands. Both variations would have moderate impacts to properties, historical and archaeological areas.

The displayed summary chart compares the alternatives for transportation improvements in the Route 82/85/11 corridor. Key issues of safety improvement, property acquisitions, wetland impacts and estimated costs are portrayed for each alternative. Most of this information is contained in your handout. The exception is our ranking for safety improvement. We have established five categories from 1 for no improvement to 5 for the greatest improvement. Our ranking for safety improvements place the full four lane expressway as the best, although all build alternatives are expected to improve the current situation. As noted, all build alternatives would affect residential, commercial and institutional properties. For the widening alternatives, the four lane upgrade would affect the most, requiring the taking of 32 dwellings, 7 commercial and 1 institutional establishments. For the new expressway option, the four lane alternative G would impact the most; 38 dwellings, 16 commercial and 2 institutional properties. Impacts to wetlands vary from about four to five acres for widening existing 82/85, to over 35 acres for a four lane option on new location. Costs also vary from \$30 to \$40 million for the widening option to between \$250 and \$350 million for a four lane expressway on new location.

Responses to Comments: **Public Hearing 4/8/99**
Listed in order of appearance

Norton, Andrew
(read **written statement from Governor John Rowland**)

1. Comments noted; written statement entered into record.

As stated at the outset of my overview, ConnDOT and FHWA do not have a preferred alternative at this point. I have briefly described the facts about each option that have been studied and presented in the March DEIS. Your comments tonight can significantly affect the choice of transportation improvements for this corridor for years to come. It is important to receive your written comments as well. You can either leave those comments with us tonight or send them to Ned Hurlle as shown in this graphic here with his address, that John has also given.

Thank you for your attention. I would like to now turn the podium back to John Wallace.

MR. WALLACE: Could we have the lights back up, please? Thank you.

Thank you, everyone. Thanks for your patience, folks. At this point I would like to introduce Mr. Andrew Norton, representing the Governor's Office, John G. Rowland. Mr. Norton?

ANDREW NORTON: I wanted to read a letter from the Governor which I read last night, again to you tonight, and these are the Governor's words.

I want to once again state my support for the completion of Route 11. I know that since the early 1970s the Route 11 project has been a source of frustration for many, many people in southeastern Connecticut. I have

Responses to Comments:

No Response necessary on this page

committed our government to pushing this project forward because you and your leaders have made it clear how important finishing this highway is to the region.

Route 11 is important to the economic viability and to the basic livability of New London County. We have come far for the very fact that we're holding a hearing tonight is a sign of the progress we are making. I want to thank everyone in the community who has put so much work and energy into this project. I especially want to thank the members of the Advisory Committee for their time and efforts.

I am aware that there are concerns along the Route 11 corridor in Salem, Montville, East Lyme and Waterford. This highway affects people throughout the region but it affects you most of all. I also know, recently there has been particular concern about the effect on the area where Route 11 might intersect with I-95. We will do our best to avoid negative impact on the people, their homes, and their businesses all along the corridor and also at the point where 11 and 95 will meet up.

We will do our job of listening to you throughout this process, to make sure that the highway does as little harm as possible. We will also want to avoid negative impacts on our environment. We know it's the smart thing to

Responses to Comments:

No Response necessary on this page.

do to ensure approval of the project and we know it's the right thing to do, to maintain the quality of the eco-system around us and the beauty of Connecticut's natural landscape.

In addition, let me renew our commitment to completing Route 11 quickly. Today we are 16 months ahead of the schedule. We want to speed up the schedule even more, shortening the design and construction phase will be our next task. This highway is a priority for you here in Southeastern Connecticut and it is a priority for my administration as well. Working together we can get this job done. Thank you very much for your time and attention. Good luck to you all. John Rowland.

MR. WALLACE: Thank you, Mr. Norton. Since Montville is our host town this evening, I would like to extend the courtesy of allowing the first elected official of Montville, Mayor Patrick J. Dougherty, to speak first.

PATRICK DOUGHERTY: First I'd like to thank Chief Kappelman for letting us use his facility here. I think it's great that all of you are here. This is really important.

The Town Council last discussed this about a month or so ago and in their discussions their emphasis was to complete Route 11 as soon as possible. Do not widen Route 85. They haven't had an opportunity to review all the

Responses to Comments:

Dougherty, Patrick

1. For the preparation of the FEIS, a special subcommittee of the AC and local officials studied the design of the interchange of the preferred alternative with I-95. The interchange selected was designed to provide acceptable levels of safety and access, with the least amount of environmental and financial impact. Other comments are noted.

Rabe, Norman

See response to submitted written text.

alternatives but I plan to recommend the E4 alternative consistent with what Salem, East Lyme, and Waterford is recommending. I also share the concern that East Lyme has on the intersection with 395 and 95. The report has some discussion in it which would devastate the Flanders Four Corners. I personally, and the members of the Southeastern Connecticut of Governments, which I'm the vice chairman of, have opposed that. So for the record, we do support finishing Route 11 as soon as possible. Do not widen Route 85. And I prefer the E4 alternate. Thank you.

MR. WALLACE: Thank you, Mr. Dougherty. As I mentioned earlier for any late arrivals, I will be alternating between the officials and the general public sheet. First on the general public sheet I have a Norman Rabe?

NORMAN RABE: My comments are regarding the widening alternatives, W4, 4M and 2, and I believe they fail to account for the environmental effects on the residents of Route 85. I live in Salem so I'll focus on that. Route 85 from Salem Four Corners to Route 161 is 4.4 miles. There are about four, or soon will be, about 400 families who live either on the road or on the connecting residential roadways.

Now, the DEIS report does not properly show this region. I notice on the maps tonight they show the local roads but there's a figure ES13 that

Responses to Comments:

No Response necessary on this page

describes the existing conditions of the zoning and that zoning map does not show Woodland Drive, Forsythe Road, the Horse Pond Road complex, Emerald Glen Lane complex, Woodchuck Road and Valley Drive. And by not showing that it gives the impression that Route 85 is sort of an empty space. Obviously, it's a densely populated residential space as I said, with about 400 families.

Every home on Route 85, every home on a residential road with access to Route 85 would be adversely affected by these widening alternatives. Four hundred families in this 4.4 miles. Additionally, there are the families that live on Route 82 and then south of 161, on Route 85. There was a comment made about the description of the intent of this project and currently we have a road that has both commuter and local traffic, and an obvious goal should be to separate the commuter traffic from the local traffic:

The widening alternatives are discussed in the report as being designed as a 60 mile an hour highway. We can assume the traffic will go at the limit of the highway. With a steadily increasing traffic load, my view of the future if this road is widened, is something like Route 32 in Waterford and New London. Initially it's a four lane highway, but eventually with the increasing traffic load, you can envision petitions for additional traffic lights to allow a

Responses to Comments:

Fogerty, Jim

Comments noted; see response to written text.

regained access onto the road from the local residential roads, and eventually jersey barriers. That's the long term prognosis for a widening alternative even though it's not spelled out that way in the report, because by widening the road and having more traffic on that road, you'll restrict access to the road from all the local residential streets.

Now, in the Army Corps of Engineers handout I received this evening, it says that a decision whether to issue a permit will include the impact on the proposed activity in the public interest and one of the criteria is, in general, the needs and welfare of the people. And the needs and welfare of the people in Salem and other towns would be to get the traffic off of Route 85, not to encourage it to remain there. Thank you.

MR. WALLACE: Okay, thank you, sir. Now back to the official sheet, I have a Jim Fogarty, First Selectman in Salem.

JIM FOGARTY: Hi, I'm Jim Fogarty, First Selectman of Salem. Thank you to the Department of Transportation, Army Corps of Engineers, for the opportunity to speak on this. Speaking tonight for specifically the Board of Selectmen, we met last evening, we've had the Environmental Impact Statement, the draft Environmental Impact Statement, to review for a month. All of us have read the Executive Summary and some of us have plowed

Responses to Comments:

No Response necessary on this page

through the unbridged version.

We find generally that past designers were not so far off, that in our view the '92 alignment was pretty good. It has changed over time because development has occurred where it wasn't before. So we think our resolution last night was, whereas the draft Environmental Impact Statement of Route 82/85/11 corridor dated February 1999 has been reviewed and whereas the draft as published, notes only very general differences in the relationship between each of the fifteen specified alternatives and the specified purposes of the proposed roadway study. And whereas failing to act at this time will increase estimated vehicular congestion with adverse impacts on the environment within two or three decades. Now therefore, the Salem Board of Selectmen resolved that it continues to support the completion of Route 11, advocate utilizing the E4 alternative and building it to arterial roadway specifications to achieve the best result in value.

Three oppose especially the alternatives based on widening Routes 82 and 85 and alternatives F2 and 4, and G2 and 4, as too socially and environmentally detrimental. Four support establishing a greenway along the completed 11 to the extent possible, and five support a more careful and clear review of the plans to connect Route 11 to I-95 and I-395 in order to minimize adverse social

Responses to Comments:

Biederka, John

1. Comments noted.

and environmental impacts, and six advocate the completion of Route 11 by 2006.

We think that this is not just a town issue. All of the selectmen, all of the mayors, all the leaders of all of the communities in the corridor are in accord. This is needed now for our children, our grandchildren, for southeastern Connecticut. Thank you.

MR. WALLACE: Thank you, Mr. Fogarty. Back to the general public list, I have a John Biederka.

JOHN BIEDERKA: My name is John Biederka. I live at 949 Grassy Hill Road in Montville. First, I would like to thank the DOT and the federal agencies for what I think is an outstanding job in preparing a thorough and objective package, a data package, on the alternatives for the Route 82/85/11 corridor.

I think you were forced to do this in a very tough situation, a very highly politically charged setting and I think you've maintained the integrity needed to arrive at the best answer for a project that really has great impacts on everyone in this area. I particularly commend the federal EPA for making a very clear and concise statement last night at the public hearing in Waterford, on the environmental implications of the alternatives.

Responses to Comments:

Biederka, John

2. Note that the widening alternative, for which acceptable levels of service (LOS A-D) are shown in DEIS Figure 5-4, is the four-lane widening option - W⁽⁴⁾.
3. See FEIS Section 3.4 for a discussion of impact minimization with the preferred alternative and Written Comments – Federal Agencies, EPA#2”.

This agency has been commissioned by us to be a safeguard for our environment and they stood very tall and did their job last night. In looking at the data and summaries provided by the DOT, you can see why the EPA has determined that the widening alternative is the least environmentally damaging, practicable alternative.

First, the levels of service and convenience in the area in 2020 would be acceptable for both the widening as well as a new build alternative. Look at the maps, you'll see that in fact the colors are the same for the widening and for the full build alternatives.

Second, safety for the widening alternative would in fact be brought up to the modern standards that we need. The weighting matrix was very helpful in being able to visualize that.

Third, the cost in dollars of a full build alternative would be ten times that of the widening alternative and for similar convenience. Maybe five minutes difference.

Fourth, the cost to the environment for a full build alternative is immensely greater than a widening alternative. The footprint of the E4 alternative would impact 35 acres of wetland, cover 684 acres of land in our communities and leave five major subdivisions with a highway as a new

Responses to Comments:

Hillman, Ellen

Comments noted.

neighbor.

Having done all of this extensive research, we should use the data to make the logical decision. We don't need to spend more money to try to justify a new highway. We don't need more talk and we certainly don't need double talk. We need to kill the political agenda, use the facts, and make the changes required to meet the real traffic demands in this area. Thank you.

MR. WALLACE: Thank you. Back to the official's list. I have an Ellen Hillman?

ELLEN HILLMAN: Hi, Ellen Hillman from the Montville Town Council. Prior to being on council I grew up in Chesterfield and have seen it grow. I have my father there, my grandfather, my grandmother, nieces, nephews, brothers, and I've seen the traffic on Route 85 increase, increase. I saw Route 11 not get completed year after year. I've seen the state waste dollar after dollar with studies. It's time to complete the Route 11 project and get it done. I have nieces and nephews that are growing up in that area. I've been to more funerals of friends that have died on Route 85 than I have been to family members. It's time to complete Route 11.

MR. WALLACE: Thank you. Back to the general public list, I have a Richard Brooks?

Responses to Comments:

Brooks, Richard

Comments noted.

RICHARD BROOKS: Good evening. My name is Dick Brooks and I live on the corner of Route 85 and Valley Drive in Salem. My wife and I support the completion of Route 11 with a greenway.

Over 50 years ago I was born in Hadlyme, Connecticut, because my family's charter boat business operated out of New London, I regularly traveled Route 85 even before I was old enough to drive. I'm one of the few people who remember it as a pleasant country road linking the New London County communities like Salem, Chesterfield and Colchester.

Over the years I've witnessed not only the physical erosion of the road but also of the sense of community ties. Salem, once a close knit small town, has become nothing more than thoroughfare for commuters and truck drivers traveling between Hartford and the shoreline. Those of you who claim that it's mostly local traffic traveling on Route 85 causing the congestion, accidents, etc., obviously do not have my perspective. It comes from living on a property located right on this road. I seriously doubt that all of the drivers of large 18-wheel trucks are residents of Salem or the surrounding towns, nor are the drivers of most of the small vehicles that I see every morning as I patiently wait for an opportunity to make a left turn onto Route 85.

I support Governor Rowland and others in their pursuit of the Route 11

Responses to Comments:
Sielman, Peter
Comments noted.

completion. We need this new road. We want it with a greenway designed to minimize ecological impact and maximize efficient transportation routes. Widening Route 85 is not acceptable. We want to restore the small town ambience and safe country roads to Salem and neighboring towns. Thank you.

MR. WALLACE: Thank you, sir. Next back to the officials list, I have a Peter Sielman?

PETER SIELMAN: Good evening. I'm Peter Sielman. I'm Chairman of the Salem Route 11 Committee. We have worked closely with members of the EPA and the Corps for almost two years now, and I feel that, it strikes me as a perversion of the public hearing process. Yesterday we heard one of the judges, the EPA, pronounce their verdict and yet we are gathered here tonight to hear the evidence presented by the public. Evidently the EPA does not, is not interested in what the public has to say. They have made up their mind already.

I have four questions that I would like to ask the Army Corps of Engineers, Colonel Rovero, to answer for the public. Three of them can be answered by yes or no, the fourth one not.

The first question: Did the Army Corps of Engineers receive a letter from each of the first selectmen in the region, each of the State representatives

Responses to Comments:
Sielman, Peter
No Response necessary on this page

in the region, and each of the State senators in the region, indicating that in their professional opinion, the widening of Route 82 and 85 is impracticable?
LT. COL. ROVERO: Yes, we did.
MR. SIELMAN: Thank you. Did the Colonel who heads the regional office of the Army Corps of Engineers declare last November that he had determined that widening of Route 6 is impracticable?
LT. COL. ROVERO: Yes.
MR. SIELMAN: Thank you. Three, and if so, and you've said yes, on what basis did he make that determination?
LT. COL. ROVERO: I'd have to defer to my one of my regulatory...
MR. WALLACE: Mr. Sielman, I don't think we want to get into a question and answer session here tonight.
MR. SIELMAN: You indicated that you would answer all questions.
MR. WALLACE: To the best of our ability.
LT. COL. ROVERO: _____ I was not personally...
MR. SIELMAN: Well, you will get that answer to us in writing?
LT. COL. ROVERO: Yes, yes.
MR. SIELMAN: Thank you. The corollary question to it is, in what ways is Route 6 different from Route 85?

Responses to Comments:

Sielman, Peter

No Response necessary on this page

Fourth question. Does the Colonel Rovero believe that widening Route 85 meets the purpose statement of the MIS/EIS as defined in the report? Since you are a Salem resident you certainly have personal information.

LT. COL. ROVERO: I can't answer the question. I don't have all the information.

MR. SIELMAN: I have then a fifth question if I may since... Is it correct that the Army Corps of Engineers on Route 6 has agreed to permit an alternative that the people do not want, but that includes 40 acres of wetlands and 5.6 acres of notable wetlands?

LT. COL. ROVERO: No, that's not exactly correct to my knowledge. I haven't been involved directly. I'm not the permit person on Route 6. I haven't been involved, so...

MR. SIELMAN: If you would provide that answer to us?

LT. COL. ROVERO: All those questions will be answered.

MR. SIELMAN: I have one correction to what's been said. In your opening remarks Mr. Wardwell, you said that the four lane alternatives require the larger interchange, the interchange that has associated with it 7.91 acres, \$50 million and lots of structures. That is not the case. It has been designated that way that it is on the four lane alternative but not on the two lane alternative,

Responses to Comments:

Moletich, William

Comments noted.

Prague, Senator Edith

Comments noted.

but the amount of traffic for both of those alternatives is identical, is that correct? Thank you.

MR. WALLACE: Thanks, Mr. Stelman. Next back to the general public list, I have a William Moletich?

WILLIAM MOLETICH: My name is William Moletich. I live in Colchester. I'm very interested in seeing Route 11 completed. As I read in the papers some gentleman in Waterford was telling about 85. Last summer my wife and I stopped at Salem Four Corners, we got some ice cream and we sat in the car. I counted 25 cars. Two went into the ice cream place, one went to 82 Norwich, and one went 85 to Colchester. Now, from 85 to Salem, from Colchester to Salem is very good there. From Salem to Crystal Mall and 395 you got to watch yourself there, and I'm in favor of completing Route 11. Thank you very much.

MR. WALLACE: Thank you, sir. I don't have any other officials signed up to speak, do we have any other federal, state or local, elected or appointed officials who would like to comment tonight?

SENATOR EDITH PRAGUE: I would just like to identify myself. I'm not going to comment, I'm going to listen. I'm Senator Edith Prague and I represent Salem and Montville. I'm very interested in hearing what my

Responses to Comments:

Simmons, Rep. Rob

Comments noted.

constituents have to say but I'm not going to speak.

MR. WALLACE: Okay. Thank you, Senator Prague. Any other federal, state or local, elected or appointed officials? Yes, sir?

ROB SIMMONS: I'm like Senator Prague, I'm hear to listen. My name is Rob Simmons, I'm the State Representative to North Stonington. I'm also the ranking member of the Transportation Committee and I would like to commend everybody here tonight for coming down and participating in this very important process. I think that the input that you provide is really going to be key to the ultimate decision that's been made and I gather the EPA is the only group that has prejudged the issues. So thank you for coming.

MR. WALLACE: Okay. Thank you, Mr. Simmons. Back to our general public list I have a Mary Cikatz?

MARY CIKATZ: My name is Mary Cikatz and I live in Salem. I have come here tonight as a supporter of the completion of Route 11 project that I feel is long overdue. However, after reading the EIS compiled by the various government agencies I'm deeply troubled that three of the alternatives proposed involve modification of the existing Route 85. The desire for completion of Route 11 has come to the front burner because of the dramatic increase in traffic on Route 85 over the past several years. This increase will further

Responses to Comments:

Cikatz, Mary

Comments noted. See response to submitted written text.

continue with the Pfizer development underway in New London.

However, it is not solely the number of cars that travel this road every day that has resurrected this issue. If Route 85 were a four lane road as one of the alternatives suggest, traffic would flow much more freely, however, the problem that concerns all of us will still exist. Along Route 85 are hundreds upon hundreds of homes with their individual driveways, school bus stops, mail boxes and roadways, all of which need access on and off Route 85.

This is why all of southeastern Connecticut is rallying for the completion of Route 11. We desperately see a need for local traffic to be separated from through traffic. I fail to see how anyone with the slightest bit of common sense could even think that widening Route 85 is the solution to the problem. The homes with their driveways will still be there along with the school bus stops, the children, the mailboxes and the roadways. Widening Route 85 will only allow for the volume of cars to travel faster, thereby, making travel along this road even more hazardous than it already is. Only the completion of an alternative route for the through traffic can allow our towns to maintain their rural characteristics and keep these towns safe for their people.

I beg of you to listen to the town officials of the towns involved and even more, to listen to the people who live with this problem every day. After

Responses to Comments:

No Response necessary on this page

reading the *Hartford Courant* account of the public meeting last night in Waterford, it seems to me that these public hearings are merely a formality and that the officials who will be making the decisions really don't want to hear from us. According to the *Courant*, Matt Schweisberg of the EPA said that all of the variations of the completion of Route 11 cannot qualify for a federal permit and that Steven Ladd of the DOT basically stopped short of admitting defeat saying that this was the first time that a federal agency has stated its position so early in the process. To the EPA I say, please work with us, do not tune us out.

I've always thought deep in my heart that someone or some organization somewhere is determined for some reason other than protecting the wetlands that the completion of Route 11 will never become a reality. When it became public knowledge that all of the towns were together on the concept of the completion of Route 11, alternatives F and G were suddenly introduced which would severely impact the newly completed St. Mathias Church in East Lyme. Was this a divide and conquer strategy by that elusive someone?

When I now hear that federal officials have made their decisions before this process is even completed, I'm more convinced than ever that I am right. Where is democracy? Please, listen to the people of southern Connecticut. Do

Responses to Comments:

Sielman, Ann

Comments noted.

not modify Route 85 and please complete Route 11. Thank you.

MR. WALLACE: Thank you. Next on the general public list I have an Ann Sielman?

ANN SIELMAN: Good evening, gentlemen, members of the audience. I am Ann Stoddard Sielman. I live on West Road in Salem which is within earshot of the finished part of Route 11, earshot during the summer. I was nonplussed to hear that last night in Waterford a newly appointed temporary representative of the EPA on this project stated that EPA planned to veto outright any alternative other than the widening of Route 85. Or, to be blunt, EPA is prepared to ignore the process for study and approval that is required by law.

EPA is willing to ignore public opinion and not to study the facts specific to this project. I wish to state categorically that widening Route 85 is not practicable. Mr. Schweisburg does not have the last word. The only practicable solution is to construct a four lane arterial road as a greenway along one of the proposed Route 11 corridors. Thank you.

MR. WALLACE: Thank you. Next I have a Mark Sawaryn?

MARK SAWARYN: Hi. I'm Mark Sawaryn, 820 West Road, Salem. There's not very much I can add to the mailboxes that everybody's talked about

Responses to Comments:

Sawaryn, Mark

Comments noted.

and all the driveways that enter on Route 85. My area of expertise is in water. So what I'll do is dwell on that. The water that we need to protect is for the public use, whether it be the wetlands or whether it be the reservoirs.

Wetlands can be created and I'm sure anyone from the EPA can vouch for that. The waters that need to be protected for the public's use would be detrimental to any widening of Route 85. The only course to protect the water for all of this area, is to install a four lane road completely.

The second thing is that southeastern Connecticut is doing nothing but growing. In the future shortly, probably within the next five years, the traffic accident rate will probably double from the figures that I've seen tonight, and what I see is that there is 200 accidents on Route 161 and over 200 accidents on Route 85 just in a two year period. And I do not have any other facts but this is going to be worse and the EPA does not have any jurisdiction. They're supposed to be looking out for the public safety. That was the whole idea behind finishing this Route 11 back in 1970. I believe that the State of Connecticut has the right and the purpose to finish this Route 11 and that the people in this community and in Montville and in Waterford, we all pay federal taxes, and I think the EPA is out of line in making the comments that they did make. Thank you very much.

Responses to Comments:

Sawaryn, John

Comments noted.

Gilbert, June

Comments noted.

MR. WALLACE: Thank you, sir. Next I have a John Sawaryn?

JOHN SAWARYN: I'm the old man. That's my youngster.

MR. WALLACE: Okay.

MR. SAWARYN: The reason I want to talk to the audience is, I want to explain something very simple. I'm going to use common words the old fashioned way. Leave 85 alone, leave it to the people that live there.

You need a superhighway that should continue to New London. We have Super Stop & Shops, we should have a superhighway away from where people live with no power lines. That piece of road from Salem to Colchester is excellent, there's only animals there, which they should survive. I guess that's about all I can say. All I want to say is we need Route 11 and no modification of other roads. Thank you.

MR. WALLACE: Next I have a June Gilbert?

JUNE GILBERT: My name is June Gilbert and I live on Beckwith Road, which is just a little bit up here and it enters into 85. I have lived there for 34 years. In that 34 years the traffic has increased tenfold. What our problem is, my neighbors are with me tonight, we cannot leave our house to go to New London or Norwich or Salem or anywhere on a Sunday afternoon in the summertime. You had a video of the traffic. It crawls from 395 up to the

Responses to Comments:

Patterson, Terri

Comments noted.

Salem Four Corners, and when we come out our road they will not let us pass. We have to wait several minutes before some kind soul will let us get in the line to travel on our way. And I thought you should hear firsthand that all the people, there's Forsythe Road and there's, well, Chesterfield Road has a light so they can get into the traffic, but we don't and it is very, very... we haven't had an emergency but when you are wanting to leave your road and you can't, it's very frustrating. And this has been for many years. The traffic, these people are tired, they've had their fun in the sun, but they're tired of crawling for about eight miles, so it is a problem, and we would like to see 11 completed. Thank you.

MR. WALLACE: Thank you. Next I have a Terri Patterson.

TERRI PATTERSON: Good evening and thank you. I'm Terri Patterson. I live on one of those subdivisions that doesn't appear in Salem off 85, and I strongly support the completion of Route 11. Expansion of Route 85 while perhaps appearing cheaper on the surface, is only a stopgap measure. It does not address the growing need for rapid and safe passage from Route 2 to Route 95. Route 85 is an unsafe road with an intolerable level of accidents, injuries and sadly, deaths. Expansion of the road will result in even higher rates of speed, while not eliminating the unsafe conditions. The majority of accidents

Responses to Comments:

No response necessary on this page

occur at intersections and areas where vehicles are entering and exiting from the roads from the numerous side streets.

The addition of more traffic lanes on Route 85 will make it even harder and more frustrating to get on and off the road, resulting in even more accidents. How many times have any of us been waiting for an endless line of cars to pass so that we may make a left turn into our neighborhoods and anxiously look in the rearview mirror hoping that we are not about to be rear-ended. I've watched in fear at the children waiting at the side of the road for their school bus hoping no one will decide to pass on the right shoulder when we are waiting to turn and not notice the child standing there.

While the cost of Route 85 expansion may seem less on paper, does it take into account the cost of lives which have been and will continue to be lost until Route 11 is finished. In addition, I support the greenway addition to Route 11 particularly the addition of pathways. Having a clean, safe recreation area that would be accessible to the physically disabled, would be a great addition to our community. We are severely lacking a place to jog, bike, walk, or wheelchair, in an area protected from traffic. It would be a place for people to go and exercise or quietly enjoy the animal life and natural beauty of the area. It would be a great asset. Thank you.

Responses to Comments:

Hary, Al
Comments noted.

Dearborn, Melissa
Comments noted.

MR. WALLACE: Thank you. Next I have an Al Hary?

AL HARY: My name is Al Hary. I live on 872 Chesterfield Road. I've lived here in Montville since 1943. I grew up on 85, I mean, right on 85. This widening of 85 is an idea that really stinks. No matter who paints it so red, it's still gonna stink. The only way to make 85 safe would be to finish I1, get the traffic off of 85 and give it to the people and then give it back to the people who live on 85. Thank you.

MR. WALLACE: Thank you. Next I have a Melissa Dearborn?

MELISSA DEARBORN: Good evening. My name is Melissa Dearborn and I live on the corner of 85 and Skyline Drive. I'm here representing my husband, my nine year old son and my five year old daughter. In a State-published document there are tourists and residents of our State who are beckoned here to take in the wonders of Connecticut. Among those wonders are the scenery, the scores of colonial villages filled with historic homes and landmarks. That sounds to me like those qualities are valued. We promote these qualities in advertisements to support our \$4 billion a year tourism industry. The flavor of our small towns with white steeped churches, one-room libraries, village greens, and historic homes, can all be seen on Route 85. We say we value these characteristics and if they're truly valued, then they can be acted upon,

Responses to Comments:

No response necessary on this page

the preservation of them needs to acted upon.

To expand Route 85 in my opinion is a short-sighted venture. It will result in the felling of trees, the dismantling of stone walls that our forefathers built, the destruction of dwellings that they built, and it will dissolve the very essence of the small New England town that we say we value when we welcome people here to see. To what end? To expand Route 85 and to fail to create the greenway along Route 11 is to preserve land along that corridor that will inevitably be developed into subdivisions and house upon house, upon house.

Meanwhile, we're writing off countless victims of excessive speed and traffic and we'll be acting in a very short-sighted and foolish manner. The growth of casinos, Pfizer, the New London waterfront, as well as the rest of the shoreline will mean more traffic racing through our small towns in the future. It's really hard to see a white steepled church at 60 miles an hour. It's hard to stop for a turning school bus or brake for a child on a bicycle.

If the only solution is to expand 85 we'll find ourselves right back here in a few years. We'll gather at this fire station and we'll discuss the deathtrap road that's called Route 85 and we'll wonder what on earth we should do about it. Well, I value the environment, I value our community character, and I

Responses to Comments:

Goodwin, Richard

Comments noted. Also see responses to submitted written text.

especially value the lives of the residents who live along Route 85 and I choose to act upon those values by voicing my support for Route 11 and a greenway. Thank you.

MR. WALLACE: Thank you. Next speaker signed up a Richard H. Goodwin.

RICHARD GOODWIN: I'm Richard Goodwin. I'm a retired Botany Prof at Connecticut College, and I live just off West Road, just over the line in East Haddam. I served for 27 years as a Commissioner of Geological Natural History Survey, as a Connecticut College representative, and I'm past president of the Nature Conservancy.

I have a lively concern for the quality of the environment and the preservation of bio-diversity. I would like to state my belief that the completion of Route 11 is needed. Second, an arterial highway narrower than the full expressway could be constructed that would adequately fill a need. Such a highway would be much less damaging than the full expressway. We have no data regarding the impact of the four lane highway that is built to less than full expressway standards on the wetlands and upland forests, both which are environmental concerns.

The study that we have identifies six significant forest blocks through

Responses to Comments:

Elgart, Matt
Comments noted.

which the various proposed routes have been drafted. Alternative route E, the easternmost one, appears the most desirable from the point of view of forest fragmentation and the preservation of wildlife diversity, because it passes along the edges of blocks 3, 4, and 5, and has no effect on block 6. All alternatives would have the same impact on blocks 1 and 2.

Mitigation is needed to minimize the impacts of the highway on important forest blocks and the wetlands across which it passes. Construction plans should bridge the wetlands as much as possible and require connections underneath the highway to provide wildlife corridors. Construction of this highway presents a wonderful opportunity to create a forested greenway between Salem and Waterford that would be of great benefit to the public for recreation and for trail and bicycle paths, by acquiring identified forest tracks that can be saved from further fragmentation as well as natural wetlands that are presently being restored by the beaver. Thank you.

MR. WALLACE: Thank you, Mr. Goodwin. Next I have a Matt Elgart?

MATT ELGART: I'm Matt Elgart and I'm very heartened by the support here for the completion of Route 11. I have the perspective of living on both sides of the river. I grew up in Deep River in the 40's and 50's and our house was right on Route 9, the old Route 9, now the State has renamed it 154. Then

Responses to Comments:

No response necessary on this page

they built Route 9 which went from Hartford down to the shore which has been, I think, a great success as everybody can see. Living in the 40's and 50's on Route 9 in Deep River was you know, just the way people are now on Route 85. On weekends it was just you know, bumper to bumper traffic. The locals couldn't get out of their... it was just awful. I lived that for 15-20 years.

Now I'm on the other side of the river living in Devil's Hopyard area which is nice and rural, but my heart goes out to the people who live on 85 especially reading in the *New London Day* that when Governor Rowland was to become governor for the first time, one of his pledges was that he was gonna make Route 11 a primary part of his administration. He was going to get John Tynan, who had been retired from the DOT, back in there and he was going to give him full rein to do what he could to get Route 11 completed. I'm glad to see he still feels that way, but what happened in those years in between? I don't know. He was quite, you know, before he was elected and then kind of disappeared. I think if he just put some of the little effort he's put into the stadium project into Route 11, we'd have it done in a year.

You know, living on both sides and prior, when I lived on the other side of the river, I became an optometrist and I was drafted during Vietnam, served my country, came back, lived on this side, and I just hate to see people's

Responses to Comments:

Fiedler, Ron

Comments noted.

heartstrings pulled by these editorials in *The Day* saying you know, Route 11's coming. That was like seven years ago. And just wait, it's coming. The governor says it's coming, and then to go on this whole time. I just feel that the government let the people down.

If I've only got a yellow, I'll keep going.

MR. WALLACE: We have the police officers back here once we get to red.

MR. ELGART: Yeah. But I travel the road a lot and I just know that we really do need Route 11 completed and I just hope we can get that done. Many thanks.

MR. WALLACE: Next on the general public list I have a Ron Fiedler.

RON FIEDLER: Good evening, everybody. My name is Ron Fiedler. I'm a resident of Salem on Valley Drive. I'm also a statistic of Route 85. I had an automobile totaled on 85, and by the way, that was on the four lane section of 85. I was sandwiched in between an all-terrain vehicle and a truck and sitting idle, I was completely helpless. Boxed in on both sides I had no escape route and all I could do is watch in my mirror. This vehicle came up behind me and forced me into the truck in front of me and totaled my car. Fortunately, I was not hurt.

I'd like to state that Route 85 should be removed as a proposed

Responses to Comments:

No response necessary on this page

alternative because it does not meet all of the objectives proposed in the statement for this project. If Route 85 is widened, the local towns will likely be forced to rezone adjacent properties as commercial because otherwise they will be totally worthless. This would lead to Route 85 becoming a strip of retail shops and stores that would not only destroy the character of our towns, but increase the on-off traffic which would then further hamper traffic flow further and increase the danger of traveling this road. With this in mind, widening, a widened Route 85 would likely not meet any of the objectives for this project. A full build alternative properly built is the best chance that the environment in this corridor has to survive.

The development of new homes that is occurring as we speak, in this corridor, with the runoff of chemical fertilizers, pesticides, and herbicides, into the very wetlands that you wish to preserve, will likely cause far more detriment to this corridor than a properly constructed highway with the greenway.

In conclusion, Route 85 is not a practical alternative. Only a full build alternative will put this issue to rest. I support the E arterial alternative with a greenway to preserve the environment of this corridor, the character of our towns, and the wellbeing of the residents who reside here. Thank you.

Responses to Comments:

Hewitt, Carl

Comments noted.

MR. WALLACE: Thank you. Next I have a Carl Hewitt.

CARL HEWITT: Actually everybody in the room has already said what I wanted to say, dealing with finishing of Route 11. I live across on the corner there. I bought the place 25 years ago and I have watched the traffic in the last few years just multiply, multiply, multiply, with the casinos, the beach, and everything else. I feel like that lady back there that said, you know, she can't get out on the highway. Back in the early '50s before our government did the highway system here in this country, I saw a picture, I saw three pictures of three cartoons in a magazine and I'll always remember. It showed this man coming up, as she said, she'd come up and the cars were bumper to bumper, to bumper. No one would let that old man in. He sat there. In the second picture he had fallen asleep. And the third picture was a skeleton behind the seat. He never did get on the highway! I never dreamed that it would be very close to the same thing with me even though there's a light right here, I live on the corner, I can't even get out of my own driveway because these people that are so in a hurry to get to the beach and burn their buns or go to the casino and lose their money, and you can't get in or out here. And so as far as I'm concerned, Route 11, if they don't build it, well something is wrong. That's all.

Responses to Comments:

Wood, Elaine B.

Comments noted.

MR. WALLACE: Thank you. Next speaker I have Elaine B. Wood.

ELAINE WOOD: I'm Elaine Wood. I represent five generations that lived in Chesterfield. I see some of my neighbors here and I hope that they'll also speak their minds about this problem. We all agree something has to be done about the traffic. I'm sorry about the deaths. I don't think Route 11 is going to solve all the traffic accidents no matter what happens.

But to give you some of my background. I'm biologically educated. I garden the soil my grandparents left me here in Chesterfield. My grandparents started a church here. My mother went to a one-room schoolhouse that existed here before the fire house took over. My roots run very deep in this community. I serve on the Inland Wetlands Commission for the Town of Montville and have for a number of years. I'm particularly interested in saving the high quality of water and the wetlands and not just deer and beaver that you can see driving 65 miles an hour down Route 11, but all of it. We're particularly blessed here.

I didn't know everybody listened to EPA last night and then came here to say, gee, they shouldn't have said that. But maybe I should have went to the Waterford meeting also and then I would have been up to speed like everybody else. No state this size is particularly famous for building the fanciest, fastest,

Responses to Comments:

Truex, Keith

1. The purposes and needs for transportation improvements (DEIS Section 2) include *Roadway Safety and Accident Reduction*. The order in which they appear in the document or other presentation materials in no way indicates order of importance (please see DEIS page 2-2). Safety has been one of the primary issues considered throughout this process. Also see Written Comments – Local Officials, “Contois, Town of Colchester Resolution #5”.

highway to get from one end of it to the other, but they do have achieved recognition to be able to save, particularly areas of particular value, and I do believe Chesterfield has that, because this rural character and especially the water and the wetlands, they should be of the highest concern.

Division of an immense amount of water into two parts is not the same as having one big pond of flowing water that feeds the whole eco-system is not the same, and once you lose it you can never get it back. It's my position and I'm outnumbered by many here tonight, that there are enough engineers with enough imagination to fix Route 85, maintain it, repair it, straighten it. I heard somebody say, really put lights on it, wouldn't that be great? And to save my neighborhood, my friends' homes and save all of the wildlife, not the big visible ones. Don't complete Route 11. Thank you.

MR. WALLACE: Thank you. Next I have a Keith A. Truex?

KEITH TRUEX: Hello, my name is Keith Truex and I'm a resident of Chesterfield. I know I've only lived here for nine years, my wife's lived here all of her life. My major concern is safety and I see on your proposal here that safety is only number three on your list instead of number one. My concern is you're planning to possibly complete Route 85 by widening it. One woman spoke that if we do widen it, in the future we'll be back here discussing a

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Responses to Comments:

Swanson, Warren
See next page

deathtrap that we're going to build. We already have that.

I'm a volunteer fire fighter in this Fire Company and in the past seven years I've been to one fatal accident at a minimum every year between the Salem Four Corners and 395. Now, if that's not a deathtrap I don't know what is. What's the number that we need? Ten fatalities a year? Completing Route 85 is just going to make it worse. It's already too fast now. I spoke to one engineer and he said, well, a lot of your accidents are rear-end accidents, so if we widen it and somebody stops fast you can go around them. Well, the fatality accidents aren't rear-ends. None of them were. They're head-on collisions and by widening this road you're going to have it so people can go even faster. He said, well, that's a law enforcement issue. That's not going to solve our problem. We're going to kill more people.

Route 11 was designed to have a lot of traffic and flowing in different directions and separated. That's what we need to do, complete Route 11, not widen Route 85. Thank you.

MR. WALLACE: Thank you, sir. Next I have a Warren Swanson.

WARREN SWANSON: Mr. Wallace and other members of the panel here, thank you very much for the opportunity for all of us to speak in front of you. I know we have varied views and I have one different from everyone so far,

Responses to Comments:

Swanson, Warren

1. A broad range of alternatives was considered. Federal and State regulations, including Section 4(f) of the Department of Transportation Act, prohibit the use of public land from a park, recreation area, or wildlife and waterfowl refuge unless there is no feasible or prudent alternative. Furthermore, the lands of the Nehantic State Forest do not provide a connection with I-95 or other limited access highways. Also see Written Comments – Federal Agencies, “EPA #15”.

Wordell, Lois

Comments noted.

and I guess it's because of the nature of my job. My job is to look at projects and find an alternative. So, with that in mind I have a question for you folks. Why didn't you look at bringing the highway down on the edge of state owned property, Niantic Forest?

MR. WALLACE: Well, that's part of this process, sir, but we're not in a question and answer session tonight. We're here to hear from you.

MR. SWANSON: Well, that's my suggestion, that you consider moving it over there and don't take public land or houses along 85, nor houses in Salem or any place else, but move over and take some of your own land and punch it through there. Thank you.

MR. WALLACE: Thank you. Next on the general public list, a Lois Wordell.

LOIS WORDELL: Good evening, gentlemen, friends and neighbors. My name is Lois Wordell. I reside at 509 New London Road, Route 85, Salem. I want to be on the record that I want Route 11 completed now. This highway has been dangling in front of us uncompleted for 30, almost 40 years, since it ended abruptly in Colchester that many years ago. Each time this project is brought forth a new series of studies take place. These studies have been done over and over again to the point where the cost of completing Route 11 would

60

Responses to Comments:

Acree, Nancy

Comments noted.

have been fully paid for many times over had it been done as originally planned to I-95. Leave Route 85 alone and give southeastern Connecticut the highway it needs and deserves. I favor Alternative E4 arterial with a greenway. Thank you.

MR. WALLACE: Thank you very much. Next I have a Nancy Acree. Can I just get the spelling on your last name, A-C-R-E-E?

NANCY ACREE: Acree.

MR. WALLACE: Thank you.

MS. ACREE: Yes. I'm Nancy Acree. I also live on Route 85, the other end of Skyline Drive from the other lady. We first moved to Salem about 20 odd years ago and what drew us here was the rural nature of the town. It was very picturesque. You had trees, you had flowers, and now they're even cutting down the lilac bushes, but that's something else.

As for accidents, we have a lot of them in front of our house. People traveling too fast. They see it's nice and straight but it's got a double line, they don't care. I want to see if I can pass the guy in front of me! We've had to call the police department, the state police, hospital, just because of people in accidents over there. We need to complete Route 11.

Now, people are engineers, it has also been said that Americans can

Responses to Comments:

Miller, Ross

Comments noted.

Cole-Chu, Lee

Comments noted.

create a better mousetrap. So we should be able to come up with a very good Route 11 that will satisfy a lot of people.

MR. WALLACE: Thank you, ma'am. Next I have a Ross Miller.

ROSS MILLER: Hi, I'm Ross Miller. I live in Chesterfield on Route 85, just half a mile up the road, and I hope it's becoming obvious that widening Route 85 is the worst alternative. The safety, the rural character, a number of other reasons, environmental, but there's yet another reason that I haven't heard tonight. One Brian Walker of Oakdale voiced it in a letter to the editor of *The Day* a number of months ago. We have the roads. We have Route 2, we have 395 and we have 2. For a few thousand dollars worth of signs we can save \$300 million, route them all on limited access highways down into New London and save 85, save the environment, and the cost of Route 11. Thank you.

MR. WALLACE: Thank you, sir. Next a Lee Cole-Chu?

LEE COLE-CHU: Thank you very much for hearing us all tonight. I was just writing a note because I have to take Billy home, it's a school night. I just want to say that I'm a Democratic Town Chairman of the Town of Salem and I wholeheartedly support our governor in completing Route 11 as soon as possible.

It seems to me that the government just like individuals, is making

Responses to Comments:

Ferguson, Christopher

Comments noted.

choices all the time and if we were to go with widening Route 85, we would be looking back a few years from now and saying we made the wrong choice. I think that the quality of the community life is a very appropriate environmental consideration. So I favor not widening Route 85, I favor building Route 11 to arterial standards. I personally favor the E4 but that's relatively incidental. I think there should be a greenway and I hope that's what you do. Thank you.

MR. WALLACE: Thank you, sir. Next speaker signed up I have a Christine Ferguson.

CHRISTOPHER FERGUSON: How you're doing? My name is Chris

Ferguson. I'm speaking in place of my wife, okay?

MR. WALLACE: A little different spelling?

MR. FERGUSON: Yes, C-H-R-I-S-T-O-P-H-E-R.

MR. WALLACE: Thank you.

MR. FERGUSON: I'm a fairly new resident of Chesterfield. Before moving here and buying property in the area we were aware where Route 11 would possibly go. I'm in favor of a two lane road similar to Route 78 in Rhode Island with minimal exits. I don't think money should be an issue considering money being poured into the stadium.

Also, right down the road across from David's Restaurant there is

Responses to Comments:

Carroll, Rick

1. The public will have additional opportunities for commenting on the process during the design phase of the project.

Krautmann, Matthew

Comments noted.

currently retail, commercial, and one residential piece of property being built that's not shown any of the maps, and I'd like that to be a consideration as well. Thanks.

MR. WALLACE: Sure. Thank you. Next speaker I have a Rick Carroll?

RICK CARROLL: Hi, My name is Rick Carroll. I'm from Beckwith Hill in Salem. There's a lot of emotion here tonight. As for me, I don't have a strong feeling one way or the other, Route 85 being completed or Route 11. If you change Route 85 it doesn't affect me. If you change Route 11 specifically the E4 alternative it butts up against the back of my property, directly affects me. I see benefits and drawbacks to both ways but what I'm most concerned about here is how it's going to affect people's lives.

If done smart, Route 11 can be done with minimal effect on people and property and environment. During the design stage if Route 11 is chosen, please consider the impact on people's lives and property and let those individuals who are most directly impacted have a strong say in this. Thank you.

MR. WALLACE: Thank you, sir. Next person I have signed up is a Matthew Krautmann.

MATTHEW KRAUTMANN: My name's Matthew Krautmann. I live on

Responses to Comments:

Mitchell, Mary Jane

1. It is one of the primary missions of the Connecticut Department of Transportation to provide a safe transportation system.

Route 85 in Oakdale. I wish to support the E4 alternative. I don't think that widening 85 will really be a long term solution. I think it'll be a dangerous road like it's already been expressed. With reference to the wetlands issue and EPA's position, I don't think that 400 families who will be affected by it, the widening of 85, if there are going to be 400 families affected by that, I don't think it's worth creating a hazardous road, all to save 35 acres of wetland.

MR. WALLACE: Thank you, sir. Russ, do we have any other people signed up? I have no one else signed up to speak. Is there anyone who has not spoken for a first time who would like to speak? We'll do both sides of the room. We'll start here and then I'll go over here.

MARY JANE MITCHELL: Hi, my name is Mary Jane Mitchell. I live in Salem.

MR. WALLACE: Mary Jane Mitchell?

MS. MITCHELL: M-I-T-C-H-E-L-L.

MR. WALLACE: Thank you.

MS. MITCHELL: I'm a survivor of a Route 85 head-on accident and it was with someone who was traveling too fast, had to try and pass, and was not a local neighbor of mine, someone who would have been traveling the Route 11 connector if it had been completed. So I'm very much in favor of completing

Responses to Comments:

Nikirk, Susan

Comments noted.

Route 11 and happy I'm alive to say that tonight. I also would like to say as a former director of health for City of New London, I have real concerns about Lake Konomoc, and Konomoc is an important water supply for the people of the City of New London which is adjacent to Route 85 and would be adversely impacted by having increased traffic along that roadway, so I'm opposed to widening Route 85, not only for safety reasons for individuals on that road, because it's already a very dangerous road, I can't imagine it getting any more dangerous, but also for the possible impact on that major water supply for a large group of people in southeastern Connecticut. Thank you.

MR. WALLACE: Thank you, ma'am. Yes, ma'am and then I'll get to you, sir.

SUSAN NIKIRK: Hi, I represent Pastor Gerald Nikirk. I'm Pastor Susan Nikirk.

MR. WALLACE: Could you spell your last name for me?

MS. NIKIRK: N-I-K-I-R-K.

MR. WALLACE: Thank you.

MS. NIKIRK: We have a church in Niantic and a ministry there, and we have recently, in the last few months, moved to Salem from Niantic. So we have been traveling on Route 85 and 161 quite frequently, sometimes two and three

Responses to Comments:

Chyinski, Richard

See next page.

times a day and not in the summer yet. The frequency on the road is tremendous. There's a lot of trucks, there's a lot of people I believe that are driving that if you have Route 11 would not be driving on Route 85 number one. I have seen and I've experienced it myself that there has been people passing when you had double lines. They do pass. They do not look at the double lines. It is very dangerous.

I can also remember when we were looking for homes, we looked at a lot of homes on Route 85 and we considered quite a few homes. We did not want to buy them because of the traffic and the noise. It was just impossible. We live on Morgan Road which is off of 85. I do want to end with one thing and it has to do with the word of God, which I believe is more powerful than any two-edged sword, and it says; narrow is the road that leads to life and broad is the way that leads to destruction. If you broaden 85 you're going to have destruction. Finish Route 11.

MR. WALLACE: Thank you. Yes, sir?

RICHARD CHYINKSI: Richard Chyinski, C-H-Y-I-N-S-K-I.

MR. WALLACE: Thank you.

MR. CHYINKSI: I live on Route 85 in Salem and I own property that will be impinged by one or more of the options in East Lyme. I strongly feel that

Responses to Comments:

Chyinski, Richard

1. Alternative F is no longer being considered. Atlantic White Cedar does not occur in the potential area of impact of the preferred alternative, nor is the area listed by the DEP Natural Diversity Database as potential habitat for the Hesel's Hair-streaked butterfly. Also see Written Comments – Federal Agencies, "EPA #15".

Bingham, David

Comments noted.

Route 11, option 8 with a greenway is the only alternative here, and I don't need to expound on that. Most of the people here have done a fine job. I would also like to point out that one of the options, F2, may impinge on Atlantic white cedars _____, and the Atlantic white cedar is a lone food source for the Hesel's hair streaked caterpillar. The Hesel's hair streaked butterfly is on the endangered list in Connecticut and I think that should be taken into account if the option F2 is considered. Thank you.

MR. WALLACE: Thank you, sir.

DAVID BINGHAM: My name is David Bingham. I'm from Salem. And I wanted to rebut what had been said last night by the EPA, which deeply concerned me. I fought hard to create the EPA in 1970. I went out, got people to write to their government because I believe strongly in that agency. I believe strongly that the least environmentally damaging practicable alternative is what we are seeking.

But the people that are sitting in the district office in Boston did not all come down here. We had the top environmentalist in the State of Connecticut, Dr. Goodwin, supporting a road, a highway. The EPA was not here in Montville this past year when Latimer Brook was just approved for another subdivision that will break this green corridor right in half, and the green

Responses to Comments:

No response necessary on this page

corridor that connects Waterford and Salem will be gone the day that this project ends. We will no longer have a wildlife corridor that goes north to south. The EPA was not there when the Daisy Hill subdivision was built just a couple of years ago and put Latimer Brook through a culvert, and built a whole set of new homes that all drain right into Latimer Brook.

There's only one way to save this area and that is to declare it off limits. And unfortunately, we don't have the political power to do it. I've been trying to get a greenway for ten years. The only power I have is to ask you, please, to require as mitigation, as a compromise, you didn't see the Sierra Club here, you didn't see the Connecticut Fund for the Environment, because all the environmentalists that live in this area know that this corridor is doomed for wildlife. Bobcat will no longer live here. The deep forest warblers that I spend my life looking for, are going to be gone when those subdivisions eat up this corridor one by one, which I've watched happen during my lifetime.

Beckwith Hill, a lot of the people here live there, it's a beautiful spot. One of the last spots for the brown thrasher, for field sparrow, for Savannah sparrow, for meadowlark. They're gone. They're disappearing from Connecticut. We need a green area left and this corridor is only there because people didn't want to build there and have their house torn down when the road

Responses to Comments:

Bingham, Robert

Comments noted.

went through.

Well, environmentalists have reached the conclusion the only way to save these species is to require that when this road gets built, that we require those forest blocks to be protected, that will protect the watershed, that will protect the species, and when you build the road, you build it with bridges like Rock Creek Park in downtown Washington, DC, with millions of cars going through but because of upland bridging to have all of the wildlife species that have been there for ages. Bio-diversity will persist and will in fact, increase as it has on Route 11 north from my house up to Colchester, where beavers have established 60 acres of new wetlands, far more than there are destroyed by this project, and increased by a diversity just along that corridor in the last 15 to 20 years. Thank you very much.

MR. WALLACE: Thank you. Yes, sir?

ROBERT BINGHAM: Thank you very much. I just heard my brother speaking and my name is Robert Kim Bingham. I'm also from Salem. I like to think in terms of the greatest good for the greatest number and I certainly think that having Route 11 with a greenway would provide that and satisfy the quality of life in principal, which clearly is part of the environmental concern that we all share.

Responses to Comments:

Elliott, Shelia

1. Comments noted. See Written Comments – State Agencies, “DEP #1” and Written Comments – Local Officials, “Contois, Town of Colchester Resolution #5” regarding the connection of Route 11 with I-395 and I-95.

And let's say also, that this quality of life will not only be applicable to Salem and to Montville and Waterford residents. If we build Route 11 and not have the 85 completed or expanded, we want to have Route 11 go through and make this a broader benefit and that is, let's open it up to the other cities of Connecticut. Our beautiful coastline, the tourism, and the inner city children of Hartford. I'm concerned about their quality of life. You know, they would be the derivative beneficiaries of a beautiful gateway to southern, southeastern Connecticut, with greenways on both sides.

Now, you can think of the Merritt Parkway as fairly attractive, and it is. Some people go that way just because of the beauty of it. We can do that here and make it even better with wider greenways and preserve our environment, and everyone can go home saying yes. Thank you.

MR. WALLACE: Thank you. On the other side of the room, do we have anyone... Yes, ma'am?

SHEILA ELLIOTT: I made a statement to the stenographer but I decided speak anyways. My name is Sheila Elliott. I live in Oakdale presently.

MR. WALLACE: E-L-L-I-O?

MS. ELLIOTT: T-T.

MR. WALLACE: Thank you.

Responses to Comments:

No response necessary on this page

MS. ELLIOTT: Thirty five years ago I lived on Route 85 and it was not as busy as it is now. And I lived three houses from the beginning of the reservoir, and you couldn't get out of your driveway then in the summertime, so now it's a disaster, and I believe we should complete Route 11. But I wondered why the Corps of Engineers never thought about this because on the maps there's wide open spaces it looks like. It's like a bridge across Grassy Hill with a slight swing to the east across 161, coming down the backside of Buddington Road, Butler Town Road, excuse me, coming out on 395 just south of Exit 77 on ramp, possibly with exit from the Speedbowl onto Route 11 to decrease the traffic on 85.

Or another suggestion, possibly a second one, some kind of a bridge over the 395 with an access down to Cross Road which is already a four lane street, with an interchange to 95. It's just a big space on the map, and yes, there's probably a little wetlands in there but I don't think it would be, I mean, you might have to cross Latimer Brook, I don't know how Latimer Brook runs, I only see it on 161. It's just a suggestion but I think it would, the parts of Butler Town Road I know is just woods and it comes out on 395. It's all woods from the time you get on Exit 77 southbound there's a couple of houses, and then it's woods all the way to the interchange at Exit 75 into East Lyme.

Responses to Comments:

Fialkosky, Barbara

Comments noted.

Then you've got Gold's. If you went across 395 at that point you would get behind Gold's Gym, behind the Waterford Senior Center, that's woods. There's a little bit there but you could veer off down onto Cross Road which is a four lane highway coming out somewhere's just at the interchange where you get off Cross Road on ramp and off ramp. There's nothing like that. I kind of lined it up with 92 PD. From where that like branches off southward go a little bit to the east. And that's just my suggestion. And I travel 85 and there is a light out here and you're right, you sit here, even the light sometimes, you're at the top of the hill the light will change four times before your turn comes.

Thank you.

MR. WALLACE: Thank you, ma'am.

BARBARA FIALKOSKY: Good evening. My name is Barbara Fialkosky.

MR. WALLACE: Could you spell that for me?

MS. FIALKOSKY: F-I-A-L-K-O-S-K-Y.

MR. WALLACE: Thank you.

MS. FIALKOSKY: I have lived in Chesterfield for 42 years on 85. My husband has lived here since he was two years old. He will be 69 shortly. He also went to this school when it was a one-room, I shouldn't say this, not any longer, but the fire house used to be a schoolhouse. My dad also lived here,

Responses to Comments:

No response necessary on this page

he's gone now.

I also own property on Grassy Hill Road which was my parents'. I have several things I want to comment on. One is, we have a 38 foot 5th wheel travel trailer. Trying to get out of this yard, I have to stand out at the highway literally, my husband will back me up on this, get out, risk my life, and go like this for people to stop, coming and going. That is, leaving our property and coming home because nobody will let us in. It's very dangerous. You might say, so sell the trailer. Well, we don't want to sell our trailer. We like it.

Secondly, I just wish in my heart of hearts I believed that all the commissions that are involved in this really have our interests at heart and are really listening to what people are saying. I don't feel they are. I feel like they're patronizing us. That all of these meetings and studies are for nought because you all have made up your minds that this will never be, and it's so sickening to us, so frustrating, so upsetting, and I could go on, and on, and on. And I don't know what the solution is, but please hear the people. Listen, really listen. Open up your ears and listen. Route 11 is our only solution. 85, all you're going to do if you widen it is disrupt all the life that we know here. I don't know how many years it's going to take, I think they said something like four years to widen it or something like that. I mean, good God, we are

Responses to Comments:

Jernigan, Tom

Comments noted.

living in a, excuse me, hell on earth right now, we don't need to live in another one for four plus more years, and I just hope you will really listen to the people and give us Route 11.

If we have so many wetlands, for goodness sakes, the little bit we need to build Route 11 won't be that much to take away. I mean, if it was a casino being built or the stadium, boy, that would be approved in ten minutes! So I thank you for listening to me.

MR. WALLACE: Thank you, ma'am. Going back to my left. Anybody on the left side of the room here who has not spoken for a first time? Okay, back over to the right side, I see a hand towards the back. Yes, sir?

TOM JERNIGAN: My name is Tom Jernigan, that's J-E-R-N-I-G-A-N. I live on Valley Drive which is just off Route 85. Seems like to me that Route 82 and 85 have been a detour for Route 11 ever since 1972, and it doesn't make any sense to fix the detour so that it'll handle more traffic instead of going ahead and building the road that should have been built a long time ago. So it's hard for me to understand why it would ever be considered in the first place, to widen Route 85, so I hope that you go ahead and build Route 11 and forget about improving the detour. Thank you.

MR. WALLACE: Thank you, sir. Yes, sir?

Responses to Comments:

Pilecki, Carl

Comments noted.

CARL PILECKI: Carl Pilecki of Fire Street.

MR. WALLACE: Sorry, I missed your name.

MR. PILECKI: Pilecki, P-I-L-E-C-K-I. The EPA puts Route 11 extension in doubt. What is this meeting for? The federal wetlands ecologists for the federal Environmental Protection Agency promised Wednesday that any of the current alternatives for building a new Route 11 would be vetoed by that agency. Any of you guys belong to that agency?

MR. WALLACE: No, sir.

MR. PILECKI: So what are these meetings for? The government's going to reject all of them. I can't figure it out. There's two words in the vocabulary today that's not being used, "common sense". That's all.

MR. WALLACE: Anyone on this side of the room? Back of the room? I don't want to ignore anybody. Other side? Any second time speakers? At this point we have no further comments, I will now close tonight's hearing and on behalf of Commissioner James F. Sullivan of the Connecticut Department of Transportation and Lieutenant Colonel John L. Rovero, of the United States Army Corps of Engineers, I'd like to thank you for coming and expressing your views to us tonight at this joint public hearing. I'd like to thank the Mayor and the Chesterfield Fire Department and everyone for attending.

Responses to Comments:

No response necessary on this page

Again, remember you have until May 7, 1999 to submit any written postmarked comments to Mr. Hurie on the Draft Document. Thanks, and have a good evening.

Responses to Comments:

No response necessary on this page

TRANSCRIPT CERTIFICATION

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DATED: April 27, 1999

Responses to Comments: **Oral Comments taken by Stenographer.**

No response necessary on this page

1

-----X
Route 82/85/11 Corridor Public Comments
-----X

Public Comments taken by Kevin Lombino, Notary Public/Licensed Shorthand Reporter of the State of Connecticut, at Waterford High School, 20 Rope Ferry Road, Waterford, Connecticut on Wednesday, April 7, 1999 and Chesterfield Firehouse, Route 85, Montville, Connecticut on Thursday, April 8, 1999.

ORIGINAL

NIZIANKIEWICZ & MILLER

Responses to Comments:

Denette, Raymond

1. In reference to concerns about safety on Route 85, see Written Comments-Individuals "Bammer #2". Other comments noted.

April 7, 1999 2

THE SPEAKER: Raymond Denette,

D-E-N-T-T-E, 8 Butler Town Road in Waterford.

I own property on Route 85 that I hope to put a housing development and I also own 22 acres on Upper Walnut Hill Road in East Lyme that would be effected if Route 11 goes through. Financially it's probably to my advantage if Route 11 goes through, however, I feel it's unnecessary and I feel it's a shame to destroy such nice woodland, some of the nicest woods in Connecticut.

To put a highway through that is going to have little effect on the traffic problem. I think most of the traffic is local except on weekends, and I think a few safety improvements on Route 85 and with better traffic law enforcement, I think most of the problems can be solved.

Animals, I don't know if anybody took into effect the road-kill on Route 11. It's prime woodland for deer, turkeys, racoons, fox and thousands of animals that would be slaughtered on the highway, and most of them are going to dye a horrible death later. It's a shame to kill some wildlife and I don't think

NIZIANKIEWICZ & MILLER

Responses to Comments:

Mutch, Keith

Comments noted.

April 7, 1999

3

1 the road is needed.

2 ✓ THE SPEAKER: My name is Keith Mutch,
3 K-E-I-T-H, M-U-T-C-H, and my address is 1841
4 Route 85 and that's Oakdale, Connecticut,
5 06370 is the zip.

6 I am opposed to the widening of Route
7 85. I believe that it's going to make things
8 more dangerous. It's already hard enough to
9 get out on the road to go to work in the
10 morning. And I believe that Route 11 would
11 take care of the problem.

12 They have off ramps in each town.
13 Instead of doing something stupid like making
14 Route 85 a four-lane highway would be like what
15 they did in New Haven with 91 going into 95 in
16 the future. It's not good now and it's not
17 going to be good in the future.

18 And it's dangerous. My wife -- we just
19 bought the house in August. Her first day
20 coming home from Colchester taking a left-hand
21 turn in our driveway, four cars piled up behind
22 her. It was pretty close for her to be, she
23 was almost in the accident.

24 But people are just traveling too fast on
25 that road. There is no police, ever, sitting

NIZIANKIEWICZ & MILLER

Responses to Comments:

Withinton, Jerry

1. See Written Comments – State Agencies, “DEP #1” and Written Comments – Local Officials, “Contois, Town of Colchester Resolution #5” regarding the connection of Route 11 with I-395 and I-95.

April 7, 1999 4

1 taking radar or trying to keep the speed limit
 2 down. There is -- it's all residential area,
 3 50-mile-an-hour speed limit instead of 40 where
 4 cars, it's like cars at a dead stop trying to
 5 get on the turnpike.

6 I think it's ridiculous, and they
 7 definitely need to finish Route 11.

8 THE SPEAKER: Jerry Withinton,

9 W-I-T-H-I-N-T-O-N, 116 Oswegatchie Road in
 10 Waterford, O-S-W-E-G-A-T-C-H-I-E.

11 "In the consideration of completing Route
 12 11, they need to look at connecting in the
 13 395/I-95 corridor. Some circumstances to be
 14 considered are possibly incorporating a full
 15 connector of 395 north and south with I-95
 16 north and south. Possibly look at this
 17 connection to help mitigate costs in the
 18 overall picture, but this would also remove
 19 numerous vehicles from Route 85 that exit at
 20 the Route 85 exit to go to 395 north or
 21 continue up. It would give a convenient option
 22 of removing a lot of high traffic speed-wise to
 23 being put on a normal interchange at the
 24 highway.

25 There are numerous considerations to be

NIZIANKIEWICZ & MILLER

Responses to Comments:

No response necessary on this page

April 7, 1999 5

made, I understand especially cost, but if we
take this opportunity to incorporate all of
them into one major interchange, the one-time
cost and impact to the environment, but
somewhere down the road let's try and connect
395 north and south to I-95 north and south
maybe somewhat like Route 9 is connected to
I-95.

NIZANKIEWICZ & MILLER

Responses to Comments:

Elliott, Sheila

1. See Written Comments – State Agencies, “DEP #1” and Written Comments – Local Officials, “Contois, Town of Colchester Resolution #5” regarding the connection of Route 11 with I-395 and I-95.

Impellizeri, Joe

Comments noted.

April 8, 1999

6

THE SPEAKER: My name is Sheila Elliott, S-H-E-I-L-A, E-L-L-I-O-T-T, 67 Veterans Court, Oakdale.

And I just want to know why the talk is that Route 11 would have to come out in East Lyme. What is the matter putting it on 395 just down from where the exit 77 on-ramp is or take it all the way through to 95 and come out between the Crossroads Shopping Center and the Crystal Mall in that land that the state owns across from the airport. And there is a lot of acres down there, 80 or more that the state owns.

I also used to live on Route 85 by the reservoir, what, probably 35 years ago and it was hard to get out then. Now for people living on 85 it's impossible, especially in the summertime. And with all of money from the casinos, why can't we get Route 11 finished? That's all.

THE SPEAKER: My name is Joe Impellizeri, I-M-P-E-L-I-Z-E-R-I. My address is 32 Round Hill Road, Salem, Connecticut.

I want to go on record as saying that I am definitely against any widening of Route

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Responses to Comments:

Williams, Dan

1. See Written Comments -Individuals "Bammer #2" regarding planned safety improvements for Route 85.

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85. I would rather see a four-lane highway extending all the way down through whatever route they choose -- I am not too fussy about the route, but I definitely don't want anybody to play with Route 85 as any alternative. The four-lane highway is the way to go.

I would like to continue the way Route 11 looks now all the way through Golden Spur, that's exit 74 where they are planning on it being. That's it.

THE SPEAKER: My name is Dan Williams, D-A-N, W-I-L-L-I-A-M-S, address, 15 Grassy Hill.

I think that Route 85 needs to be concentrated on if they are going to do anything at all. Why fantasize about building a highway if they are not going to do it, then they might as well at least improve 85. Enough. Enough.

THE SPEAKER: My name is Paul Nelson, N-E-L-S-O-N. I live on 28 Old Hebron, H-E-B-R-O-N, Road, Colchester, Connecticut.

A lot of people have been speaking tonight about the impact that the widening of Route 85 would have. I have a perfect model

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Responses to Comments:

Nelson, Paul

Comments noted.

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for the people that are interested to study of a two-lane -- excuse me, a four-lane widening of the route.

And right opposite Crystal Mall in Waterford, Route 85 turns into four lanes. All kinds of people that have been choked up into two-lane traffic immediately speed up there. My wife works in a company right off that road, and they have to enter and exit their parking lot on that four lanes. There have been innumerable accidents, rear-end collisions mainly, by the driver switching to the right-hand lane leaving the driver in back of him in the left-hand lane to rear end the attempted turner.

So that my statement is that that would represent how Route 85 would look all up and down its length. As people tried to make uncontrolled turns, you know, non-stoplight turns off and onto the route. The left-hand rear ender. Thank you.

THE SPEAKER: My name is Beverly Picazio, P-I-C-A-Z-I-O. My home address is 115 Niles Hill Road, Waterford.

I am in favor of the widening of Route

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Responses to Comments:

Picazio, Beverly
Comments noted.

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85. I feel as if it would be, one, less expensive for the state and also feel that it would be less harmful to the environment. But I am also a new-property owner on Grassy Hill Road:

And one of the reasons, and the major reason that we purchased our property was because of the rural atmosphere of this area. One of the proposed alignments is G, that will be going through the middle of my property. Obviously, this is very upsetting to me, but more so is the fact that the land that I purchased was the result of the natural beauty abounding me. There was 40 acres on one side and 66 acres on another side. I can't imagine a four-lane highway with tractor trailers and, quote-unquote, a peaceful walking trail next to it for young children and pets to be walking by. I find that absolutely ludicrous.

I certainly hope that the Department of Transportation and people involved in this decision would look at another road more important and more heavily traveled on a daily basis such as I-95. I travel on 85 every day and I don't find it to be that busy. I don't

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Responses to Comments:

Trachtman, Shana

Comments noted.

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1 know what they are all complaining about. So I
2 think that if there is an existing road on 85,
3 just put another lane in and so be it. That's
4 it.

5 THE SPEAKER: My name is Shana, S-H-A-N-A
6 Trachtman, T-R-A-C-H-T-M-A-N. My address is
7 984 Grassy Hill Road, Oakdale, Connecticut,
8 Chesterfield, Connecticut and 19 Lakewood
9 drive, Sarasota Springs, New York.

10 Well, coming here this evening -- I am
11 only a part-time resident -- but I come here
12 with a family history of five generations. We
13 go back to great, great, great grandparents who
14 settled in Chesterfield who were original
15 settlers that were brought over from Europe.
16 We did not go through Ellis Island, we did not
17 go through all the things that immigrants that
18 came from New York did, that New York was not
19 our home.

20 So I have had my children grow up here, I
21 have grown up here, my parents, my grandparents
22 and my great grandparents, they are even buried
23 not far from here. I do sympathize with people
24 about Route 85 and its widening, but what I see
25 here is an ecosystem that is in great danger of

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Responses to Comments:

No response necessary on this page

April 8, 1999 11

1 going.

2 I have done some reading about wetlands
3 and I know that of the 200 million acres of
4 wetlands that used to exist in this country, we
5 are only down to 90 million acres. Wetlands
6 are the kidneys of the body politic of the
7 land and you can't live without your kidneys
8 they filter out the impurities, the earth can't
9 live without them. Yes, they can be rebuilt.
10 Who do we know that's rebuilding wetlands?
11 Nobody, it's on nobody's political agenda,
12 that's one thing.

13 Right now I have seven acres of land
14 upon which I see deer and wild turkey and all
15 other things. And one of the routes of the
16 proposed Route 11, I think the H -- and I don't
17 know, I don't know the number -- but the H
18 which would be connecting to the 161 and the
19 other one which would connect into 395 and
20 regular 95 would just take my neighbor's
21 property, which I see, clipped the end of my
22 property, we drain all the wetlands, fill them
23 in. And I know that roads don't like
24 moisture. They are not just draining those
25 particular lands, they are draining other

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Responses to Comments:

No response necessary on this page

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wetlands.

We all rely on our well water. We are not going to rely on this anymore and, unfortunately, instead of looking at the deer and wild turkey, I feel I am going to be drinking Wild Turkey instead of looking at the deer because the lifestyle that has existed there will be ruined.

There are other alternative if 85 is not available. Then let's look at something that doesn't impact the wetlands as much. That's all I have got to say.

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